

A PUBLICATION OF VIKING YACHTS

SUMMER 2020

Valhalla

EXPERIENCE VIKING HEAVEN

AMAZING 80s

Open, Enclosed Bridge and Sky Bridge

BACK TO THE FUTURE

Return of the Billfish

VIKING STORY

Large and in Charge - Flagship 92

POWER COUPLES

Viking and Valhalla Tandems



INNOVATION ISSUE

Virtual Tank Testing, 3D Printing, Lightweight Construction and More

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A PUBLICATION OF
THE VIKING YACHT COMPANY



BEHIND THE COVER

COVID crisis travel restrictions cancelled our Florida photoshoot, but we still managed (thanks to Designer Katrina Clugh's Photoshop magic) to present the 80 Sky Bridge in a setting we all expect to see.

The yacht was actually captured on the Bass River here in New Gretna by Photographer Kyle Juall.





“ This was a different type of crisis, but everyone still rose to the challenge. ”

— John Kasinski
Viking CFO

WE'RE BOATBUILDERS

Looking across the marine industry landscape, you see fewer companies whose owners or leaders have boatbuilding in their blood. Some CEOs become “boatbuilders” overnight, transitioning from some other business that has nothing to do with our watery world. Pat Healey’s description of Viking at the close of our company video, “The Viking Difference,” says it all: “We’re boatbuilders, and there aren’t many of us left.”

For 56 years, Viking has been a family-owned-and-operated yacht manufacturer. Without allegiances to large corporations or private equity firms, Viking has always been able to put its customers first, with an unwavering commitment to design and build the finest boats on the planet.

“Viking has always believed in controlling its own destiny,” says Viking CFO John Kasinski, who has been with the company for 31 years. “It’s a philosophy that goes back to our founders, Bill and Bob Healey, and has been carried on by Pat Healey and Bob Healey Jr.”

Our customers have the peace of mind of knowing the Healeys are in it for the long haul – the family’s passion for boats and fishing is strong, and its connection to owners and captains, dealers, vendors and the entire Viking family is unbreakable.

So when a crisis such as the Coronavirus pandemic, Great Recession or Luxury Tax emerges, we buckle down and fight. There is no other way for the Viking Yacht Company. Pat considers every employee a boatbuilder, from the forklift operators and maintenance crews to the accountants and human resources specialists. We all contribute to each yacht’s successful completion.

I’m always impressed with the ability of the people at Viking to focus and execute. Last year, the company introduced five new

models. This spring that concentration shifted from yacht manufacturing to protecting our employees and flattening the Coronavirus curve. Believe me, it was an all-out war. Charged with documenting the crisis for Viking, I got a first-hand look at the intensity of our efforts to protect our workforce and customers. I feel proud when I recall the intense conversations, key decisions and emotional ups and downs that occurred during those weeks.

“We showed great resiliency, as we have in the past,” says John. “This was a different type of crisis, but everyone still rose to the challenge.” Pat details how we navigated this period in his expanded letter on page 8.

We hope you enjoy this issue of *Valhalla*. (Please keep in mind that some pictures were taken prior to the COVID crisis and its safety regulations.) Two themes flow through our 126-page magazine – innovation and personalization. Four specific articles illustrate the ways Viking pushes the design, engineering and construction boundaries of boatbuilding. Innovation can be seen elsewhere in the publication as well, including the feature story about the modifications that went into completing Perry Nichols’ 72 Convertible, *Knot Done Yet* (page 44). Both Viking and Valhalla Boatworks give owners the opportunity to personalize their boats. And they appreciate it, as you see in “This Time, It’s Personal,” “Power Couples” and other stories filled with the voices of our owners – and our boatbuilders. 

Sincerely,

Chris Landry
Editor-in-Chief

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

Valhalla

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.



CHASING SAILS

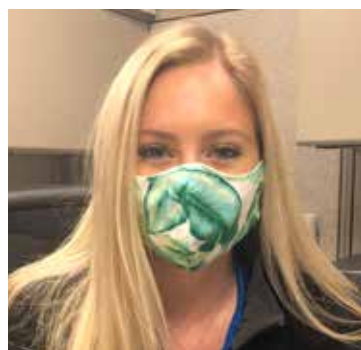
The Viking 72 *Eight Eights* goes full astern in the
2020 Buc Cup off Palm Beach.





viking REVIEW

This page typically is a look back at Viking's accomplishments over the past six months. Boat shows, fishing tournaments, awards, milestones, events, certifications and the list goes on. But this issue we want to dedicate these two pages to our boatbuilders. Over the past few months, every department has learned how to adapt, innovate and work through new challenges. And as you'll see, they know how to have a little fun along the way. Thank you to our incredible shipwrights for their commitment to continue to build a better boat every day. 🦋





FROM THE FLYBRIDGE



This has certainly been a challenging year, but the Viking Yacht Company has responded with great resiliency and we're well on our way to better times. We took voluntary pro-active steps to protect the health and safety of our employees during the Coronavirus pandemic, suspending manufacturing in early spring for three weeks in New Gretna and five weeks in Mullica.

Led by Drew Davala, our Human Resources Department has done an excellent job, instituting deep cleaning procedures, staggering work start and stop times, and setting strict protocols for social distancing, temperature checks and hygiene. We've become a model manufacturer in the state of New Jersey for our workplace health and safety practices.

The Viking Health Services Department has provided invaluable medical care to our employees while easing the strain on local healthcare facilities. We can't thank Steve Marks, Billeny Padula, Sean McCall and their team enough for making such great sacrifices and putting their co-workers first. Viking is proud to have donated 3,000-plus N95 respirator masks, over 1,000 in-house manufactured face shields as well as Tyvek

suits and other PPE to the heroic healthcare community and first responders.

The COVID crisis marks the fourth major challenge for many of us at Viking, joining the Luxury Tax from 1991 through 1993, the economic downturn in the early 2000s and the Great Recession in 2008. Our management team and boatbuilders have endured these hard times and others, giving us the wisdom to come out of adversity stronger. Many years ago after the Luxury Tax period, we established a Captive Insurance Company to withstand business interruptions. It's our safety net.

Another key to weathering economic storms for Viking throughout its history has been the development of new product, the lifeline to future business. So when the Coronavirus pandemic hit we continued to operate our 5-axis router during the production suspension. We're an engineering-driven company, with the best Research and Design Group in the industry.

NO TO THE "NEW NORMAL"

There's been a lot of talk in the media about a "new normal," but I don't accept that term. This period was a terrible setback, and every spring we'll be reminded of the

suffering that went on during the months of the pandemic. But, as we've done in the past, Viking and this country will grind it out and do whatever it takes to overcome hardship.

With our Key West Challenge and the spring boat shows cancelled, we had planned to work with our dealers to hold small regional boat shows this summer to kick off the boating season. In early May things were looking good, but the virus wasn't ready to quit and the states weren't ready to allow large gatherings. But we're determined to get back to the boat shows and fishing tournaments. It's only a matter of time before we're holding great kick-off parties and wonderful awards banquets.

We're grateful that our passion adheres and contributes to social distancing and good health. The pandemic gave us a renewed appreciation of boating and fishing, as well as some additional time to spend with family on the water. The fishing this spring in south Florida was off the charts. It was a welcome relief for our owners to go out and chase sailfish and catch them at such record numbers.

We had a fantastic winter boat show season where we sold a combined 16 Vikings and



13 Valhallas between our VIP Preview in Riviera Beach, Florida, and the two Miami boats shows. Other positives: inventory is low; our balance sheet is strong; and we had a nice sales surge from mid-April through June. This is all good news, but there's no question that Viking's next fiscal year, which begins August 1, is going to be a tough one. There's no way around it. It'll take 12 to 18 months before we're back to the fiscal levels we enjoyed prior to the pandemic. We'll need time to build the boats that we sell as business begins to pick up during the fall boat show season. Build times range from four months for the Valhallas to 12 months for our largest yachts.

SCR

Speaking of time – we're running out of it regarding our efforts that would allow us to continue building the 92 Convertible and 93 Motor Yacht. The international environmental mandate requiring Selective Catalytic Reduction (SCR) systems in our 92 Convertible and 93 Motor Yacht begins January 1, 2021. SCR technology for yachts from 90 to 140 feet simply does not exist yet. Viking and other yacht manufacturers have pushed for an extension to give engine manufacturers more time to develop a system for our yachts. The Coronavirus didn't help matters, delaying their R&D efforts. Engine manufacturers say we won't see prototype systems until late '21 or the first part of '22. In true Viking spirit, we'll fight to the bitter end.

LOOKING AHEAD

As you know, we introduced five new models last fall, a company-wide team effort and an incredible accomplishment. With the addition of the new 46 Billfish and the 38 Open, we now offer a three-vessel Billfish fleet. The bottom line is we're selling the Billfish boats at a rate of eight per year for

each model, which tells me there's a strong appreciation and demand for this type of unique Viking fishing and cruising yacht. Tournament contenders in the Viking tradition, they're made to fish destinations that our owners frequent, such as Costa Rica, the Bahamas, the Gulf and many other places.

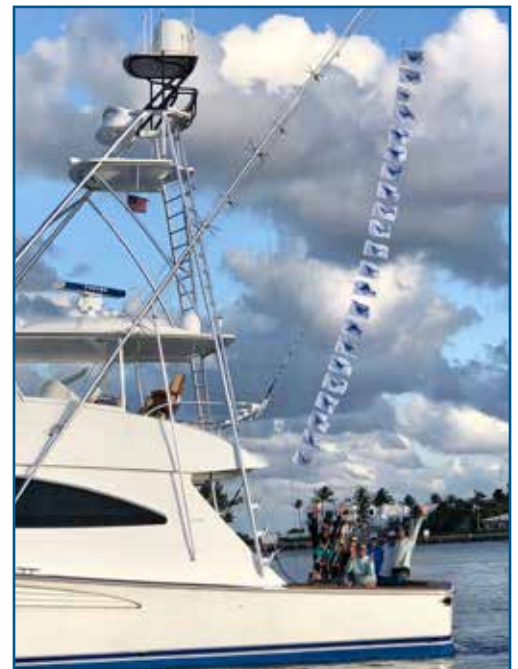
The demand for our Valhalla Boatworks center consoles has been overwhelming. We've sold 146 Valhallas between retail and dealer orders, and will have delivered more than 70 boats by summer's end.

The V-33, V-37 and V-41 are doing extremely well, so our decision to bring three Valhallas to the market at the same time was right on the money. We continue to work at building them more efficiently at Viking Mullica, where we plan to add 7,500 square feet of manufacturing space by joining Buildings 3 and 4. Our top priority this spring has been the well-being of our shipwrights, so we postponed the groundbreaking of this project until next spring. In the meantime, we've moved the production of the Billfish models and our 44s and 48s back to New Gretna to free up space for Valhalla Boatworks and streamline overall production.

In closing, I'd like to thank our shipwrights, owners, dealers, vendors and everyone else in the Viking family for your continued support. Please stay safe, stay positive and I'll see you on the docks this summer! 🦋

Sincerely,

Patrick Healey
President & CEO





SHEER JOY

The timeless beauty of the 80 Sky Bridge
Rock Crusher, captured south of the Cat Cays.





AMAZING 80s

Three Yachts, One Goal – Fishing and Cruising Nirvana



Viking has led the world for 25 years in the design, engineering and production of large sportfishing yachts. Our legacy fleet stretches back to the 1990s and includes the venerable 65, 74, 82 and 76 Convertibles. Each of those yachts established higher levels of performance, fishability, style and comfort while pushing the boundaries of innovation. Our current two biggest hitters – the 80 and 92 – have continued that tradition, proving that Viking yachts of this size can consistently win on the tournament circuit. To that point, an 80 Convertible (with open flybridge) will serve as the Viking demonstrator boat for the 2020 summer and fall tournaments.

The Snow White Viking 80 will feature a faux teak salon bulkhead, toerails and transom; a teak cockpit, covering boards and mezzanine; and a satin walnut interior. She'll also be equipped with the latest fishing accessories, Furuno real-time sonar, a Palm Beach Towers (PBT) tuna tower and an Atlantic Marine Electronics (AME) navigation, communication and entertainment package.

With five staterooms and the largest salon in its class, the 80 Convertible possesses the accommodations and storage of a 90-footer while still delivering a 40-knot top end, a range north of 450 nautical miles (at cruise with maximum fuel capacity) and the fishing

prowess of a Viking. “The magic of the 80 is you get both the living space and the performance,” says Viking Design Manager David Wilson. “The boat has incredible speed for its size, and there’s plenty of room for additional crew, guests and anglers.”

The 80 Convertible also offers flexibility for owners, with three different models – Open, Enclosed Bridge and Sky Bridge. Each boasts its own unique strengths and features that allow owners to live out their boating and fishing dreams in Viking style. Every member in our trio of amazing 80s has been popular with owners. As of this fall, Viking will have built 15 Open, 12 Enclosed Bridge and 10 Sky Bridge models.

SKY BRIDGE

The Viking Design and Engineering Department has perfected the proportions of our sky bridge yachts, skillfully and artfully fusing the hull, deckhouse, enclosed bridge and sky bridge to come away with drop-dead-gorgeous boats. Sky Bridge models are offered for our 72, 80 and 92 Convertibles.

“It’s the best of both worlds,” says Viking Vice President of Sales Mark Waldron. “The sky bridge provides the visibility benefits of an Open model’s elevated control station with the weather protection and comfort of a Viking enclosed bridge.”

The demand for the 80 Sky Bridge in the past few years has skyrocketed. The sky bridge shares many of the design characteristics and features of a convertible’s flybridge, such as a sleek low-profile console with optional raised teak helm pod, flanking radio boxes with split lids, a large recessed and protected area for multi-function displays, engine and steering controls and electronics controllers. Like the 80 Open, the sky bridge’s hardtop by PBT is home to an available power-actuated drop-down electronics box as well as a teaser reel box.



The sky bridge not only heightens fishability with its 360-degree sightlines, it increases this model’s appeal as a cruising yacht. Ample seating and convenience features make this perch a popular spot for guests to relax and soak up spectacular views. The area is also appointed with a forward insulated cooler and freshwater sink, storage under the lounges and inside the console and an additional starboard-side storage box integrated into the console.

ENCLOSED BRIDGE

Viking pioneered the design and development of the enclosed bridge convertible. A custom polished stainless steel ladder joins the enclosed bridge and salon, while an exterior staircase provides access between the enclosed bridge’s aft deck and the mezzanine deck.

The raised wrap-around helm console features black ultra-leather surfaces and a visor to reduce glare. The control station includes single lever electronic engine and hydraulic bow thruster controls, switches for accessories and a raised bank for flush-mounted electronics. An adjustable Stidd helm seat is flanked by a pair of raised companion seats with storage drawers underneath. To port, an L-shaped lounge on a raised platform (for enhanced visibility) is complemented with a walnut cocktail table.

On the starboard side, there’s a 32-inch HD TV along with a refrigerator. A weatherproof, lockable door leads to the aft deck, which includes a convenient starboard docking station. The port-side molded fiberglass seat (with storage) is a great place for guests to take in the fishing action or just enjoy the view. The bridge overhang shades the area. Owners of the 80 Enclosed Bridge model often add a custom Palm Beach Towers tuna tower, turning the yacht into a fishing powerhouse.





OPEN BRIDGE

On the flybridge, a walkaround center console helm gives the operator a great view underway and while fishing. Three pedestal helm seats with teak ladder backs are joined by port and starboard lounges, each with rod stowage below. A U-shaped lounge and table forward of the console seats more guests, and is notably below the forward sightlines of the helmsman thanks to the raised standing platform behind the console. A freezer is forward, between a refrigerated box and a sink with a freshwater outlet. Air conditioning is available as well as a three-sided Costa Clear enclosure.

With no exposed fasteners and recessed storage areas with lids, the console is a stellar example of a clean, highly functional Viking helm. Its intuitive layout includes a recessed electronics box that holds a bank of multi-function displays. The raised helm pod has single lever electronics controls and a stainless steel wheel. The flanking radio boxes and the undersides of their split lids are painted satin black for increased visibility.





SALON/GALLEY

Entering for the first time, the salon's sheer size grabs your attention immediately. The salon, galley and dining areas form a single free-flowing space while maintaining individual social zones. Wall-to-wall carpeting, wood fluted valances above large artfully shaped windows and fabric lambrequins are just some of the decorative interior delights. A wraparound lounge (with storage underneath) and a walnut cocktail table are opposite a home theater center with 65-inch HD TV, Bose system and custom surround sound.

Moving forward, there's a raised dining area to starboard with a walnut table and pull-out storage underneath for rods. The wraparound galley features a second

dining area with three bar stools. The feature-packed galley has all the appliances, conveniences, storage and countertop space you'll need to prepare a big meal or serve up food and drinks for a cocktail party. Amenities include large under-counter Sub-Zero refrigerator and freezers with finished wood faces; upper and lower cabinets and drawers with varnished doors and faces; and an electric range with a four-burner cooktop. There's also a sizeable enclosed pantry forward of the galley.

SLEEPING ACCOMMODATIONS

Five generously appointed staterooms comfortably sleep 10, and you can add a bunk to the pantry area for a third mate or extra guest. The full-beam master suite

boasts a king walk-around bed, flanking end tables and 49-inch HD TV. Overhead LED lighting with dimmers, decorative rope lighting and an upholstered headboard accent the space. Other highlights: port and starboard maple-lined hanging closets and credenzas, a vanity/desk area with stool to port and a seating area to starboard.

The VIP stateroom forward and the port guest cabin aft both feature walk-around queen beds. The two starboard staterooms have upper and lower berths, and are surprisingly spacious thanks to the use of sliding entrance doors that optimize interior space. Every stateroom has a large head and fiberglass shower stall. A washer and dryer are located in the companionway.





COCKPIT/ENGINEER ROOM

The business end of the boat consists of a 217-square-foot tournament-proven cockpit and a raised mezzanine with aft-facing seating (shaded by the bridge overhang) and optional Cruisair Cool Breeze air conditioning.

The lengthy standard equipment list includes flush-mounted rod holders, a transom door with lift gate, a transom live well, in-deck fish boxes (with extra optional live well capacity) and freshwater and seawater washdowns. There's also tackle, freezer and refrigerated storage.

Subtle touches show that the Viking team never stops sweating the details. The base of the cockpit side compartments, for example, are floating, which leaves room for a toe kick for easier access when opening the lids in a sea way. The base of the mezzanine is gently bowed for more foot space in the cockpit – another clever design feature. The 80 Convertible is designed and engineered for the installation of a Seakeeper SK 26 or SK 35. An aluminum mounting plate is laminated into the cockpit sole for the installation of a fighting chair, rocket launcher or table.



Twin 2,635-hp MTU Series 2000 V16 M96L diesels, installed in our industry-leading engineroom, give the 80 tremendous speed and range for world-traveling fishing and cruising. No one builds an engineroom like Viking. Accessed from the cockpit, the powerful Tier III engines are mounted to the integrated stringers that are reinforced with one-inch-thick aluminum saddles laminated into the structure. The engineroom is painted Snow White to enhance visibility, and there's full walkaround access to the powerplants.

The mechanical, electrical and plumbing systems are all expertly installed. The engineroom houses among other things the centralized seawater, Delta-T ventilation, fire suppression, fuel transfer and oil changing systems. Viking uses the best propellers in the industry – VEEM Interceptors with class “S” pitch tolerance propellers (see Vehicles of Innovation, page 53). Our proprietary VIPER (Viking Independent Programmable Electro-hydraulic Rudder) steering eliminates the tie-bar for independent rudder operation and optimizes response and reduces drag at low, mid and high speeds for extraordinary maneuverability in all sea conditions.

THE BOTTOM LINE

The Viking 80 truly has it all – speed, size, interior volume and three different bridge configurations to suite your fishing and cruising adventures.

80|C SPECIFICATION HIGHLIGHTS

Length Overall	80' 6"	24.54 m
Length Overall (including bow pulpit)	85' 4"	26.0 m
Length Waterline	69' 5"	21.16 m
Beam Overall	21' 4"	6.50 m
Beam Waterline	17' 6"	5.33 m
Deadrise at Transom	12.4 deg	
Draft	5' 7"	1.70 m
Freeboard Forward	9' 1"	2.77 m
Freeboard Aft	3' 5"	1.04 m
Height Waterline to Top of Flying Bridge Hardtop	20' 10"	6.35 m
Height Waterline to Top of Flying Bridge Hardtop Masthead Light	23' 4"	7.11 m
Height Waterline to Top of Flying Bridge Console	17' 2"	5.23 m
Displacement (standard fuel load)	145,461 lbs.	65,980 kg
Fuel Capacity (standard)	2,600 gal.	9,842 l
Fuel Capacity (optional)	3,200 gal.	12,113 l
Water Capacity	400 gal.	1,514 l
Holding Tank Capacity	250 gal.	946 l
Cockpit Area	217 sq. ft.	20.2 sq. m



Open Bridge



Enclosed Bridge



Sky Bridge



Open Bridge Salon



Enclosed Bridge Salon



Lower Accommodations

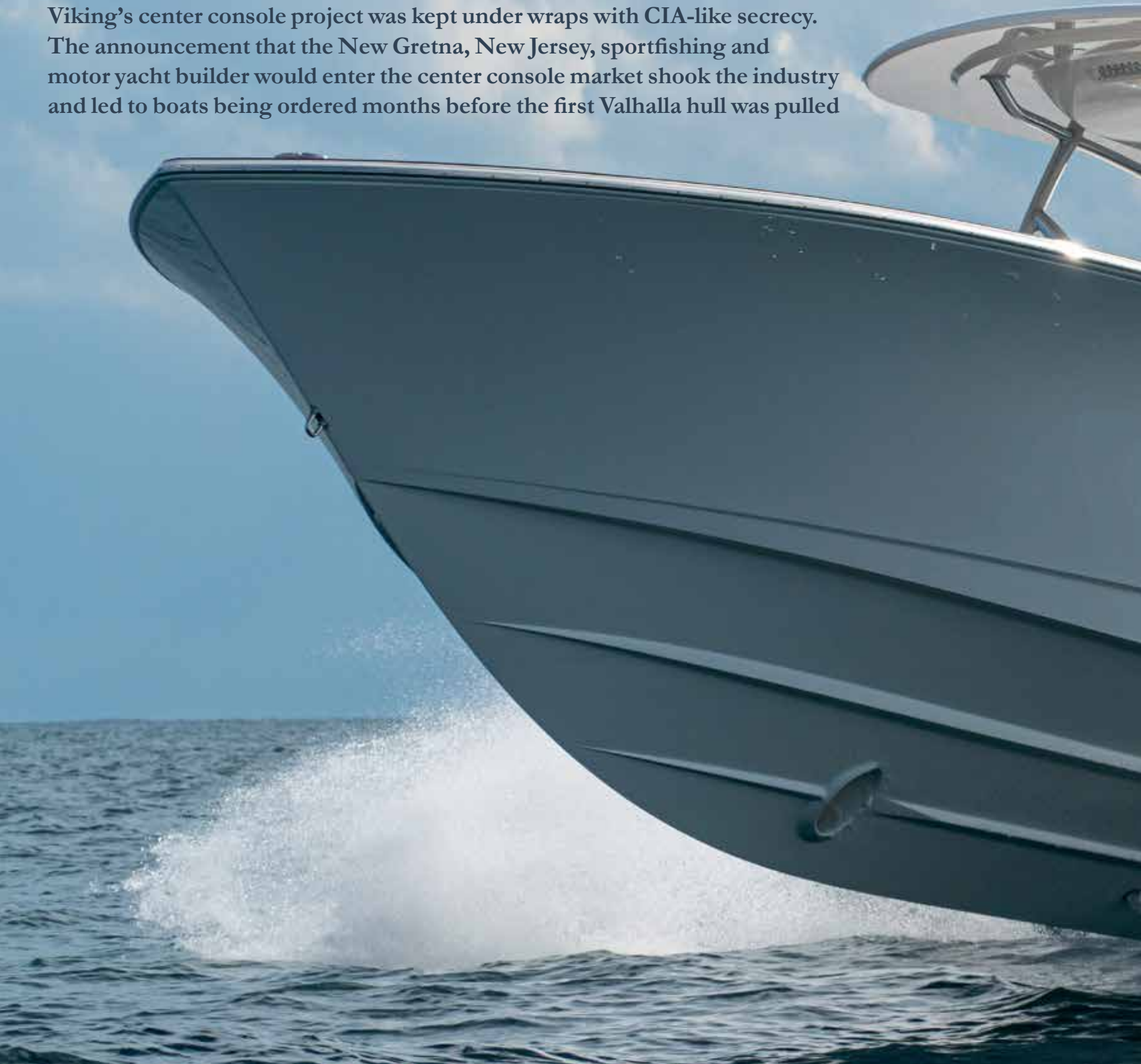
THE RISING

Valhalla Boatworks Reaches New Heights

With nearly 150 boats sold and 75 delivered in only 18 months, the Valhalla Boatworks (VBW) V Series has established itself as one of the primary top-flight high-performance center consoles in the world.

“We talked the talk and now we’re walking the walk,” says Pat Healey, President and CEO of the Viking Yacht Company, which owns Valhalla Boatworks. “We knew we had a lot to prove, and we will continue to do so by building a better boat every day.”

Viking’s center console project was kept under wraps with CIA-like secrecy. The announcement that the New Gretna, New Jersey, sportfishing and motor yacht builder would enter the center console market shook the industry and led to boats being ordered months before the first Valhalla hull was pulled





from its mold. Debuting a trio of center consoles in the sweet spot of the market simultaneously has been a proven success, with high interest in all three models – the V-33, V-37 and V-41. The move allowed a wider variety of boating and fishing enthusiasts to discover the Valhalla Difference.

The company qualities that make Viking the No. 1 boatbuilder in the world and define “The Viking Difference” also apply to VBW. V Series owners receive the very same in-house innovation, engineering, performance and quality that you’ve come to expect from Viking.

TIP OF THE TONGUE

Virtually all Viking dealers have taken on the VBW brand, meaning V Series owners also have the backing of the strongest domestic and international dealer network in the industry. VBW also has two additional dealerships in New Jersey and Florida – Valhalla Boat Sales North in New Gretna and Mantoloking, New Jersey, and Valhalla Boat Sales South in Riviera Beach, Florida.

Viking’s experience and customer service have set it apart from its competitors for decades, and this advantage is already being recognized and appreciated by Valhalla owners.

“The fact that Valhalla is made by Viking means a lot to me for many reasons, but especially the high-level of customer service,” says Dan Keating, who took delivery of his V-37 *Defiance* this spring. Dan raves about his VBW dealer, Valhalla Boat Sales North. “Mike has been tremendous,” says Dan, referring to Mike Buczkowski, General Manager of VBSN. “The whole experience has been a lot of fun.”

Product knowledge is one of the keys to good customer service. “More often than not, today’s salespeople are not as knowledgeable as they should be,” says Rick Levinson, who worked with the General Manager of Valhalla Boat Sales South, Ryan Higgins, to purchase a Valhalla 33. “Ryan went out of his way to take care of us – before, during and after the sale. He knows his equipment inside and out. With any question, he always had the answer right on the tip of his tongue.”

GLOBAL APPEAL

Rick is also a long-time Viking owner whose family currently has a Viking 62. Viking owners have been drawn to the Valhalla brand, and that’s no surprise. “One of the main reasons we created Valhalla Boatworks was to answer a longstanding request from Viking owners for a Viking-built center

console,” says Pat. Valhalla Boatworks was also formed to bring a new generation of owners into the Viking family. Young families are discovering the style, comfort and high quality of the Valhalla Boatworks V Series.

The Valhalla Difference has spread globally as well, with V Series models delivering to not only center console hot spots like Florida but also to California and Texas. Internationally, boats are already fishing in Costa Rica and Cabo San Lucas. Valhallas will soon be plying the waters of Australia and Puerto Rico as well.

The brand is also blossoming because it benefits from Viking’s vertically integrated business structure. In-house design and engineering coupled with the utilization of the Viking subsidiaries Atlantic Marine Electronics and Palm Beach Towers results in turnkey delivery for Valhalla owners. The first of several boats with PBT designed, fabricated and installed marlin and gap towers have been delivered, and AME has installed many special electronics requests outside of the factory-installed Garmin and Simrad packages. It’s all part of Valhalla Boatworks’ ability to personalize its V Series boats for our owners. 

THE BOTTOM LINE

In a sea of sameness among center consoles, the Valhalla Boatworks V Series rises above the rest in performance, engineering, quality, fishability and comfort.

They Said It

MARINE MAGAZINE EDITORS RAVE ABOUT THE WORKMANSHIP OF THE VALHALLA BOATWORKS V SERIES.



“Exquisite fit and finish meld with the opportunity for owner customization and personal expression.”

— Peter Frederiksen, *Boating*

“True to Viking, quality construction, fit and finish are front and center. The molds are sculpted using a five-axis, computer-controlled milling system that maintains super-tight tolerances.”

— Gary Caputi, *Saltwater Sportsman*

“Aside from the performance, what I found most impressive in the Valhalla line was the fit and finish. Everything seems to have been thought of: from the lazarette on centerline that provides easy access to the Seakeeper to the spare-no-effort finish of the bilge.”

— Simon Murray, *Power & Motoryacht*

“What lies below the decks is just as impressive as what you’ll see above. Manifolds and plumbing are labeled, hoses are double-clamped, wiring is heat-shrink protected, and as you swing up the deck hatch on its gas-assist struts, note it’s flawlessly finished on both sides, gasketed and guttered, and dogs down tightly.”

— Lenny Rudow, *Yachting*

“I poked around under deck hatches, peeked inside lockers, scrutinized the deck hardware and wiring runs, and looked for errors in execution. I couldn’t find any. Pipework welds were perfect, the diamond-point upholstery looked finely tailored, and every component seemed to be in the right place.”

— Gary Reich, *Soundings*

SPECIFICATION HIGHLIGHTS

Length, hull 32' 10" (10.01 meters)

Length, with engines down
35' 3" (10.74 meters)

Beam, overall (B.O.A.)
9' 9" (2.97 meters)

Height
waterline to hardtop, half load
8' 4" (2.54 meters)
waterline to open array radar, half load
9' 8" (2.95 meters)

Draft
engines up, full load
27" (.69 meters)
engines down, full load
37" (.94 meters)



V-33

Weight
half load
12,345 pounds (5,600 kilograms)
full load
13,825 pounds (6,271 kilograms)
(1) Weight with Twin 450 hp engines
(2) Half Load, 50% liquids
Full Load, 100% liquids
no passengers or gear
hardtop, no tower

Deadrise (at transom) 24.0°
Fuel capacity 327 gallons (1,238 liters)
Water capacity 39 gallons (148 liters)
Holding tank capacity
6 gallons (23 liters)
Max engine HP 900 hp
Live well (transom)
52 gallons (197 liters)

SPECIFICATION HIGHLIGHTS

Length, hull 36' 9" (11.20 meters)

Length, with engines down
39' 1" (11.91 meters)

Beam, overall (B.O.A.)
10' 0" (3.05 meters)

Height
waterline to hardtop, half load
8' 5" (2.57 meters)
waterline to open array radar, half load
9' 9" (2.97 meters)

Draft
engines up, full load
28" (.71 meters)
engines down, full load
41" (1.04 meters)



V-37

Weight
half load
14,643 pounds (6,642 kilograms)
full load
16,623 pounds (7,540 kilograms)
(1) Weight with Triple 450 hp engines
(2) Half Load, 50% liquids
Full Load, 100% liquids
no passengers or gear
hardtop, no tower

Deadrise (at transom) 24.0°
Fuel capacity 470 gallons (1,779 liters)
Water capacity 39 gallons (148 liters)
Holding tank capacity
12 gallons (45 liters)
Max engine HP 1,350 hp
Live well (transom)
56 gallons (212 liters)

SPECIFICATION HIGHLIGHTS

Length, hull 40' 6" (12.34 meters)

Length, with engines down
43' 3" (13.18 meters)

Beam, overall (B.O.A.)
11' 7" (3.53 meters)

Height
waterline to hardtop, half load
8' 8" (2.64 meters)
waterline to open array radar, half load
10' 0" (3.05 meters)

Draft
engines up, full load
29" (.74 meters)
engines down, full load
33" (.84 meters)



V-41

Weight
half load
18,343 pounds (8,320 kilograms)
full load
20,798 pounds (9,434 kilograms)
(1) Weight with Quad 450 hp engines
(2) Half Load, 50% liquids
Full Load, 100% liquids
no passengers or gear
hardtop, no tower

Deadrise (at transom) 24.0°
Fuel capacity 557 gallons (2,108 liters)
Water capacity 49 gallons (185 liters)
Holding tank capacity
12 gallons (45 liters)
Max engine HP 1800 hp
Live well (transom)
90 gallons (341 liters)

Nautical Dream Team

VIKING'S DESIGN AND ENGINEERING DEPARTMENT AND MICHAEL PETERS YACHT DESIGN

The hull designs for the V-33, V-37 and V-41 are the result of a cooperative effort of the Viking Design & Engineering team and Michael Peters Yacht Design (MPYD), with Viking incorporating specific deadrise, bottom rocker shape, strakes and chines into a bottom that utilizes MPYD's patented Stepped-V Ventilated Tunnel (SVVT).

It's a match made in heaven – and a big reason the V Series has become one of the most coveted center consoles on the water today.

The double steps introduce air to break the wetted running surface area, effectively reducing drag while increasing speed and efficiency. The leading edges of the side vents help usher in the air quickly while the trailing edges permit an efficient release aft.

The other difference maker with the SVVT design is its ventilated tunnel, which extends from the aft-most step to the transom. It brings great stability, handling and maneuverability to the boat at cruising and high speeds, with the tunnel's walls locking in the stern for a strong grip on the water.

“The combination of the double steps and the ventilated tunnel are a one-two punch that elevates this stepped-hull design to the next level,” says Viking Design Manager David Wilson. “Simply put, we believe it's the most advanced and proven stepped-hull design in the world.”

Valhalla owners were aware of the performance benefits of the V Series design, but they've become even more impressed as they've run their boats in various capacities. “It's amazing,” says Rick Levinson, referring to the high-speed handling of his Valhalla 33 *SeaFlame*. “The stern sticks to the water. There's no skidding or sliding. There's no ventilation of the engines – they're still digging in and providing plenty of thrust.”

“The boat planes really easily, and it has good fuel efficiency, especially for its size,” Bill Gilbert Sr. says of his Valhalla 41, *Anticipation*, which he uses to fish for sails, tuna and blue marlin in Florida. “You can run at a more efficient speed with those steps, and as far as turning, the boat feels like it's on rails.”

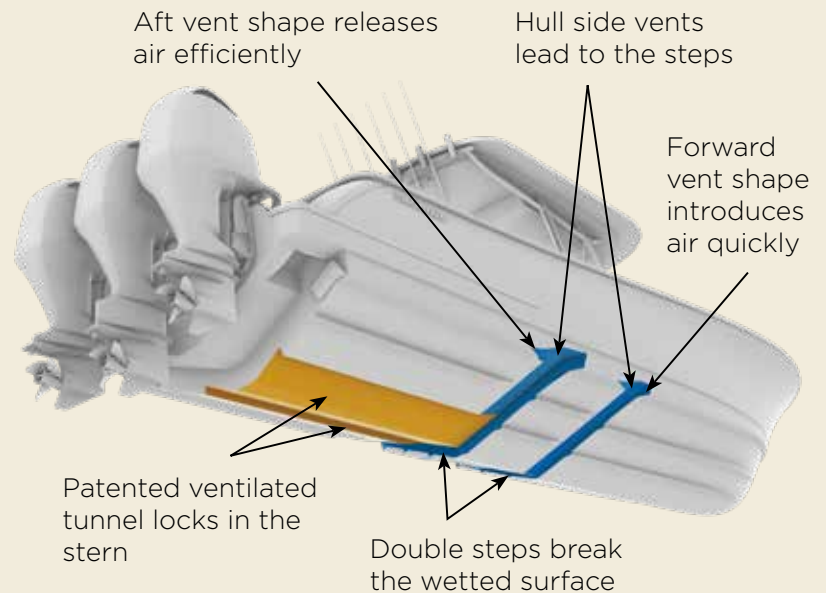
It's no surprise Viking teamed up with Michael Peters, who is considered the leading authority on high-performance stepped hull boats. Viking already had a strong working relationship with Michael. His group designed the Viking motor yacht hulls, which have the performance of a Viking sportfishing yacht and the luxury and interior volume of a megayacht. So when it came time for Viking to pull the trigger on its center console project, MPYD was the obvious choice.

In addition to Michael Peters, the primary players in the VBW project for MPYD have been Bill Ganner, Chris Critchett, Drew McKay and Graham Kukla.

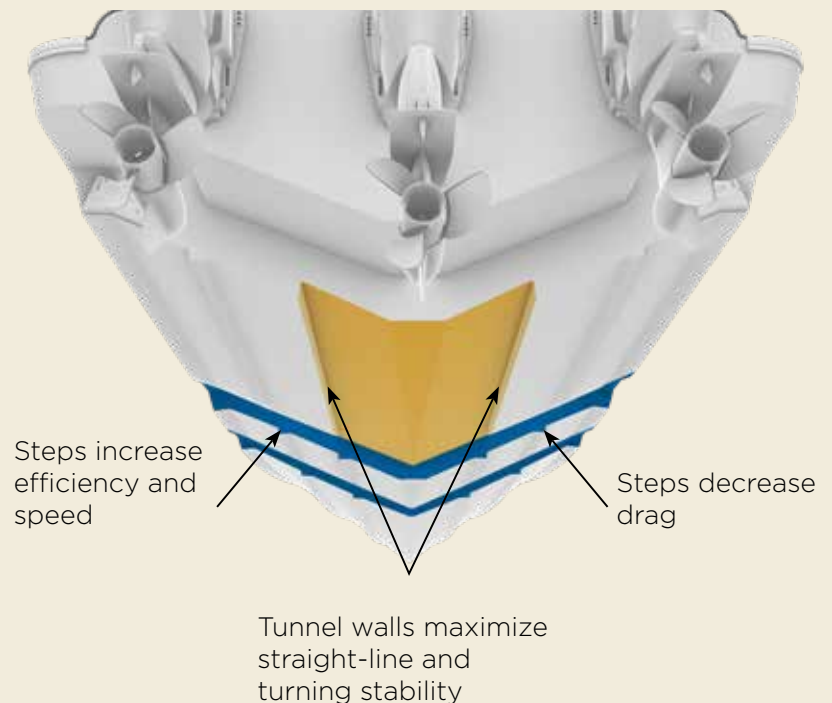
“Our collaboration has existed on all levels and has covered every detail,” says Bill, who has been with MYPD for nearly 30 years. “Viking is extremely thorough and detail-oriented. When you work with a company like Viking, with all of its experience and knowledge, great things happen.”

STEPPED-V VENTILATED TUNNEL

STARBOARD QUARTER VIEW



CENTERLINE FORWARD VIEW



The double steps work with the Ventilated Tunnel to deliver winning performance.

V-41



A few members of the design and engineering dream team pose for a photo aboard hull No. 1 of the V-41 at the 2019 Viking/Valhalla Dealer Meeting and Sea Trial Event. Viking's Ryan Higgins and David Wilson (blue shirts) are joined by, from left to right, Michael Peters, Graham Kukla and Bill Ganner from MPYD.



V-37



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

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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.**





THIS TIME, IT'S PERSONAL

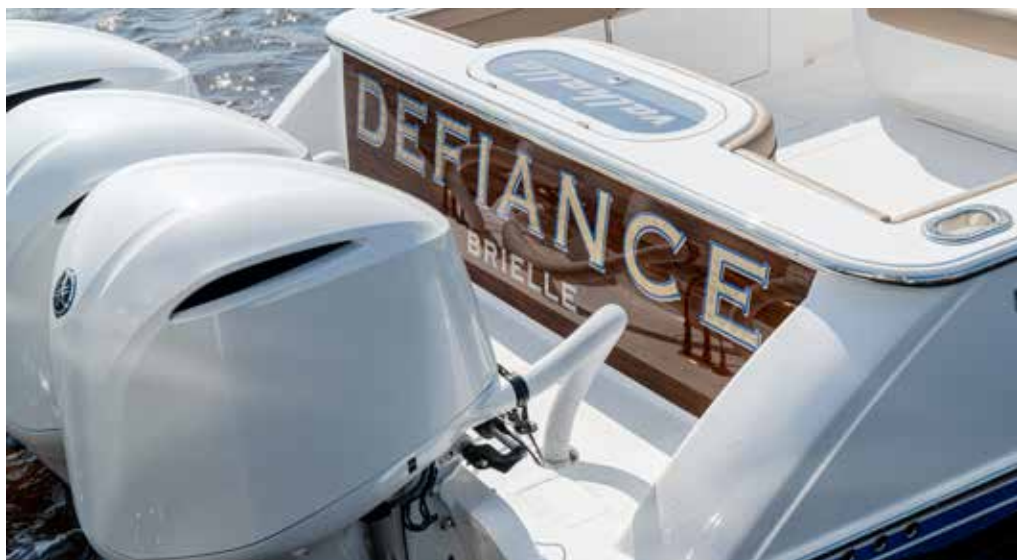
Owners Create the Center Console of Their Dreams

In a market cluttered with dozens of look-alike center consoles, Valhalla Boatworks (VBW) offers a refreshing new approach to this popular type of outboard boat. The V Series center consoles already stand out with their combination of Viking design traits and brand-specific features. And as a semi-custom builder that's part of the vertically integrated Viking Yacht

Company, VBW is empowered to provide owners with opportunities to personalize their Valhallas – both aesthetically and functionally – to create the center console of their dreams.

“We work closely with you to make sure your vision for your boat is completely fulfilled,” says Justin Healey, Valhalla Boatworks Sales Professional. “When

you see the completed boat – with the results of your input – you’ll be blown away.” Dan Keating certainly was when he took delivery of his Valhalla 37. “I’m thrilled,” says Dan, who purchased his V-37 through the VBW dealership Valhalla Boat Sales North and keeps his V-37 on the Jersey Shore in the Manasquan area. “In a lot of different ways, I wanted to make it my



Clockwise from top left: The V-37 Defiance's faux teak transom; Dan Keating wanted the best-looking center console on the water; a thermal imaging camera and dual light bars increase night-time visibility; Defiance is certainly a head-turner.



own. They really went above and beyond to accommodate every request I had. It's not just a boat – it's my personal statement.”

Since Dan is an avid coastal and offshore angler, many of his equipment selections and decisions were based on maximizing his Valhalla's fishability. The custom fiberglass hardtop includes a six-rod rocket launcher, Gemlux 22' carbon fiber telescoping outriggers with Gemlux heavy-duty bases and Miya Epoch 12V electric teaser reels.

The hardtop is also home to a Simrad radar antenna in a custom molded-in pod, a FLIR thermal imaging camera and dual Lumitec Razor Light Bars. This trio of accessories provides excellent nighttime visibility and awareness, which will be particularly helpful during Dan's pre-dawn departures for bluefin tuna offshore. “We like to get to the fishing grounds when the sun's just coming up, so you have to be able to run in the dark,” says Dan. “And on the way home, that sun can set pretty quickly.”

CLASSIC GIRL

At the bow, Dan went without the available

forward seating to gain fishing deck space, but he did opt for an above-deck live well (with clear lid) inside the console lounge seating's forward section. “It's so convenient having live bait in both locations,” says Dan. “That way you can have two separate fishing zones. Anglers fishing the bow can stay right where they are – no running back and forth to the cockpit.”

This boat's mission is clearly defined: fish hard and often. But Dan also wanted a center console that was completely unique aesthetically. “Make no mistake, I wanted to hear the kudos from friends,” he says. “I wanted a boat that really looks awesome, with great lines to it.”

To complement the Valhalla's attractive profile, Dan chose a Snow White hull and a Largo Blue boot stripe with a Vivid Red pin stripe. “I wanted the boat to be simple, real classic,” says Dan. “A white hull felt right.” The decal-less outboard cowlings add to her clean, straightforward appearance.

The Valhalla's name, *Defiance*, is penned with gold-leaf lettering on a faux teak transom.

A snow skier, Dan's boat is named after his favorite trail on Vermont's Okemo Mountain. “I think it suits me,” says Dan. “I like to go against the grain, defy the odds.”

180 DEGREES

“We can build a hardcore fishing boat, and we can go 180 degrees in the other direction, too,” says Justin, referring to our next featured Valhalla, a 41 outfitted for day cruising. “It just depends on the tastes and preferences of our owners.”

With hull No. 11 of our Valhalla 41, VBW accommodated the owner's request for additional seating both forward and aft. A raised transom bench seat with backrest spans the beam, and a U-shaped bow seating area was created by joining the forward port and starboard lounges with a bow filler cushion. (All seating enhancements can be easily removed when the time comes to fish.) The day-boating delights continue with an electric windlass with stainless steel (SS) plow anchor and SS anchor chute, bow thruster and custom forward and aft Costa Marine Sunshades with lightweight carbon fiber poles.



Hull No. 11 of the V-41 model is a highly personalized Valhalla with a custom (removable) transom seat and U-shaped bow seating. The boat showcases VBW's in-house manufacturing, which includes a white powder-coated backrest, bow rail and hardtop frame.

This V-41 also sports a two-tone color scheme – Buc Blue for its hull sides and transom, and Snow White below the chines. The hardtop has the same color combination, but in reverse: The top is white and the underside is blue. The hardtop frame and rocket launchers, transom seat backrest and recessed bowrail all feature an in-house powder-coated finish.

For the upholstery, VBW offers the new extremely durable Sunbrella Horizon collection. On this V-41, the primary material is Horizon Capriccio in Cadet Grey with a Textile White inset featuring Diamond Bentley stitching. A Neptune Blue was chosen for the upholstery piping.

There's a host of teak accents from stem to stern, including faux teak toe rails and transom. Release Marine provides the teak ladder backrests for the forward seating, three teak helm chairs and a teak helm pod.

The top-shelf accessories include Lumitec underwater LED lights, recessed JL Audio speakers in the hardtop and an Edson carbon fiber steering wheel.

BILLS' FISHING

Sometimes an owner's choices revolve around one major aspect of the build. In the case of the Valhalla 41 *Anticipation*, the custom marlin tower and hardtop installation was the catalyst for the boat's personalization. Owner Bill Gilbert Sr., his son Bill Jr., and their friend Capt. Bill Harbaugh fish the Florida Keys for sails and tuna and blue marlin in the Bahamas.

“When my son and I went to New Jersey and saw the boat for the first time we were blown away,” says Bill Sr. “It was everything we hoped for. We wanted a great boat for fishing the Keys, and that's exactly what we got.”

The trio of anglers with the same first name were going to call the V-41 “The Three Bills,” but had a change of heart. “*Anticipation* sort of came about naturally,” says Bill Sr. “There was great anticipation as we waited for the boat to be completed, and we all know one of the best parts of fishing is the anticipation of the bite.”

Custom designed, fabricated and installed by the Viking subsidiary Palm Beach Towers (PBT), *Anticipation's* premium polished anodized aluminum tower has a fully equipped upper helm with a 38-inch control box. The beautifully tooled fiberglass structure with a glare-reducing satin black finish holds a Yamaha CL7 engine display, engine controls with joystick, a Zipwake Interceptor trim control panel, an ICOM VHF radio, JL Audio speakers and a Garmin 8610 chartplotter (with networking). And it's all organized intuitively for easy operating



Top: a trio of Yamaha 425s powers the first marlin tower V Series, the Valhalla 41 *Anticipation*. Bottom, left to right: Owner Bill Gilbert Sr., his son Bill Jr., and friends captain Bill Harbaugh and Mike McCorkle in the Keys after a day of sail fishing; the custom Palm Beach Towers marlin tower's aft legs have three steps on each side and a total of 10 rod holders; the upper helm's control box features include a Yamaha joystick and Zipwake trim controls.

and monitoring. The seat and backrest shape and height were designed to ensure a clear view of the cockpit. The molded fiberglass sunshade's underside is Buc Blue to match the hull gelcoat, and its frame features a sexy powder-coated black satin finish.

Birdsall manual teaser reels are recessed into the hardtop, which has internal tracks that feed the line to the outboard edges. Other hardtop highlights: a forward integrated radar pod and FLIR thermal imaging camera, dual custom antenna mounts, four Lumitec Mirage Spectrum LED lights with fiberglass recesses and Lumitec navigation lights.

The aft tower legs are fabricated with three steps on each side and a total of 10 rod holders. This marlin tower is a fold-down version, providing trailering and storage convenience. "I've already had friends ask me to bring the boat over to the Gulf and

do some tuna fishing with them," says Bill Sr. "Who knows, I might go over there this summer. I have that freedom."

The personalization continues on deck. At the request of the three Bills, VBW integrated a 57-gallon live well (in lieu of the standard cooler) into the aft portion of the helm seating module. The live well also features a clear lid and Aristo Blue interior.

BLANK CANVAS

Valhalla Boatworks offers Palm Beach Towers marlin towers for all V Series models and PBT gap towers for the V-41 model. As VBW has staked its claim in the center console market, the popularity of our tower boats has grown steadily, especially in the Southeast.

Bill and Will, a father and son from South Florida, recently took delivery of a Valhalla 41 with a custom gap tower. "Our family

wanted to step up from a 39-foot center console to have more amenities, fishability, comfort, as well as new electronics and all the features and finishes of a new boat," says Will. "We knew Viking was a great company, and their service, quality and value couldn't really be matched."

Last fall, the family learned about a V-41 in construction that was scheduled to appear at the Palm Beach Boat Show in March. The engines (quad Mercury Verado 400s) and electronics (Simrad) had already been selected, but both were exactly what they would have chosen anyway. "It was the perfect confluence of events and timing, and we jumped on the opportunity," says Will. "Our goal was to build the dream boat for our desired type of fishing – just go for it. We've had other boats, including pre-owned Vikings, but never had the opportunity to customize them for



A father and son from south Florida outfitted this V-41 with a custom gap tower. The hardtop features a satin grey underside and recessed locations for electronics, teaser reels and speakers.

fishability and comfort. With the Valhalla, we had a blank canvas – and that was extremely exciting.”

The family built their Valhalla primarily to fish in South Florida and the Bahamas, so ample live-bait capacity and the visibility of a tower were must-haves. “We kite fish for sailfish a lot here in Miami, and plan to compete on the tournament circuit in the coming years,” says Will. “We also wanted the ability to run to the Bahamas to fish for tuna.” In addition to its 90-gallon transom live well, this V-41 is equipped with an additional live well inside the forward console lounge and inlet/discharge cockpit fittings in the cockpit for additional on-deck live wells.

The family also outfitted this V-41 to give them the ability to hunt for blue marlin. Outriggers, teaser reels, dredges and other accessories are part of their offshore arsenal. They went with a 3’ 6” gap tower featuring a satin black sunshade and frame and a pair of black powder-coated rod holders welded to the bench seat backrest. The standing platform includes a molded-in storage box and a spreader light pod underneath. At the upper helm, the 44” control box holds Mercury electronic controls, steering and VesselView monitor, a 9” Simrad display, Zipwake Interceptor trim

tab controls, and even a pair of remotes for the Miya Epoch Super US-9 electric teaser reels. “The tower is ergonomically perfect,” says Will. “When it’s rough, you can still stand up there all day, especially with the Seakeeper spinning. The tower is rock solid.”

Haze Grey is the color of choice for the hull and upholstery, and the hardtop’s underside features a satin version of this hue. The hardtop, which was also designed and installed by PBT, includes a number of nifty recessed or molded-in spaces for equipment and accessories. An overhead electronics box, a pair of stereo speakers, LED lights and an aft LED spreader light pod are all integrated into its underside. The sunny side’s highlights include a custom triangular-style radar pod, Rupp 28’ single spreader outriggers and a Lumitec Razor Light Bar. The boat has a powerhouse electronics package from Atlantic Marine Electronics that includes a trio of 16” Simrad flush-mounted multi-function displays networked to Simrad GPS, radar and sonar systems. A Fusion stereo, Sirius satellite radio, JL Audio speakers and a GOST security system round out the top-shelf amenities from AME.

Let’s talk rod holders. There are 80 of them, and they’re everywhere – welded to the tower, in the coamings, along the

console lounge and inside the console. In the cockpit, there’s also a custom teak and stainless steel pedestal-mount rocket launcher from BlueWater Chairs that’s equipped with eight rod holders.

Throughout the build, the staff of Valhalla Boatworks, Palm Beach Towers, Atlantic Marine Electronics and the Valhalla Boat Sales South dealership have accommodated every request of the owners. “The process is just so streamlined,” Will says. “It’s great to have everything in-house and controlled in one place instead of having to deal with multiple companies. I really didn’t have to do much. I knew they were going to do a great job, and they did.”

The family has fished and day-cruised the boat extensively, logging 150 hours in one two-month stretch. They already have created many great memories on the boat, including a magical mid-afternoon outing with the family. “It was the first time we fished the boat together. We quickly grabbed some bait and went straight out to the edge,” recalls Will. “The water looked great. With the first bait out, we hooked a 20-pound blackfin; the second bait resulted in a sailfish. We landed another blackfin and then two more sailfish. We fished for an hour-and-a-half. It was perfect.”

Perfect will have to do. 🐟



A look forward from the transom shows this V-41's 90-gallon live well with clear lid, its vast array of coaming rod holders and custom teak and stainless cockpit rocket launcher.



LIFETIME ACHIEVEMENT

Healey Brothers Honored With Lifetime Achievement Award

In honor of their service and commitment to the marine industry for more than a half a century, Viking co-founders Bill and Bob Healey received the 2019 IBI-METSTRADE Boat Builder Lifetime Achievement Award in Amsterdam, The Netherlands.

The brothers, who founded Viking in April 1964, built the company into the world's largest manufacturer of high-end sportfishing and motor yachts by following their mantra of building a better boat every day. They also have both made significant and selfless contributions to the general well-being of the boating industry. The Lifetime Achievement Award was presented to Bob's son, Robert Healey Jr, Executive Co-Chairman of the Viking Group.

In accepting the award, Bob Jr. was quick to point out that his father and uncle would attribute the company's success to the

people of Viking, citing the excellent work and dedication of long-time employees such as Rudy Dalinger, Al and Frank Uhl, Juan Beltran and Bruce and David Wilson. "Without these people and many others we wouldn't be able to build a better boat every day," Bob told more than 350 guests. "I'd like to thank you, and thank all of them as well."

The fifth edition of the Boat Builder Awards, jointly organized by IBI (*International Boat Industry magazine*) and METSTRADE, received a record 82 nominations this year, according to Ed Slack, IBI Editor and Chair of the Boat Builder Awards judges. The awards celebrate "the achievements of the people and companies that build the boats that drive our industry," said Ed.

IBI-METSTRADE highlighted the many achievements of Bill and Bob before presenting the award, including their

unparalleled efforts to repeal the luxury tax of 1990. The brothers have "proven to be an incredible force in the world of boatbuilding," said Nick Hopkinson, Publishing Director.

"Our lifetime award winners have received the accolade of being named to the NMMA Hall of Fame," said Nick. "Together they have successfully steered the company through the ups and downs of economic cycles and it remains as successful as ever today, with the second and third generation of their families now driving the business. "Its manufacturing plants represent the pinnacle of boat manufacturing achievement, with nine modern buildings, state-of-the-art machinery and the space to build 100-plus-footers. The company continues to lead the marine industry through innovation and that same commitment to build a better boat every day. 🐉"



BACK TO THE FUTURE

Billfish Series Re-invents the Fish-and-Cruise Day Boat

Viking President and CEO Pat Healey often recites three keys that allow Viking to continually create exciting new yachts. “Redesign, Re-engineer, Re-invent.” Well, sometimes it makes sense to go back in time to innovate for the future. That’s what the Viking Billfish Series is all about. The 46 Billfish, 38 Billfish and 38 Open Billfish reconnect with the simplicity of the day boats of years gone by. They’re modern yachts with re-focused straightforward purposes – to fish, to cruise and to spend time with family and friends. You can do all three with little fuss because our Billfish boats were made to be easy to operate, clean, maintain and service. They are go-now boats, rigged and ready to respond to your spontaneous yearning to get out on the water.

Boating and fishing writers who’ve been at their trade for many decades seem especially fond of the Billfish philosophy. Here’s what longtime scribe Gary Caputi says of the 46 Billfish:

“The 46 Billfish is Viking’s riff on the classics, updated for a new millennia with features and performance they could have only dreamed of back in the day. The lines are reminiscent of the classics if not more sensuous than the original. The oversized cockpit screams take me fishing, and the flybridge is the ideal environment for the helmsman to direct the action and be part of it at the same time. What’s old is new again at Viking, only better than ever.”

William Sisson, Editor of *Anglers Journal*, adds:

“Handsome lines, functionality and reliability are hallmarks of the 38 Billfish, the 38 Open Billfish and the 46 Billfish models. Melding technology, performance, simplicity and aesthetics is a cornerstone of an experienced builder like Viking, who understands how fishing boats are used. It’s easy to clutter up a boat until it feels like a fat multi-tool that can’t do anything well. Keeping these boats clean and highly functional speaks to Viking’s understanding of what’s important in a boat. The cockpits are large, the access to systems is

generous - there is nothing that doesn’t belong or have a purpose.”

The first Viking Billfish, the 38 BF was introduced at the Miami Yacht Show in February 2019 to rave reviews. Not resting on our laurels, we debuted the 38 Open Billfish and the 46 Billfish that September in Atlantic City, New Jersey, at our 2019 Dealer Meeting and Sea Trial Event. Within a seven-month period we had come to the market with three fresh, innovative fish-and-cruise blue-water beauties, each with its own unique style and attractions.

The Billfish Series is proof positive that Viking possesses an intuitive knowledge of the wants and desires of hardcore anglers as well as passionate cruisers. And remember, these are Vikings through and through, with all of the industry-leading engineering, performance, fishability, spacious accommodations and thoughtful comfort features that exist in the rest of our sportfishing yacht fleet.





38 BILLFISH AND 38 OPEN BILLFISH

Viking is well known for its ability to utilize a certain hull to create different models that cater to various needs of its owners. The 52, 48 and 44 are all offered in four different versions – convertible, open, sport coupe and sport tower. We've taken a similar approach with our 38 Billfish and 38 Open Billfish, presenting alternate opportunities within the same length overall.

The 38 Billfish and 38 Open have identical hulls and cockpits, with similar mechanical arrangements. Their command deck and bridge configurations are much different, each optimizing their mission and purpose. The 38 BF has an open aft bulkhead with a three-sided windshield-and-fiberglass hard enclosure topped with a Viking convertible-style flybridge. As the model name indicates, the 38 O BF is an open express design with a command deck, centerline helm amidships and a wraparound windshield that's typically outfitted with a hardtop and tuna tower. The Viking subsidiary Palm Beach Towers will custom engineer, design, fabricate and install the best tuna tower in the marine industry.

The 38 Billfish's deckhouse is designed with a command deck with salon-like features that include a port-side dinette seating four guests as well as a starboard-side lounge. Both seating areas are raised to enhance views outside and face inboard to promote sociability. The area can be completely protected from the weather with an optional enclosure, and reverse-cycle heating and air conditioning is available. The 38 BF can also be ordered with a starboard-side lower helm, a popular choice for owners wanting to extend their boating season in cold climates or those in tropical areas looking for greater sun protection.

While the 38 Open Billfish's command deck is open, it can be fully protected with available side and aft enclosures. Like its sistership, the Open Billfish's command deck is home to a comfortable seating layout that includes raised inboard-facing port and starboard lounges with storage underneath. The port-side companion and helm chairs are also elevated and include convenient flip-up bolsters for standing comfort underway. The captain has excellent

visibility, and the raised fiberglass dash holds electronics and engine displays. The fiberglass helm pod, which can be finished with a faux teak, contains single-lever engine controls and a stainless steel steering wheel. Both 38s can be equipped with the optional Cummins Inboard Joystick System.

TOPSIDE

Access to the Cummins QSB 550 (550MHP) diesels is superb on both boats. The port and starboard fiberglass seating modules open outboard via electric actuators, completely revealing the engines

and surrounding mechanical systems. There's also a centerline day hatch for quick fluid-level checks and access to the battery switches. The 38 Billfish and 38 Open Billfish are engineered for the installation of a Seakeeper SK 6, which is mounted on centerline aft of the engines and readily accessible.

The 38 Billfish's open flybridge boasts the same walkaround center console helm design found on Viking convertibles. Flanking lounges to port and starboard and a forward console seat will make it easy for





guests to spread out, relax and enjoy the views. The captain has 360-degree visibility, making it easy to keep an eye on baits and the action in the cockpit. The driver will also appreciate the obstruction-free sightlines when backing down on a fish or navigating a crowded inlet. Both Billfishes are equipped with SeaStar Optimus electronic steering systems, which provide finger-tip control and precise maneuverability. The 38 BF's molded fiberglass console contains flush-mounted electronics, a row of Bocatech switches, a portside glove box and a raised fiberglass dash with single-lever controls and stainless steel steering wheel. A Release Marine teak helm chair is standard, and a second chair is optional.

FISHABILITY

The cockpits are nearly identical, measuring 109 square feet and equipped with dual in-deck fish boxes port and starboard, a live well in a raised transom fish box that can be used for storage and a walk-through transom door and lift gate. Other standard equipment includes rod holders, tackle storage and fresh and raw-water wash downs. The cockpit soles are engineered and built with a laminated mounting plate for fighting chair, rocket launcher or table installations. The 38 Billfish and Open Billfish feature two-person mezzanine seats outboard of the centerline walkthrough. There's refrigerated drink storage, as well as ample general storage throughout.

A long list of optional fishing and cruising equipment and enhancements are available for the 38 BF and 38 O BF, including Rupp outriggers, teaser reels, bow pulpit, bow rail, bow thruster, windlass and additional rod holders. Our subsidiary Atlantic Marine Electronics can build and install A-to-Z packages of navigation and communication equipment for each vessel, ensuring turnkey delivery.

CREATURE COMFORTS

For accommodations below, each Billfish has a unique and functional living configuration. The 38 Billfish dedicates a good portion of its space for overnight livability, with a private forward stateroom, a fully-equipped L-shaped galley and a head





46 BILLFISH

The entire Viking Yacht Company expects great things from every new model that hits the water, and sometimes certain boats even exceed our high standards. The 46 Billfish stands out as one of those Vikings, with an amazing combination of performance, fishability and forward-thinking practicality.

“I can’t say enough about the boat,” says Jake Triay, captain of *Salemwolf*, hull No. 1 of the 46 Billfish. “It’s game-changing for us. The boat is very fuel efficient and fast. We’re able to cruise at 34 knots, burning just over 60 gallons per hour, for a range of 400 nautical miles. And what a great design. She’s a very dry-riding boat.”

Salemwolf’s home port is Savannah, Georgia, but her mission is chasing billfish in Costa Rica. Owner Roger Hammond had the boat shipped to the Los Sueños Resort and Marina after it was showcased at the Viking display during the 2019 Fort Lauderdale International Boat Show. From early January until mid-March (when Coronavirus restrictions took effect), Jake and Roger fished five days a week. “Early on, we were getting 10 to 20 bites a day, and then it started to heat up after the first of March, with 30 bites every day,” says Jake. “It’s just a great fishing boat. Nothing

is overcomplicated, and it still has the amenities, and nice interior woodwork that Viking is known for.”

Jake has also been impressed with the 46 Billfish’s versatility. “Eighty percent of the time Roger fishes solo, but during the tournament we fished five anglers easily,” says Jake, referring to legs I and II of the Los Sueños Signature Triple Crown. “It’s a great cockpit.”

COCKPIT/FLYBRIDGE

The unobstructed ’pit includes an observation mezzanine with flybridge overhang to protect spectators from sun and spray, easy access to a refrigerated drink box, tackle drawers, and a dual purpose freezer with a removable tray for the day’s rigged baits. Rounded coamings, a transom door with a lift gate and a circular transom live well keep the goggle-eyes ready for their time in the spotlight.

Like the 38 Billfish, the 46 BF is anchored by a walkaround center console helm on the flybridge, with a black acrylic dash that holds flush-mounted multi-function electronics displays, a row of Bocatech switches and other instrumentation. The recessed overhead area in the hardtop provides a home for a pair of VHF radios and engine monitor screens. Dual radio

with enclosed shower. The stateroom is offered with an island queen or crossover berth arrangement. The 38 Open’s layout is wide open and convenient, featuring a starboard-side sofa (a great spot to watch the HD TV on the aft bulkhead) that doubles as a bunk and a hanging locker with drawer storage below. The forepeak holds a pair of berths – a lower double and a single lower with upper cabinet storage to starboard. The in-line galley and head with enclosed shower are positioned on the port side.

The galleys of the 38 BF and 38 O BF are appointed with Corian countertops, two-burner electric stoves, microwave/convection ovens, cabinet storage and under-counter Isotherm drawer-style refrigeration with built-in ice makers. Their cabins are decorated with high-gloss teak, Amtico flooring and overhead LED lighting.

boxes flank the available faux teak helm pod with its single-lever controls and stainless steel steering wheel. SeaStar Optimus electronic steering is standard, and the optional electric Side Power bow thruster buttons are integrated into the stainless steel handles. “The helm is laid out perfectly, the displays and gauges are easy to see and accessible, and the boat’s very agile,” says Jake. “She spins on a dime.”

An available three-sided Costa Clear enclosure provides excellent protection for all equipment and occupants. The single Release Marine teak helm chair is joined by port and starboard lounges and a two-person forward console seat.

COMMAND DECK

The aft portion of the deckhouse can be enclosed with Costa Clear centerline and side panels. The air-conditioned salon area on the command deck is an ideal area to get off your feet while running from one fishing location to the next. It’s also a great place to chill out and relax back at the dock. To port, a U-shaped lounge wraps around a large dinette with table that can be converted into a berth. There’s comfortable seating on the starboard side as well, with an armrest and recessed cupholders. An available HD TV is nested in the forward bulkhead just aft of the windshield on the starboard side, and there are high-gloss teak storage cabinets on the port bulkhead.

A centerline hatch provides quick access to the engine room; electric actuators lift the port and starboard seating modules to completely open up the engine room for excellent access to the MAN I6 800CRM (800MHP) diesels, available 13.5kW generator, Seakeeper SK 6 and all mechanical, plumbing, air conditioning, fire suppression and maintenance systems.

ACCOMMODATIONS

The 46 Billfish’s cabin is appointed with Amtico flooring and high-gloss teak cabinetry and doors and sleeps four or five depending on the interior layout selection. The standard configuration has a forward master stateroom with island queen, and the optional layout features a crossover arrangement with double lower and single upper bunks. The forward stateroom, accessed via dual teak doors, has a large hanging locker to starboard, raised port and starboard cabinetry and storage under the island queen bed. There’s also a standard 32-inch HD TV and a Bomar overhead hatch for natural light and ventilation. The port-side bunks are opposite a hanging locker and the L-shaped galley, which is loaded with high-end appliances, storage and conveniences. The Corian countertop is equally suited for making sandwiches or three-course meals for a hungry family or fishing team.

The head is aft on the port side, and features custom Amtico flooring, a Corian countertop with sink, vanity, medicine cabinet, enclosed shower and electric head. 🐟





THE BOTTOM LINE

Sporty, stylish, fun and easy to operate and maintain, the Billfish Series fills a vast void in the market with Viking innovation, practicality, fishability and performance.

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' 3"	1.30 m
Freeboard Forward	5' 8"	1.73 m
Freeboard Aft	2' 8"	0.81 m
Height Waterline to Top of Hardtop	15' 7"	4.75 m
Height Waterline to Top of Masthead Light	18' 7"	5.66 m
Displacement with Fuel and Water	43,134 lbs.	19,656 kg
Fuel Capacity	709 gal.	2,684 l
Water Capacity	99 gal.	375 l
Holding Tank Capacity	51 gal.	193 l
Cockpit Area	140 sq. ft.	13.0 sq. m



Flybridge Layout



Standard Layout



Optional Layout

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"	4.70m
Height Waterline to Top of Masthead Light	18' 5"	5.61 m
Displacement with Fuel and Water	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.	10.1 sq. m



Flybridge Layout



Standard Layout



Optional Layout

38|O BF

SPECIFICATION HIGHLIGHTS

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 with Fuel and Water	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.	10.1 sq. m



Command Deck Layout



Standard Layout

Yacht engine
MAN V12-2000



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KNOT DONE YET

Viking Engineering Shines with Customized 72



“

People refer to Viking as a production builder but this boat is custom, just without the wait. They just know how to do it. — Perry Nichols

”

Perry Nichols met Pat Healey at the Big Rock Blue Marlin Tournament in 2018 through an introduction via Earle Hall of Bluewater Yacht Sales. When the President and CEO of the Viking Yacht Company saw how highly customized Perry's boat was, he said, "Next time you do this, we want to be a part of it."

Forty-some years ago Perry was diagnosed with Muscular Dystrophy, a group of genetic diseases characterized by progressive weakness and degeneration of the skeletal muscles that control movement. At the time, he was a teenager fishing on his bass boat but eventually had to give it up. Decades went by before he was on a boat again.

Now in a wheelchair due to the progression of the MD, Perry agreed to a fishing trip in Islamorada, Florida. His buddy, Darrell Gwynn, was planning the excursion and also happened to use a wheelchair. After the trip, Perry's passion for life on the water was reignited and he began booking charter trips.

Several years later he was ready to buy a sportfishing yacht with accommodations.

Perry wanted to fish when he wanted, where he wanted and how he wanted. He also needed to seek cover in inclement weather because rain and a wheelchair don't mix. A friend connected Perry to Earle Hall of Bluewater Yacht Sales. Earle went to North Carolina to meet with Perry and said, "I was immediately drawn to him and wanted to help find him a boat."

The search began and Earle found a vessel while working the Miami International Boat Show in 2018. It was a 2008 Viking 64 Convertible he was confident could be outfitted to accommodate Perry. Perry flew in to look at it. It was perfect. Perry bought the boat and the adventure of the *Knot Done Yet* began.

The team at Bluewater rebuilt the 64 to accommodate Perry's specific needs. He was able to board the boat in his wheelchair as well as access the salon, master stateroom and head. And he was able to fish The Big Rock, his dream, just a few months after buying the boat. That's where he met Pat Healey.

The boat was so well equipped, Perry found himself spending more and more time on it, including a 30-day stint in Chubb Cay. Toward the end of the trip Perry remembers thinking, "I could get used to this."



Perry (left) and Earle enjoying downtime at The Big Rock.



CHANGE OF PLANS

Upon his return from Chubb in the spring of 2019, Perry received a call from a gentleman looking to purchase one of his businesses. Perry had no plans to sell, but his recent month-long fishing trip made him change his mind. Within weeks he sold his business and had another call into Earle. With newly found free time, he wanted a bigger and faster boat.

From the start Earle said, “We need to talk to Pat.” Earle wanted to build a new Viking for Perry but Perry wanted to do a little more research. He talked to his friend Don Mills about it. “Don has a Viking 72, *Sea I Sea*, and he couldn’t say enough good things about his boat.” Don, a repeat Viking owner and dockside-neighbor of *Knot Done Yet*, had several candid conversations with Perry regarding his 72.

Perry also recalled a lazy Sunday afternoon at Nipper’s Beach Bar on Great Guana Cay. “There was a woman at the next table, and I don’t know who she worked for, but she couldn’t stop talking about Viking Yachts. She kept saying, ‘If you are going to buy a boat, buy a Viking or don’t buy one.’ She just kept it up and she was so emphatic I believed her! And that always stuck with me.”

In the summer of 2019, Earle was delivering a boat from Viking’s New Gretna docks. He took a quick meeting in Viking’s conference room when he received a call on his cell. It was Perry. He simply said, “Tell Pat I want to build a 72.”

Quickly, Perry and his crew, including Earle, Captain Mark Rogers, mate Mike Adkins

and close friend Keith Jones, all flew to New Gretna to meet Pat and his team of engineers and designers. The group discussed what worked well on the 64 and what they wanted on the 72. Lots of ideas were tossed around but one thing was certain. Perry, having a love of cars, and especially fast ones, wanted the biggest and baddest engines in his boat, a pair of MTU 16V2000s.

MOVING PARTS

By the end of summer 2019 a plan was in place to build the Viking 72 *Knot Done Yet*. The boat hit the production line in October with project manager Joe Papperman coordinating.

“It’s definitely the most unique build I’ve ever been involved with,” said Joe. “We had multiple objectives with building this boat. First, we needed to get Perry from the dock, in his wheelchair, into the cockpit. Then he needed access to the salon. From the salon we had to accommodate moving his wheelchair to the master stateroom and head.”

To get Perry on and off the boat, a davit was mounted to a custom wedge extension integrated into the flybridge overhang. A standpipe was permanently affixed to the stringer system to





support the davit and wedge. The electric davit hoists the wheelchair to the flybridge level and swings inboard for a safe landing on the overhang. The belly band is another custom installation.

The cockpit was designed to accommodate Perry's fishing style. He has a pair of 12V/30amp outlets and two pairs of 24V/30amp outlets for his electric reels. He can fish anywhere in the cockpit which can accommodate a second wheelchair angler.

DECKHOUSE ACCESS

To enter the cabin, removable salon steps slide aft to reveal a scissor lift. As easy as

it sounds, it had the engineers quite busy. Perry's chair was shipped to Viking so the team could examine it. They tested and measured the dimensions, weights and general footprint of it.

Finding the perfect scissor lift was quite challenging. It would have to not only accommodate the chair but also fit the designated space and travel height. It was determined that a double scissor lift was required because the chair had to rise about three feet but it took multiple tedious meetings with Engineering, Design and Production to find just the right one.

Once acquired, the scissor lift's footprint required a recess in the deck and fuel tank to allow the top of the lift to sit level with the cockpit sole in the down position. So, the laminate needed to be altered to accommodate the additional weight sitting directly on the fuel tank. A special hatch was created to fit on the recess with many water-proof fail-safes in place. With all this additional engineering, just 2.3% of total fuel was lost.

At the salon entrance, the handle to the electric sliding door was removed increasing entry by three inches, allowing a generous opening for Perry's chair. Once in the salon, his chair easily navigates the teak and holly style Amtico flooring that continues into the galley. The salon sofa was modified so Perry can utilize "his spot" in the social hub. His chair sits to port of the entry door and allows him a full view of the galley and salon. The chair is secured to recessed tracks that attach to G10 fiberglass backing plates to ensure his comfort and safety.

Bar stools were moved closer to the galley overhang while opposite, the dinette was trimmed to provide an additional 4.5" of passageway.



The mezzanine steps hide a scissor lift that transports Perry to the salon level.



WHAT FLOOR?

The pantry became the location of an electric Savaria lift, or wheelchair elevator, which travels between the main salon and the master suite levels. “This was one of those projects that kept me up at night,” said Steve Walker, Viking Interior Design Manager. “We challenged ourselves to create an aesthetically pleasing and practical solution to get him from one level to another. The elevator is easy to use and makes excellent use of space.”

Steve continues, “We made modifications to the master so it was more comfortable and pleasing for Perry.” The inboard hanging locker and nightstand were eliminated, and the bed moved outboard to increase flow. The door to the head was made wider and the shower opening was enlarged. A 14” Corian baseboard was installed throughout the master to protect the walls and a “rub rail,” or safety bumper, was affixed around the bed.

“There was a lot of communication every step of the way. I talked regularly with Perry, captain Mark, Earle and of course the whole team at Viking,” said Joe.

Lisa, Perry’s wife, was on an early visit to the Viking plant, and made a major decision. “Perry is a big car guy. He loves cars and especially fast ones. So naturally he wanted a racing car red hull for the 72,” said Joe. “Lisa, who is the nicest person and pretty soft spoken, just said ‘No.’ She

wasn’t onboard with the fiery color splashed on the sides of the boat. I ran up to the Fiberglass Lab and came back with dozens of color choices. Lisa carefully reviewed each sample. She narrowed it down to several shades of blue. After walking outside and viewing the chips in natural light, she chose a soft and soothing Ethereal Blue which complements the boat’s interior perfectly.”

In addition to choosing the exterior color of the boat, Lisa also worked on the interior. Assisted by WBC Design, Lisa chose a sophisticated gray and beige color scheme highlighted with layered textures. The salon, for example, features shades of distressed gray Ultraleather styled with lush accent pillows of varying materials, such as woven cottons and velvet. “It was a pleasure to work with Lisa,” said John Kelly, President of WBC Design. “Our whole team enjoyed being part of such a challenging and rewarding build.”

PROMISE KEEPERS

“I wanted to fish the Big Rock in June 2020,” said Perry. “Viking told me I would have the boat in April and I thought, ‘Yeah, we’ll

Dinette and bar stools were altered to provide an additional 4.5” of passageway.



The lift entrance to Perry’s master stateroom via the pantry.



An electric Savaria lift descends into the stateroom.



see about that!’ I expected a scramble to the finish and figured the boat would deliver directly to the tournament. Then COVID-19 hit, I crossed my fingers and hoped I would just have the boat for summer. But sure enough, the Viking team came through and even though the production facility had to completely shut down due to Coronavirus, I had the boat in the beginning of May – plenty of time to fun fish and get to know the boat before the tournament.”

Perry working the 'pit at the 2020 Big Rock in the new *Knot Done Yet* where he released a blue and white marlin.



Lisa has become a regular *Knot Done Yet* crew member. Perry loves that she is enjoying the boat but does have a little beef, “Heck, she caught a fish before I did!”

“The first two weeks we had the boat, Lisa must have been out eight times,” said Perry. They’ve also hosted plenty of family and friends. “With the additional space the 72 provides, we’ve had the nieces and nephews out and it’s been a lot of fun. Everyone is comfortable. The Seakeeper gyro stabilizer provides a nice smooth ride and the MTUs allow us to cruise at 36 knots.”

Perry couldn’t be happier with the boat. “Viking did an amazing job. Everyone was so eager to help and the boat is exactly what I wanted. People refer to Viking as a production builder but this boat is custom, just without the wait. They just know how to do it.”

“Viking did just an incredible job on this boat,” said Earle. “Perry didn’t have to fit the boat, Viking made the boat fit him. In the four years I have known Perry, he has become a life-long friend. He is the most infectious, life-changing man I’ve ever met. There is nothing we wouldn’t have done to help him.”

“I’m not the best fisherman,” said Perry. “But I have a great team, a great boat and love to be out there.” 🐟





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EVOLUTION OF DESIGN

Building a Better Boat Through Virtual Tank Testing

Viking leads the industry in every facet of yacht manufacturing, and it all starts at the design stage. Viking's Design and Engineering Department pushes the boundaries of naval architecture while incorporating 56 years of experience and expertise. Creating new innovative models for our customers illustrates our commitment to "Lead Not Follow," a key component of the Viking Difference.

The evolution of the design process now includes Viking's use of Computational Fluid Dynamics (CFD) software from the company Orca3D, which allows us to conduct virtual tank tests. In-house CFD software gives our Design and Engineering team the ability to run numerous virtual trials for each of our new models to optimize their running surfaces for better performance.

"I've been here for 30 years, and the one thing that always impresses me is the advancement of the tools we use to design boats," adds David Wilson, Viking's Design Manager. "We started with drafting tables and lofting boards, and then moved into computer-aided design. Now with CFD we're taking it to the next level."

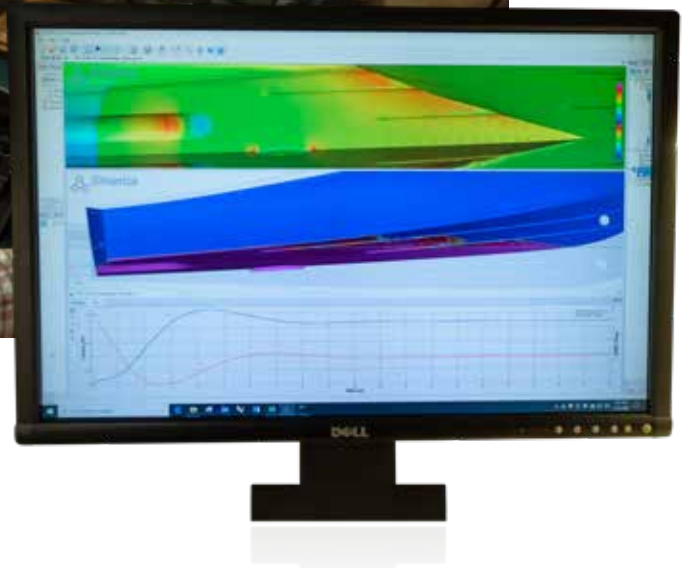
Previously, the design protocol called for building 1/12th-scale tank test models (created from Viking 3D Computer-Aided Design) and analyzing their hydrodynamics in a test tank at the Stevens Institute of Technology in Hoboken, New Jersey. A separate model would be created for each variation in deadrise or hull shape. "We'd build several of these models here at Viking and then drive up to Stevens for a week of testing," says naval architect Joe Snodgrass. "It's an excellent facility and is a very effective way to test your designs,

but with CFD we are saving time and expenses and we're able to easily create and test multiple design variations in-house. It gives us greater freedom and flexibility when creating designs for new boats and the ability to promptly fine-tune existing yachts in our fleet."

The scope of the data collected through physical tank testing can be duplicated – and even expanded upon – with virtual tank testing using the CFD software. Both real and virtual tank testing make it possible to measure the total resistance, effective horsepower, heave (vertical rise of the center of gravity) and trim angle. But the CFD program can also analyze the pressure distribution across the bottom of the boat. "We can actually look at the shapes and see where we can make changes to the deadrise or to the chine distribution or to the strakes to increase efficiency," says

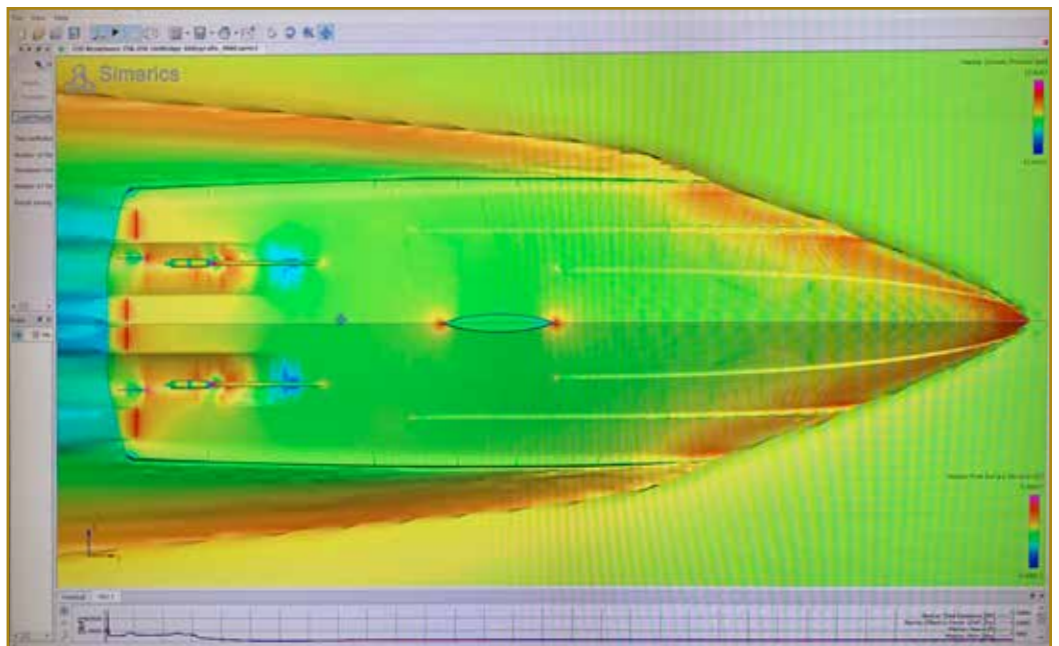


“There’s nothing holding us back if we want to try something different.”
— Joe Snodgrass
Viking Naval Architect



“ We started with drafting tables and lofting boards, and then moved into computer-aided design. Now with CFD we’re taking it to the next level. ”

— David Wilson
Viking Design Manager



CFD analyzes pressure distribution—information used to increase running efficiency.

Joe. “We can make adjustments to the hull shape or the shape of the appendages, such as bow thrusters, hull tunnels and intakes. This ability to analyze pressure is a valuable additional tool.”

Viking’s use of the Computational Fluid Dynamics software for new yacht models began with the 58 Convertible and has been used to design the 38 Billfish, 38 Open Billfish and 46 Billfish. Viking has invested in a powerful computer that can complete CFD simulations in under eight hours. “CFD analysis is now an integral part of the design process,” says Lonni Rutt, Vice President of Design and Engineering. “It really allows you to define what works and what doesn’t work. Once you eliminate what doesn’t work, you can focus on the changes that are yielding the most positive results.”

The Orca3D program allows the Design and Engineering Department to schedule several virtual tank test simulations to run one after the other over the course of a weekend or several days. The tests

on a particular hull can be done using different displacements, center of gravity positions and speeds. “The machine is always ‘cooking’ because we are constantly developing new product,” says Joe. “It’s pretty much running all the time. I’m constantly hitting the go button.”

CFD has other capabilities that Viking intends to utilize, such as analyzing aerodynamics to streamline a yacht’s topside structures for decreased wind resistance. “We can also run our current and legacy fleet through the CFD software so that when we design a new yacht similar in size to a pre-existing model we have comparable data,” says Joe.

The transition to CFD analysis marked the beginning of another chapter in Viking’s long-time relationship with the founders of the Annapolis, Maryland-based Orca3D – Larry Leibman, Bruce Hays and George Hazen. Their Orca3D Marine CFD system is comprised of their naval architectural software and SimericsMP CFD

software. “We’ve customized Simerics’ CFD software for marine applications,” says Bruce. “Viking was one of the first yacht companies to fully embrace CFD analysis as an in-house tool.”

Bruce and George first worked with Viking back in the mid-1980s when David’s father, Bruce Wilson, utilized the duo’s first software product called FastYacht. The relationship remained strong over the years, and Viking was quick to jump on the opportunity to work with Bruce and George – as well as Larry, who joined the group in 1994 – once again. Viking has provided Orca3D with highly valuable benchmark data (both model-size and full-scale testing) to “help validate their approach to the software and work with Simerics to fine-tune the marine template for CFD,” says Bruce. “Joe and Dave have given useful feedback on the user interface of the program, also, so this relationship continues to be a win-win.”

BENEFITS OF COMPUTATIONAL FLUID DYNAMICS:

- Anytime virtual tank testing.
- Easily create and test multiple design variations.
- Analyze pressure distribution across running surfaces.
- Fine-tune hull and appendage shapes to minimize drag.
- Analyze sightlines during acceleration.
- Study running trim angle and trim tab effectiveness.
- Identify wet and dry surfaces.
- Optimize strake and chine sizing, shape and position.

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Viking designs and engineers its yachts for the successful installation of these innovations so they can be offered as standard or optional equipment to our owners.

"We take the time to validate the product to ensure its cost-effectiveness and the benefit to our customers," says Vice President of Design and Engineering Lonni Rutt. "When we present a new product on a demo, it has been designed, engineered and optimized for use in a particular model or in a segment of the Viking product line."

The winter 2019-20 *Viking 62* demo illustrates Lonni's point. The four-stateroom convertible is equipped with Furuno's

360-degree scanning real-time sonar, the Omni CSH8L Mark-2. Bringing this ground-breaking technology to Viking was a collaboration between Viking, the Viking subsidiary Atlantic Marine Electronics (AME) and Furuno.

The Omni rapidly detects individual fish, schools and the changing conditions of the water column. The ocean floor and fish distribution are displayed in 16 colors from a full 360-degree scan around the boat. "The biggest advantage of the Mark-2 is how quickly it paints," says Todd Tally, General Manager of AME. "With the Mark-2 you are not just looking at the water column, but you are actively hunting individual fish." The Omni Sonar is now offered in Viking sportfishing yachts from 62 to 92 feet.

WHEELSMART

Viking was the first U.S. boat manufacturer to utilize VEEM Propellers. Our Design and Engineering Department worked with the Australian company to develop a series of propellers designed and fabricated for the specific performance demands of our sportfishing yachts. The first demo boat to





Viking Demo Captains through the years, left to right: Scott Adams, Drew McDowell, Don Gemmell and Ryan Higgins

Learn by Doing

AFTER FOUR DECADES, DEMO PROGRAM STRONGER THAN EVER

Since the early 1980s, Viking has committed two or more of its sportfishing yachts each year to compete on the big-game tournament circuit. Our Demonstrator Boat Program plays a crucial role in carrying out the company's mantra to build a better boat every day.

"The Demo Program is related to all aspects of the company," says Ryan Higgins, Viking's Demo Program Manager. "It affects how we design, engineer and build Vikings, and allows us to refine and improve the boats by using them in their real-life environment."

Started by Pat Healey, the program's longevity and success are unrivaled in the marine industry, illustrating our passion for the boating and fishing lifestyle and strong connection to Viking owners. "It puts us in the mix with our customers to assist with any issues, as well as showcase our current model," says Ryan, also Viking's Southeast Sales Manager. "We learn a lot from walking the docks and getting feedback from the owners, captains and crews. Our consistent presence in the mainstream of sportfishing gives us a tremendous advantage."

Captains like John Galvin would agree. "From my experience, I know Viking continually strives to improve," says John, who has captained six Vikings from 45 to 76 feet and currently runs *El Diablo*, the Viking 68 featured in this issue of *Valhalla*. "I think a lot of their success comes from taking in the opinions and suggestions they get from the owners and captains."

Another key to the Viking success story (and it's no secret): The company's leaders use and fish the boats they build. "The guys making the big decisions at the office every day are the same guys fishing our demos in all the tournaments," says Ryan. President and CEO Pat Healey holds down the left flatline; Drew McDowell, General Manager of the Viking subsidiary Palm Beach Towers, is on the right flat; Don Gemmell (Viking's Field Support Engineer) fishes the left long; and Pat's sons, Sean and Justin, rotate into the lineup as well. It continues on the second demo boat, with the team consisting of Vice President of Design and Engineering Lonni Rutt; Vice President of Sales Mark Waldron; Viking Mullica General Manager John Leek IV; and Design Manager David Wilson.

"I think we can confidently say that we have more management who fish our demonstrator product than any other company in the industry," says Lonni. "These are our people – not professional fishermen."

Many talented and dedicated captains, mates and anglers have contributed to the success of the Viking demo program. In addition to Ryan, the primary captains in its storied history include Scott Adams, Drew McDowell and Don Gemmell. Scott is the current captain and is running the *Viking 80* in the summer tournaments, and his three predecessors continue to play vital roles with the company while contributing to design development.

The demo program has endured tough financial times, making it through the luxury tax years (1991-1993) with the help of the late John Vidinghoff, who allowed Viking to use four of his yachts (a 53, two 50s and a 55) as demo boats. Drew was the program's first full-time captain and ran 10 different Viking models from 1985-2002, including all of the *Fishinhoff* Vikings.

Many of the Viking demos were benchmark boats – not only for Viking but the marine industry. Don remembers the Viking 65, which proved that a sportfisher of its size could win consistently. "The performance of the 65-footer at 40 knots was pretty unimaginable," says Don, who was hired by Pat Healey in 1999 to captain the first 65. "Not only was it big and comfortable, it was fast and economical."

The *Viking 65* found success early on, taking first place in the white marlin category at the 1999 Mid-Atlantic \$500,000 out of Cape May, New Jersey. By this time, Viking had added a second demo, bringing more company principals into the program as real-world use gave them insight into customer experiences and fueled design innovation.

From 2004 to 2018, Ryan captained six new Viking models as demonstrator boats from 54 to 82 feet. "I fell in love with the 70 from Day 1," Ryan says of this tournament legend that debuted in 2010. "We really brought the ride quality and performance to a new level. It was a pivotal design because the changes and refinements we made to the 70 were incorporated into future models. Over the lifespan of the 70 model, we used six of them as demos."



Andrew Lafferty (blue shirt) from Atlantic Marine Electronics and Viking Demo Program Manager Ryan Higgins demonstrate Furuno's game-changing 360-degree sonar for owner Frank Mazza (white shirt) during a sea trial of a 72 Convertible.

run with VEEM wheels was the Viking 56 that debuted in 2003. VEEM also worked exclusively with Viking to evolve its product through its Interceptor technology, which uses a series of protrusions (removable composite strips on the trailing edge of the blades) of varying heights to fine-tune the propeller pitch. “The Interceptor technology allowed us to adjust the pitch as needed with weight variations in the boats,” says Lonni. “It’s a much more efficient way to make changes that ultimately result in bringing every Viking to its maximum performance level.”

Another innovation ushered in by the Demo Program was VIPER – the Viking Independent Programmable Electro-hydraulic Rudder steering system with electronic interface. “We created VIPER because the market did not offer a steering system that could perform to the level we were seeking,” says Lonni. “VIPER is a system that executes independent rudder

operation for better boat control and maneuverability at low, mid and high speeds in all sea conditions. It eliminated the need for a tie-bar, improving response and reducing drag.”

FIRST IN LINE

Viking’s commitment to design and build the best sportfishing yachts in the world also drives us to seek out and implement new engines and mechanical and electrical systems. In its nearly four decades, the demo boats have been powered with a number of cutting-edge engines from manufacturers such as MTU and MAN.

Recent examples include the MTU 10V2000 M96L engines that powered the first Gen II 58 Convertible which debuted in 2018. The 2019 *Viking 62* Demo is powered with MAN’s new V12 2000CRM (2000MHP) engines. These propulsion packages feature excellent



The Furuno system’s sonar tube installed in the engineroom.

power-to-weight ratios that deliver more speed, torque and efficiency. The manufacturers are constantly striving to design their powerplants to be installed in smaller footprints, which increases space in the engineroom. Operational and maintenance enhancements are also implemented. “As the engines evolve, Viking will always be first in line,” says Lonni.



MTU's 10-cylinder 1622 MHP is one of many new engines introduced through Viking's demo program.

New propulsion has also been introduced through Viking models owned and operated as sportfishing demo boats for Johnson & Towers, our long-time engine distributor. Various Viking *JT* demo boats have showcased new engines since the late 1970s, beginning with hull No. 1 of the Viking 46 powered with a pair of Detroit Diesel 6V92s (550MHP), says Bob Shomo Jr., Senior Vice President of the company's Marine Division.

"Viking is an ideal choice for our new propulsion because they are a leader in the industry by pushing the envelope in sportfishing design, speed and innovation," says Bob. "It gives us a chance to show what our engines are capable of doing, and we feel fortunate to take part in their goal of building a better boat every day."

THE REAL WORLD

The engineroom is also home to another recent innovation utilized for the demonstrator boat program that has become a popular option in our larger

yachts: The ElectroSea CLEARLINE System. The name of the product says it all. CLEARLINE keeps raw-water lines for A/C, chillers, refrigeration and hydraulics free of barnacles, biofilm and marine scale to maintain peak performance levels with maximum flow rates. The first demo to benefit from the CLEARLINE System was our summer 2019 demo, a Viking 72, followed by the *Viking 62*. This summer's demo, a Viking 80, will also be equipped with CLEARLINE, which utilizes a patent-pending technology developed by a Viking owner, Louis Cosentino, and his son Daniel. That Viking connection has led to the system's optimization in Viking's centralized seawater system. "We have a dual-pump control in which the unit is wired right into the centralized seawater box and automatically alternates the two pumps," says Daniel Cosentino. "This makes operation and maintenance even easier."

Another relationship with a Viking owner led to the introduction and evolution of a game-changing technology for electrical

power management utilized on the Viking demo boats. OctoPlex is a digital switching system from Carling Technologies that allows the user to easily monitor and control the yacht's AC and DC systems and accessories from remote touchscreen displays at the helm and in other locations throughout the yacht. The Sorenson family, which has a long relationship as a vendor with Viking, developed the technology and Rick Sorenson Jr. used his Viking 48 to perfect the system; it was first installed in 2005 in hull No. 1 of the Viking 64, which served as the demo boat. The second generation of OctoPlex was introduced on the 72 demonstrator boat in 2016.

"When you think about it, many of the major technological developments on our boats can be traced back to the demo program," says Vice President of Sales Mark Waldron, also an angler on the Viking fishing team. "But it doesn't surprise me. We've always believed in the importance of using the new equipment we put on our boats in the real world."

“When you think about it, many of the major technological developments on our boats can be traced back to the demo program.”

— Mark Waldron
Viking Vice President of Sales



POWER. PERFORMANCE. MANEUVERABILITY.

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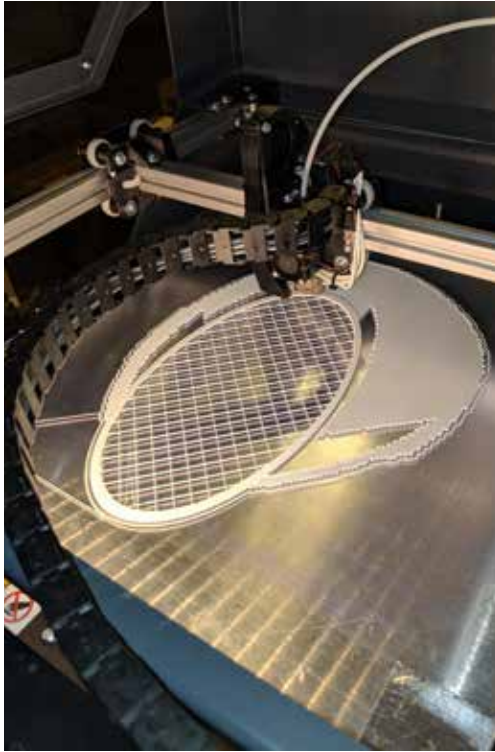


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solution



3D PRINTING SIMPLIFIES THE COMPLEX

Additive Manufacturing Enhances Viking's In-house Design



From left: Viking's 3D printer creates a bow thruster tunnel dam for the Valhalla center consoles; Mark Roger's from Viking's New Product Development team works with a portable 3D laser scanner to check the dam's precise dimensions; a completed Valhalla's tunnel with thruster installed.

A design-and-engineering-driven company, Viking thrives on the pulse of innovation and the development of new and exciting product. We have the youngest fleet in the marine industry that consists of ground-breaking boats. Our passion for boatbuilding has led to the development of an entirely new Viking brand of fishing boats – high-performance center consoles – through the newly formed Viking company, Valhalla Boatworks.

The development of these premium stepped-hull boats has benefitted from the Design and Engineering Department's 3D Printing program. Using Viking's 3D Computer-Aided Designs, our printer creates a three-dimensional object by adding layers of thermoplastic material one after the other.

"It saves manufacturing time, accelerates the build process, allows us to manufacture

complex parts and fabricate to tighter tolerances," Viking Manager of New Product Development Bill Hall says of the technology, also referred to as additive manufacturing. "With 3D printing, there's no cost for complexity, meaning that intricate structures can be created in one piece – without the need for multiple subcomponents. Since you're adding the material you need [instead of removing], it may take less time to create more complex shapes."

Viking's 3D printing technology has proven extremely useful in the development of manufacturing parts and tools – such as dams, templates, molds and prototypes – that are directly beneficial in the build process of our Valhalla center consoles. At the bow, for instance, 3D printing was used to create the complex shape of the bow thruster's tunnel and the transition



between it and the lower running strake. "The thruster dam creates a scallop shape to dampen noise and vibration while protecting the thruster propeller," says Viking Design Manager David Wilson.

Our 3D printer manufactured a dam to build the flat recessed areas in the stem at the bow for installation of the trailer eye bolt. In addition, the technology was used to fabricate a template to precisely mark the installation position for the anchor chute on each Valhalla. "They say the devil is in the details, and 3D printing lets us focus on those details," adds Bill.

Templates, molds and dams are also used in other parts of the boat. For instance, the integrated recessed areas in the hardtop for the Lumitec LED lights are created using a 3D-printed mold. Templates are used to place cleats and the Valhalla hull-side emblems.

Viking is using 3D printing to manufacture “end-use” parts as well. “These are usually small parts that allow us to refine an area of the build,” says Viking Additive Engineer Winston Zeberlein. “We’ve made a composite bushing on the console door’s gas piston assembly. It’s small – about the size of a pistachio shell – but it’s a big part of why the door operates so well, and stays open so firmly.” Other end-use parts for the V Series include bushings for the hardtop assembly and handles for the slide-out coolers.

The 3D printing technology has also impacted prototyping, which is the evaluation of the fit, form and feel of a design object. “We’re able to try multiple iterations to find the most optimal shape of an object,” says Bill. “An example of this is the Valhalla guard rail end caps. The value and cost saving of avoiding the tooling and casting of such a part that may not work is tremendous.”

3D prototyping has also been used for the gasket recess in the hatch lid undersides, the joystick mounts at the helm, through-hull bullets, finger pulls and the Valhalla logo. “If it sounds like the possibilities are endless – they are!” says Bill.

The technology complements the work done by our two five-axis profilers, freeing them up to focus on large parts. “We’re turning ideas into physical things,” says Bill. “With our profilers, it’s done by removing material to form a shape; with 3D printing, we’re adding material to form the shape – building up what we need.”

3D printing is another example of Viking’s burgeoning in-house design, engineering and resources, further bolstering the “90 Percent” factor. “We leverage its strengths and it adds to our capabilities,” says Bill. “We’ve added another tool in our technology tool box.”



Protecting People

VIKING'S COVID-19 PROJECT FOR FACE SHIELD MANUFACTURING

Viking launched a medical face shield manufacturing project this spring to help address the crucial need for medical equipment and PPE in the healthcare community during the Coronavirus pandemic.

“We realize the sacrifices being made by doctors, nurses and the entire medical field as they battle the Coronavirus on the front lines,” says Viking Executive Vice President Drew Davala, above. “We’re simply doing our part to help these heroes in any way we can. We have tremendous resources and technology here at Viking, and incredible people who are eager to support the cause.”

Viking has a long history of assisting the institutions, schools, churches, charities and medical establishments of New Jersey. At press time, we had already donated nearly 3,000 of the 3M N95 respirator masks as well as 100 Tyvek suits, boots and hoods to various regional medical facilities and first responders.

As the number of cases across the country and in New Jersey continued to climb, Drew along with the Viking Group’s Executive Co-Chairman Bob Healey Jr. and Director of Special Projects Robert Sherriff, saw an opportunity to make a larger impact in the community while increasing Viking’s own PPE levels for its workforce.

A multi-pronged project emerged from the trio’s brainstorming sessions, with each component utilizing Viking’s design, engineering and manufacturing resources and expertise. First, Viking began using its 3D printing technology to fabricate protective face shields for healthcare professionals in the surrounding communities of New Jersey.

The Design & Engineering Department, using its 3D printing machine, fabricated more than 1,000 face shield kits. The Department optimized a design for face shield “halos,” or plastic head frames that hold the face coverings.

“After trying six or seven prototypes, we came up with a halo that’s practical and can be manufactured efficiently and quickly,” says Winston Zeberlein, Viking’s Additive Manufacturing Engineer. “We’ve developed a method to fabricate the halos in stacks, one on top of another. Air gaps are printed between the halos so they can be separated.”

With their three-point mounting design, the halos make assembly of the face shield quick and easy with the use of 8-1/2” x 11” plastic transparency sheets. “You simply use a standard three-hole punch tool on the transparency sheet, and the holes line up with the three attachment posts,” says Bill Hall, Viking Manager of New Product Development. The attachments points are integrated into the halo’s outer ring, which projects about 2 inches from its base, providing clearance for a N95 mask.

The second component of the project revolved around the distribution of the face shield design. Viking made the design available to companies and individuals with 3D printing capabilities. “This was always intended to be shared, and not just in New Jersey, but all around the country and the world,” says Bill.

Viking’s design and fabrication of a face shield for its boatbuilders was the third part of the PPE efforts. The halos were also fabricated with Viking’s 3D printing technology. The shields were cut by Viking CNC machinery and molded and finished in-house. Their material consists of clear hard acrylic panels supplied through the Philadelphia area’s Trident Plastics, a Viking vendor. Shaped to wrap around the user’s face, these durable full face masks can be easily cleaned and used multiple times.



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VIKING MOTOR YACHTS

American Engineering, Quality and Luxury at its Best

Viking motor yachts are ground-breaking designs for cruising enthusiasts who demand the best of everything. From interior volume and accommodations to quality and performance, our 75 Motor Yacht, 82 Cockpit Motor Yacht and 93 Motor Yacht simply can't be beat.

"What we're doing today with our motor yachts is unrivaled in this industry because of our facilities, experience and ownership," says Viking President and CEO Pat Healey. "They're built with the same resources, technology and experience that pushed us to the top of the industry."

"When you compare our motor yachts to other brands, we have a significant advantage in every category," says Viking Sales

Professional Joe Papperman, who has overseen many of the motor yacht builds in recent years for the company. "I believe consumers understand the quality difference of an American-built Viking motor yacht."

CONSTRUCTION/PERFORMANCE

These luxury cruisers are constructed with balsa-cored resin-infused hulls, main decks, structural bulkheads and fuel tanks. Resin infusion allows us to build these structures with the most efficient use of resin and fiberglass to ensure the optimal strength-to-weight ratio. The interior components also benefit from advanced construction materials, such as honeycomb-PVC core used in our cabinetry and other furniture parts (see The Right Stuff on page 83). The weight savings combined





The 93 Motor Yacht's state-of-the-art engineroom and enclosed bridge control station.

with Viking's high-level engineering translate into enhanced performance. The 93 Motor Yacht tops out at 27 knots, which is a full 3 knots faster than other motor yachts of comparable size. The 75 MY exceeds 34 knots at full load, and the 82 MY can achieve 30 knots with the throttles pinned.

Our cruising speeds are higher, too, which means you'll reach your destination faster (if so desired). The advanced running surfaces, designed by Michael Peters Yacht Design, deliver smooth rides that instill confidence. "Our motor yachts are not only designed to transport you to beautiful destinations in luxury and comfort, they also possess our renowned Viking performance and engineering to get you home quickly and safely if the weather takes an unexpected turn," says Joe.

The 93, 82 and 75 are designed and engineered for the installation of Seakeeper gyro stabilizers as well as the patented Side-Power Vector Fin stabilizer system. "These two technologies are really a game-changing combination," says Viking Design Manager David Wilson. "Both reduce roll and increase stability at zero speed, low speed and cruising speed. The Seakeeper's effects

can be felt most at rest and at slower speeds. The Vector Fins really come into play at your higher cruising speeds, stabilizing the ride and enhancing tracking."

The Vector Fins' patented design also negates the drag factor, which is "typically a drawback for fins," says Dave. "Speed and performance is maintained. There's no downside." Dave also points out that Vector Fins can also effectively reduce roll at zero speed. "In my recent sea trial of an 82 MY, the fins reduced roll by 10 percent on top of the 82 percent of the Seakeeper," he says. "We all know how effective the Seakeeper technology is, and these fins are increasing the seakeeping and ride quality of our motor yachts."

CUBIC FACTOR

Viking motor yachts offer more interior living space than other vessels of their size and type. "We've invested the time and resources to design and engineer yachts that take advantage of every available cubic inch," says Joe. This translates into larger and more comfortable salons, heads and staterooms. With the 93 MY, design ingenuity resulted in an additional stateroom. "Normally, with a boat of this size you're going to see three guest

staterooms in addition to the master," says Joe. "Our engine installation's V-drive configuration, which allowed the powerplants to be situated farther aft, played a key in role in freeing space for a fourth stateroom and increasing the size of the crew's living quarters."

In addition to its master and guest staterooms, the 93 is appointed with a captain's stateroom and quarters for two crew, as well as a common area with galley amenities and access to the main electrical panel and engineroom. All in all, the 93 MY provides sleeping accommodations for 13. Our 75 and 82 Motor Yachts also boast a full-beam master, and it's spacious layout includes three guest staterooms and living quarters for the captain and two crew. They each comfortably sleep 10.

The enginerooms of all three motor yachts are designed and engineered to the same industry-leading standards as our sportfishing boats, showcasing our mechanical expertise and attention to detail. The powerplants, machinery and mechanical systems are installed for maximum access and durability, with engineroom surfaces painted white for increased visibility.



“ Our motor yachts are not only designed to transport you to beautiful destinations in luxury and comfort, they also possess our renowned Viking performance and engineering to get you home quickly and safely if the weather takes an unexpected turn.”

— Joe Papperman
Viking Sales Professional

”

93 MOTOR YACHT

The queen of the fleet, the 93 MY is the largest yacht we've ever built. In addition to its seven staterooms, she features five full heads and two day heads, a country-kitchen style forward galley and an immense salon and dining area with access to the enclosed bridge. For outdoor relaxation and fun, the yacht is equipped with a large aft garage with hydraulic swim platform. Her foredeck offers an expansive lounging area with an immense amount of storage.

Our latest 93 MY has a striking Flag Blue hull and a custom-designed interior from the award-winning WBC Design (a longtime business partner of Viking's). Step inside the salon and you'll immediately notice its living-room proportions. The area is appointed with 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 joinery adorns the interior, and pantograph starboard-side opening doors lead to a teak-clad sidedeck and a fold-down balcony.

A tray ceiling with LED lighting looks down on the large dining table. The galley, which is only a few steps away, is appointed with 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 topped with Caesarstone engineered stone. A raised banquette with a walnut table faces aft, and there's a convenient day head on the starboard side. The wraparound windshield draws in ample natural light, brightening the space and providing spectacular water views.

The 93 MY offers a variety of entertainment and social zones. The enclosed bridge is a beautifully decorated and furnished space, and can be opened up completely to the aft deck, creating one large flowing area for guests. With the touch of a button, open and close the glass-paneled sunroof or the aft windshield above the bar. A day head on the starboard side heightens 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 93 MY's expansive aft deck features twin dining tables and bar with three stools. Sliding stainless-steel-framed glass doors open wide, leading to the stylish and luxurious salon.



82 MY Open Bridge



Formal Dining



Open Galley

75 MY Enclosed Bridge



Traditional Galley



75 AND 82 MY

These two models have enjoyed great success, with more than a dozen sold between the two in only a few years. The 75 Motor Yacht marked the return of Viking to the motor yacht arena, bringing an unprecedented combination of style, luxury, performance and quality. The 82 Cockpit Motor Yacht utilizes the same hull form as the 75 with the cockpit

providing nearly 2 feet of additional running surface aft. The 82 also shares the 75's interior layout and propulsion/mechanical configurations and systems. The hull is constructed with its own mold that includes the cockpit and integrated swim platform. With its 150-square-foot cockpit, the 82 merges our sportfishing DNA and megayacht luxury to create a unique yacht fisher.

The 75 and 82's open galley design allows guests to easily access and enjoy the amenities and comforts of the salon, galley and forward dining area. A home theater center with 65-inch HD TV faces a large lounge with walnut cocktail table. On the starboard side just aft of a convenient day head, a custom crafted polished stainless steel staircase with wide

teak steps leads to the enclosed bridge. A wine cooler and ice maker are neatly nested below in custom walnut cabinetry. The open galley design has been popular in recent years, but Viking also offers a traditional galley with formal dining.

We offer our 75 and 82 in open or enclosed bridge designs, each with its own unique benefits and features. The open bridge is a wide-open space dedicated to outdoor relaxation and entertainment with a centerline helm, Venturi windshield, removable Costa Clear enclosure, numerous gathering areas and available air conditioning.

The innovative climate-controlled enclosed bridge provides a forward control station that can be outfitted with a custom navigation, communications and entertainment package from the Viking subsidiary Atlantic Marine Electronics. Plush accommodations create a second salon, allowing your guests to ride and relax in Viking style and comfort. Stainless steel framed sliding glass doors open wide for easy access to an inviting aft deck where friends, cocktails and gorgeous scenery awaits. 🌊



THE BOTTOM LINE

Viking engineering and performance matched with unequaled luxury and interior volume put our fleet of motor yachts head and shoulders above the rest.

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



Upper Deck and Climate Controlled Enclosed Bridge



Main Deck, Salon and Galley



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

SPECIFICATION HIGHLIGHTS

82|MY

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. 7,267 l	
Water Capacity	300 gal. 1,136 l	
Holding Tank Capacity	250 gal. 946 l	
Cockpit	150 sq. ft. 13.94 sq. m	



Open Bridge



Main Deck with Open Galley



Lower Accommodations

SPECIFICATION HIGHLIGHTS

75|MY

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	



Enclosed Bridge



Main Deck with Formal Dining



Lower Accommodations



VIKING STORY

An Impressive Launch Forward

BY ALEXIS BURD



Our last article discussed the many complications the Viking Yacht Company faced as it struggled to survive a difficult recession. Viking's leadership team proves once again it can navigate this storm, too. Despite the difficulties, Viking also moves forward with an 82 sportfish that everyone loves, accompanied by a steady fleet that keeps the company hanging on to revenue.

In this chapter, when signs of an economic recovery become apparent in 2010, we see a business more than

ready for a reboot. President and CEO Patrick Healey launches forward pushing the envelope, bringing to market the largest sportfish boat ever attempted in New Gretna the same year Viking celebrates its 50th anniversary. Considered risky at the time, the impressive 92 Convertible renews a critical promise the company makes to itself and its customers. The Viking Yacht Company is here to stay and stands ready to build your next better boat.

A COUPLE FALSE STARTS

After the Lehman Brothers recession began to subside in 2010, it was clear that the New Gretna area had suffered dramatically. Beyond protecting their own shipwrights, a closely held value the family-owned business maintained, they recognized the need to bolster the local economy.

“Atlantic County, New Jersey, had the most foreclosures in the county due to the collapse of the casino industry,” recounts Viking President and CEO Patrick Healey. “The casinos got wiped out. Four of them closed and it was just a disaster in Atlantic City. There was no other economy other than hospitals, Viking, and a handful of businesses. There was no big industry.”

After noticing signs of an economic rebound, Patrick and his leadership team considered themselves fortunate to be able to return 95% of the furloughed boat builders to the Viking plant by the end of 2011.

Viking built 49 boats in 2011, a solid recovery from just 28 boats in 2010. With the bustling plant in full swing and sales closing at boat shows again, Viking felt ready to explode. When the numbers were nearly identical the following year and similar again in 2013, the post-recession era felt anything but encouraging. The 50 boats sold in 2013 did not carry the same message of encouragement the 49 boats sold in 2011 did.

When Patrick references the few years that immediately followed the recession he says, “Let’s call it a couple false starts. We got back to break-even in 2011 and thought ‘Okay, now we’ll start sustaining 10-15% growth each year.’ And that didn’t happen until 2014. Looking back, ’11, ’12 and ’13 were basically mirror-images of each other in the amount of units and dollars.”

This lag in growth was consistent throughout the boating industry, which seemed to be the last sector to recover. Viking did not reach its anticipated financial milestones in the beginning. However, when compared with competitors, the company achieved high percentages of available market share for each new model it produced.

Here's why Atlantic County is the foreclosure capital of America

By Michelle Brunetti-Post, Staff reporter



Coldwell Banker Casa Bella realtor, Anthony D'Alicandro, of the English Creek section of Egg Harbor Township, in front of the Northfield home, Anthony D'Alicandro, Atlantic County Bd. of Realtors, at a vacant home on Country Club Drive, in Northfield, that was foreclosed and has been vacant for two years. Tuesday, August, 21, 2012. 2012 (Press of Atlantic City/ Danny Drake)

Danny Drake

In 2011 Viking presented the Viking 66 Convertible at the Fort Lauderdale International Boat Show. Patrick refers to the 66 as a success but acknowledges the backdrop of a rough economy held it back from its full potential. It simply missed the momentum captured by a strong introduction. In total, Viking built 35 of this model, completing the last hull in 2018.

“All of these numbers are down from what we typically would build because they all came out in the worst time in the boating industry,” says Patrick. “But they were very successful, meaning they all captured 75% market share in the size ranges they were being introduced into.”

AHEAD OF THE MARKET

As a constant observer of trends, Patrick tries to stay ahead of the market and identify ways to keep his workforce employed and the Viking Yacht Company profitable, particularly in a struggling economy. In 2009 and 2010, he noticed that owners were selling bigger boats and buying smaller boats in their place. Around the same time, Cummins Zeus introduced a new engine package that enabled one to drive a boat with a joystick. The joystick gave customers who weren’t experienced boaters more confidence to handle the boat with its increased control. Viking’s design and

engineering team combined the small boat trend with this new technology in the 42 Convertible, which came out in October 2010, and a 42 Open in December 2010.

The 42’s success is measured by the reality of the times: it kept employees working at the plant and it kept customers in the Viking brand. Patrick, however, willingly admits this model, also referred to as a pod boat, was only minimally profitable. “They were very difficult boats to make money on because you were building them for a price in the marketplace.” From 2010 to 2016, Viking built a total of seventy-five 42s. In the end Viking walked away from the pod concept. Its engineers began to realize the pods worked best for smaller, lighter boats and efficiencies were lost as the boats scaled larger. The fact that customers could get on a pod boat and make the boat go sideways, forwards and backwards, particularly in tight spaces and without much experience, increased the joystick’s popularity. Eventually the joystick would become a permanent feature on Vikings, and large boats in general while the company chose to abandon the pod engine on future designs.

In 2010 Viking started Valhalla Boat Sales as another revenue stream. Viking CFO John



Kasinski remembers exactly how it started. “We used to let brokers sell customer boats at our neighboring marina. One of our employees was selling his boat and we let him put it on the marina’s front lawn. It sold within a week. Patrick took notice and said, ‘Maybe we should start a brokerage operation.’” And Valhalla Boat Sales was started.

This new opportunity helped the marina because it became a place where customers could buy or sell their boats as well as dock them. Then with a slight expansion, Valhalla Boat Sales began to sell new product from other manufacturers.

Valhalla Boat Sales only took on product lines of smaller boats whose size did not

compete with any Viking model. The operation initially sold brokerage as well as Sailfish Boats, then switched to Contender and also picked up Skeeter.

Eventually this recession, with effects particularly long lasting in the boating industry, came to an end. Ryan Higgins, Viking’s Southeast Sales and Demonstrator Manager, remembers the moment the tide began turning in a favorable direction. “The October 2012 Fort Lauderdale International Boat Show wasn’t great. A few months later we had our VIP Show in early February 2013 and Miami Boat Show two weeks later. We just crushed it,” he recalls. “In two and a half months 32 new Vikings were ordered or sold.”

Ryan remembers the collective relief everyone felt as a result. “Throughout the recession we had to work so hard to keep pushing and selling, then once we got to 2013 people showed up out of the woodwork. There were a lot of international sales and it just felt like things were back rolling again.”

ON WATER AND ON LAND

After a lifetime on the water and more than a decade competing in fishing tournaments on Viking’s demo, Ryan understands when he is in an optimal location, and also when he clearly is not. “As the captain, I didn’t settle for just going to a spot and fishing there all day,” Ryan says. “When you’re in the right spot, the water looks right, the bait’s present, birds are milling around, you just know you’re going to get bites.”

Using a combination of experience, skill and intuition, the demo team showcases Viking’s product by racking up notches in the win

valhalla BOAT SALES

“1724 Route 9 ‘On the Blue River’”
(Garden State Parkway, Exit 30 N, Exit 52 N)
New Canaan, NJ 08824
P: 908-296-2100
F: 908-296-0876

Great opportunities on late model repos, all boats on premises. **MAKE OFFER!**

2007 Maxum 4200 Sport Yacht, fiberglass hardtop, two staterooms, mid-cabin salon a lot of boat for the money

1991 Sea Ray 400 Express Cruiser, two purple staterooms, 2x Mercruiser gas I/O, large cockpit, galley

1988 Cruisers, Inc. 33 Exprit, spruce express with 2x I/O, wide beam, nice accommodations, 8-level cockpit

1990 Luhrs 350, handyman special, good value

Featured Brokerage Boats of the Month:

2005 Regulator 24
Yamaha 300 HP/25, low hours, electronics, trailer, ready to fish and cruise, great family boat
\$54,995

1994 Fountain 38 SC
2x Mercruiser 302, fast, clean, 400 hours
\$32,900

1997 Silverton 351 Sedan
2x 300 hp Crusaders, generator, air, Bimini top, 2x Mercruiser, master stateroom forward, large bridge and cockpit, clean boat, just in time for summer fun
\$79,500

Boats arriving daily, call for listings, or give us yours, superb high visibility location

One of the first print advertisements from Valhalla Boat Sales.



Over 5,000 people visited the 18 boat display at the Miami Yacht and Brokerage Show in 2013.

column and consistently performing well in the tournament circuit. Regardless of the day's objective, whether it is fishing marlin or sailfish, the team understands where and how to find success.

One doesn't have to look very far to see the business parallel. This is exactly how the company competes for market share in the boating industry. Listening to how Viking's crew competes on the water is perhaps the best way to gain insight into how the company competes on land. The greatest edge in both circumstances is of course the boats themselves.

Ryan does not shy away from acknowledging this. "We have a big advantage having the latest and greatest boat on the water," he says. "It allows us to have the speed, comfort and range that some other boats may not. We utilize that advantage. If the tournament boundary's 125 miles, we take it right to that mark because we know we're going to be one of the few boats there and that we'll get there first."

In a similar way, Viking's drive and production speed as a company allows it to persistently outmaneuver competitors in the market. With an R & D Department that never takes breaks, even during recessions as difficult as 2008, Viking stands ready to rack up more wins on the economic upswing than its opponents.

Describing the Viking approach to fishing tournaments, Ryan will say, "People notice us running around a lot to find the right spot." When it comes to describing the next right spot for the Viking Yacht Company, Patrick jokingly refers to the use of a crystal ball.

"You're always maneuvering, manipulating, reading the market. Trying to do the best you can," explains Patrick. "I look in the crystal ball and try to come out with what I feel is the best direction."

In the aftermath of the recession, Patrick boldly directed his team to launch the 92-foot Convertible they designed during the downturn. The massive vessel debuted before industry competitors could churn out anything novel themselves. Viking's 92 Convertible shattered the boundaries of design, amenities, performance and speed, effortlessly combining all four.

The 92 holds an honored place in Viking's history not only because it is a masterpiece in its own right but because of the exceptional period of time in which it was first created.

Design Manager David Wilson couldn't agree more. "What was so unique about that model, besides how large it was and what a big undertaking it was, is when we did it. There wasn't a person in the country that

would've thought that we'd be developing the 92. It was all in the timing."

"I remember Pat saying, 'We're full steam ahead on this project and nobody knows we're doing it. The whole economy is tanking and we are hemorrhaging money on the tooling. But we are committed to this project.' And true to his word, we stayed with it and when the market came back, that boat saved us."

A SIGNATURE SUCCESS

Viking developed its largest convertible sportfishing yacht during a devastating recession. The 92 Convertible was truly a signature success for the company, a yacht that went on to dominate the market because it was in a class by itself.

From a distance, you could compare it to an 80 or even a 72. Its sleek styling proved a massive boat loaded with amenities could be built without looking overbearing. Viking's customers expected speed to accompany aesthetics; the engineering and design team refused to disappoint. When the company published that it had built a 92-foot boat that could achieve cruising and top end speeds similar to those of its 82 Convertible, heads turned from every direction.

"We had new customers coming in," remembers John. "We had a first-time Viking owner committed to a 72 Enclosed Bridge. He was flying across the Atlantic from Europe on his private plane and decided to pull up our website to look at the 72 again. He ended up navigating to the 92 and decided that was what he wanted. He sent us a deposit and bought a 92 Enclosed Bridge sight unseen."

Ten feet longer in size than the largest of its predecessors meant the 92 was not in competition with other boats Viking was producing. This allowed Patrick to premarket the yacht, as he had with the 82, even before the first hull entered production. Between late 2013 and its 2014 fall debut, Patrick sold seven 92s using renderings. Viking formally introduced its signature model to the world at the November 2014 Fort Lauderdale International Boat Show.



A young Ryan Higgins behind the wheel.

David keenly remembers the interactions he had with boat show attendees when he participated in the 92's debut: "I'm standing on the dock and Pat said, 'Here's our designer.' I'm standing next to the thing and people are saying, 'Wow, how was it drawing this? Building this?' I think I surprised people by saying it wasn't any different than designing the 50-footer right over there. I like people to understand that we apply the same effort to every design in every boat, 92 feet or 50 feet."

BEHIND THE NUMBERS

David's position requires both creativity and engineering knowledge. So while he appreciates the artistic license a large vessel like the 92 affords, he also recognizes its challenges. "You have more canvass to work with, but with that size comes the engineering, placement and balance of a vast array of systems while maintaining interior volume and performance goals. No matter the size of a particular design, weight and balance are two of the most important factors."

To address those critical performance details, Viking's design and engineering team turned to tank testing. Tank testing was a successful method first used on the 82. After building a hull bottom 1/12 of the 92's size, the Viking team performed model testing using an indoor tank at the Stevens Institute of Technology in Hoboken, New



Two of the renderings Patrick Healey used to sell an amazing seven 92s prior to its fall 2014 release.



Jersey. By dragging the model through a tank, the team acquired a resistance number and drag coefficients that helped refine the shape and determine the power requirements for the boat.

There were approximately 100 test runs in which the model was physically pulled through the tank. The first set of tests took between a week to 10 days. After which the team evaluated the data back in New Gretna, made a few modifications and improvements to the hull, and returned to Stevens for final verification.

David explains the role tank testing played early on in the decision-making stage: "It's just a common belief that the weight of the boat at a certain speed will give you a softer ride. The issue there is that once you get to a certain speed and you're building a faster, larger boat, then that hull form is even more important."

Lonni Rutt, Vice President of Design and Engineering, remembers the decisions tank testing led the team to make. "Ultimately we went with a much larger propeller pocket," he says, "a finer entry, less deadrise aft. We wound up with a much better riding vessel than we ever anticipated. The performance was exceptional."

If pride quality is considered one side of the sportfish yacht equation, speed is certainly the other. Building a 92-footer around the recently released MTU M96L engines, with its remarkable 16 cylinders and 2600 horsepower, provided the necessary power. "It was the largest engine being produced at

that time," recalls Lonni. "We needed the engines to provide the necessary speed that would deliver sportfish performance in a 92-foot boat." Lonni remembers communicating with MTU to ensure the boat was prepared to accommodate the engine package itself. Viking received the first pair of these engines distributed in North America.

The team initially targeted a 32-34 knot top speed, but the boat achieved an amazing 37 knots at full load, with a 30-knot cruise. "Being 10 feet longer than the 82, it was not just a longer vessel, it was exponentially larger overall," explains Lonni. "To be able to perform with similar speeds was just a homerun."

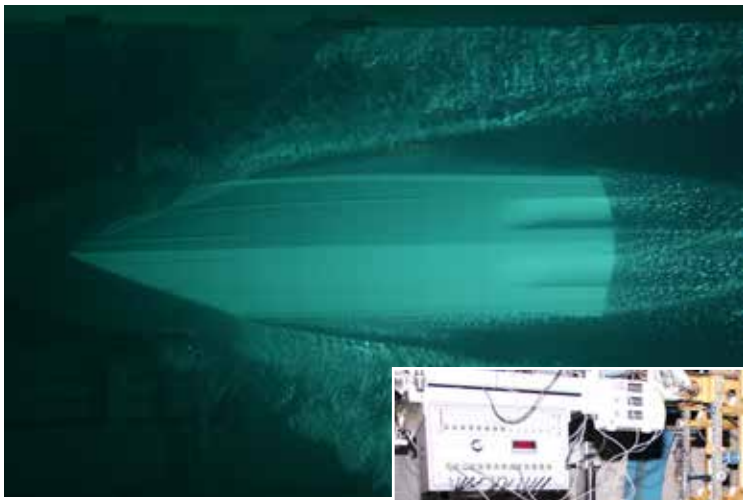
WORLD TRAVELER

As a key contributor to the boat's many attractive features, Lonni expected its positive reception. "The 92 was really driven by the fact that we wanted to have the amenities of a motor yacht, but the performance of a sportfish," he explains. "We were looking to build a world-cruising fishing-capable boat."

To walk on the vastly large aft deck of the 92, or through the boat's lavishly designed interior, one could easily question if it could really raise fish.



A proud crew in front of the 92.



Tank testing of the 92 at the Stevens Institute of Technology in Hoboken, NJ.

Ryan, who was heavily involved in the 92 build and who David referred to as “his designer on the water,” explains this perplexity. “Introducing the 92 was a completely different animal,” he says. “You had big motor yacht and mega yacht features but also really nice fishing and tournament capabilities.”

One popular motor yacht feature that Viking incorporated in its 92 was a private crew quarter located aft near the engineroom and separate from the owner’s living area. Having a separate environment, accessed from the outside of the boat, meant the guests had more privacy. In addition to housing a two-person crew, Viking included a separate captain’s quarters.

The 92 also contained a master, two VIP-style staterooms that held either a queen or king-sized bed, and a guest room for a total of six staterooms. The staterooms



themselves all increased in size over prior models and each received a full private shower, unlike previous models, which require sharing in some capacity.

It had a motor yacht-like salon with double door entry. It had aft deck seating for entertaining with a dining table. On the lower level aft, one could find a full mezzanine and fishing-rigged cockpit.

It’s not that the marketplace was completely void of competition. It’s just that few could claim they came close to falling within the same niche that Viking created for itself. “There were other manufacturers who built 90-plus foot sportfish boats,” Ryan says,

“but we had one of the few layouts that offered yacht-like features with a sportfish look.” Ryan explains that the 92’s full beam master stateroom with a walk-in closet and his-and-hers heads is something typically seen on a 100+ foot motor yacht.

Though designed with Viking’s dedicated sportfish customers in mind, the 92 began attracting a whole new clientele. “We had many people jump up from the 82 to the 92,” recalls Ryan. “But we also saw a different market. There were people that had two boats; say a 130-foot motor yacht and a center console, or a smaller sportfish boat. The way we designed the 92, it could take the place of the two boats. So customers that came from a mega yacht and smaller sportfish could scale down to one 92.”

FOLLOWING IN ITS OWN FOOTSTEPS

In discussing the concept behind the design Lonni says, “Really we were looking primarily at our customer and the clientele in the sportfishing industry wanting to move up. So rather than move up to a motor yacht and a sportfish, they were able to move up into a sportfish-style boat.”

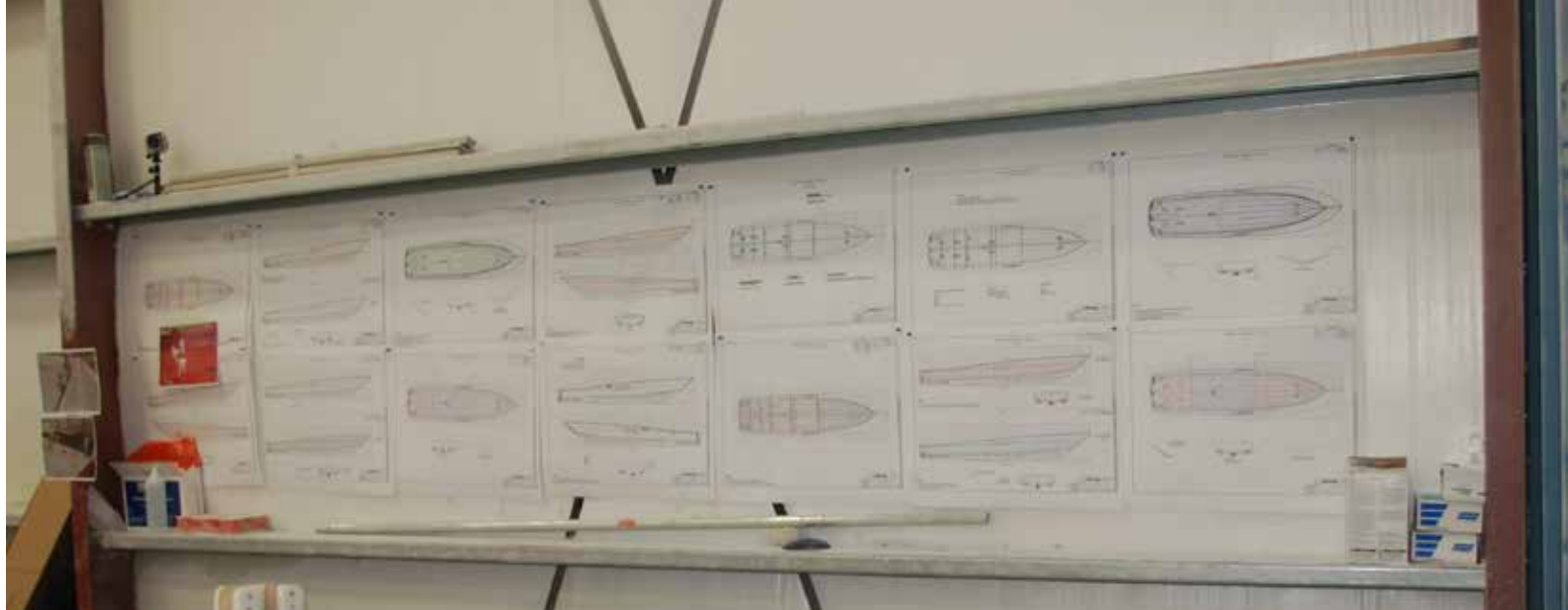
Viking’s hardcore fishing customers could confidently step up to the 92 knowing they could fish traditional locations they loved and have a massive vessel that would allow them to travel great distances and explore new places.

“For the ability of long-term travel, the storage capacity of the 92 is just phenomenal,” says Lonni. “It became a much better platform for people to go on long, extended vacations or farther away. We have a couple people that take their 92 to Bermuda every year to fish. They’ll spend their whole time on the boat.”

Viking impressed the world with the amenity-rich, solid performing and fast 92-footer, but there was a critical detail that could not be overlooked. If the company planned to cater to the sportfish enthusiast, Viking would need to find a way to achieve a 6-foot draft, or close to it. Customers interested in a sportfish lifestyle might just pass on this upgrade, if its draft kept them out of the Bahamas and other sought-after



Motor yacht luxury and interior volume in a sportfishing boat.



destinations to which they had become accustomed. Following in its own footsteps, Viking would make a large yacht that was anything but typical.

Making large marinas an option for a 92-foot boat was groundbreaking and garnered wide-appeal. With a draft hovering around six feet, the design and engineering team ensured its customers could still take the 92 into the same general areas they reached with their 70- and 80-footers.

“Up until this point, the majority of anything that was over 80 to 82 was usually a custom-built boat and there weren’t many of them,” explains Lonni. “When they were built, they weren’t always constructed with the draft requirements in mind.”

Outside of the Viking community, the mindset tended to be one of acceptance: if you owned a large custom boat you would go where your boat could safely travel. Accustomed to the versatility provided by a shallow-draft boat, Viking owners did not want to lose the freedom this feature provided and neither did the Viking Yacht Company.

THAT ONE FAMILY

Perhaps the greatest achievement for Viking’s designers and engineers is not when they surpass a speed or performance goal on a new model, but when someone uses their boat in the way they originally envisioned it to be used before hull number one even started on the line. When thinking about the 92, for David, there is a particular family that comes to mind. “From the 92 to the 72 or 58-footer, we always have that one customer who the boat seems to be made for,” David says. “Sometimes they’re in it early enough that they are almost affecting some of the last little design details. For the 92, it would be Frank and Mary Ellen Rodriguez and captain Rob Moore. They do things with a 92-footer that people in 60-footers do.”

The Rodriguez family has owned multiple Vikings over the years and enjoy the tournament circuit and time spent cruising. Their 92 Enclosed Bridge *Fa La Me* was hull number four.

In the early stages, when the team was still in the process of designing the 92, it was unheard of to be a tournament contender in such a large yacht. “Rob was our guy to prove the 92 is completely fishable, completely maneuverable,” says David. “He’s traveled the world in the boat and has won tournaments everywhere with Frank and Mary Ellen. They were the owners who were just waiting for this boat.”

David compares their usage of the boat to almost be on the level with the Viking demo program. People saw what they could do in the 92 and it became a natural marketing avenue for Viking. For example, *Fa La Me*

Frank Rodriguez with captain Rob Moore at the hull pull of *Fa La Me*, No. 4 in the series.



has become one of the most successful teams in the past decade.

David witnessed customers on the fence, opting to stay with their 70 or 80-foot boat because they didn’t want to lose the ability to fish. He says, “Robbie went out and proved to them, look what we can do in the 92.”

VIKING'S LONGEST TENURED DESIGNER

Released officially in the fall of 2014, 50 years after Bill and Bob Healey founded the Viking Yacht Company, the 92 serves as a monument that proudly honors the company’s history: a fact that was certainly not lost on the longtime veterans of Viking who had joined the company at its beginning. Its existence represents a milestone unimaginable to early crew members like Bruce Wilson who worked inside a cold building lacking insulation and lofting wooden hulls for Viking on dirt floors.



Bruce, who was one of the longest-tenured employees at Viking until he retired in 2015, served the company as a key designer on many models, including the 92. Pat Healey only has high praise for the contributions Bruce made over the years. “Reflecting back on all the successful and iconic designs we produced during Bruce’s years as the Lead Designer, it is clear that he was one of the most successful designers of sportfishing boats in the industry during his career,” he says.

One day the 92 will be replaced by Viking’s next better boat. With Viking, however, it is never a true replacement. This design left an indelible mark on the company’s history. Its fingerprints and those of its devoted designer will be seen in future Vikings for many years to come.

The 92 is a brilliant masterpiece in the way it seamlessly brought together a stellar design, luxurious amenities, speed and performance in the largest boat Viking ever

created. Bruce is considered a gifted designer who amassed an impressive portfolio over his career. Many of his coworkers would agree how his true genius is also found in how he seamlessly combines the qualities that make him truly unique: his humility, intelligence, passion, work ethic and willingness to help others.

At the time of this publication, Viking is moving its 20th and 21st hull of the 92 down the line, a fact that speaks to the staying power of this popular design. “Bruce saved the best for last,” says Patrick. “The development of the 92 was our largest and longest project to date of any of our designs. It also was the most challenging! The 92 C will be heralded for years as the most successful large sportfishing boat in the industry’s history.”



Viking Co-Founder Bill Healey and Bruce Wilson talk shop as hull No. 1 of the 92 emerges from the building for the first time.

In His Own Words

VIKING DESIGN MANAGER DAVID WILSON, SHARES HIS THOUGHTS ABOUT HIS DAD AND THEIR LAST PROJECT TOGETHER.

The 92 not only holds meaning for the company, but also for Bruce and David Wilson, the father-and-son team who played an integral role in its success.

“A few sentences about working with my Dad? Ha. That’s funny. I’m certain I could write a separate book just on that subject alone. His impact on my life and career here at Viking are nothing short of exceptional. Let me do my best here to just keep it “short,” related to the 92’s project.

The 92 was probably one of the longest projects in what I would call ‘concept’ or preliminary-phase design. During this early time period of the project, only my father and one other person on our Design Team worked on that design. Pat and the group would give periodic input to Bruce, and he would hand-draw a lot of it on his boards then, with one guy getting it on CAD, or the computer, for all of us to review. All the while, the main Design group was busy on other projects. Dad really spearheaded that project from its earliest days, often on his own, with sporadic input or feedback from the group.

It was Dad’s last real project that he saw from beginning to end. The 92 being our flagship design project, to this date, will remain very special to me. I was able to share in that effort with my father. Having dozens of projects shared together over the years with my father working in Design, the 92 will remain the most memorable, proud accomplishment for us both.”



Bruce and David Wilson shoulder-to-shoulder on the 92.



ELITE FLEET

Super Models from 33 to 100 Feet



**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, Full Load): 27" (.69 m)

FUEL CAPACITY: 327 g (1,238 l)

WATER CAPACITY: 39 g (148 l)

MAX ENGINE HP: 900 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, Full Load): 28" (.71 m)

FUEL CAPACITY: 470 g (1,779 l)

WATER CAPACITY: 39 g (148 l)

MAX ENGINE HP: 1,350 hp

LIVE WELL: 56 g (212 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, Full Load): 29" (.74 m)

FUEL CAPACITY: 557 g (2,108 l)

WATER CAPACITY: 49 g (185 l)

MAX ENGINE HP: 1,800 hp

LIVE WELL: 90 g (341 l)

BILLFISH

**38|O BF**

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 (10.1 sq m)

**38|BF**

She's 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 (10.1 sq m)

**46|BF**

The flagship of the Billfish series, the 46 BF provides the fishing prowess of our convertibles while maintaining the traits of its namesake.

LOA: 45' 6" (13.87 m)

BEAM: 15' 4" (4.67 m)

DRAFT: 4' 3" (1.30 m)

FUEL CAPACITY: 709 g (2,684 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' (1.22 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



Fishes like a 60-footer. 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



Master of the mid-sized convertibles, the 58 C is a dominating force with world-class performance, fishability and accommodations.

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



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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)



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THE RIGHT STUFF

Choosing Core Materials for Interior Furnishings



“ There’s no magic material that can be used in every area of a Viking. There are pluses and minuses to every building product, but we have the experience and resources to find the right ones. ”

— Steve Walker

Viking Interior Design Manager

The interior accommodations of our yachts are known for their beauty, elegance and exquisite joinery. The master staterooms, the salons and the galleys are the ultimate in luxury living on the water. All of the furnishings, appointments and cabinetwork – from the forward VIP stateroom to the aft salon bulkhead – is carefully chosen to meet a set of criteria. *Valhalla* had a chance to talk with Steve Walker, a 39-year Viking veteran who has been a leader in the company’s Interior Design efforts for 25 years. In this Q&A, you’ll learn about Viking’s never-ending effort to build a better boat every day through the use of lighter, stronger and manufacturing-friendly interior core materials.

VALHALLA: Why is the selection of interior building materials so important?

STEVE: There are several factors that weigh heavily into our decision in selecting the core materials in the interior. It starts

with the aesthetics. The products must allow us to achieve the look we want, whether we’re talking about a type of finish on a cabinet face or the shape of an entertainment center. Weight, of course, is a huge consideration. You’re looking for the lightest material that satisfies installation, manufacturing ease, durability, stability and other in-house standards. The panels used for door and drawer faces must stand up to rigorous use at sea, as well as the moisture and salt of the marine environment. Manufacturing efficiency is highly important as well. We’re building semi-custom yachts on a production schedule, so our shipwrights must be able to work with substrates that can be cut, shaped and installed efficiently.

VALHALLA: Do the various areas of the interior require the use of different materials?

STEVE: Absolutely. The lighter materials, for instance, cannot be used in

some areas where the overall structural integrity of the boat is at issue. These cores must adhere to structural requirements. An example of this would be companionway and stateroom bulkheads. If a piece of furniture is designed with curves, you must use a material that is flexible enough to be shaped. If the interior component includes a door or a drawer it will require the installation of hardware. That means the core must have the integrity to hold that hardware for the long haul. To do so, it may need the addition of hardwood for reinforcement, and that affects the part’s weight. As you can see, there are pluses and minuses to every material. But we have the experience and resources to find the right ones.

VALHALLA: Would you describe the variety of materials Viking uses?

STEVE: Tricel Honeycomb is used with furniture with fixed curved panels and fixed flat surfaces for doors and drawers. The



Key Characteristics

- **Aesthetics:** Pleasing to the eye and true to the Viking style
- **Manufacturing:** cut and shaped efficiently
- **Installation and use:** effectively hold hardware
- **Weight:** light but strong
- **Stability:** Moisture-resistant, withstand warping and twisting

honeycomb has the flexibility to be shaped and the strength capacity for permanent installation. Lite Ply is used for structural stateroom bulkheads because it has excellent inherent stiffness and strength. Multipanel is a waterproof high-density polyurethane utilized for curved doors and drawer panels. It has the strength for hardware installation and the durability characteristics required in moving parts like drawers and doors. A material called Blocklite, a strong and lightweight straight-grain wood, is now being incorporated into faces for flat doors and drawers and various other cabinet components and interior wood pieces. John Piper, our Foreman in the Mill, worked with the manufacturer to have a propriety Blocklite-cored panel created specifically for our purposes. The material enables production to use one common core substrate across multiple pieces – and save some weight because it can accept hardware without the use of reinforcing solid wood blocking. An example of this would be refrigerator door handles. Blocklite cuts well and edgeworks very easily.

VALHALLA: What kind of product testing do we have in place?

STEVE: We are extremely diligent in making sure the materials we use have strong durability. The research, study and testing is done before we ever approve the product on the production line. The items are tested in our shops by building samples of actual cabinets that would be on a boat. We'll build something and expose it to various temperature and humidity changes over several months. We'll usually follow up successful tests with implementation on demonstrator boats to confirm our results. It's our responsibility to make sure we give

the customer a product that will last. Even with requests for custom items, we are very aware of the durability factor when working with an owner.

VALHALLA: When did Viking really hone in on saving weight through its interior construction materials?

STEVE: Well, I've been here for almost 40 years, and we've always been very conscious of weight. But I would say that in the late 1990s and early and mid-2000s we stepped up our efforts even further. We like to say that Pat Healey put us on a diet in 2000, challenging us to reduce weight while maintaining strength and integrity. I think we embraced the challenge and the changes made a significant impact on our fleet since then. We're talking about the time period we were building the 64 and the 60 Convertibles.

VALHALLA: How have you seen materials change and improve in your tenure?

STEVE: We've experienced several new materials, and experimented with some both successfully and unsuccessfully before ultimately deciding on our current products. They've improved over the years, and there are more of them on the market. Our job is to find the right ones for Viking.

VALHALLA: From the standpoint of interior furniture design, what portion of the boat has undergone the most significant change?

STEVE: We are constantly trying to create newer looks for the interior. Over the years we've gone from flat faces with overlay doors to several models with flush doors, and then migrated into the curved

furniture. All of these units were teak with a few different woods or finishes requested in between. As we were developing the 92 Convertible, we changed to sharper lines popular with current trends, in addition to walnut wood. That stands out as the most significant visual change we've had. Our larger new models followed this trend, while the smaller boats stayed with the teak and rounded furniture. We have had several requests to provide walnut on the smaller boats, as well, and have offered it as a custom finish for our customers. The rounded furniture remains in the smaller boats because it allows for a more open presentation, both physically and aesthetically.

VALHALLA: You must coordinate closely with other departments to secure the right materials.

STEVE: Certainly. We work with several, including the various departments within Manufacturing, as well as the Sales and Purchasing Departments. As I mentioned, we coordinate with Manufacturing to make sure efficiency is maintained and consult with Sales on the end product as it relates to consumer demand and preferences. Like every other department at Viking, most of the professionals in Purchasing have tremendous experience. Materials Manager Bob Pharo and I have constant interaction regarding our suppliers meeting our specific needs. We collaborate with this department for products that may be more unique to Viking as we push to continually build a better boat every day. Purchasing acquires the product, and with the help of our production group I get it implemented into the boats. It takes the entire family here to make it all happen. 🐳

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DEPARTMENT PROFILE MAGIC CARPENTRY RIDE

Dramatic Transformation in Viking's Carpentry Department

More than 90 percent of every Viking is built in-house, so each shipwright in the multiple stages of the build process carries out an integral job. The result is a turnkey-ready, industry-leading yacht. We've featured the Mechanical and Electrical Departments, respectively, in the last two issues of *Valhalla*. Now we turn to Carpentry, which actually consists of two departments – Rough Carpentry and Finish Carpentry. And within Rough Carpentry is a sub-department called Assembly.

A dramatic transformation takes place in the Carpentry Department, which includes a total of 58 carpenters, installers and general shipwrights. "It's like night and day," says Chris Abbott, Foreman of Finish Carpentry. "The boat comes to us as a hull, but leaves looking very much like a yacht, with all of its major pieces in place. It's pretty amazing."

The hull and its structural framework (a stringer-and-bulkhead grid resembling an egg crate) are built in our Fiberglass Department, better known at Viking as Viglass. Besides the fuel, water and holding tanks, the hull is relatively empty when it moves from Viglass into the mechanical, electrical and carpentry phases. Depending on the size of the model, a Viking spends from five to 10 weeks in Carpentry.

Carpentry is responsible for assembling and installing the interior components – all of the parts and units needed to create the staterooms, crew quarters, heads, salons, galleys, pantries, enclosed bridges and other areas. The department is also charged with transporting the units into the boat and prepping the various installation areas.

In Rough Carpentry, the layout of the interior begins to take shape. First, the floors are secured in place by tabbing them to the hull with fiberglass and resin. Meanwhile, outside of the boat in Rough Carpentry Assembly, a designated team puts together the larger living configurations for the staterooms, heads, pantries, staircases and companionways. Rough Carpentry shipwrights then use overhead electric hoists to "fly" these structures into the boat and secure them. They also transport into the boat the major pieces of furniture for the lower deck (bunks, hanging lockers and credenzas) and main deck accommodations like entertainment centers, lower galley cabinetry and day heads.

"Rough Carpentry is handling all of the units that are too large to be brought into the boat after the deckhouse is installed," says Carpentry Supervisor Dave Deverter, a 36-year Viking veteran. Rough Carpentry installers are also responsible for

transporting and securing the deckhouse, the cockpit liner and the coaming (with its integral transom box) to the hull. Experienced shipwrights like Berildo Meza, (see Facetime, page 90) who has been building a better boat every day for 21 years, secure the coaming and deckhouse to the hull using adhesive and mechanical through-bolts every three inches. They also fiberglass the joint from the inside. "Preparing the hull and the parts to be installed is very important," says Berildo. "You must have patience and get things right the first time."

With the large interior components in place, the boat moves forward to Finish Carpentry. Carpenters build the framework for the interior headliners and hull sealers throughout the boat, along with soffits, light blocks and hatch and speaker rings among other things. Cabinets and shelves are installed; doors are hung; tray ceilings go up; and mirrored ceilings, shower doors, baseboards, dinette units and appliances are set into place. Other work includes installing subflooring that will accept the carpeting and custom flooring. Carpentry also installs all of the molding for bunks and shelves.

At Viking Mullica, where the Valhalla Boatworks V Series center consoles are built, the Rough Carpentry team installs the fish boxes, deck liner, deck ring, anchor

BEFORE AND AFTER



Left: a 92 Convertible's coaming is readied for installation on Line 1. Right: the completed cockpit with teak deck, covering boards and mezzanine.



Left: A carpenter installs the headliner in the salon of a 72 Convertible. The square overhead fixtures, or light blocks, that hold the recessed LED lighting are constructed of lightweight materials. Right: The completed salon with all of its beautiful walnut joinery.



Left: In the enclosed bridge of a 92 Convertible, a team of Carpentry Department shipwrights builds a fiberglass encapsulated grid system that will support the flooring. Right: The 92 EB's appointments include an L-shaped raised lounge, a walnut cocktail table, a 32-inch HD TV, a refrigerator, custom cabinetry and carpeting.



From left to right: Rough Carpentry Assistant Foreman Miguel Bonilla, Foreman Hank Konopka, Carpentry Department Supervisor Dave Deverter, Finish Carpentry Foreman Chris Abbott and Assistant Foreman Tuan Hoang.

locker (with shelf and tube) and various hardware pieces such as rod holders, hawse pipes and fuel fills.

Coordination and communication with Viking's other departments is crucial, with Carpentry shipwrights oftentimes working in unison with Rough Mechanical and Rough Electrical technicians and installers. For example, Carpentry will only install the headliners after Rough Electrical has run all the wires throughout the boat for various systems, lights and appliances.

When viewed from the catwalks between the manufacturing lines, the workflow in Carpentry is an exercise in focus and organization. "Each shipwright knows exactly what needs to be done," says Dave. "It may seem overwhelming to an outsider, but we have such a great amount of collective experience it's like a well-oiled machine."

While the yachts are close to completion as they leave Carpentry, there's still a great amount of work to be done. Before the boats head to the Make Ready Dock, they go through the Finish Electrical, Plumbing and Exterior and Interior Trim stages. Each of these phases has its own dedicated department, which we will explore in future issues of *Valhalla* as we continue documenting our incredible build process. 

No Looking Back

DAVE DEVERTER'S 36-YEAR CAREER BEGAN AS A SUMMER JOB.

Dave Deverter has worked his way up the ranks. He started at Viking in 1984, cutting wood in the Mill. Today he oversees 60 shipwrights as Supervisor of Viking's Carpentry Department, which actually consists of two stages – Rough and Finish Carpentry. *Valhalla* recently caught up with Dave, who recounted his time at Viking and gave us some insight into the innerworkings of his multi-faceted department and how boatbuilding has changed and improved over the years.



VALHALLA: When did you start at Viking and what was your first job?

DAVE: I was an 18-year-old kid from New Gretna who needed a summer job. It was 1984. I started in the Mill on a table saw, and shortly after I got to know Al Uhl [the current Vice President of Manufacturing] who was the Foreman of Finish Carpentry at the time. Al sort of recruited me. I immediately enjoyed the work and found it challenging and rewarding. I started building staterooms and heads and then moved on to salons. The rest is history, as they say.

VALHALLA: Describe your career here. What have been some of your different roles/jobs?

DAVE: I was a carpenter until 1988, and then I became a Carpentry Department Foreman until the Luxury Tax in the early 1990s. At that time, I went back to being a Lead Man, also in Carpentry. But in those days you did everything – you were not just a carpenter. I made service calls, helped set up boat shows and worked in other departments. You did whatever had to be done. After the Luxury Tax, I was able to become Foreman again and held that position until 2017 when I became Supervisor of the Carpentry Department.

VALHALLA: Did you have a mentor at Viking who you are grateful for? What did he teach you?

DAVE: Al Uhl. I've worked for Al my entire career at Viking. He was my foreman, my supervisor and my production manager. He has been the most influential person here for me. He's inspirational. I admire his drive and energy.

VALHALLA: What does a typical day encompass for you as you run your department?

DAVE: Really, there is no typical day.

Some days I am on the line four to five times, and other days I am out there for the entire day. But, in general, when I first come in I check on all the boats and all of the carpenters. I make sure they have the materials and parts they need to do the job ahead of them for the day. Adhering to our production schedule and building quality boats are the top priorities. That's what drives us all.

VALHALLA: How many boats is your department working on at one time?

DAVE: It could be up to as many as eight boats. There are four lines here in New Gretna, and there are two stages of Carpentry on each line.

VALHALLA: What are your favorite aspects of your job?

DAVE: It's certainly never boring, and there are always different challenges every day. I really enjoy the people I work with. We have a great team mentality.

VALHALLA: What are the biggest challenges?

DAVE: Over the years the interiors of our boats have become more complex, with more choices offered to our customers. Years ago there was very little variation from one boat to the next. All the interior components and materials were pretty much the same. It's a different story today. Many parts are changed. Every boat has unique differences. For instance, with some boats, the customer has a choice of ordering a queen forward or crossover forward stateroom. The difference between the two may not seem great, but from a carpentry standpoint there are a lot of parts that are altered. The entire stateroom changes. We build what the customer wants. It's that simple.



FACETIME

Behind the Mask

Our shipwrights are the lifeblood of our company, and deserve to be recognized for all their hard work. After capturing a few team members carrying out their duties to build a better boat every day, we asked them to remove their protective gear so we could give them a little facetime. They were happy to oblige, and also took a few minutes to tell us about themselves and describe what they were working on. 🦋

Berildo Meza has been with Viking since August of 1999. Working in Carpentry's Rough Stage, Berildo installs all of the cockpit coamings on Lines 1 and 2, where Viking's largest yachts are built. Here he's maneuvering a 92 Convertible's coaming into its installation position. Once it's fit precisely, Berildo will secure the part to the hull with adhesive and mechanical fasteners every 3 inches.



Jhovanny Ramos (left) and Oscar Torres (right) rely on each other – and other members of the Mechanical Department – to carry out the installation of various components on Line 2 where our 68 and 72 Convertibles are built. When *Valhalla* caught up with the duo, they were guiding a section of a 72's exhaust system into place. Working together – but also maintaining social distancing – they carefully connect the powder-coated linear muffler to the system's transom "Cat Eye" pipe using a silicone exhaust hose secured with four stainless steel clamps. Jhovanny says, "We know it's all about teamwork here at Viking."



Juan Lazaro is a Lead Painter in Exterior Trim, the department where the finishing touches are completed on our yachts. Juan, who began working at Viking in 2005, deftly applies taping to prepare for the painting of a boot stripe on a 58 Convertible. "It takes a steady hand and good concentration," says Juan. You can sometimes find Juan sketching yachts with his fellow boatbuilders during lunch break. "I love to draw. It runs in the family."



Tomas Aguirre has been with Viking for 18 years, and prides himself on never missing a day of work. At 62 years young he has no plans to retire yet, but when he does he could see himself relaxing in sunny Florida. Tomas is preparing components for the Delta-T ventilation system for a 72 Convertible slated to appear at the Fort Lauderdale International Boat Show.



Brian Cooper works on an aluminum backrest for a convertible's flybridge lounge. These same backrests are also used for the forward seating in our Valhalla center consoles. Brian takes the raw material (1-inch anodized aluminum pipe) and uses a machine to bend the part. He then welds a crosspiece of aluminum piping between the bent piece for reinforcement. The part then heads to the Paint Shop where it receives a white powder-coating.



Berta Reyes builds the drawers for all Viking models from 38 to 93 feet. The largest is a 7' 4"-long pull-out storage area for rods under the dinette of our 80 Convertible. The award for the most drawers on a Viking goes to the 92 Convertible, which has an amazing 85 of them. Berta possesses quite the skill set, operating two routers, a drill press and a box press (no, not at one time). "Once the drawer is done it really cannot be changed, so I must do perfect work every step of the way," says Berta, who has been building a better boat every day for 17 years. "I love my job. Can't you tell?"



Jonathan Kuna has been a welder in Viking's Metal Shop for six years. "I like the job because of the wide variety of parts and components that I work with," he says. "From cutting parts for a generator frame to making fuel pickup tubes to creating stainless steel chafe guards, it's always something different." On this day Jonathan was measuring the fastener hole pattern for a motor yacht's aluminum salon door jamb and then boring the holes using a drill press.





OWNER OF INTEREST **BLACK MAGIC**

Fishing Fantasies Come True for 68 Owner

Don Gaiter is a two-time owner who joined the Viking family in 2016 with a 52 Sport Tower and now has a 68 Convertible. His Vikings have fueled a passion for fishing that's grown as quickly as a mahi-mahi and now drives him to the Northeast Canyons 100-plus miles offshore to hunt for giant bluefin tuna. In this Q&A, Don takes us through his ownership experience, recounting some of his best fishing excursions while explaining the characteristics that have made the Viking 68 *El Diablo* a "game-changer" for his fishing team, family and friends. And you'll discover that while Don has traveled thousands of miles on his Vikings, he still has a long way to go.

VALHALLA: How did you get into boating and fishing?

DON: My wife, Gloria, and I began boating with her father, Arthur, back in the late 1980s in Cape Cod, Massachusetts, where he introduced us to saltwater fishing.

My father-in-law, who immigrated from Cuba, owned a boat named *Diablo*, which was the same name of the boat he ran in his homeland. We have some great memories of those summers on the Cape.

In 2010, we started spending time in Nantucket, boating on center consoles. Fishing off the island was addictive. It's one of the Northeast's best fisheries, with different species arriving from June through October.

VALHALLA: When did you join the Viking family?

DON: As we explored farther offshore, we eventually hit the tuna grounds. After our first taste of tuna fishing, we knew bigger game fishing was for us. In 2015, we began thinking about moving up to a sportfishing boat and contacted

our friend Ben Crago at Oyster Harbors Marine on Cape Cod. Our family has a great relationship with Oyster Harbors, dating back to my father-in-law's boating days, so we logically looked to them for advice. Ben introduced us to the Viking product line, and soon after arranged a visit to Viking's New Gretna factory for a tour. We were really impressed with the quality of the organization, their passion for their product and willingness to build a boat that met our individual needs.

We built a 52 Sport Tower that was ready for the 2016 season. The boat was delivered on time and ready to go, with a tower from Palm Beach Towers and electronics from Atlantic Marine Electronics. Viking's Keith Monahan [currently Viking's Sales Manager] was the project manager for the build. He was extremely helpful, kept us

fully informed and was always available to answer questions.

We fished the 52 for bluefin tuna in the Northeast. That summer, we landed our first giant – something we always wanted to experience – and went on to bring in a dozen more the following year. We also made our first set of trips to the Northeast Canyons. During the winter, we explored South Florida and the Bahamas.





Clockwise from top left: Don Gaiter bought the first 68 Convertible at the 2018 Miami Show; Don (dark sweatshirt) celebrates with captain John Galvin (with beard) and Brian Borgeson after landing a giant bluefin; *El Diablo's* signature black hull.

VALHALLA: Like many owners, you decided to go bigger. Describe how that happened.

DON: In early 2018, we visited the Viking display at the Miami Boat Show and saw the newly introduced 68 Convertible. We stepped into the salon and were immediately taken aback by the design and layout, as well as the overall interior volume. We traded the 52 for the 68 and took delivery that June after making some modifications at the Viking Yacht Service Center in Riviera Beach, Florida, including painting her hull black.

The boat was a game-changer, adding significant comfort and size, and giving us the ability to handle bigger seas and fish in a variety of conditions. The comfort makes it an excellent platform to fish the canyons and cruise the Bahamas.

VALHALLA: What are some of your most memorable trips with the 68?

DON: We've had many, but the highlight has always been giant tuna fishing east of Nantucket in late October. It's hard to explain how amazing it is to be at the tuna grounds amongst great friends, fishing for giants. We thoroughly enjoy the entire experience, from leaving the dock in the dark to arriving at first light to an active bite. And it's usually teeming with marine life, including whales and different shark species. The sound of a 130 going off on a giant bluefin and the ensuing fight is addictive. It is big game fishing at its best – and has

become an annual ritual for us. Having said that, we are just as excited to broaden our South Florida and Bahamas program with our captain, John Galvina. It's a new chapter for us.

VALHALLA: What aspects of the boat do you like the most?

DON: Performance is exceptional. The boat easily handles tough conditions. It has great range for the longer runs, and the running gear is quiet. The Seakeeper makes fishing rough-weather extremely comfortable. *El Diablo* has the equipment, storage and electronics we need. Everything works well and is in the right place. Our 68 has excellent fishability and maneuverability. We've fought giants as large as 800 pounds as well as billfish; the boat has an impressive cockpit that easily accommodates a large fishing party. It's just a great fishing platform.

VALHALLA: Would you give us your opinions about the interior?

DON: Certainly. We appreciate the interior layout and the level of finishes. There is plenty of room to comfortably live on board or to entertain while at the dock. We like the privacy of the living and crew quarters. The walk-in pantry is very large, and there's ample refrigeration and storage. Amenities like the day head and the crew quarters' additional exit through the engineroom are items that you would expect on a larger boat. As for the exterior, I think the boat looks great, with nice proportions.

VALHALLA: Look into the future.

How do you plan on using the boat in the next year or so? What trips are you looking forward to – and with whom?

DON: The 68 has really given us the ability to expand the fishing season. In the winter she heads to Miami, where we have targeted sails. South Florida has a lot to offer, and we are looking forward to spending time fishing the Bahamas. The ability to explore remote places while fishing new waters is a great benefit of having the boat. In the next year or two I would like John to take the 68 to the Pacific. That would be top of the list for me. We always enjoyed fishing with our close friends from Nantucket, all are avid anglers and many captains themselves, and fishing that part of the world would be ideal.

VALHALLA: Describe your ownership experience with Viking?

DON: It has been excellent. We had the opportunity to meet various members of the Healey family throughout the plant and offices during our tour when we purchased the 52. They truly are committed to their philosophy of “building a better boat every day.” Keith, other Viking team members and Atlantic Marine Electronics have been readily available to answer questions long after delivery. The maintenance team at the Viking Yacht Service Center is a real asset; we have not had any surprises or down time during our ownership.

VALHALLA: Describe your relationship with your dealer.

DON: Oyster Harbors Marine is really a premier organization. I am not sure we would have moved from center consoles to sportfish boats without their guidance. They are very knowledgeable, and Ben has been extremely professional and responsive.

VALHALLA: Why'd you go with black for the hull color?

DON: My wife has liked black for a hull color since our center console days. It's a tradition that goes back to my father-in-law's younger years when he lived in Cuba. I tried to go for a light grey on the 68 but she wanted to stay with the black, and that was just fine with me. Black will also be the color of choice for our new Valhalla 41. The tradition continues. 🦋



POWER COUPLES

V Series Center Consoles Mirror Their Viking Motherships



The Viking 68 *Lisa G* and Valhalla 33 *Ari G*



The Anderson family aboard the Viking 72 *Krazy Salt's*.
The Valhalla 37 *Kr“A”zy “5”alt’s* alongside its mothership.



The Viking 62 and Valhalla 33 *SeaFlame*

No other semi-custom production boatbuilder offers both large inboard-powered sportfishing yachts as well as a fleet of center consoles. Because the V Series is designed and built with similar aesthetic characteristics, features and accessories, many Viking/Valhalla owners are jumping on the opportunity to build, dress up and fit out their Valhallas in the image of their motherships.

The boating paparazzi have been all over these “power couples,” capturing the tandems at the dock and underway. Owners have not been shy about snapping photos, either, and Valhalla magazine thanks them for providing many of the images for this article.

Center consoles have been the hottest-selling saltwater powerboats for more than a decade now as they’ve become larger, faster and just flat-out better. While Viking owners love their sportfishing boats, they also appreciate the qualities of center consoles, and a good number have owned one or several of them over the years.

SEAFLAME

Rick Levinson, a five-time Viking owner who currently has the 62 Convertible *SeaFlame*, and his son, Andrew, had a 29-foot center console and were looking to move up to 33-footer. In fact, they were about to pull the trigger on one, but then came the big announcement from Pat Healey at the Viking VIP Preview in February 2019.

Viking would be introducing a line of high-performance center consoles from 33 to 41 feet with the launch of Valhalla Boatworks (VBW).

“We’ve had such a great experience with the Viking Yacht Company for so long,” says Rick. “They’ve taken such good care of our boats, standing behind them 100 percent. We’ve grown accustomed to the quality and customer service. These were Viking-built center consoles, so we had to have a Valhalla 33. And we’ve been extremely happy with the boat.”

Like the Viking 62, the Valhalla bears the *SeaFlame* name on the transom, and both vessels have faux teak toe rails. The Levinsons are also planning to have the

mezzanine upholstery on the 62 redone in grey with Navy Blue piping to match their V-33's seating and coaming bolsters. Both are also equipped with Seakeepers, an SK 26 for the Viking and an SK 2 for the Valhalla.

ARIG

Randy and Lisa Goldberg own *Lisa G*, a striking 68 Enclosed Bridge Convertible with a Haze Grey hull and a unique orange boot stripe. Their Viking also features a grey mast with radar and communication antennas, as well as orange piping for her outdoor upholstery. As you might have guessed, the new V-33 (built primarily for Randy's son) features the same colors as *Lisa G*. "We have matching faux teak toe rails and transoms and even orange stitching on all the canvas coverings on both boats," says Randy.

Randy grew up boating with his family, and at one point they had the Viking 65 Goldfish. "I wanted my 16-year-old son, Jared, to continue the family passion for boating and be invested in the process," says Randy. "I knew a Valhalla would allow us to build something very special together, with the level of customization not available by most center console manufacturers. We ultimately decided to build *Ari G* as a smaller sibling to *Lisa G*. The V-33 is named after Arianna, my 19-year-old daughter. *Ari G* is a truly unique center console with finish work and details comparable to our Viking."

KR"A"ZY "5"ALT'S

Like Randy Goldberg, Dave Anderson used the transom of his Valhalla to make a family connection. The Anderson family's 72 Convertible mothership (co-owned by Dave and his father, Dave Sr.) has a faux teak transom with the name of *Krazy Salt's*, which references the family business. The moniker on their V-37 reads *Kr"A"zy "5"alt's*. The Andersons refer to their immediate family unit as the "A5" (Anderson 5) team. While guests on the larger *Krazy Salt's* often include extended family members and friends, the V-37 is reserved for Dave and his wife, Rose, and three daughters Victoria, Julia and Alexa, ages, 21, 19 and 17, respectively. "The name was the kids' idea, and it's fitting

because *Kr"A"zy "5"alt's* is very much their boat to use," says Dave.

Rose, a fashion enthusiast, was involved in the upholstery selection, going with an "out of the box" color scheme of Charcoal Grey (and matching stitching) with a hypnotizing Cerulean Blue piping. The Viking and Valhalla both boast Shimmering Blue hulls. "We have the Release Marine teak helm chairs on the 72, so we did the same for the Valhalla, as well as the forward seating with teak backrests," says Dave. "Release makes a top-quality product; all of the accessories and equipment are premium level on a Valhalla."

PERFORMANCE & QUALITY

Viking owners chose a center console from Valhalla Boatworks because they knew they would receive the same industry-leading engineering, performance and fit and finish of a Viking.

"When you're behind the wheel of the Valhalla you really notice the similarities to the Viking," says Dave. "You actually feel like you're driving a Viking. The streamlined console, the helm pod, the clean electronics layout – these are all of the characteristics of our Viking."

The layout of the fish boxes, seating and accessories reminds Dave of the Viking, as well. "It's all functional and intelligently located," he says. "Everything from the sea chest to the freshwater washdown in the anchor locker."

Rick Levinson appreciates the workmanship. "You see that Viking quality in the build throughout the boat," he says. "There's no question when you look into the bilge and under the gunwales."

Rick also speaks highly of the V-33's performance. "We were the first V-33 to have the 300-hp V8 Mercurys," says Rick. "They have a tremendous torque. It's more than enough power and very efficient."

Randy is equally impressed with the performance and build quality. "We're very proud to be a member of the Viking and Valhalla families." 

Two Boats Are Better Than One

VIKING/VALHALLA OWNERS HAVE BIG PLANS

Look for Viking/Valhalla tandems from Maine to the Bahamas this boating season as owners and their families chase new horizons. Here's a sample of what's in the works.

"This summer, *Ari G* can be seen island hopping between Cape Cod and the Islands – Nantucket and Martha's Vineyard, in particular. Both boats will cruise and tuna fish the Northeast. A trip to Maine is also on the itinerary. We typically stay aboard when we're using *Lisa G*, so having *Ari G* enables us to day fish, cruise and explore effortlessly. We're really expanding our boating experience."

Randy Goldberg

Viking 68 *Lisa G* and Valhalla 33 *Ari G*

"We plan to do a lot of coastal fishing with the Valhalla – sailfishing and reef fishing are certainly on the agenda. My son would even like to run the Valhalla over to the Bahamas from Palm Beach, following the big boat over. I have three young grandsons, and I look forward to spending time with them on the Valhalla. This boat is just ideal for the family. I can also see us running up and down the Intracoastal Waterway, stopping for lunch, and just having a great time."

Rick Levinson

Viking 62 and Valhalla 33 *SeaFlame*

"We were really looking forward to spending the month of April in the Bahamas with both boats, celebrating Easter and exploring the islands. We had to postpone with all the restrictions, but that means we're going to be that much more excited about going next year. We'll use the Viking as our hotel, and the Valhalla for day fishing, island hopping, snorkeling and diving. As you can tell, we have big plans."

Dave Anderson

Viking 72 *Krazy Salt's* and Valhalla 37 *Kr"A"zy "5"alt's*



MAINTENANCE SYSTEMS MANAGEMENT

Monitoring AC and DC Electrical Consumption

Viking engineers have designed your yacht's electrical system to safely and efficiently supply and operate hundreds of onboard functions. Some simple power management practices will go a long way toward keeping all electrical machinery and devices running smoothly. Monitoring AC and DC power consumption and distribution becomes even more important when electrical accessories are added to the boat.

Optimal use of power differs at the dock and while underway. At sea, the boat's generator(s) do a fine job of operating the various electrical components, producing clean unobstructed power. For instance, a 92 Convertible's two generators produce a whopping 500 amps of power capacity – enough to supply five 100-amp houses on a city block. That said, the total load must be limited to the generator output rating. In comparison, most dock service dispenses a

maximum of 240 amps. The reliability of shore power is lower, too, because your boat is sharing juice with other vessels in the marina.

The distribution of shore power depends on a number of factors. Some of them – such as the number of boats tapping into the same line of power and the condition of the shore side equipment – are out of your control. Your slip position may also come into play since long docks are notorious for voltage drops, which cause fluctuations in available power.

SOURCING THE TRIP

To understand electricity better and how it affects your boat, we like to draw a comparison to water. The water pressure flowing through a hose depends on the length of the hose and the distance the water is traveling. The water that is released near its source will have a greater velocity than the water 200 feet away.

The flow of electricity is comparable. As it travels through the power line, the potential for voltage loss becomes greater due to the growing number of discharge points at each slip. However, unlike water that can be controlled by opening and closing a valve, the flow of the electrical current (amperage) is continuous and inversely proportional. This means that when the voltage decreases, the amperage increases. When this happens, your boat's electrical systems begin eating up amps at a higher rate to operate the accessories. If the amperage exceeds a circuit breaker's rated capacity, it automatically trips and shuts off the power to protect the components.

Tripping may occur with individual circuits on the boat or the dockside breaker. In general, if a component on your boat, such as the master stateroom air conditioning, shuts down there are four areas that should be investigated. Start by checking the



Whether your Viking is equipped with a conventional circuit breaker panel (left) or a digital display (below), you can easily monitor electric power consumption by keeping an eye on voltage and amperage readings.





When a circuit breaker trips, check the main electrical distribution panel first, then the shore power ELCI breaker (above, left). If neither is the source of the trip, the likely culprit is the dockside pedestal breaker (above, right).

component's corresponding breaker and the shore power breaker, both are located at the main distribution panel. Depending on the Viking model, this panel may consist of manual switches or breakers operated via electronic touchscreens. Next, try the incoming shore power ELCI breaker in the engine room. If resetting any of these three circuits does not restore power, go to the outside source (the dockside pedestal) and turn this breaker off and on again. More often than not, the problem traces back to the dock's electrical distribution network.

A great amount of effort goes into making sure that your Viking runs well on dockside power. Every Viking model from 38 to 93 feet is engineered with one or two isolation transformers that facilitate the delivery of clean and safe power from the shore source to the boat. Models from 68 to 93 feet are equipped with an ASEA Power Management System capable of not only transforming the power but also boosting voltage when the dockside source drops too low. In addition, with the Viking 68, 72 and 92, the system can also parallel or combine the two power inlets so adequate amperage is delivered.

Common available power is referred to as single-phase, while three-phase power is typically used in commercial applications. Simply put, three-phase delivers power more efficiently by transferring energy at a faster rate. Vikings from 38 to 82 feet utilize single-phase electricity, while the 92 Convertible and 93 Motor Yacht have the benefit of power converters, which allow them to receive inputs ranging from 120 to

480 volts in single or three-phase power. Marinas that handle megayachts generally have three-phase capacity.

MANAGEMENT TIPS

Available voltage and amperage draw can be monitored at the electrical distribution panel. As each breaker is turned on, the amount of power that item is using will be indicated. Electrical components that cycle on and off are the most demanding systems.

Many Vikings have multiple direct expansion air conditioning compressors to cool the salon, staterooms and the mezzanine; and they are often running simultaneously drawing a high amount of current. Add that electrical draw to a pair of bait freezers, two chill box coolers, an ice chipper, a microwave and a water heater and power consumption intensifies.

Being conservative when turning on each system will help you manage the overall power draw. For example, if your Viking has a Seakeeper gyro stabilizer, it should be the first system you activate after turning on the generator. You should not start the gyro stabilizer on shore power and then switch over to the generator because power interruptions lead to problems. It's best to turn the systems on individually after allowing each previous system to cycle up and run.

Try to use the powered systems only when you need them. Turn off the water heater when you're fishing, cruising or running for extended periods. There will be ample hot water in the system from

the night before for the day's use. When you're washing the boat back at the dock, adjust the air conditioning thermostats in the smaller staterooms to minimize power consumption. If you want to keep the air conditioning on, leave the generator running and switch to shore power one unit at a time when you are finished. Another quick tip: Opening and closing the salon door repetitively will decrease the air conditioning system's efficiency, making it harder to maintain the set temperature.

THE BALANCE OF POWER

Get in the habit of monitoring the information that the electrical panels offer. Vikings larger than 60 feet utilize a digital electrical distribution system with touchscreens. The 92 Convertible and motor yachts are equipped with the E-T-A PowerPlex digital switching system, while Vikings from 62 feet to 80 feet utilize the Carling Technologies OctoPlex network. Familiarize yourself with how much power the appliances need; you could even develop your own onboard power grid. The electrical loads should be balanced; adding new electrical equipment can disturb that balance. Please consult your owner's manual for information about adding electrical accessories. You can also contact your authorized Viking dealer or the Viking Yacht Service Center with power management questions. It's also good practice to hire a qualified marine electrician annually to go through the electrical panel and check the tightness of the terminals and the condition of the wiring and breakers on all AC and DC systems. ⚡



MAINTENANCE CINDERELLA ON CALL

Time to Clean House

We all know a boat requires plenty of maintenance. Cleaning and waxing, replacing different oils and multiple filters, engine checks, bottom paint and the list goes on. But are you giving the interior the attention it needs? Don't be a slave to the upkeep of your boat. A few simple tips are the key to an easy-clean when you have better things to do. Read on for some recommendations from our experts.

SQUARE ONE

Before you begin the to-do list, create an efficient cleaning caddy. Stock it with all the items you need such as soft rags and microfiber cloths, garbage bags, squeegee or chamois, cotton swabs, mild soap and detergent, scissors, 70% isopropyl rubbing alcohol, light bulbs (make sure to replace with the same type) and your go-to cleaning product. Now you have everything you need in one place.

Avoid paper towels as they can scratch a high-gloss finish, and harsh chemicals have no place on a boat. Use minimal cleaning products on the interior or even think about going green.

LUST FOR DUST

The main social hub of the boat should be a clean and comfortable environment for friends and family to relax and entertain. Clean Ultrafabrics (Brisa, Ultraleather and Ultratech) on couches, dinettes and bar stools with a disinfectant wipe. For a heavily soiled area, try a mild soap on a damp cloth followed by drying it with a clean towel. Be sure to gently rub the area leaving no residue. If you encounter a stain, wipe the area with 70% isopropyl rubbing alcohol immediately. This applies to the dreaded ballpoint pen mishap.

A soft lint brush or damp cloth works well on woodwork. When you need a little more elbow grease, spray 70% isopropyl rubbing alcohol on a soft cloth. Make sure to always buff any woodwork dry. If you have satin finishes, be gentle so you don't damage the finish and wind up with a shiny spot. Don't forget the tops of doors and valances.

Engineered stone just needs mild soap, warm water and a soft cloth to keep it sparkling. The makers of Cambria suggest an all-purpose cleaner such as Simple Green

and stress to never use full-strength bleach or abrasive powders.

Spray cleaners aren't necessary on lamps, light fixtures, tabletop accessories and other décor. Just a soft dust cloth will do the trick. If you need to move one of these items and find it is affixed with butyl tape, gently twist the item from the bottom. Wiggle until it loosens and use a fresh piece of butyl to remove any residual tacky substance.

Windex (or any other ammonia-based cleaner) is a no-no when it comes to interior wood as it will cause the surface to haze. But it does a bang-up job on your windows. Spray Windex or Glass Plus (ammonia-free) directly on a clean cloth then wipe the glass to avoid over spraying or accidentally contacting woodwork. "Whenever using a cleaner or polish, always spray on your cloth, never directly on the surface," says Lori Anderson of WBC Design.

Warm water and a damp cloth freshen up the Amtico at the salon entrance. This method works for hard surfaces in the galley and heads as well.





Trim snagged carpet fibers immediately to prevent additional damage.



Insider Secret

Nuria Trujillo started with the Viking Yacht Company in February 2000 and is currently the Lead Detailer providing the final clean before a Viking leaves the docks. In talking to her for this story, we learned one of her cleaning secrets.

“When I encounter a stain on a carpet, I spray Meguiar’s Carpet and Upholstery Cleaner on my hand, not a cloth, and work the soiled area with my fingers. This gets at the stain better. If it is tough, I used a trimmed paintbrush to really work the area till its clean, then blot it with a clean, dry towel.”

OUR EXPERTS
COSTA MARINE CANVAS
AND ENCLOSURES
CHRIS COSTA,
 President
CostaMarineCanvas.com

VIKING YACHT COMPANY
NURIA TRUJILLO,
 Lead Detailer
VikingYachts.com

WBC DESIGN
JOHN KELLY,
 President
LORI ANDERSON,
 Vice President
WBC.Design

Remove the throw and decorative pillows from the bed and place them on an elevated surface or in a hanging locker. Tossing them on the floor increases the chance of stepping on them, which can lead to a pricey dry-cleaning bill. Like carpet, if fringe on a pillow comes loose, don’t pull it. Whip out

those handy scissors in your cleaning kit and trim the damaged embellishment.

Be careful of tossing wet, bloody or salty clothing on the bedspread because that will join the pillows on a trip to the cleaners. 

ONE MORE THING

While you are working around the boat, it’s a great opportunity to create a provision list. Inventory the galley and create a master list of all the regularly stocked items from paper plates to Klondike bars to mustard. Enter it in a spread sheet then print it out. When you run out of something just circle the item. For your next shopping run, reference this paper and your list is practically done. Leave space on your document for miscellaneous things like a missing wine opener or a cutting board that’s seen better days.

If you really want to get organized, repeat this list for your staterooms, heads and laundry center. Add items like toilet paper, tooth paste and laundry detergent.

ALL OUT OF					
FRUITS ☐ Apples ☐ Bananas ☐ Oranges ☐ Berries ☐ Grapes ☐ Melons ☐ _____ ☐ _____ ☐ _____	MEAT & FISH ☐ Beef ☐ Poultry ☐ Pork ☐ Fish ☐ Bacon ☐ Sausage ☐ _____ ☐ _____ ☐ _____	VEGETARIAN ☐ Tofu ☐ Hummus ☐ Soy Milk ☐ _____ ☐ _____ ☐ _____	DAIRY ☐ Milk ☐ Butter ☐ Eggs ☐ Cheese ☐ Cream Cheese ☒ Yogurt ☐ Cheese sticks ☐ _____ ☐ _____	PET ITEMS ☐ Dog Food ☐ Cat Food ☐ Cat Litter ☐ _____ ☐ _____ ☐ _____	PAPER & WRAP ☐ Toilet Paper ☐ Paper Towels ☐ Napkins ☐ Aluminum Foil ☐ Plastic Wrap ☐ Plastic Plates ☐ Paper plates ☐ _____ ☐ _____
VEGETABLES ☐ Broccoli ☐ Carrots ☐ Cucumbers ☐ Garlic ☐ Lettuce ☐ Mushrooms ☐ Onions ☐ Peppers ☐ Potatoes ☐ Tomatoes ☐ Zucchini ☐ _____ ☐ _____ ☐ _____	DELI ☒ Cold Cuts ☐ Cheese ☐ Salami ☐ _____ ☐ _____ ☐ _____	SNACKS ☐ Pretzels ☐ Crackers ☐ Chips ☐ Dip/Salsa ☒ Crackers ☐ Candy ☐ Nuts ☐ Popcorn ☐ Raisins ☐ Snack Bars ☐ _____ ☐ _____ ☐ _____	PASTA & RICE ☐ Spaghetti ☐ Rice ☐ _____ ☐ _____ ☐ _____	HOUSEHOLD ☐ Barbecue Flips ☐ Laundry Detergent ☐ Laundry Softener ☐ Bleach ☐ Dishwashing Soap ☐ Hand Soap ☐ Household Cleaner ☐ Glass Cleaner ☐ Sponges ☐ Sponges ☐ Bathrooms ☐ Light Bulbs ☐ _____ ☐ _____ ☐ _____	
CANNED GOODS ☐ Beans ☐ Fruit ☐ Soup ☐ Tomato Sauce ☐ Tuna Fish ☐ Vegetables ☐ _____ ☐ _____ ☐ _____	SPICES ☐ Salt ☐ Pepper ☐ _____ ☐ _____ ☐ _____	CONDIMENTS ☐ Peanut Butter ☐ Jelly ☐ Mayon ☐ Mayonnaise ☒ Mustard ☐ Ketchup ☐ Pickles ☐ _____ ☐ _____ ☐ _____	BAKING ☐ Sugar ☐ Flour ☐ Pancake Mix ☐ Vanilla ☐ _____ ☐ _____ ☐ _____	TOILETRIES ☐ Soap ☐ Shampoo ☐ Conditioner ☐ Aftershave ☐ Shaving Cream ☐ Deodorant ☐ Lotion ☐ Toothpaste ☐ Floss ☐ Pain Reliever ☐ _____ ☐ _____ ☐ _____	
FROZEN FOODS ☐ Meats ☒ Pizza ☐ Potatoes ☐ Vegetables ☐ Waffles ☐ Ice Cream ☐ _____ ☐ _____ ☐ _____	SAUCES & OILS ☐ BBQ Sauce ☐ Oil ☐ Vinegar ☐ Salad Dressing ☐ Soy Sauce ☐ Spaghetti Sauce ☐ Maple Syrup ☐ _____ ☐ _____ ☐ _____	BREADS ☐ Sandwich ☒ Fresh Loaf ☐ Bagels ☐ Muffins ☐ Pies ☐ Tortillas ☐ _____ ☐ _____ ☐ _____	CEREAL ☐ Hot Cereal ☐ Cold Cereal ☐ Granola ☐ _____ ☐ _____ ☐ _____	OH YEAH, AND ☐ Cutting Board ☐ Wine Opener ☐ _____ ☐ _____ ☐ _____	

PITCH BLACK, NOW IN FULL COLOR.

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Nighttime navigation is now safer with the FLIR M300 Series and Raymarine Axiom®. FLIR Color Thermal Vision (CTV) technology gives captains the power to see clearly in total darkness, glaring light, and light fog. True battle-proven technology, FLIR cameras are used by thousands of military, first responders, and commercial professionals every day for navigation, collision avoidance, threat detection, and search and rescue missions.

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WINTER SHOWCASE

Record Attendance

The 2020 season kicked off with the 24th annual VIP Preview and Sea Trial Event at the Viking Yacht Service Center in Riviera Beach, Florida, the end of January. Seventy-five sea trials were held during the exclusive event, which drew a combined 1,000 guests, dealers and vendors.

At the Miami Yacht Show (MYS) and the Miami International Boat Show (MIBS), Viking enjoyed one of its highest combined turnouts. Throngs of show-goers flocked to the MYS display, which featured 15 Vikings and a trio of Valhallas in a prominent location at the downtown event. At the MIBS on Virginia Key, another fleet of V Series vessels drew steady streams of enthusiasts to these high-performance luxury center consoles.

THANK YOU TO OUR 2020 VIP VENDORS!

Axalta	Maclaren
Bill Buckland's Fisherman's Center	MAN Engines & Components
BlueWater Chairs	Maretron
Bluewater Desalination	Marine Exhaust
Bobby Soles Propellers	Marine Tables
Canvas Designers	Maxwell Windless
Carling Technology	Mercury Marine
Channell Glass	MTU/Johnson & Towers
Christi Insurance	Outrigger Yacht Products
Costa Marine	Palm Beach Towers
Cummins Power	Permagard
Delta-T Systems	Procession Prop Technology
Dometic Marine	Raymarine
Dragonfly Boatworks	Release Marine
DRSA	Rite Aire Marine
ElectroSea	Seakeeper
FLIR Systems	Sea Recovery/Parker
Foley/CAT	SeaStar Solutions
Furuno	Seatronx
Garmin	Shimano
Gemlux	Simrad Navico
GOST Global	Smoove Products
Handcraft Mattress	Switlik
Hooker Electrical	Volvo Penta
IMTRA	Willy Vac
Interlux	Mike Schmidt's Winner's Circle
Kevin Breeden	Yamaha Motor Group
KVH Industries	ZF Marine
Lumishore	
Lumitec	



2021 DATES

VIP PREVIEW • JANUARY 29 - 30

Viking Yacht Service Center • Riviera Beach, Florida

MIAMI YACHT SHOW • FEBRUARY 11 - 15

One Herald Plaza • Biscayne Bay, Miami, Florida

MIAMI INTERNATIONAL BOAT SHOW

FEBRUARY 11 - 15

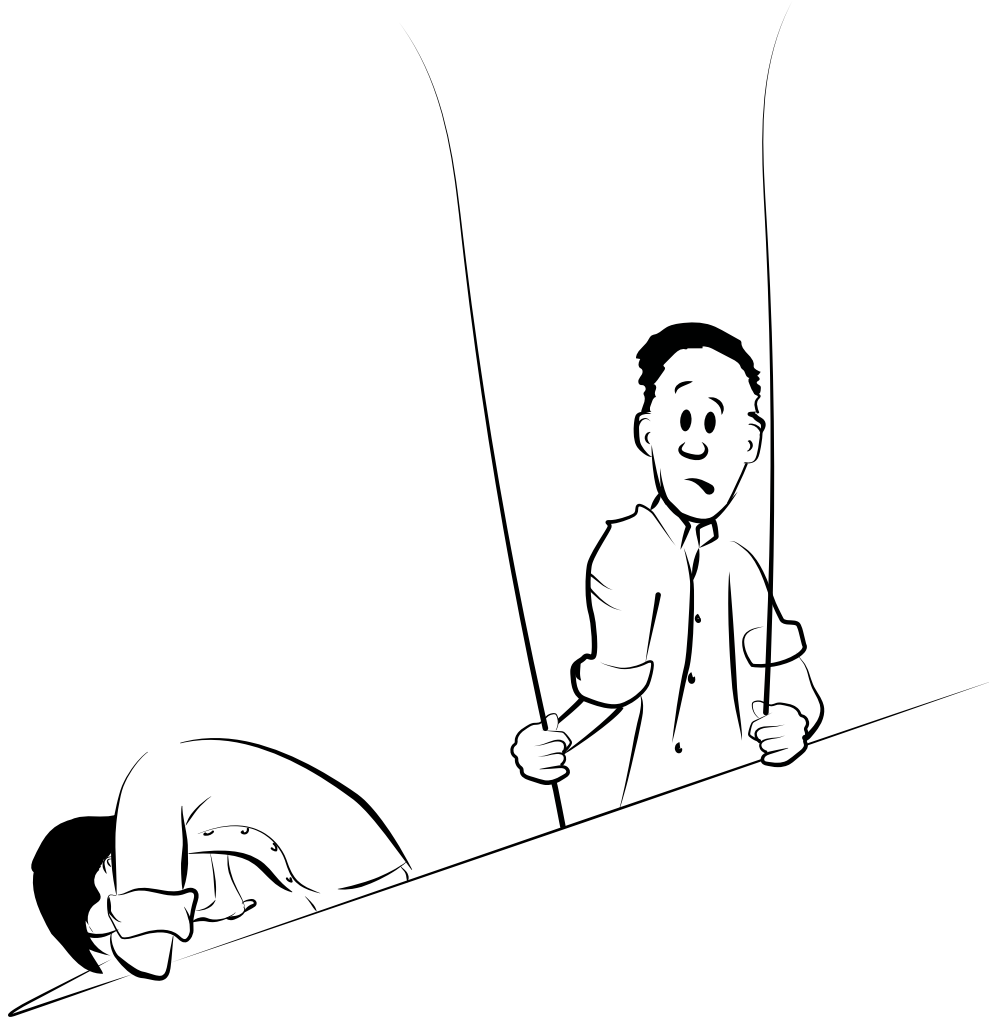
Miami Marine Stadium • Key Biscayne, Florida

uncomfortable

/ən-'kəm(p)(f)-tər-bəl / • [uhn-kuhmf-tuh-buhl]

adjective

When you're chumming the water but not catching any fish.



"DUDE. YOU NEED A SEAKEEPER."



SEAKEEPER
STABILIZATION

seakeeper.com



VENDOR PROFILE

DMC SUPPLIES

They Never Say No!



A pretty bold statement is printed on Dan Cheesman's business card; "We never say no!" Dan, founder and President of DMC Supplies, says "When a client asks for a product, we go out and find it. We don't like to say no." Much like the Viking Yacht Company's ability to adapt and accommodate customers (see *Knot Done Yet*, page 44), Dan has evolved his business over decades to give businesses what they want as needs change.

Established in 1982, Dan began his company as a rag shop. He realized there was a lack of quality rags that were in demand for factories, garages and paint shops. DMC was created to fill that void. His reputation quickly grew through his dependable product and reliable service. Clients began asking for new items and Dan kept saying yes, adding more products to his growing inventory.

Although still hand cutting rags at their New Jersey facility today, the company also provides basic janitorial supplies, absorbents and packaging products. DMC picked up Grundens and Helly Hanson to accommodate commercial crabbers and fishermen.

Back in 1988, Dan headed to New Gretna, New Jersey, to pitch his product to the Viking Yacht Company. He had a terry cloth rag that he thought would be a perfect fit for the boat builder. Always a savvy

businessman, Viking co-founder Bill Healey liked Dan's quality product, hardworking attitude, and of course, his low price. So began the relationship between the two family-owned businesses. By the way, DMC still supplies that original terry cloth rag to Viking.

Fast forward to March 2, 2020 when the general public in New Jersey was first starting to hear the word Coronavirus. Erik Healey, a Buyer for Viking's Purchasing Department, received a call from Dan. "Erik, I'm headed to a supplier to purchase large quantities of cleaning products that will help eliminate the Coronavirus from surfaces. Do you want any? And since I have you on the phone, you're probably going to need..."

After that call the Purchasing Department not only bought the cleaning product but also ordered facial masks, food safety gloves and additional mask elastic. In addition, Viking upped the quantities for nitrile gloves, Tyvek suits and coveralls. Not necessarily a personal protective equipment supplier, DMC jumped into action and became one.

Michele Mooney, Dan's daughter and Vice President of DMC, says, "We have amazing contacts that have worked with us to procure sought after PPE. The supply chain and pricing have been challenging but we work 100% to provide our customers not

only with what they want but also with fair pricing. Our philosophy is to treat everyone honestly and fairly."

DMC delivery driver Isaac Mooney is a regular in Viking's Receiving Department dropping off a laundry list of supplies. And yes, that is Michele's son. "We are all family at DMC," says Michele. "Even if not blood-related we're still family. Mario has been with us for 20 years!" She is referring to Mario Garcia, who runs the Delivery Department. His wife Isabel is a packer and Isabel's sister, Araceli, has been a DMC administrative assistant for 13 years. Dan's son, Dan Jr., works in the Sales Department servicing and growing business. Rounding out the roster is Noah Cheesman, Dan's grandson, who works part-time in the warehouse.

When asked about the future of DMC, Michele says, "A larger facility would be great," referring to the potential for expansion. They've already tapped into niche markets like helicopters and jets. "For the aeronautic industry we have a rag specially knitted and processed to be free of contaminants. Whatever our customer wants, we get it for them."

"At Viking we all live the mantra 'building a better boat every day,'" says Rick Carroll, Vikings Purchasing Manager. "It's the same thing at DMC. They all value and echo Dan's 'never say no' attitude."

DMC SUPPLIES, INC.

Incorporated in 1983, DMC Supplies is proud to be family owned and operated.

What began with the manufacturing of cloth wipers has evolved into a major industrial supply operation. All because we simply... **NEVER SAY NO!**

If you don't see what you're looking for, just contact the DMC (Dirty Made Clean) Team and we will do our best to find it for you.



“Our philosophy is to treat everyone honestly and fairly.”
— Michele Mooney
Vice President, DMC



Beauty & Protection



Viking's 72 Convertible with the eye popping beauty of the Awlcraft SE topcoat combined with Interlux Micron® Technology antifouling, makes this a hard charging fishing machine.

AWLGRIP®

Interlux®

www.akzonobel.com

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VIKING YACHTING CENTER

Open for Business

The Viking Yachting Center is happy, healthy and thriving this summer. Following New Jersey state guidelines for COVID-19, we have found ways to continue enjoying our picture-perfect 32-acre facility and life on the water. Our modern floating docks and deep-water slips are home to a fleet of happy boats, many who dry docked with us over the winter. The fuel dock, ship's store, offices and maintenance yards are bustling; we just ask you to call or email ahead of your arrival so we may better prepare for you.

The professional staff is performing routine maintenance chores like bottom painting,

general cleanings and waxing. Mechanical, running gear, wood and fiberglass repairs are being requested as well. In need of an upgrade? Engine, water maker, generator and air condition installations are just a few of our specialties.

Valhalla Boat Sales North has been busy fitting eager boaters with the vessel of their dreams. The experienced and professional team sells new and pre-owned boats and yachts and is the exclusive dealer for Contender Boats in South Jersey as well as Skeeter boats. The Valhalla Boatworks V Series, the high-performance center console line built

by the Viking Yacht Company, is also distributed by Valhalla Boat Sales. Deliveries have been consistent this summer with both new and pre-owned boats heading to happy customers.

By land or water, Breezes Dock Bar and Grill continues to serve the freshest seafood-centric pub food on the scenic Bass River. Dock and dine takeout is the newest feature at Breezes and has been wildly successful with orders for the surf and turf burger, lobster BLT wrap, Texas crab melt and drunken clams proving to be "shore" winners. 🦞

BREEZES DOCK BAR & GRILL

5724 North Route 9
New Gretna, NJ
609.296.0372

VIKING YACHTING CENTER

5724 North Route 9
New Gretna, NJ
609.296.2388
VikingYachtingCenter.com

VALHALLA BOAT SALES NORTH

5724 North Route 9
New Gretna, NJ
609.296.2388
ValhallaBoatSales.com



Valhalla Boat Sales North delivered the V-33 *Shore Thing* to the Johnson family this spring.

HANDCRAFTED IN AMERICA

**ALWAYS
LEAD,
NEVER
FOLLOW...**

RELEASEMARINE.COM

Release
MARINE





AME

ATLANTIC MARINE ELECTRONICS

Expanding Into the Western Gulf

Horace Greeley would be proud of Todd Tally. Describing the spirit of American expansion, the 1800s newspaper editor said “Go West Young Man!” And that’s exactly what Todd is doing with Atlantic Marine Electronics (AME).

This summer the Viking subsidiary is opening a location to cover the Western Gulf of Mexico, says Todd, the General Manager of AME. “We’ve seen a growing number of Viking owners in this area who have reached out to us for service, support, refits and upgrades for new product,” says Todd. “Rather than continuing to travel back and forth, we’re setting up shop there.”

Where is there? “Port Aransas, Texas,” says AME’s Jeff Askins, who will run the new branch. “There is a large sportfishing community in the area, and we’ll be there for Galati customers,” says Jeff, who previously worked out of the Destin, Florida, office. Galati Yacht Sales, one of Viking’s largest dealers, operates an office in Port Aransas.

GROWTH MODE

As a vertically integrated company, Viking controls multiple facets of production (normally operated by separate companies), resulting in turnkey deliveries of our yachts and industry-leading customer satisfaction. AME plays a crucial role in that vertical integration.

Port Aransas becomes AME’s fifth permanent location, joining New Gretna, NJ, and the Florida facilities in Riviera Beach, Bradenton and Destin. The branch in Destin, which is on the Florida Panhandle near the Alabama border, has been flourishing. “Business activity has been on the rise, particularly in the past year or so,” says Chad Clarke, AME Sales Manager. “That area of the Panhandle is a real hotbed for boating, from Destin to Orange Beach, Alabama.”

“We’re certainly in a growth mode,” adds Todd. “Moving into the future, we have our eyes on other areas that could benefit

from our services, such as the Carolinas,” says Todd. Seasonal operation and service in regions such as Ocean City, Maryland, and New England, is also a good possibility. “With additional AME locations, Viking owners will have more peace of mind as they cruise and fish through these areas,” adds Todd. “Assistance is close by.”

MEDIA SAVVY

Geographic coverage is just one way AME puts their customers’ minds at ease. “Training is another source of our strength,” says Todd. “We’re the world’s largest NMEA [National Marine Electronics Association] Master Dealer, meaning collectively the company’s technical training is at the highest level in the marine industry.”

AME is evolving in a variety of ways, including the development of instructional video tutorials for customers. “We’re developing more multi-media content,” says Todd. “For example, tutorials may explain how a particular charting software





ATLANTIC MARINE ELECTRONICS

New Gretna, NJ: 609.296.8826
 Riviera Beach, FL: 561.493.2833
 Destin, FL: 850.279.4274
 Bradenton, FL: 941.792.3847
 Port Aransas, TX: 941.713.6524

ATLANTIC-ME.COM



works or how to navigate through a popular brand's multi-function display [MFD]. We're planning to upgrade our New Gretna showroom and include customer instruction on product displayed there."

Remote Diagnostics is another burgeoning development that benefits customers. "In a growing number of cases, we're able to troubleshoot the boat's network remotely, solving the problem or preparing our technician so he can be armed with the right tools and proper background to execute the job," says Todd. "And that's what we're all about – getting the job done correctly and in a timely fashion."





PBT PALM BEACH TOWERS

Industry-best Custom Marlin and Gap Towers



Palm Beach Towers (PBT) is the No. 1 tuna tower company in the world, with more than 1,200 towers installed on Vikings as well as other brands of inboard sportfishing yachts. But this Viking subsidiary, launched in 2002, has also become the premiere tower manufacturer for open, outboard-powered boats.

“We’ve been working with center consoles for eight years,” says PBT General Manager Drew McDowell. “We’re on the cutting edge with their design, engineering, fabrication and installation, and we bring the same high level of professionalism and product quality to our center console installations as we have with Vikings.”

So if you’re considering a marlin or gap tower for your Valhalla Boatworks center console, PBT stands ready to accommodate your needs. “From concept to completion to service, we’re right there with you,” says Drew. PBT uses CAD technology to create the towers, designing aesthetically pleasing structures engineered for flawless high-speed functionality.

“Our design approach is to fabricate a tower that is similar in style and design to the Viking sportfishing boats,” says Drew. “We build very clean, strong-looking gap and marlin towers, analyzing tapers and angles for maximum structural integrity and using larger diameter pipe for strength.”

Large aluminum backing plates and additional high-density composite materials are used to reinforce the deck and console where the tower is secured to the boat. The hardtops consist of sandwiched core composite construction for weight savings and strength.

PBT offers marlin towers on all three Valhalla models, and gap towers on the V-41. Two gap and two marlin tower Valhallas have been delivered so far, with several more ordered. The functionality and features of the marlin and gap towers are virtually identical, with the gap providing additional height and the marlin having fold-down capability for trailering.

PBT works closely with clients to make sure their Valhalla receives their desired options, equipment, technologies and features for fishing success in their geographic area. Some of the customized options are highlighted in the Valhalla article, “This Time, It’s Personal,” on page 26.

Valhalla center consoles can also be outfitted with custom electronics, communication and entertainment packages from Atlantic Marine Electronics, another Viking company. These two sister subsidiaries play a large role in our ability to delivery turn-key Valhalla center consoles.

PBTOWERS.COM

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5738 Route 9
New Gretna, NJ 08224
561.493.2828

FLORIDA

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VIKING YACHT SERVICE CENTER

Viking South Continues to Grow

When the Viking Yacht Company opened our southern arm in 2002 the plan was simple. Knowing that 70% of our owners pass through the Palm Beach area in the course of a year, we wanted to provide them a convenient location featuring every modern amenity a Viking Yacht needs. To make it happen, an \$8 million investment into a 3.2-acre area began.

A three-story building was constructed with service bays and offices, floating docks and a 150-ton Travelift were purchased while a 125-foot by 150-foot open-end building with 50 feet of overhead clearance for tower boats was built. The original team was comprised of 32 Viking-trained technicians who expertly performed a variety of assignments.

Sister companies Atlantic Marine Electronics and Palm Beach Towers moved to the facility and it became a one-stop shop for routine maintenance as well as specialty work. The yard quickly gained a reputation for its excellent service and commitment



“ The Viking Yacht Service Center in Florida was a concept that developed so we could keep on succeeding. ”

— Patrick Healey

Viking Yacht Company President and CEO





to owner satisfaction. Owners of other production boats and custom yachts sought out the yard's professional expertise.

Today "Viking South" is a two-yard bustling operation open to all yachts. The original service center now features a 40,000 square-foot concrete pad, 340-foot catwalk, 200-amp single phase electrical service to 480-amp three phase, dedicated air compressor and water service and was the first yard to be awarded a Clean Boatyard designation by the Florida Department of Environmental Protection. Valhalla Boat Sales South, showcasing Valhalla Boatworks, has recently expanded to the service center.



The northern yard is formally called the Viking International Yacht Center or casually referred to as The I-Yard. The I-Yard has recently undergone a power upgrade to the docks and 480-amp three phase electrical service is available.



Valhalla Boat Sales South General Manager Ryan Higgins (left) and Sales Professional Chris Gallagher.

"We are very proud of our one-of-a-kind facility here in Riviera Beach and work tirelessly to make it better everyday for our customers and employees," said Mike Samuels, Viking's Vice President of Customer Service, who is based at the service center.

Seasonal maintenance, custom fabrication or repairs, retro-fits or installations as well as routine work like painting, waxing and running gear work are just a few of the offerings of the southern facilities. Feel free to contact them today to discuss all of your boating needs. 🦋

VIKING YACHT SERVICE CENTER

1550 Avenue C Riviera Beach, Florida 33404
561.493.2800 • VikingServiceCenter.com

VALHALLA BOAT SALES SOUTH

1550 Avenue C Riviera Beach, Florida 33404
561.881.1127 • ValhallaBoatSales.com



VIKING KEY WEST CHALLENGE



More than Just Fishing!

Let's do this! After the unfortunate cancellation of the 2020 Viking Key West Challenge due to COVID-19, the 2021 version will be bigger and better than ever.

The Conch Republic is eager for us to return for four-days of fishing, food and fun.

Bar crawl poker run, kid's dock tournament, dining al fresco, weigh station party, docktails and of course fishing are all still on the agenda and we can't wait. If you haven't done so already, book your slip then email marketing@vikingyachts.com

to reserve your spot. Sponsored by Christi Insurance Group and Travelers with ASEA Power Systems hosting the weigh station, this is an event you don't want to miss. For more information visit KeyWestChallenge.com.



The Schedule

APRIL 7 - 11, 2021

Wednesday

Captain's Meeting & Cocktail Party
Dante's Tiki Bar

Thursday

Fishing Day
Dinner
Dante's Tiki Bar

Friday

Lay Day Pool BBQ Lunch
Dante's Tiki Bar
Kid's Dock Tournament
Galleon Fishing Pier

Bar Crawl Poker Run
Downtown

ADDITIONAL ACTIVITIES TBD

Saturday

Fishing Day
Awards Dinner
Margaritaville Sunset Pier



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for Viking Yachts, Princess and
Recreational Fishing Alliance



Christi has been a partner of Viking Yacht Company for 35 years.

Our confidence in their expertise and knowledge resulted in us appointing them as the exclusive agent that we refer our yacht owners. When one of our owners incurs damage, Christi's team works closely with our service team to return the yacht to pre-loss condition. We find their involvement unmatched in the industry and invaluable to us and our owners. We also use Christi for our own business policies. We value their expertise, attention to detail and are confident they are providing the best coverage at competitive rates.

Pat Healey, President and CEO, Viking Yachts

Contact us today to see firsthand how the *Christi Difference* will benefit you. One call may either save you some money or save you aggravation.

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TOURNAMENT NEWS

In the Winner's Circle



Pelican Yacht Club Sailfish Tournament

Fort Pierce, Florida – January 7 - 11, 2020

InTents, Alan Sadler's Viking 62, claimed 2nd Place Overall in the Pelican Yacht Club Sailfish Tournament.

Conditions were challenging as crews reported 12-foot waves cresting bows. But Captain Rhett Bailey pushed on and led his team to 19 sailfish releases.



Congratulations to Michelle Keeney for winning the Top Overall Angler, the first woman to take the title in the Pelican's 40-year history.



Kateric, a Viking 55, took top honors in the wahoo category with a 46-pound fish. A Viking 50, *Southern Eagle*, weighed the heaviest dolphin of the tournament.

Gold Cup Team Fishing Tournament

Palm Beach, Florida – January 14 - 18, 2020

Krazy Salt's released seven sailfish for the win at the Sailfish Club's invitation only Gold Cup. The Anderson family's Viking 72 worked sloppy conditions out of

Palm Beach, Florida, but Captain Keith Greenberg put his anglers on fish. Dave Anderson Jr. and Winston Wren each released three sails while Erik Waldin let one go. Not only did *Krazy Salt's* take top honors at the event, Keith received the coveted Bobby Haines Memorial Award for Top Captain.



Operation Sailfish

West Palm Beach, Florida – January 15 - 19, 2020

Battling a fleet of 45 elite teams (and some serious weather), *Miss Annie* claimed 2nd Place Overall Boat in Operation Sailfish, the 1st in the three-part Quest for the Crest series. Captain Randy Yates, behind the wheel of the Viking 52, led his team to 17 releases to achieve the highest paid-out team, winning six categories.



Top Lady Angler was Jill Yates with five releases on her Viking 72 *Eight Eights*. Tyler Walsh's eight sails gave him the Top Male Angler title. He fished the Viking 76 *Osh-it*.



Buccaneer Cup Sailfish Tournament

Singer Island, Florida – January 22 - 25, 2020

Congratulations to Jill Yates for not only taking the Top Lady Angler title at the Buccaneer Cup Sailfish Tournament but also claiming the Top Angler award. This is the first time in the Buc's 57-year history that a lady has claimed the Top Angler trophy. Captain Mark Pagano, at the wheel of Jill and

Scott Yates' Viking 72 *Eight Eights*, put Jill on eight sailfish for her win. Two additional sails clinched the team's 2nd Place Live Bait accolade.

Gerry McGraw's Viking 56 *Gypsea* landed nine sailfish to take 3rd Place Live Bait honors. *Martha D*, Deborah Dayton's Viking 52, claimed 3rd Place in the Dead Bait category. Top Meatfish went to the Viking 60 *De-Bait-Able* with a 31.8-pound cobia.



Los Sueños Triple Crown Leg #2

Costa Rica – February 26 - 29, 2020

Leg #2 of the Los Sueños Triple Crown was an intense fight to the finish. Day One saw the Viking 62 *Team Galati* release a marlin and 15 sailfish to finish in 3rd Place amongst the fleet of 41 battlewagons. Two marlin and five sails on Day Two put *Team Galati* in the top spot going into the final day. And then it was

a roller coaster! *Team Galati* bounced around the leader board all day in a nail biter. Captain Tony Carrizosa put his team on a marlin an hour before lines out that cemented their win with a total of five marlin and 25 sailfish during Leg #2.

Team Galati seems to like the 2nd Leg of the Triple Crown as they have won it in 2014, 2015, 2019 and now 2020.





RFA RECREATIONAL FISHING ALLIANCE

Q&A with Jim Donofrio



JOINRFA.ORG



Jim Donofrio is the founder and executive director of the Recreational Fishing Alliance (RFA). This outspoken, passionate lobbyist has been the driving

force behind the RFA since its inception nearly 25 years ago. In this Q&A, Jim talks about the roots of the RFA and its goals, accomplishments and future challenges.

VALHALLA: How did the RFA get started?

JIM: In mid-1995, I started having discussions with Viking Co-Founder Bob Healey Sr. and Dick Weber, the founder of South Jersey Yacht Sales, about the lack of representation for the recreational angling community. We started to formulate the idea of an organization to give a voice to the angler, the boating industry and all the associated businesses. The organization would communicate the many ways recreational fishing and boating impacts the economy and it would influence the politics that were deciding our future.

VALHALLA: What in your background brought you to this path?

JIM: When I was 5 years old, my father started taking me and my brother on party boats out of Atlantic Highlands, New Jersey. I developed a deep passion for fishing and ended up working on recreational fishing boats. As I progressed into running boats, I got involved in fisheries management issues locally – that really opened my eyes to the lack of any cohesive efforts to protect the interests of recreational fisheries management. Our sector was being scapegoated and over-regulated under the

guise of conservation while commercial overfishing was frequently kept under the radar in one management plan after another. The result was the downplaying of recreational participation while handing over the lion's share of quotas in many fisheries to commercial interest – and it just wasn't right.

VALHALLA: When did the discussions turn into the reality of the RFA?

JIM: In 1996, the RFA was formally incorporated as a 501(c)(4) nonprofit, a status that would allow full-time lobbying without jeopardizing an exempt status. We felt the problems we faced with sustainable fisheries were political and therefore needed political solutions. It's the politics that drive the progress, along with the science. We decided that establishing our lobbying efforts internally would better serve our mission. This led me to obtaining the certifications to become a registered lobbyist, enabling us to deal more directly with legislators.

VALHALLA: Who benefits from your lobbying efforts?

JIM: We involve the RFA in all aspects of saltwater fishing. The person with the 20-foot skiff fishing coastal areas is just as important as the person with a 72 Viking fishing 100 miles offshore. We consider all species to be under pressure in one way or the other and want to be sure the rights of all anglers are protected.

VALHALLA: What do you consider some of the benchmark accomplishments of the RFA?

JIM: Our first priority was to form a coalition of members of Congress representing coastal areas. With their help, we were able to stop the newly formed pelagic pair trawl fishery that was decimating stocks in the Canyons. We also carried out two successful campaigns right here in

New Jersey. First, we took on the bunker boat fleets. These boats were working the coastal waters and landing a tremendous amount of bunker, radically affecting the traditional striped bass fishery. Our efforts led to better management. Our next target was the elver [young eel] fishery. There was a lucrative overseas elver market with no catch regulations. Environmental groups started pushing to declare the elver an endangered species. We feared that this could allow other species not necessarily endangered to be attached to a bill. We were successful in working with the state of New Jersey and commercial fishing to halt the elver harvest. Realizing the dangers of a federal mandate, all the other Eastern seaboard states except Maine followed suit.

VALHALLA: Have there been times when you were unable to accomplish your objective?

JIM: We have been frustrated with partisan bickering that prevents progress on the Magnuson-Stevens Bill revisions through the Senate. The environmentalists claim that we want to kill every fish in the ocean. The bill that we're proposing allows for better access and more flexibility for the agencies to work with us to guarantee they're going to be on an upward trend and sustainable. We have been able to turn some of the legislators in our direction, but it is an uphill battle; meanwhile it has a dramatic impact on the industries depending on recreational fishing.

VALHALLA: What do you see as one of your next big issues?

JIM: Wind farms. They interfere with fish migrations, especially the flat fish. Our big concern is they will interfere with the fluke migration into our bays. That is a family fishery, and if you disrupt that fishery, you create a ripple effect for all the businesses that serve that sector. 







DEALER NEWS

The Best in the World



After following government restrictions due to COVID-19, Venezuelans are ready to

keep safe social distances while fishing and returning to life on the water.

The Artemisa Service Department has been in constant contact with customers to keep their boats in top shape while navigating Coronavirus constraints.

Now their customers are ready to enjoy the incredible waters of the Caribbean this summer and fall. Artemisa Yachts remains committed to offer the best service to boaters in Venezuela.

[ArtemisaYachts.com](https://www.ArtemisaYachts.com)



The Bluewater Yacht Sales team is feeling a bit of relief after the shock of the COVID-19 pandemic. Luckily, distance makes the heart grow fonder, and that adage held strong for business following the social distancing restrictions, quarantines and boating bans across the Mid-Atlantic. The forced lack of activity at the beginning of the year resulted in pent-up demand for boating, and ultimately a strong selling season for the company, especially with new Viking models.

Bluewater delivered a Viking 72 to a customer in North Carolina just in time for the Big Rock Blue Marlin Tournament. They also delivered a 62 and 52 as well as overseeing a Viking 48 on the production line. Their Viking 62 tournament demo was sold to a three-time Viking owner out of the Wrightsville Beach, North Carolina, office. Bluewater received hull number four of the 46 Billfish model in late spring and will showcase it throughout the summer tournament season. Fortunately, many states relaxed stay-at-home restrictions in time for the tournament circuit to begin, so look for

the Bluewater team on the docks. While the tournaments have restricted social aspects, the spirit and passion for sportfishing is as strong as ever with great turnouts and even better fishing.

Outside of fishing, customers and staff always enjoy the Bluewater Summer Cruise, which is a strong kick-off to the boating season. This year St. Michaels, Maryland, was chosen as the headquarters for four days of camaraderie. As always, the Bluewater team is looking forward to seeing friends and customers during upcoming events.

[BlueWaterYachtSales.com](https://www.BlueWaterYachtSales.com)



CFR Yacht Sales had a very productive year. A Viking 62, 58, 52 and 48 have all

been delivered for the summer. They are also excited about the arrival of their first Valhalla Boatworks V-33 in Puerto Rico. CFR's Carlos Rodriguez Jr. said, "It's going to be a great product for us and we look forward to selling many more." He

continued, "With summer boat shows on hold due to COVID-19, we've implemented virtual showings of Viking Yachts and the V Series to support our customers."

[CFRYachtSales.com](https://www.CFRYachtSales.com)

FORTUNA YACHTING

Fortuna Yachting, established by Murat Iyriboz,

is the exclusive representative of Viking Yachts and Valhalla Boatworks in Turkey. Set up to provide the best, unrivaled service in its field, Fortuna brings together 40 years

of boating and fishing experience with the world's leading yachts and center consoles.

[FortunaYachting.com](https://www.FortunaYachting.com)



2020 marks the year that Galati Yacht Sales celebrates 50 years in business. The

privately-held, family-run business led by a five-sibling team has grown to eleven locations throughout the Gulf Coast, from Naples, Florida, to Houston, Texas, plus Costa Rica and Mexico. More than 175 team members and all 12 third-generation

family members contribute to this customer-centric dealership.

With much anticipation for their 50th year in business, the world was hit with a global pandemic no one saw coming. Through it

all, their team and industry relationships were resilient and continued to fulfill their mission statement of consistently exceeding expectations.

Customers were unable to go to Galati during this time, so Galati decided to go to them. This manifested the inception of Galati LIVE. Galati LIVE is a way for their sales professionals to interact in real-time with customers on new or pre-owned yachts via FaceTime, Skype, Zoom or Virtual 360. It's basically the next best thing to being on board. No crowds, no hassle, no cost and you get your questions answered fast. They also made investments to advance digital marketing efforts by providing virtual 360 yacht tours, detailed walk-through videos, boating tips, company insight videos and much more.

In other news, Team Galati recently welcomed a new team member who you may be familiar with, legendary captain, Steve Lassley. They're excited to announce that Steve is the newest sales professional representing the Cabo San Lucas location. Steve has built one of the most striking resumes in the history of sportfishing. He has logged thousands of days on the water as a captain on commercial and sportfishing yachts. They look forward to having him aboard *TEAM GALATI*. Earlier this year, Steve, along with teammates Pat Healey, Carmine Galati, John LaGrone, Drew McDowell, Eric McDowell, Captain Tony Carrizosa and crew took home the win at the Los Sueños Triple Crown Leg 2. With unprecedented tournament wins, endless days spent on the water, and an IGFA Hall of Fame title, Steve is ready to pass on his abundant knowledge to the yachting

community and start his new venture as a Galati sales professional.

This summer Galati Yachts is looking forward to a full tournament season! They're proud to be sponsoring many tournaments including the upcoming Blue Marlin Grand Championship, Lonestar Shootout, and the Mobile Big Game Fishing Club Labor Day Tournament. In addition to a busy tournament schedule, Galati will also be hosting a Key West Rendezvous and rescheduling the 50th Anniversary receptions for customers.

Team Galati graciously thanks their outstanding customers and the Viking Company for continued support. Galati looks forward to sunny days ahead and seeing everyone out on the water!

GalatiYachts.com



Viking Yachts and Valhalla Boatworks exclusive Australian dealer, Game &

Leisure Boats based on the Gold Coast in Queensland, is very excited and proud to announce the sale of their first Valhalla V-37.

Australia is known for some of the richest fishing and diving grounds and also the harshest offshore conditions in the

world. The new V-37 was chosen by the owner because of the American brand's world-renowned reputation for handling all types of conditions. "The owner specifically wanted a unique, high-end, purpose-built, performance sport fishing boat with a strong U.S. pedigree. The newly released Valhalla V-37 checked all the boxes," said Game & Leisure Boats' Chris Jones. "Knowing the quality of the Viking brand and being incredibly impressed with what the iconic builder has created with the new Valhalla range gave the client a

lot of comfort that the Valhalla V-37 was the right boat for him."

Ordered with a stunning Shimmering Blue hull color, the V-37 will make its Australian debut at the 2021 Sanctuary Cove International Boat Show on the Gold Coast in May. "We're so excited to have secured our first sale from the Valhalla Boatworks range and we're certain many sales will follow as the boats are perfectly suited to our boating and offshore fishing conditions," said Chris.

GandLB.com.au



HMY Yacht Sales is proud to be operating in its 40th year of business and have learned firsthand that

resiliency is a hallmark of the boating industry. Over the past 40 years, the industry has been marked by a series of peaks and valleys with the trendline always pointing up. Whether it was the credit crunch of the late 1970s, the September 11, 2001, terrorist attack, or the 2007–08 Great Recession,

boat sales have risen steadily over the years. The COVID crisis caused the entire world to hit the pause button for a brief period, but we are confident when the dust settles the boating industry will emerge stronger than ever.

While navigating through this challenging environment, HMY has steadfastly remained open for business, never wavering during the early months of the pandemic. The team was able to exceed expectations and quickly adapt while following Federal, State and local guidelines so that they

could seamlessly continue to provide Viking clients with the highest level of service.

In recent weeks HMY has successfully delivered five new Vikings including a 38 Billfish, 58 Convertible, 68 Convertible, and two 72 Convertibles. Additionally, HMY has delivered four Valhalla models – a V-41, a V-37 and two V-33s. They look forward to continuously meeting the needs of Viking clients in the second half of 2020 and beyond.

HMY.com



The Jefferson Beach Yacht Sales team hopes that anyone reading this is doing well

and has remained strong during the unprecedented pandemic of 2020. JBYS believes it has been a time to reflect and regroup in both personal and professional lives. For JBYS, there is no better way to do that than to get out on the water at every chance.

It has been an exciting run for Viking Yachts in the Great Lakes with a wonderful mix

of models delivered in the last year and currently in the build process. Eight new Vikings ranging from the 46 Billfish to the 80 Convertible are some of the newcomers calling fresh water home. Further, the excitement continues to build as their first Valhalla Boatworks V Series has arrived!

JBYS is pleased to welcome Charles Jankowski to the Chicago service team. A graduate of the Great Lakes Maritime Academy, Charles is a lifetime boater with diesel, electrical, HVAC and restoration experience.

With multiple locations and over 45 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. They work tirelessly throughout all stages of the buying, building or selling process. Jefferson Beach Yacht Sales takes great pride in cultivating an exceptional team of honest, hard-working professionals to deliver the boating lifestyle you deserve. Experience matters!

JBYS.com



Novey Marine personally guides customers through the boat buying

process while also ensuring they take delivery of their perfect vessel.

Their goal is to help customers acquire a yacht that will best suit their lifestyle and activities at sea. To achieve this, Novey has

created a portfolio with a wide range of Viking and Valhalla Boatworks products providing customers the yacht of their dreams in Panama and Central America.

NoveyMarine.com



The team at Oyster Harbors Marine had an excellent winter and spring season. They kicked off the

year with a great showing at the New England Boat Show in Boston where the

new Valhalla center consoles were the stars of the show. These beautiful boats turned a lot of heads and drew large crowds throughout the 10-day event.

The excitement for Viking products bubbled over into spring where OHM delivered a gorgeous 38 Billfish with plenty of custom teak work. This was

followed closely by the delivery of 48 and 58 Convertibles within a week of each other. It was a lot of work getting these two beauties rolled out simultaneously, but it was a labor of love. Their new owners are eagerly looking forward to an exciting summer of big game fishing in the Canyons.

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 an organization 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 of combined 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 more than 20 years ago. Located in Yokohama City, they offer a variety of services from sales to service 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





A reference point for all fishing enthusiasts in Italy and the Mediterranean, SNO Yachts is considered a center of

excellence in the boating industry with one of the largest and most modern shipyards in the world. The yard features a working area of over 80,000 square meters and employs the use of an advanced

Travelift for yachts with a capacity of 820 tons. Services offered range from storage to refits for yachts and megayachts.

SNOYachts.com



For the crew at South Jersey Yacht Sales, boat show season kept the staff busy and was highlighted by the regional debut of the 46 Billfish at the

Atlantic City Boat Show. The line to board this beauty stretched out the booth and into the main aisle of the Convention Center as show attendees were eager to see this new model which has received rave reviews from boating and fishing publications. Looking back at 2019, South Jersey Yacht Sales had a spectacular model year including the sale of hull #2 of the 38 Billfish. Other deliveries

included a 44 Convertible, several 52 and 68 Convertibles and a 72 Enclosed Bridge. They are proud to add several new Viking owners to the South Jersey Yacht Sales family.

Their desire to expand the Viking sales footprint in New Jersey also took a major step as they opened a new sales office at the Brielle Yacht Club located on the Manasquan River in Brielle, home to many Viking owners over the years. The marina recently completed many upgrades and other improvements are underway. SJYS continues to invest in their own corporate infrastructure to better service their sales team and clients.

South Jersey Yacht Sales proudly sponsored 12 tournaments in 2019, ranging from

local events to the prestigious MidAtlantic tournament. SJYS also served as an organizer for the Special Kids Fishing Day hosted by the Ocean City Marlin and Tuna Club. This event focuses on families with special-needs kids and over 140 people enjoyed the day.

Plans are underway for the 4th Annual South Jersey Yacht Sales Offshore Showdown at the Canyon Club Resort Marina in Cape May. This family-friendly tournament is scheduled for July 8-11. In these uncertain times please rest assured federal, state and local health guidelines will be followed to ensure the health and safety of all while also providing a memorable event.

SouthJerseyYachtSales.com



It's been a busy year at Stan Miller Yachts! The company has added a new

sales team member to their growing San Diego office, with the addition of Darin Fitzgerald. Darin has a strong background in sportfishing boats and is active in the local fishing scene. He came onboard right before

the Fort Lauderdale show so was on hand to experience the magnificent Viking Yachts and Valhalla Boatworks displays.

There has been a burst of sales activity on the West Coast, with client builds in process for multiple Viking models, as well as Valhalla. The first California-based Valhalla V-41 is scheduled to arrive late this summer. With new Viking 52 and 62 Convertibles on order as well. The West Coast is shaping

up to have some head-turning sportfishing yachts on the local fishing grounds.

While COVID-19 has altered the general feel of business for all yacht dealers, Stan Miller Yachts has continued to serve their customers. Please contact your preferred Stan Miller office – Long Beach, San Diego or Seattle – for more information on Viking Yachts and Valhalla Boatworks.

StanMillerYachts.com



For over 50 years, Staten Island Yacht Sales has been the premier yacht sales and yacht service company of the Northeast. They

are also proud to be a Viking dealer for the last 37 years. Congratulations to Gary Richard on the purchase of his new Viking 52 Convertible and James and Anthony Giorgio on their new 38 Open Billfish, both of which delivered in July.

The annual Montauk Canyon Challenge is celebrating its 10 year anniversary!

The fastest growing tournament in the Northeast runs July 10 through the 18 of 2020. This is a unique event that allows anglers to fish either one overnight-trip or two day-trips within a nine day weather window. Stay tuned to SIYachts.com for the latest updates on the tournament.

SIYachts.com



VIKING BY THE NUMBERS

Featuring the Viking 80

1 Family has owned two 80s

10 80s featuring a sky bridge

37 Viking 80s built or currently on the production line

5 Staterooms on the 80' 6" vessel

12 Built as an enclosed bridge boat

41.6 Clocked top speed

5.5 Heads (one per stateroom plus a salon day head)

15 Completed as a convertible

2015 Year the boat debuted at the Fort Lauderdale International Boat Show

9' 1" Freeboard forward

21' 4" Beam on the boat

3,200 Gallons of fuel with the optional tank

5,270 Combined metric horsepower of the 80's MTU engines

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**The above is accurate as of the printing of this magazine.*



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