

THE DESTINATION ISSUE

SUMMER 2021

Valhalla

EXPERIENCE VIKING HEAVEN

BIG TIME

54 Open Series

OUT IN FRONT

Valhalla 46

BEST IN CLASS

Viking 64

FINAL CHAPTER

Viking Story

FISH HEAVEN

Los Sueños



A PUBLICATION OF VIKING YACHTS

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A PUBLICATION OF
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BEHIND THE COVER

Viking's Media Specialist Kyle Juall was in the thick of the jam-packed action at the 7th Annual Viking Key West Challenge.



EXPERIENCE, EXPERTISE



The diversity of our sportfishing boats, motor yachts and center consoles is a sign of our expertise and experience as boatbuilders

and designers. It's also a telling factor in the strong connection we have with our owners, who give us insight into what they want in a boat. The ability to create multiple models with an array of features and benefits for various purposes is particularly clear when you examine the boats we offer from 44 to 46 feet. There are a half dozen designs within just 3 feet of LOA. "There's something for everyone," says Viking Design Manager David Wilson. "In that one segment every type and style is offered – and offered with Viking quality, engineering and style."

We have four models at 44 feet – the 44 Convertible, 44 Open, 44 Sport Coupe and 44 Sport Tower. The convertible is a two-stateroom fish-and-cruise dynamo with all the accommodations, engineering and design traits of larger Vikings. The 44 Open's name speaks for itself, with one contiguous open command deck and cockpit area that keeps everyone in the action. The Sport Coupe design is sophisticated and refined, with a sleek profile that looks cool and knows how to have fun. The 44 Sport Tower combines all the benefits of an express yacht with the heightened fishability that a tuna tower from Palm Beach Towers brings to the mix.

With the Billfish Series, Viking has created a niche within a niche. The appeal lies with their straightforward, fish-focused design that provides for ease of operation and maintenance while boasting an aesthetic style that's as recognizable as a Viking convertible. We just happen to have one at 46 feet. The 46 BF is fast (nearly 40 knots),

sporty, versatile and comfortable. It's been a huge hit in places like Los Sueños, Cabo and other hot fisheries.

Now we come to our latest offering in this size range – the Valhalla 46. This premium high-performance center console has opened up new worlds for our owners, with its 360-degree fishability, two rows of air-conditioned seating, excellent engineering and quality and gorgeous looks. The V-46 thrives as a tournament fishing boat, a sporty day cruiser or a tender to a Viking mothership. All six of these models have their own unique benefits, uses and qualities but they also have one thing in common: Each can be easily operated and maintained by the owner/operator.

GO TIME

Most magazines plan their issues well in advance, often focusing on a theme. Innovation and technology, offshore fishing and propulsion are popular ones. It's predetermined content. *Valhalla* magazine is a little different. In addition to telling you about the great new yachts coming to the market, our publication also carries information based on what's happened over the past six months at the company and on the tournament trail. Our simple message for the summer of 2021: Get out there and enjoy your boat! Embrace the boating and fishing lifestyle with even greater passion now that our world is headed for smoother waters. The timing is perfect for a "Destination Issue." We hope you enjoy our three travel features – Los Sueños, Costa Rica; Cape May, New Jersey; and Key West, Florida – as well as the rest of our magazine. ✍️

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.



RIGGED AND READY

A Viking 72 in Cabo heads off to battle.





viking REVIEW

It's been a challenging year at the Viking Yacht Company (and everywhere!) and our boatbuilders have been our silver lining through the storm. Even with new protocols and procedures, all of our teams have remained focused and determined to continue building a better boat every day. Thank you. 🙌



FROM THE FLYBRIDGE



We can look back on the past 15 months with a great sense of accomplishment while anticipating a bright future. We all pulled together, showing team work, resiliency and dedication during a very difficult period. We've had 290 positive cases of COVID-19 since March 2020, and many more boatbuilders were quarantined. The pandemic has made building boats a nightmare, particularly from last November through April, and continues to impact our company. But as of this writing we've seen six consecutive weeks without a case, and we've achieved – and surpassed – herd immunity in New Gretna (90 percent vaccination) and Mullica (82 percent vaccination).

Our Human Resources and Health Services departments have done a tremendous job, organizing three in-house clinics to make it easy and convenient for our boatbuilders and their families to get vaccinated. The vaccine is essential to the health and well-being of the Viking family, which suffered the loss of three of our valued boatbuilders due to the virus. We've dedicated this issue of *Valhalla* to Rodger Leppin Sr., Manelly Hall and Jose H. Fuentes Araujo. Our thoughts and prayers are with their families, and we're very grateful for the time we were able to spend with them.

IN CONTROL

The current administration's \$1.9 trillion COVID relief package has made it difficult to retain and expand our workforce. With the current state and federal unemployment funds available to them, our young boatbuilders have little incentive to work. But we're determined to bring in new team members. Sales are strong and backlogs are growing, but we still have plenty of product available.

Supply chain issues are another challenge. Our Purchasing Department along with

Vice President of Design & Engineering Lonni Rutt have done a fantastic job managing the resin shortage. We thank our boatbuilders, management, customers, dealers and vendors for helping us work through the supply shortages. Our long-term strategy of working with the best suppliers – and being one of their largest customers – has enabled us to secure materials with the shortest possible delays.

This is the first time in my life we've struggled with delivery dates, but our production team has put strategies in place to get us back on track over the next few months. COVID and the supply shortages have slowed us down a bit, but we're back in control and committed as ever to building a better boat every day and introducing new innovative yachts.

NEW VIKINGS

We'll introduce two Vikings at the Fort Lauderdale International Boat Show – a 64 Convertible and the already-hot 54 Open Series. Like the award-winning Viking 54, this 64 is a second-generation Viking and an example of our great experience designing sportfishing boats in its size range.

The new 54 Open Series is our largest-ever express-style yacht, and people are very excited about it. We sold six boats before hull No. 1 even hit the water. If you're fishing or cruising in the Northeast this summer, keep an eye out for the first two 54s (a Sport Tower and a Sport Coupe), which were sold through our dealer Staten Island Yacht Sales.

The enthusiasm and demand for the Valhalla 46 has been insane. We've already sold 60, and we aim to dominate market share in this segment. Our boatbuilders at Viking Mullica have done outstanding with our V-46 and its V-33, V-37 and V-41 stablemates. Led by General Manager

John Leek IV, Production Manager Jim McLaughlin and their great team of supervisors and foremen, they will build 90 boats this year and 95 next year. We're also excited about the two expansion projects at Mullica, which will add manufacturing space to improve efficiency.

As the Valhalla fleet has grown, our relationship with Mercury Marine has strengthened. We were honored to be chosen as one of the boatbuilders to introduce their innovative V12 600-hp Verado at the iconic Mercury Lake X testing facility in Florida.

ON THE WATER

Vikings have been crushing it on the tournament circuit. Team Galati's back-to-back win in the Los Sueños Signature Triple Crown was historic, and an example of a veteran team at the top of its game.

Participation in the tournaments has really marked our return to "normal." We had our best Viking Key West Challenge ever this year, with a record number of boats and anglers. The weather was great, and the fishing was unbelievable. I've never seen so many smiling faces, and I am grateful that we were able to hold such a safe, fun event. I hope to see you there next year.

In closing, on behalf of the entire Healey family, I'd like to give a special thanks to all of our valued Viking and Valhalla customers for their continued support and loyalty. Have a safe and enjoyable summer! 🍷

Sincerely,

Patrick Healey
President & CEO

64 CONVERTIBLE

MEET THE NEW VIKING 64

World Premiere at Fort Lauderdale
International Boat Show



Driven by our mantra to build a better boat every day, Viking's commitment to develop fresh new models continues to be a primary reason for our industry-leading position. On the heels of the award-winning 54 Convertible, Viking is proud to announce the all-new 64 Convertible, the second-generation of this model that will make its world premiere at the 2021 Fort Lauderdale International Boat Show. This four-stateroom, three-head fishing battlewagon is poised to become another best-in-class superstar on the tournament circuit and the new standard in luxury, accommodations and comfort.

"We never stop – it's that simple," says President and CEO Pat Healey. "Every new model is an improvement from the last one

because we're a design- and engineering-driven company. We have the best team in the business, and this is what we do – design and build incredible boats."

The 54 Convertible reaffirmed Viking's dominance in the 50- to 59-foot sportfish yacht market, and the Viking 64 follows suit with its own proclamation of expertise in the 60- to 70-foot genre. In the past 20 years, Viking has come to the market with eight different models (60, 61, 62, 64, 65, 66, 68 and 70), delivering a combined 550 yachts. "It's a staggering amount of boats," says Pat. "And the team that designed and engineered all of those Vikings is the same team that designed and engineered our new 64. We're very proud of that."

DESIGN/CONSTRUCTION

The 64's unbroken S-shaped sheer flows gracefully from bow to stern. The swept-back black-masked windshield, pronounced hull and deckhouse feature lines and distinctive hull-side vents give the 64 an unmistakably Viking profile.

The Viking design team is constantly seeking new tools and technologies to build a better boat every day. Using Computational Fluid Dynamics (CFD) software, the 64's running surface has been optimized to achieve the best performance possible. Our in-house CFD allows the team to run numerous virtual sea trials to fine-tune the shape of the hull bottom for increased efficiency.

The hull is built with an engineered composite of fiberglass fabrics and coring that's vacuum-infused with vinylester resin. Great stiffness and strength is brought to the structure while minimizing weight utilizing a calculated resin-to-fiberglass ratio. The structural bulkheads and fuel tanks (which are customized to the shape of the hull) are also resin infused, and the hull-to-deck is through-bolted every three inches and fiberglassed from the inside.

COCKPIT/FLYBRIDGE

The result of thousands of hours on the tournament trail, the 180-square-foot cockpit is clean, streamlined and maximizes freedom of movement, with easy access to storage and service areas. Standard equipment is substantial. Flush rod holders; fresh and raw-water wash down systems; transom fish box with live well, rounded coamings with indirect rope lighting below; side lockers for tag stick and gaff storage; quick disconnect fitting for oil changes for the engines, transmissions and generator; port and starboard in-deck insulated fish and stowage boxes and optional in-deck live well; and stereo speakers are all part of the package. The centerline lazarette hatch (available with power actuation) opens nearly 90 degrees for full viewability and access to the available Seakeeper 26 as well as the steering, trim tabs and drain pumps. An aluminum backing plate is laminated into the cockpit sole for a fighting chair, rocket launcher or table.

The observation mezzanine is designed to keep guests cool and dry thanks to the flybridge overhang, as well as clear of the crew working in the cockpit. For those in warm climates, we offer mezzanine air conditioning. To starboard, freezer and cooler space is provided under the mezzanine seating. A centerline hatch opens with stainless steel gas pistons for excellent access to the engineroom. The port side holds more cooler storage and a tackle cabinet with drawers.

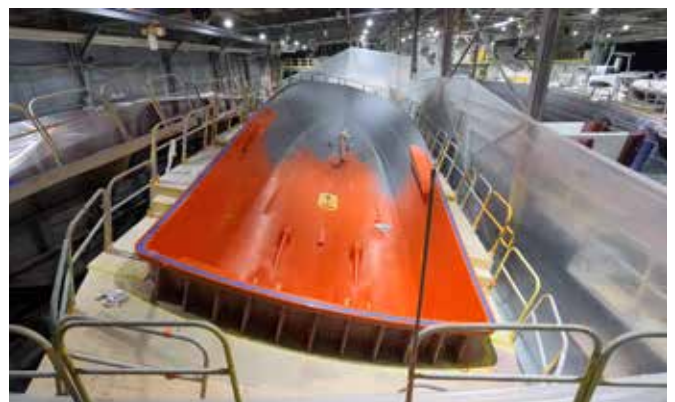
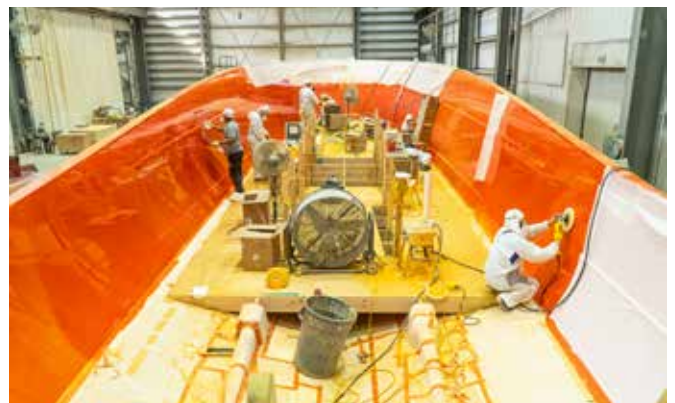
SALON/GALLEY

With a push of a button, the electric-powered salon door slides open, revealing the 64's spacious salon. Like its two most recent predecessors, the Viking 54 and 58,

our new convertible features an open layout with a walkway that extends in a straight line from the salon all the way to the forepeak, heightening the sense of depth and space.

The interior features horizontal natural walnut throughout, available in a hi-gloss or satin finish. The joinery work is phenomenal, with all cabinetry built in-house. The electrical distribution panel is immediately to port in a dedicated cabinet. Just forward is a 50-inch pop-up HD TV, which is the centerpiece of the home theater center on the port side. The starboard-side L-shaped lounge (with storage underneath) provides plenty of room to stretch out and take a nap, or gather with the crew or family to watch a game or movie. There's also a convenient walnut cocktail table so everyone has a place for their drink.

The port-side dinette comfortably seats four adults. It sits on a raised platform that provides rod storage underneath while also enhancing the view out the tinted salon windows. The dinette faces the feature-packed starboard-side galley with walnut cabinetry, custom Amtico flooring and engineered stone counters (with an overhang that creates a bar area with two stools). Under-counter Sub-Zero refrigerator (2) and freezer (1) units with deep pull-out drawers, walnut cabinetry, a four-burner cooktop and a microwave/convection oven are just a few of the galley's standard amenities.





OVERNIGHT ACCOMMODATIONS

Like the salon, the port-side companionway and four staterooms feature premium carpeting, air conditioning and LED lighting. The companionway is home to a convenient washer and dryer behind a walnut door.

The master and forward staterooms each feature queen-size walk-around berths with custom inner-spring mattresses with ample storage underneath, HD TVs and ensuite heads. A crossover berth arrangement is also available in the forward cabin as an option. To starboard you'll find the spacious midship master, appointed with his-and-hers maple-lined hanging lockers, a credenza, end tables on each side of the bed and an HD TV. The forward guest stateroom forward also provides hanging locker storage, as well as cabinets on the port and starboard sides of the bed and a Bomar foredeck hatch.

The port side is dedicated to a guest (aft) and crew stateroom (forward). Both are appointed with the same high level of luxury and are uniquely designed to maximize comfort and function. The guest stateroom features side-by-side bunks, while the crew quarters have upper and lower bunks. Maple-lined hanging lockers, speakers recessed in the headliner and decorative indirect rope lighting round out the conveniences.

Both the master and guest heads boast Amtico flooring, LED lighting, upper and lower vanities (with the latter featuring a

curved walnut face), an engineered stone countertop and a walk-in shower with satin nickel fixtures.

FLYBRIDGE

The flybridge mirrors other new generation Vikings with a space-saving streamlined walk-around center console. The beautifully crafted fiberglass module neatly holds a recessed black acrylic panel for flush-mounted all-glass electronics displays. The helm is also equipped with Bocatech switching, recessed radio boxes with split lids, a custom helm pod with single-lever electronic controls, stainless steel steering wheel, trim tab switches and electronic trolling valves. The flybridge layout makes excellent use of space, providing a variety and abundance of seating and storage. In addition to the helm and two companion pedestal chairs, there's lounge seating to port and starboard with storage below. A third two-person lounge with fold-down armrests (and massive freezer beneath it) is integrated into the console's forward end. It's a great place to put your feet up and enjoy the ride home from the canyons. Nested in the four corners of the flybridge are more smart storage solutions, including a sink and a refrigerated drink box.

ELECTRICAL/MECHANICAL

Control of the electrical systems is easily managed, with conveniently located distribution panels in the salon and galley equipped with simple-to-use and clearly labeled conventional breakers. In the engine room, a series of dedicated pumps for the air conditioning, live

wells, washdown and other seawater-fed components have been designed, engineered and installed for durability and longevity.

The engine room, lazarette, forward bilge and anchor locker are coated with Snow White Awlgrip, a highly durable urethane, for visibility and easier maintenance. The engine room houses numerous mechanical systems with superior performance and durability, including engine room ventilation, fire suppression and oil changing systems. Batteries are expertly mounted in custom fiberglass storage boxes, and the engine room is also home to a pair of battery chargers and an Onan 21.5 kW E-QD (electronic quiet diesel) Series genset with an option for a second.

The 64 will also be available as an Enclosed Bridge model, featuring our signature design that includes a complete forward control station, its own luxurious salon with walnut cabinetry and HD TV, stairs from the salon to the bridge and a docking station on the aft deck.

The Viking subsidiaries Palm Beach Towers and Atlantic Marine Electronics will provide custom tower and electronics installations for turn-key delivery.

Twin MAN V12 1550CRM (1550 MHP) diesels serve as the standard power, with several options ranging from twin 1900 MHP to 2025 MHP powerplants. Hull No. 1 of the 64 Convertible will be powered with a pair of MTU Series 12V 2000 M96X (2022 MHP) engines. 

THE BOTTOM LINE

The newest ground-breaking champion in the history of the world's largest and most revered manufacturer of convertible sportfishing yachts.

64|C SPECIFICATION HIGHLIGHTS

Length Overall	63' 8"	19.41 m
Length w/ Bow Pulpit	67' 8"	20.62 m
Length Waterline	55' 0"	16.76 m
Beam Overall	18' 11"	5.77 m
Beam Waterline	16' 2"	4.93 m
Deadrise at Transom	12.0 deg	
Draft	5' 7"	1.70 m
Freeboard Forward	7' 5"	2.26 m
Freeboard Aft	2' 11"	0.89 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	20' 10"	6.35 m
Height Waterline to Top of Flybridge Hardtop Radar Pod	18' 7"	5.66 m
Height Waterline to Top of Flybridge Console	15' 0"	4.57 m
Displacement	99,738 lbs. 45,240 kg	
Fuel Capacity Standard	1,850 gal. 7,003 l	
Fuel Capacity Optional	2,201 gal. 8,330 l	
Water Capacity	302 gal. 1,143 l	
Holding Tank Capacity	152 gal. 575 l	
Cockpit Area	180 sq. ft. 16.7 sq. m	



Flybridge



Standard Layout



Optional Layout

540 SEER



54|0



OPEN SERIES

Large and in Charge

With the new 54 Open Series – our largest-ever express-style yacht – you get more of everything: speed, range, accommodations, creature comforts, storage, cockpit space, fishability. You get the idea. The fleet consists of three Vikings: the 54 Open (O), 54 Sport Coupe (SC) and 54 Sport Tower (ST). The trio joins the 54 Convertible to complete a dynamic selection of mid-size fish-and-cruise Vikings. Each model has its own unique style, aesthetic appeal and inherent cruising and fishing benefits.

The 54 Convertible captured the Best of Show Award at the 2020 Fort Lauderdale International Boat Show and has gone on to receive stellar reviews from owners, dealers and the media. She's been particularly lauded for her excellent rough-water performance. Expect the same from the 54 Open, 54 Sport Coupe and 54 Sport Tower, which utilize the 54 C's hull design and MAN engine packages.

The 54 Open presents a powerful profile, with its aggressively raked stem, fine entry, one-piece wraparound windshield and Palm Beach Towers (PBT) hardtop and tuna tower. The 54 O can also be ordered without a tower, making her a sleek sport cruiser with hardtop.

The Sport Coupe immediately strikes you as the ultimate sophisticated sport yacht, but it also has all the Viking DNA to thrive as a hardcore fishing machine. The 54 Sport

Tower takes fishability to the highest levels (pun intended) with its Palm Beach Towers hardtop and tuna tower while giving the boat an unmistakably aggressive profile.

The 54 Sport Coupe and 54 Sport Tower both feature a three-sided fiberglass enclosure with an integrated windshield, providing weather protection while also offering great views outside. The command deck can be completely enclosed by adding the available Costa Clear enclosure or solid aft bulkhead, essentially transforming it into a climate-controlled deckhouse (with the air conditioning and heating option).

Whichever 54 you choose, Viking's Atlantic Marine Electronics (AME) will be standing by to outfit your boat with a customized electronics, communications and entertainment package, ensuring turnkey delivery and owner satisfaction.

ON DECK

The Open, Sport Coupe and Sport Tower utilize the same cockpit and command deck layout, which maximizes space for fishing, diving, cruising and entertaining. The 154-square-foot cockpit has all the design elements that you've come to expect from Viking, such as toekick space and rounded coamings for comfort and balance. The cockpit is loaded with equipment and accessories such as a transom live well, recessed in-deck fish boxes, a transom door with lift gate, rod and gaff storage and a mounting plate laminated into the deck for fighting chair, rocket launcher or table

installation. The lazarette hatch is available with power actuation, but opens easily under manual power to provide superb access and visibility to the available Seakeeper 9, 16 or 18 as well as the steering, trim tabs and drain pumps.

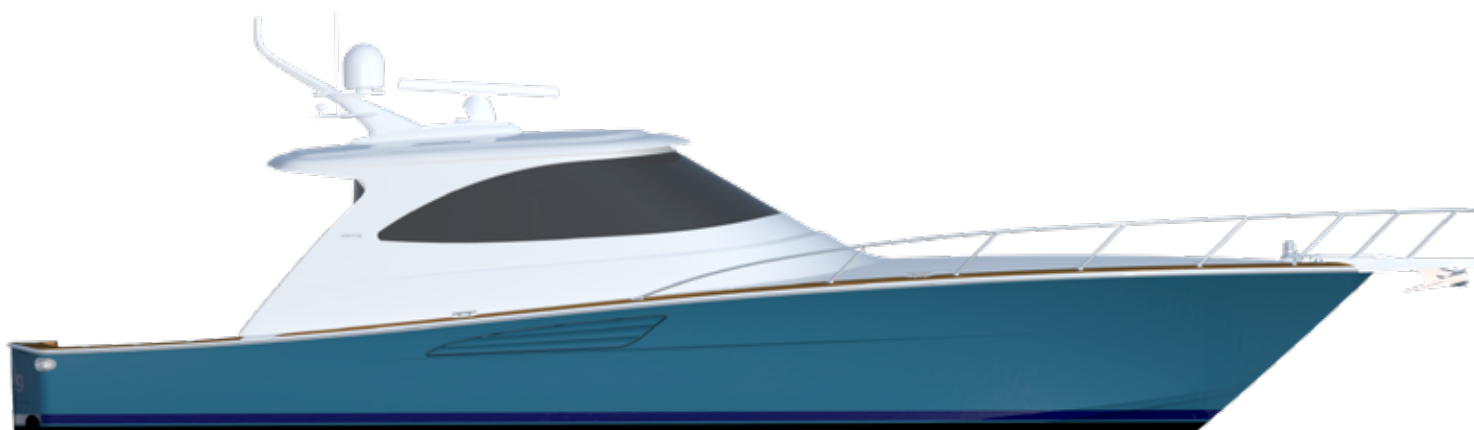
Of course, this wouldn't be a Viking cockpit without a comfortable, highly functional observation mezzanine. The centerline steps lead to the command deck, and when raised on their stainless steel gas pistons provide engineroom access. Comfortable seating with Sunbrella-covered cushions is to port and starboard, and there's cooler storage inside the mezzanine steps on both sides.

From the command deck, you have instant access to the cockpit. With its pedestal seat on a raised platform, the centerline helm provides excellent visibility and is complemented by port (double) and starboard (single) companion seating. The captain stands behind a stainless steering wheel mounted on a fiberglass pod (with faux teak finish) or a teak pod. There are three multi-function displays (up to 22-inches each) flush mounted in a recessed black acrylic panel with a surrounding integrated fiberglass visor, contributing to the helm's clean streamlined design. A large radio box to port of the raised helm pod neatly holds Bocatech switches and other operational controls and instruments. The hardtop's underside has a convenient integrated area for the MAN engine displays, autopilot and VHF radios.



COUPE

54 | SC



Aft of the helm, a port-side U-shape lounge surrounding a walnut table is an ideal place for the family to enjoy a meal together, with ample height to take in the surroundings. To port, there's another lounge, this one L-shaped with storage underneath. The command deck is also home to a number of practical and convenience features, including refrigeration and tackle and gear storage compartments.

ACCOMMODATIONS

The interior features an attractive

horizontal-grain walnut throughout, and owners can choose between a standard two-stateroom layout or an optional three-stateroom arrangement. With either, there's a large forward master stateroom centered by a queen-size walk-around bed with storage area and drawers underneath. Amenities include a 32-inch HD TV, a hanging locker and an ensuite head.

Additional overnighting accommodations are found on the port side, with either one or two staterooms depending on the chosen

layout. The guest quarters feature upper and lower berths, drawer storage and a hanging locker. The head has private access in the two-stateroom layout, while guests share the head in the three-stateroom plan. Both the master and guest heads are appointed with Amtico flooring, LED lighting, upper and lower vanities, an engineered stone countertop and a walk-in shower with satin nickel fixtures. A laundry center with washer and drawer is conveniently located in the companionway.





TOWER

54|ST



Midship on the starboard side is a well-appointed galley with Amtico flooring, a full appliance package, an engineered stone countertop and under-counter refrigeration/freezer units (with varnished horizontal-grain walnut faces). Opposite the galley in the two-stateroom model is an L-shaped lounge and table, while the three-stateroom version utilizes booth seating. From here, you have a perfect view of the 50-inch HD TV, which is part of the yacht's home theater system.

MAN UP

Easily reached through lift-up steps built into the mezzanine, the engineroom houses the twin powerplants. A pair of MAN V12 1400CRM (1400 MHP) engines serve as the standard propulsion package, while the V12 1550CRM (1550 MHP) engines are optional. The 54 Open series delivers outstanding performance, comfort and range. Equipped with Optimus Electronic Power Steering matched to stainless-steel, high-speed rudders and

single-lever electronic controls, handling and maneuverability at all speeds and while backing down is superb.

In the Viking tradition, the engineroom maximizes access and serviceability. Mechanical and electrical equipment includes a Delta-T ventilation system with supply and discharge fans for proper fresh air supply and water suppression; an oil changing system for the engines, transmission and generator; and a fire suppression system. The 54 also comes

standard with an Onan 21.5 kW E-QD (electronic quiet diesel) Series generator.

The hull is built with an engineered composite of fiberglass fabrics and coring that's vacuum-infused with vinylester resin. Utilizing a calculated resin-to-fiberglass

ratio, great stiffness and strength is brought to the structure while minimizing weight. The structural bulkheads and fuel tanks (which are customized to the shape of the hull) are also resin infused. The hull-to-deck is through-bolted every

three inches and fiberglassed from inside for a rock-solid union.

The 54 Open series will make its world premiere at the Fort Lauderdale International Boat Show October 27 to 31 with a Buc Blue Sport Coupe model. 🚤

THE BOTTOM LINE

With three different designs in the same class of yacht, Viking has every angle covered with the 54 Open, 54 Sport Coupe and 54 Sport Tower.

54|0 SPECIFICATION HIGHLIGHTS

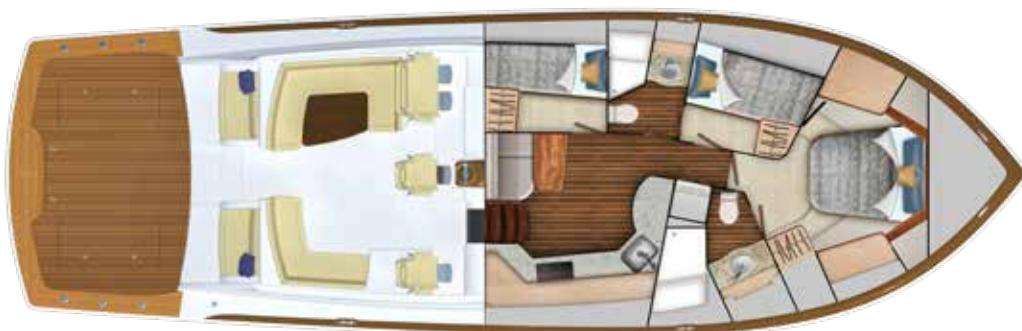
Length Overall	54' 6"	16.61 m
Length w/ Bow Pulpit	58' 8"	17.88 m
Length Waterline	47' 4"	14.43 m
Beam Overall	17' 8"	5.38 m
Beam Waterline	14' 7"	4.45 m
Deadrise at Transom	12.0 deg	
Draft	4' 10"	1.47 m
Freeboard Forward	6' 3"	1.91 m
Freeboard Aft	3' 1"	0.94 m
Height Waterline to Top of Command Deck Hardtop Masthead Light	13' 10"	4.22 m
Height Waterline to Top of Command Deck Hardtop Radar Pod	12' 4"	3.76 m
Height Waterline to Top of Command Deck Windshield	11' 4"	3.45 m
Displacement	70,230 lbs.	31,856 kg
Fuel Capacity Standard	1,278 gal.	4,838 l
Fuel Capacity Optional	1,486 gal.	5,625 l
Water Capacity	198 gal.	750 l
Holding Tank Capacity	59 gal.	224 l
Cockpit Area	154 sq. ft.	14.3 sq. m



Command Deck



Two Stateroom Layout
(Standard)



Three Stateroom Layout
(Optional)



Shapely Feats

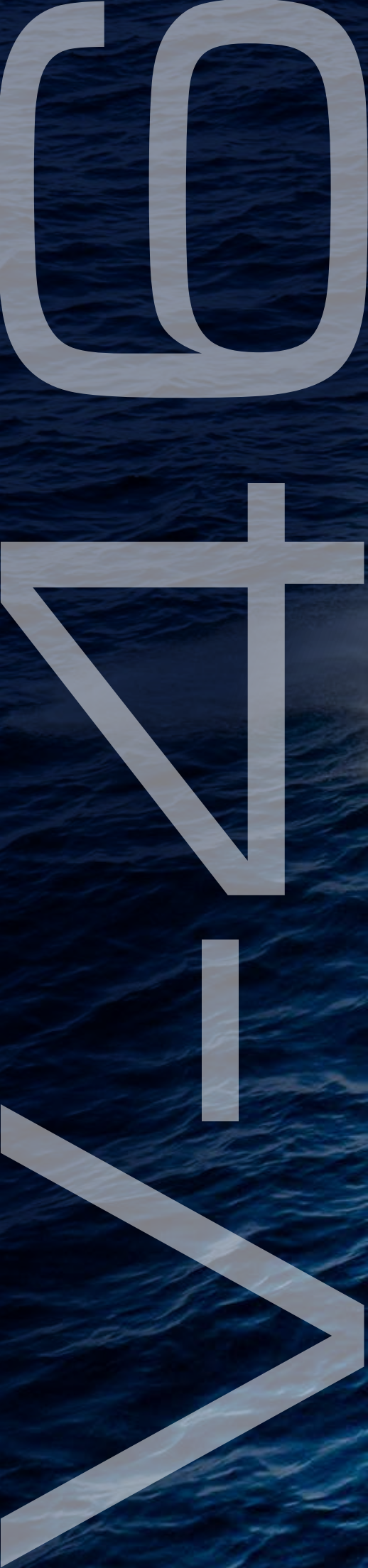
The first five builds in the new 54 series are Sport Coupe and Sport Tower models, which both feature Viking's unique three-sided fiberglass enclosure. Our \$1 million PaR 5-axis CNC router gives us the ability to create such large shapely structures to precise tolerances, contributing to the clean, free-flowing look of these two models.

Our router technology allows us to execute the various feature and style lines, recessed areas and convex shapes that contribute to the 54 SC and ST's sleek look and provide functionality. The lower exterior wraparound feature line, raked haunches and overhang and the radar pod are all examples. The deck enclosure's underside also shines as a showpiece of Viking's tooling talent, with two molded-in storage lockers as well as a shapely area over the helm for electronics.

The fiberglass enclosure, which essentially serves as a deckhouse when you add an optional aft enclosure, is certainly appealing from an aesthetic standpoint. But these structures are also built Viking tough. The fiberglass enclosure actually consists of two parts – the deck enclosure (which includes the house and foredeck) and the interior liner for the deck enclosure. These two parts are bonded together using a structural adhesive and also fiberglassed at the seams.

The PaR also produces the cockpit and command deck, which are actually one fiberglass unit. In the construction process, a large steel structure with plywood stations is used as our “assembly fixture” to bond the command deck/cockpit and the house with precise alignment. The fixture provides full access for applying fiberglass reinforcements at the joints from the underside. The command deck and the house – now a single structure – can now be transported forward on the line to its awaiting hull. “The assembly process of our SC and ST models has been refined over the years,” says Bill Hall, Viking Manager of New Product Development. “What we have now is a very efficient boatbuilding procedure, and good example of how we’re building a better boat every day.”





MISSION ACCOMPLISHED

The Valhalla 46 Takes Control

The V-46 made its world premiere only six months ago, but the boating world has already crowned our new Valhalla Boatworks (VBW) flagship as king of the big center consoles. If you followed the evolution of the Valhalla 46, you're probably not surprised. The highly anticipated V-46 builds on the success of the V Series, taking the offshore experience to new heights with its tremendous size, additional amenities, comfortable seating for large crews, high-level fishability and ground-breaking engineering.

"We set out to build the best, and we've done that – mission accomplished," says Viking President and CEO Pat Healey. "No one has built anything to this level of quality and design and engineering before in this outboard segment."

The Valhalla Boatworks story is one of great achievement in a short period of time. It began at the Viking 2019 VIP Preview, where Viking shocked the marine industry with the announcement of its ground-breaking center console company dedicated to producing the finest high-performance luxury outboard boats in the world. The first three models of the V Series – the V-33, V-37 and V-41 – were showcased at the same event only 12 months later. And at the 2021 Viking and Valhalla VIP Boat Show, the new flagship of the fleet was unveiled for the first time.

"To tell you this has been an incredible experience is an understatement," says Pat. "I'm so proud of our entire team. It's been a tremendous amount of hard work, but the result is nothing short of spectacular."





“ We have a new name for the 46 –
The Beast – because it’s such an
incredible sea boat. ”

– Patrick Healey
President and CEO

HIGH PRAISE

Since its debut, the V-46 has received endless high praise from customers, dealers, vendors, media and pretty much anyone who has laid eyes on her.

“This boat is a testament to Viking and Valhalla’s superb engineering,” says Bluewater Yacht Sales Partner Earle Hall. “Nothing happens at the Viking Yacht Company without a well-thought-out plan from Pat Healey and his team. The product demonstrates this, and the customer receives a better boat because of it.”

“Viking is always innovating which gives us great content to write about,” says *Power & Motor Yacht* Executive Editor Charlie Levine. “The boat wasn’t just fast, it handled incredibly well. Down below, I really liked the machine space to access the genset and other systems. The boat is sexy, fast, comfortable and fishy. You don’t get much better than that.”

With a striking Flag Blue hull, faux teak transom and toe rail and powered by quad Mercury 450Rs that pushed her to 70 mph, the V-46 (hull No. 1) was certainly the headliner at the VIP. The buzz continued for Valhalla Boatworks with the announcement that hull No. 2 would be one of six boats from different manufacturers chosen to showcase Mercury’s new V12 600-hp Verado outboards at the company’s iconic

Lake X testing site in Florida. (See article, page 24). After the Shark Grey V-46 was finished performing at the lake, she took the stage at the Palm Beach International Boat Show where sales activity really heated up. And as of mid-May, 60 Valhalla 46s had been sold, which includes a number of boats with Mercury’s 600-hp outboards (available in either triple or quad configurations).

“The V-46 has simply been a smash hit,” says Viking Vice President of Sales Mark Waldron. “We expected it to do very well, but the enthusiasm and the demand for the boat has been through the roof.”

The order book also includes a number of V-46s with gap or marlin towers. Hull No. 4 was the first with a gap tower. This V-46 boasts a Snow White gelcoat, faux teak transom and toe rail, a Seakeeper 6, helm air-conditioning and a host of other enhancements and accessories to complement the beautifully crafted custom polished anodized aluminum structure from Palm Beach Towers, a Viking subsidiary. Hull No. 7, which was being completed at press time, will be the first V-46 with a marlin tower.

“It’s a very exciting time because there are so many ‘firsts,’” says Mark. “It seems like every boat on the line has a new feature or aspect that’s worth talking about.”

EVOLUTION

The V-46 has been so successful because it delivers on its overall intended design purpose, which is to provide the same quality, fishability, performance and other qualities of the V-33, V-37 and V-41 but in a larger platform. The hull length grew by six feet over the V-41 and the beam increased 21 inches. “The additional length and beam allowed us to achieve the accommodations that our customers were looking for with the added amenities of a full head with shower, air conditioning, a dinette, bunk space and a nice-sized galley,” says Viking Design Manager David Wilson. “You gain all of this but still have the 360-degree walk-around fishability of a center console and the same great design features and benefits of our first three models.”

DESIGN/PERFORMANCE

The V-46 utilizes the same patented Michael Peters Yacht Design (MPYD) double-stepped hull as the V-33, V-37 and V-41. From the very first sea trial of hull No. 1, the Valhalla design team knew they had a winner. The boat displayed better-than-expected speed, excellent maneuverability, impeccable visibility and an incredible ride in rough water. “We have a new name for the 46 – The Beast – because it’s such an incredible sea boat,” Pat Healey proclaimed after the VIP Boat Show where the V-46 conquered countless sea trials in nasty conditions.





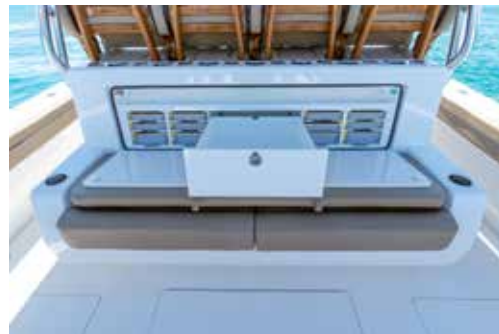
ON DECK

The V-46's deck layout is clean, streamlined and maximizes freedom of movement, with easy access to all areas and equipment. She can be set up for any type of fishing depending on your geographic region. Live-baiters can choose from either a single 120-gallon live well or optional dual 54-gallon units. Both are available with an Aristo Blue interior, clear lid, front window and light. Inlet and discharge fittings are located in the cockpit corners for additional on-deck live well capacity. Plus, an in-deck live well is available in lieu of the Seakeeper, and the forward section of the lounge seating can also serve as a live well.

The V-46 was designed and engineered with a mounting structure molded into the vessel's resin-infused structural stringer

grid for the installation of an available Seakeeper 6. The installation stands out as an example of the high level of our in-house engineering. The gyro is easily accessed and protected by a dedicated hatch on centerline forward of the lazarette.

The deck has five insulated fish boxes, each equipped with macerator pumps and plumbed for overboard drainage. There are six standard Gemlux rod holders in the cockpit coaming, but you can add as many as you like. The hardtop looks like it came straight from one of our Viking convertibles, complete with available carbon fiber outriggers, Miya Epoch US-6 electric teaser reels, a molded-in overhead electronics pod as well as a molded-in radar pod.





Clockwise from bottom left: The V-46's clean, streamlined helm layout and wraparound windshield with custom fiberglass frame; the 13' 4" beam provides girth for a huge console and two rows of seating, including a four-chair second row; the available joystick is hidden in the starboard glovebox; the larger glovebox holds VHF radio mics, USB outlets, fuel transfer switches and control knobs for the sea chest system; convenient insulated in-deck drink boxes are located between the seating modules.

HELM

The hardtop also provides shade and protection over the console, helm seating modules and the forward lounge, which are all elevated on a 7-inch-high platform for excellent visibility. The console and helm design are second-to-none; the many radiused corners, smooth edges and delicate contours are testament to the superior workmanship and skill level of our shipwrights and the ability of our designers to balance form and function. The helm's black acrylic panel, which is home to three large flush-mounted electronics displays, sits inside a recessed area surrounded by a molded-in fiberglass visor. Stainless steel cupholders are nested flush in shapely concave recessed areas; a row of flush-mounted Bocatech switches (with backlit

labeling) lines the lower dash; and the port and starboard gloveboxes are seamlessly integrated into the module. The centerline helm pod is available in teak or faux teak, and the owner can choose from various Edson steering wheels with power knobs (including stainless steel and carbon fiber). Hidden in the face of the forward seating module is a clever fold-down step platform that's available for the driver if needed. It all adds up to a clean, free-flowing design that's aesthetically pleasing, highly functional and coveted by our competitors.

SEATING

For long-range fishing or cruising, the importance of comfort on the ride to and from your destination cannot be underestimated. With a beam of 13 feet,

4 inches, the V-46 possesses the deck space for a game-changing amount of seating that will have everyone sitting pretty. Starting at the bow, you have port and starboard forward seats with available Release Marine teak backrests. A forward lounge integrated into the console features folding armrests and a comforting leg-elevating design. There's also a two-person seat molded into the lounge's forward section.

As standard, we offer Costa Marine bench seating at the helm with optional Release Marine or Llebroc seating consisting of three chairs with individual armrests, folding bolsters and electric slides. In addition to the three forward helm chairs, the Valhalla 46 features a second row of seating with four

chairs, which are elevated another 3 inches in a stadium-style configuration. Fore/aft electric slides, integrated footrests, recessed cupholders, and available air conditioning make the ride even more enjoyable. The V-46 also offers the aft-facing mezzanine seating that has been so popular on the first three V Series models. Three to four more guests can sit here, and overall seating capacity can be maximized with the addition of fold-down GG Schmitt transom seats in each cockpit corner.

ACCOMMODATIONS

The Valhalla's interior amenities are built in-house in departments such as the Mill and the Machine and Metal Shops. You enter an entirely different world once you step down into the cabin -- an air-conditioned private retreat with dinette seating, a drop-down pedestal table that converts to a queen berth and an available 32" HD TV. Aft, the galley features all of the conveniences you'll need to store and prepare food and beverages for a hungry family or fishing team. The galley features a polished Corian countertop, stainless steel sink, brushed nickel and chrome faucet, two-burner recessed stove, refrigerator/freezer, microwave oven and cabinet storage. Directly aft of the galley is the private head with a molded-in vanity with freshwater sink and faucet, head and shower.



MACHINERY ROOM

The V-46's walk-in machinery room stands out as a ground-breaking engineering and design development in the center console market, keeping mechanical and electrical systems protected in one well-lit, easily accessible location. The 9 kW generator (and its fuel tank), batteries and switches, battery chargers, water heater, Delta-T ventilation and Sea-Fire fire suppression systems and speaker amplifiers are among the vital components housed in this large, well-lit space that has all of the qualities of a Viking engineroom.

DEALERS/SUBSIDIARIES

One of the key benefits of owning a V-46 or any other Valhalla model is that you have the same resources at your disposal as Viking customers, including the subsidiaries of Atlantic Marine Electronics and Palm Beach Towers. These two Viking subsidiaries contribute to our ability to personalize our V Series center consoles. They also heighten overall quality control and help us deliver Valhallas turn-key ready. VBW is also served by the same world-class dealer network as Viking. Many of these dealers have been with Viking for over 20 years.



The cabin's inviting accommodations and the much-revered machinery room.



POWER SURGE



V-46 NOW OFFERED WITH MERCURY'S 600-HP VERADOS

The world's best big center console has gotten even better. Valhalla Boatworks (VBW) is now offering Mercury's new game-changing 7.6-liter V12 600-hp Verado outboards on the Valhalla 46, the newly introduced flagship of the V Series.

"We're extremely excited," says Viking President and CEO Pat Healey. "This is truly an incredible engine, with groundbreaking performance and the kind of innovation we've come to expect from Mercury. They continue to impress us, not only with their products but with their support and attention to detail. Valhalla and Mercury make a great team, and we anticipate our partnership to grow even stronger with this historic new product."

Mercury introduced the engine, which is the most powerful outboard it has ever developed, through social media in February on the heels of a two-day global press event at the manufacturer's Lake X testing site in Florida. Hull No. 2 of the Valhalla 46 – powered with four of the new

Verados – was one of six boats from different manufacturers chosen to showcase the new powerplants, which feature a number of innovative outboard and boat-control features and technology. Highlights include a naturally aspirated, large displacement, quad-cam powerhead; steerable gearcase with contra-rotating dual propellers, two-speed automatic transmission; enhanced digital controls and joystick; and easier maintenance with an innovative top cowl service hood.

STEERABLE GEARCASE

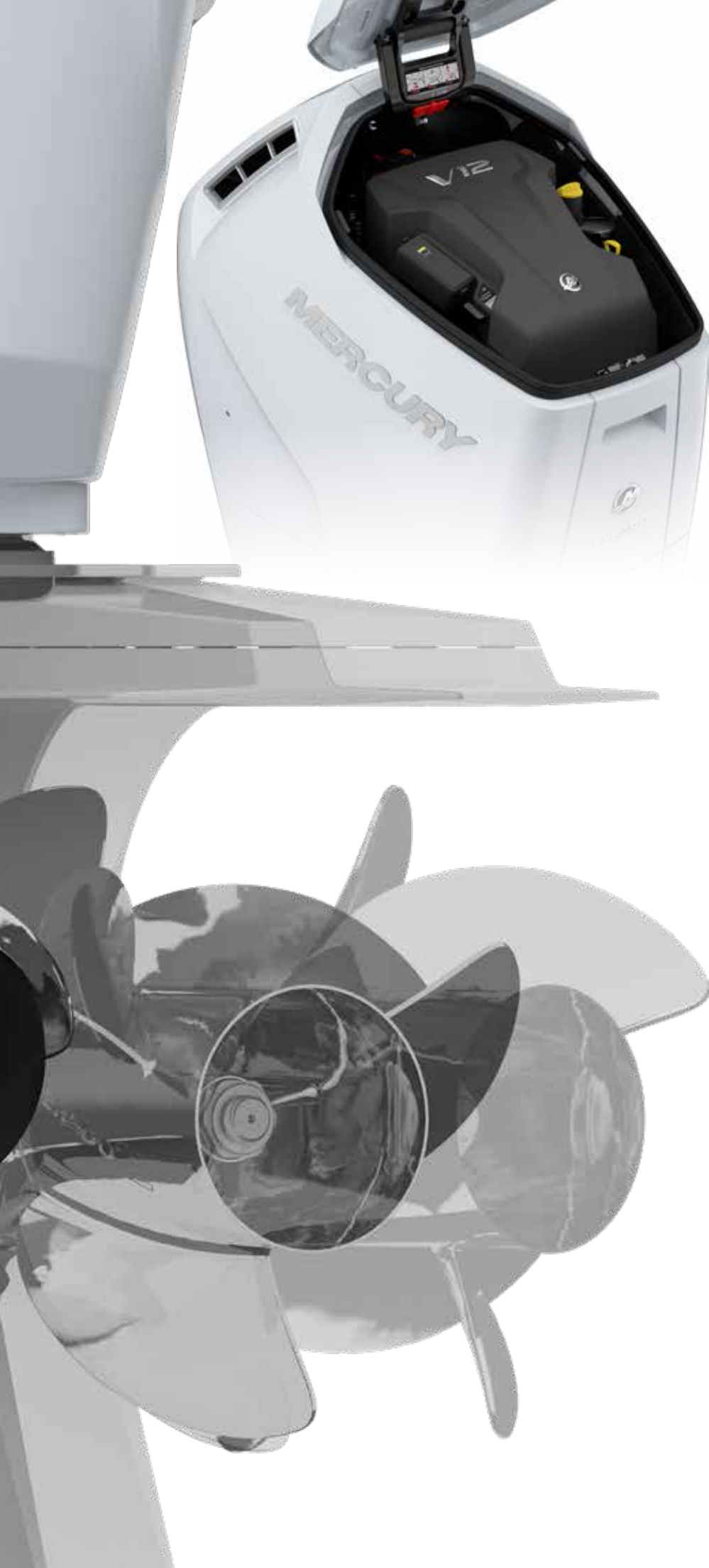
Mercury's Travis Hayes, who has been working with VBW as its designated applications engineer from the onset of the VBW project, was on board the Valhalla 46 during the press event to answer technical questions and outline the various operating and maintenance benefits of the V12 Verado. For instance, he explained the engine is capable of operating for 200 hours before requiring routine service, including oil changes, and basic maintenance can be done through the top cowl service hood

while the boat is in the water. The entire cowl doesn't need to be removed for more in-depth service until 1,000 hours.

Another unique trait of the new Mercury is its steering system. "The steering occurs underwater, using a steerable gearcase that pivots the contra rotating props to the right and left," says Travis. "The entire engine remains static, with the gearcase being the only component that moves. The driver can easily monitor the gearcase position or rudder angle via the Mercury engine display at the helm." Advantages include the elimination of a boat-mounted steering system and enhanced handling and maneuverability (especially in joystick mode). "The gearcase can pivot up to 45 degrees under joystick operation, which provides more authority to effectively maneuver a large boat like the V-46," says Travis. "And with the static engine position, the boat's center of gravity is maintained for even better control."







SILKY SMOOTH

Captain Ryan Higgins was eager to unleash the 2,400-hp V-46 to showcase its performance for the media. He conducted more than a dozen sea trials over two days, pinning the throttles for each journalist so they could experience the hold-on-tight hole shot and surging acceleration at high cruise speeds. The powerful V12 engines and the V-46's patented double-stepped hull proved to be a winning combination as the boat gripped the water while carving out tight high-speed turns at 50-plus mph. The former Viking demo captain also made it a point to simulate backing down hard on a fish to show the strong "bite" and quick maneuverability of Mercury's steerable gearcase system and contra-rotating propellers. Ryan, who is the Southeast Sales Manager for Viking and Valhalla, was also keen on the Mercury Joystick Piloting for Outboards system and the Next Gen Digital Throttle & Shift (DTS) installed on the V-46. "Whether you're in joystick mode, backing down or coming out of the hole, the shifting and overall operation is silky smooth, and the layout of the DTS is intuitive and easy to use," says Ryan.

Ryan and Travis intentionally ran the V-46 with three and two engines to illustrate the power of the V12s. "These engines like to work," says Travis. "They've risen to the challenge with every test we've thrown at them." With one engine tilted up, the V-46 ran well over 60 mph; and with only two engines in use she easily maintained planing speed.

OUR TURN

A few days after the press event, a team from Valhalla Boatworks along with members of our dealer network journeyed to Lake X to get their turn at the wheel.

"Coming from such a high-performance boat background, this package puts a smile on my face and is absolutely a blast to experience regardless if you are at the wheel or along for the ride," says Bluewater Yacht Sales Partner Earle Hall, who along with his brother Chris used to race hydroplanes. "The synergy of innovation between Valhalla and Mercury is immediately obvious as the boat comes on plane. The triple engine package will be ideal for Bluewater's market."

Mercury's Senior Director of Sales, Ross Stewart, gave a thorough presentation to VBW staff and dealers, explaining the many innovations and features of the V12, and then the VBW team was treated to a drone light show. The V-46 made a dramatic appearance as the Valhalla name lit up (one letter at a time) the night sky. After the show, Pat Healey was asked to say a few words. "What an unveiling," Pat said to the group. "I have never seen anything quite like that in all my years in the industry – and I've been doing this for a very long time. Well done, guys. Well done not only on the evening and the show, but the engine that got us here."

SPECIFICATION HIGHLIGHTS

V-46

Length, hull

46' 7" (14.2 meters)

Length, with engines down

49' 8" (15.1 meters)

Beam, overall (B.O.A.)

13' 4" (4.1 meters)

Height

**Waterline to open array radar,
half load**

11' 6" (3.5 meters)

Draft

Engines up, full load

2' 8" (0.8 meters)

Engines down, full load

3' 6" (1.1 meters)

Weight**Half load**

27,217 pounds (12,345 kilograms)

Full load

29,731 pounds (13,486 kilograms)

(1) Weight with

Quad 450 hp engines

(2) Half Load, 50% liquids

Full Load, 100% liquids

no passengers, gear or tower

Deadrise (at transom)

24.0°

Fuel capacity

694 gallons (2,627 liters)

Water capacity

70 gallons (265 liters)

Holding tank capacity

17 gallons (64 liters)

Max engine HP

2400 hp

Live well (transom)

(2) 54 gallons each

LEARN MORE
ABOUT THE
V-46 WITH THIS
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THE BOTTOM LINE

After a spectacular world premiere, the new flagship of the V Series has clearly taken control of the 45-plus-foot center console market.



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VIKING MULLICA EXPANSION

More Space Coming For Flourishing Valhalla Boatworks

The rapid growth of Valhalla Boatworks has prompted a two-part expansion at Viking Mullica, the dedicated manufacturing plant for the V Series center consoles. Viking Mullica is comprised of three manufacturing buildings nested on six acres in the Pinelands of New Jersey, just 11 miles from the mothership facility in New Gretna. Its 200-plus-strong workforce currently operates out of 88,000 square feet of manufacturing space. The two projects will add another 12,000 square feet to that footprint, increasing boatbuilding efficiency, capacity and output.

To say that Valhalla Boatworks is thriving would be a drastic understatement, with sales approaching 300 boats since the V-33, V-37 and V-41 were announced at the Viking VIP Preview in February 2019. With the addition of the Valhalla 46 to the fleet last summer, production of Vikings from 38 to 46 feet was moved to New Gretna and the Viking Mullica expansion projects were set into motion.

The first project will add 6,000 square feet to the Fiberglass Department (Viglass) with

the addition of a structure that physically connects Buildings 2 and 3, creating one contiguous manufacturing area. “This infill is an expansion of our hull, stringer and egg crate area,” says Viking General Manager John Leek IV. “The additional square footage will allow us to better organize the manufacturing space for increased efficiency. More space and better organization will improve our workflow. Included in the egg crate area is more room to prep and install fuel tanks, internal bulkheads and other components after each hull is pulled from its mold.

Completion of this project is scheduled for August. The second expansion, set to commence in October, consists of constructing a 6,000-square-foot, two-story addition that will extend the backside of Building 1. “Since we will be utilizing two floors, we’re effectively doubling the square footage,” says John.

Like the first project, Building 1’s expansion will have organizational benefits for increased building efficiency, but it will also boost the overall workload and

manufacturing output. “The addition will give us the space we need to produce certain fiberglass parts (hatch lids and doors) that are built in New Gretna utilizing Light Resin Transfer Molding,” says John. “Right now, we simply don’t have the floor space.” LRTM is a closed-mold process that produces a strong, light and efficiently built parts with an excellent cosmetic finish. The small fiberglass parts that are currently built at Viking Mullica, including live wells, dive doors and various storage boxes, will be moved to the first floor of the new building.

Both additions will be fully equipped for modern boatbuilding, with heat, sprinkler systems, air and vacuum lines and overhead electric hoists where needed.

To date, Viking Mullica has built a total of 150 V Series center consoles and is on schedule to build 90 boats this fiscal year, and 95 next year. “They’ve done a tremendous job,” says Viking President and CEO Pat Healey. “Led by an outstanding group of managers, we have a outstanding team at Viking Mullica committed to building a better boat every day.”

VALHALLA

Fast Facts

Number of Buildings: 3

Manufacturing Acreage: 6

Total Square Footage: 88,000 square feet

Expansion Project: 12,000 square feet

Number of Boatbuilders: 205

Number of Valhallas Built to Date: 150

Expansion I completion: August, 2021

Additional Square Footage: 6,000

Purpose: Increase Viglass volume, efficiencies

Expansion II: Completion (projected): Winter 2021

Additional Square Footage: 6,000

Purpose: LRTM parts production, efficiencies



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SHIMANO



FORT LAUDERDALE INTERNATIONAL BOAT SHOW

Showstopper

The 62nd Annual Fort Lauderdale International Boat Show is taking place Wednesday, October 27 through Sunday, October 31, 2021.

Viking Yachts will again be the showstopper at one of the largest yachting events in the world. Located on D-Dock at Bahia Mar's marina, the Viking 64 Convertible will make its world debut. This stunner will turn heads as the newest model in the lineup. The 54 Sport Coupe will also premiere in Fort Lauderdale. The 54 SC is the largest express-style yacht Viking has ever built.

A fleet of Valhalla Boatworks high-performance center consoles will join the D-Dock party. The full V Series will be represented from a V-33 to a V-46. Informa, the show organizer, and Viking staff will ensure safe practices are followed throughout the event.



Hours

Wednesday, October 27
12PM – 7PM

**Thursday, October 28 –
Saturday, October 30**
10AM – 7PM

Sunday, October 31
10AM – 6PM

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THE BITE IS ON

Nothing better than late-summer white marlin fishing off Cape May.





DESTINATION **CAPE MAY, NEW JERSEY**

Red Hot White Marlin Action

If you're from New Jersey, you know it as Exit 0 on the Garden State Parkway. Which is how most of Joisey people navigate the state. The rest of the world refers to it as Cape May, the nation's oldest seashore resort. Designated a National Historic Landmark, Cape May offers a history that's a mirror of its own architecture where Victorian-era houses and hotels can be found throughout this quaint city. Rows of pastel-painted structures with open-air porches and intricate gingerbread trim line the narrow streets of the Historic District. Well known for its beautiful beaches, cultural and historical sights, boutiques and

excellent restaurants, Cape May is a popular vacation destination.

The Garden State's southern-most point has also become the place to be for a white marlin bite that's hard to beat in late summer. Here, you're centrally located to prime white marlin habitat as no less than eleven canyons are within 125 miles of Cape May from the east wall of the Hudson Canyon to the north, down the line to Norfolk Canyon to the south, and on out to 1000 fathom line.

The entrance to Cape May Harbor is safe and easily navigated via Cape May Inlet, sometimes referred to as Cold

Spring Inlet on navigation charts. Home to one of the largest commercial fishing fleets on the east coast, the inlet is wide and deep with long jetties on each side to accommodate large vessels and pleasure craft side by side simultaneously. Once inside the harbor Canyon Club Resort Marina and South Jersey Marina both offer a long list of amenities and services including well-stocked ship's stores offering sundries, boating supplies, bait and tackle for those planning extended stays. Should haul out be required Canyon Club Resort Marina offers a full line of service and repair capabilities including Travelift capacity to 80 tons.



Q&A with Pat Healey

THE MIDATLANTIC

Q: Describe the significant role the MidAtlantic has played in the evolution of sportfishing?

PAT: The MidAtlantic and the Weber family have made an incredible impact on the sportfishing industry over the last 30 years. Dick Weber is a true pioneer – the MidAtlantic was the first marlin and tuna tournament with over 100 boats, and the first tournament with a \$1 million purse. But his influence has gone far beyond prize money. Dick had many other innovative ideas, liking using a large circus-size tent as the tournament's center of activity. He was the first to invite vendors, and he created a level of hospitality, camaraderie and fellowship that no one had seen before. Now all tournaments are fashioned after the MidAtlantic.

Q: What has the MidAtlantic meant to you?

PAT: It's very special. First of all, it's held in our backyard. I grew up in Cape May. The marlin fishing is as good as it gets, and Dick and his son Rick have created a very special place for offshore fishermen with a great atmosphere and terrific people. You have the opportunity to catch white marlin, blue marlin and tuna, but it's also a great event to meet all the participants and boat owners – old and new – on the dock every night. People from around the world come to fish the MidAtlantic.

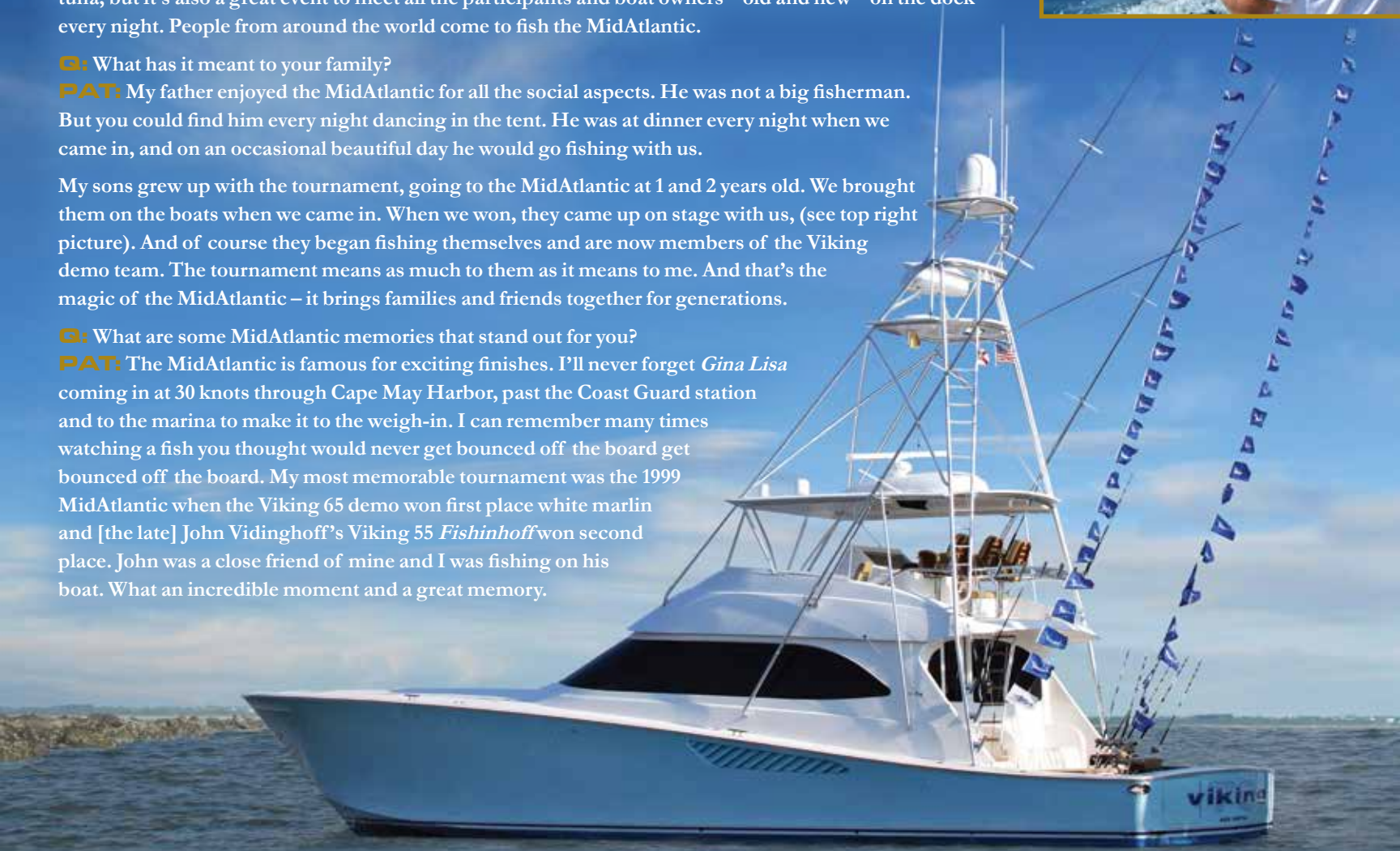
Q: What has it meant to your family?

PAT: My father enjoyed the MidAtlantic for all the social aspects. He was not a big fisherman. But you could find him every night dancing in the tent. He was at dinner every night when we came in, and on an occasional beautiful day he would go fishing with us.

My sons grew up with the tournament, going to the MidAtlantic at 1 and 2 years old. We brought them on the boats when we came in. When we won, they came up on stage with us, (see top right picture). And of course they began fishing themselves and are now members of the Viking demo team. The tournament means as much to them as it means to me. And that's the magic of the MidAtlantic – it brings families and friends together for generations.

Q: What are some MidAtlantic memories that stand out for you?

PAT: The MidAtlantic is famous for exciting finishes. I'll never forget *Gina Lisa* coming in at 30 knots through Cape May Harbor, past the Coast Guard station and to the marina to make it to the weigh-in. I can remember many times watching a fish you thought would never get bounced off the board get bounced off the board. My most memorable tournament was the 1999 MidAtlantic when the Viking 65 demo won first place white marlin and [the late] John Vidinghoff's Viking 55 *Fishinhoff* won second place. John was a close friend of mine and I was fishing on his boat. What an incredible moment and a great memory.



THE MIDATLANTIC TURNS 30!

This year marks the 30th anniversary of the first billfish tournament in the world to break the million-dollar cash purse barrier. The 2021 MidAtlantic is set for August 15-20 and always attracts the best in the business of catching white marlin, blue marlin and tuna along the entire east coast. Canyon Club Resort Marina in Cape May, New Jersey and Sunset Marina in Ocean City, Maryland will again be the place to be as the billfish bite kicks into high gear off the mid-Atlantic coast. Last year a field of 183 boats battled for a tournament record purse of over \$4 million and 11 winners received payouts in the six-figure range including four receiving over a half-million dollars and two over a quarter-million dollars! Make plans to be part of what's sure to be a very special event this year as it celebrates three decades of "Competition, Opportunity and Camaraderie." For more information visit themidatlantic.com.

“EPIC BITE DAYS”

The offshore season gets underway around Memorial Day weekend as mako sharks and bluefin tuna begin to show along the 30 fathom line and beyond. Yellowfin and big eye tuna start to appear in the canyons by mid-June and by July 4th look for blue marlin, dolphin and wahoo begin to show in the same areas as the tuna. The first white marlin are usually caught by mid-July and the fishery improves steadily throughout the summer peaking from late August to early September. Late September/October brings swordfish where daytime fishing can produce multiple shots while true albacore often show up as well for those still seeking tuna.



Captain Nick Eubank runs the *Double Barrel*, a Viking 92 that's based in Delray Beach, Florida and travels the islands and East Coast but spends a good portion

of the summer in Cape May each year. “We’re generally there from the middle of July through September,” he said, adding

later in the season is best for white marlin. “It seems like we’re getting more of those epic bite days in September. More guys are fishing here later in the season than we’ve seen before because the bite is that good,” says Nick, noting his best day trip was a blue marlin and 13 whites; while on an overnigher, the crew went 18-25 on whites. Nick prefers to fish the three days before the full moon and says the abundance of bait plays a big factor in why white marlin get stacked up in the area. “We’ve had great fishing 60 miles offshore. There’s so much bait around. We’ve had a couple seasons where we’re fishing in 50 fathoms and we could see the white marlin chasing squid. That keeps us coming back.” Plus, the numbers are incredible. “Guys are catching 200 white marlin in a relatively short season.”

For three decades captain Keith Greenberg has chased white marlin from Cape May each summer spending the past 12 years on the bridge of the *Krazy Salt’s*, currently a Viking 80, which splits the year between

Palm Beach and Cape May. “We get there by the end of June but the best bite is in late August through mid-September when a good body of fish typically show up,” he says, while adding his thoughts on moon phase. “You always like to think it’s going to be good coming up on the moon, but more importantly you need guys out there covering ground to find them. That’s why coming off the MidAtlantic tournament is always a good time to fish because a lot of boats are out there,” he said. “Even days we don’t find the fish, they’re offshore somewhere, we just need to go find ‘em,” says Keith, adding a good network is as important as the weather, water and bait. “They come there to feed before they take off in the fall and can be spread out in several canyons. I recall seasons where we didn’t catch a white marlin inside 500 fathoms,” he says. On his best trip the crew released “somewhere in the 40s” on an overnigher. Keith also likes the centralized location of Cape May as well. “We can fish anywhere from the Hudson Canyon to practically Oregon Inlet from there.”



Above, the Viking 92 *Double Barrel* stands proud with a full rigger of flags.

Right, the Viking demo headed to the MidAtlantic weigh station.





“We’ve had some great trips in July,” says captain Jon Brooks of the *Ditch Digger*, a Viking 72, which he’s run for the past eight years.

“A couple years back on a

July trip we caught a dozen one morning in four hours before noon at the tip of the Lindenkohl,” adding he left them biting that day. “However, I think the best fishing is no doubt the first two weeks of September. When those islands of grass move into the deep of the Wilmington, Baltimore and Poor Man’s the areas along the 1000 fathom line can be really good,” says Jon, adding he too likes the days leading up to the moon. “The blue marlin are in there as well, sometimes as early as Memorial Day weekend. We’ve caught them while tuna fishing. We’ve had a two-blue-marlin day each of the last two seasons.” But it’s the numbers of white marlin that gets Jon fired up. “Our best day trip over the past 10 years was 19 and we put PSAT tags in 11 of them.”

CONSERVATION KEY

So what’s behind this resurgence of white marlin? Is it a result of increased federal size limits, use of circle hooks, better conservation/release practices by recreational anglers, better recruitment years? Or are recreational anglers just becoming better at catching them?

Dr. John Graves, Professor of Marine Science at the Virginia Institute of Marine Science has been studying white marlin, among other billfish, for over 25 years and has served as Chair of the US ICAAT Advisory Committee for nearly as long. Part of his research includes examining billfish brought to the scales at selected tournaments. John is quick to note the white marlin off the mid-Atlantic coast don’t come in to breed but rather to feed on the massive schools of bait, particularly squid and bullet tuna. Over the years he and his staff have also placed well over 130 pop-up satellite archival tags (PSAT’s) in white marlin to help study post-release mortality of the species.

John’s research supports the resurgence of white marlin and also reveals some other interesting facts. “Based on our results

More Than Just Fishing

Cape May has long been known as a top choice for boaters given its accessibility, beauty, culinary delights, historic charm and fishability. The pelagic crowd refers to it as New Jersey’s Sportfish Capital but Cape May is no longer just a summer beach get away, it has become a much sought after destination.

Gingerbread trim, gables, turrets and gardens line the streets of Cape May. It has the second highest concentration of this iconic Victorian style home – San Francisco clocks in at No. 1. Many of the homes are residential or private but The Emlen Physick Estate is the perfect starting point for a tour of Cape May’s architecture. Built in 1879 and restored during the 80’s, the 18-room mansion is open for tours. Another must-see home is The Pink House with the fanciest porch trim in town.

Cape May National Golf Club is one of the most natural golf courses ever built. Dubbed The Natural, the course surrounds a 50-acre private bird sanctuary and has no houses, it’s just pure golf at a championship level. The course offers terrific views and challenging play for golfers at every skill level.

Lighthouse lovers can climb 199 of the original cast iron steps to the top of the 1859 Cape May Lighthouse and take in the staggering view of the Atlantic Ocean and Delaware Bay. If heights aren’t your thing, visit the nearby Oil House visitors center.



Cape May is booming with wineries, breweries and distilleries – perfect for day sipping. Stunning grounds, entertainment and educational offerings add to the experience. And with names like Slack Tide Brewing, Nauti Spirits Distillery and Willow Creek Winery and Farm you are sure to find one that fits your palate.

Kids onboard? Don’t miss the Cape May County Zoo. A quick car ride north will take you to this gem of a menagerie. The free, year-round attraction is home to a collection of over 550 animals representing 250 species in 85 acres of exhibits. More than just a wide variety of animals in their natural habitats, the zoo is complete with parks, picnic areas, ponds and playgrounds.

that showed a high post-release survival of white marlin and blue marlin released from longline gear, in 2000 ICCAT adopted a management measure requiring the release of live blue marlin and white marlin caught on longlines. This decreased landings by two-thirds which is a significant reduction in Atlantic-wide fishing mortality,” he noted, adding closed areas created by the National Marine Fisheries Service off the U.S. Atlantic and Gulf coasts to reduce catches of juvenile swordfish put many coastal longline vessels out of business resulting in fewer hooks in the water and thus fewer interactions with billfish.

The use of circle hooks by recreational anglers has played a big part in limiting post release mortality. While required for use with natural bait in billfish tournaments for several years, many crews now use them exclusively to keep their teams sharp for when tournament season rolls around. “The difference in post-release mortality between J hooks and circle hooks for white marlin is huge,” John says. “We’ve deployed a lot of PSATs and we’ve shown that hook type has a huge impact on post-release survival, especially for white marlin. J hook post-release mortality is around 35 percent while circle hook post-release mortality is less than 2 percent.”

SKILL, SPEED, TECHNOLOGY

Other factors have helped boost the numbers as well. “There’s no comparison between the fishing today compared to 15 years ago,” says Keith. “I remember catching 30-40 in a season and you’d be high hook. Without question there weren’t as many white marlin around then but we weren’t fishing as well back then either. We also don’t kill nearly as many we release today and that helps, too.”

Technology has played a role as well. It wasn’t until the late 80’s that crews started looking at sea surface temperature charts. Before that the only information you had was from other boats. Today, boats are better equipped with regard to electronics and tackle. Techniques are constantly improving too.”

Jon said the design, performance and fuel capacity of today’s vessels has helped a lot with the increase of white marlin caught. “In 1989 we had 21 bites on 40 fathoms for the season. We didn’t see a double-digit day until the late ‘90’s! The last 15 years so much has changed. Today, I have a 72-foot Viking with 600 miles of range, so I can run 200 miles in each direction. If Keith’s catching them 40 miles up the line we can run there



The Viking 62 Big Oil's 77-pound white marlin was the second heaviest at last year's MidAtlantic.

and still get in on a bite.” While the advent and constant improvement in dredges has been a game changer, so has the tackle. “I can put 800 yards of braid on a BFC 20 and 200 yards of mono. Nearly anything that swims, once you hook it, if you take your time you can catch it,” he says.

In late summer last year NMFS issued notice that the 250 fish kill limit of Atlantic billfish (which includes white marlin, blue marlin and roundscale spearfish) had been reached and mandated release-only fishing for the remainder of the year. While that order was later rescinded citing an accounting error, it did raise awareness about the issue. “What

Polarizer, a Viking 62, tags a fish for conservation efforts.



we saw in 2020 was in my estimation exactly what a rebuilding stock of white marlin would look like,” says Rick Weber, president of South Jersey Tournaments and the prestigious MidAtlantic tournament. “We were fishing by the same rules last year we have for the past decade. The same rule set that kept us below 250 fish suddenly failed,” says Rick, noting tournaments, including his event, need to adapt accordingly. “All events should be looking at what they can do to reduce numbers of non-qualifying fish weighed during their respective events.” Rick then added he will include a length/weight minimum for The MidAtlantic this year. “Our data of white marlin weighed over the past 10 years indicates we haven’t had a fish place in the top three spots that was under 69 inches. For 2021 we will implement a 69-inch minimum length but will continue our 65-pound minimum weight.”

NEVER BETTER

A lot has changed over the past year in many ways around the world and with crews looking for a spot close to “home” that offers excellent white marlin fishing in an area with amenities for young and old, Cape May is the place to be. “I’ll take a dozen white marlin bites fishing out of Cape May over just about anywhere in the world because I’m home,” says Jon. “It’s nice to do it with friends and sleep in your own bed at night. There’s a lot to be said for that.” 🐟

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Day Tripping

Cape May has so much to offer and there is no better way to visit than by boat. Located approximately halfway between New York and Annapolis, Cape May’s safe and easily accessed all-weather harbor is a welcomed sanctuary for those cruising in. The harbor itself is situated at the intersection of the Intracoastal Waterway, Cape May Inlet and Delaware Canal. A 641-foot Loran tower just north of the Inlet provides an excellent visual cue. The east, or ocean side, of the harbor is dominated by the Coast Guard Training Center while commercial fisheries, a cannery and several marinas occupy the western bank.

Two premier facilities, The Canyon Club Marina, just north of the mouth of the canal, and South Jersey Marina, inside the harbor on Schellenger Creek, serve as the hosts to a busy sportfishing tournament schedule. The season’s most prestigious event, The MidAtlantic is among the sport’s richest tournaments with total prize money over \$4 million in 2020.

Although Cape May is a popular destination itself, there are many great day and weekend trips that can be made from this home base. To the

north, the kids will love a journey to America’s Favorite Playground, Ocean City. With 2.5 miles of a family friendly boardwalk sprinkled with amusement parks, boutiques and shops, miniature golf and treats like pizza, funnel cake, caramel corn and taffy, it’s easy to spend a day just exploring the boards!

The grownup crowd can travel further north to the east coast’s answer to Las Vegas. Atlantic City, although known for its glitz and gaming, has become a hot spot in the restaurant scene. Dozens of celebrity chefs have opened eateries with foodies clamoring for a table. Destination spas are also peppered throughout the city with first class amenities and services.

Head south from Cape May and stop in quaint Lewes, Delaware, for lunch. Within a half-square mile you can walk the historic district with distinctive homes as well as the town center filled with shops and restaurants. A little further south and you are in the other Ocean City, the one in Maryland. White marlin fishing and golfing, beaches and boardwalks, beach concerts and movies as well as some of the best happy hours on the water are just a few of the things you can enjoy here.

**The beaches of Ocean
City, Maryland, are
just a short trip from
The Canyon Club
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MAGENTA MAGIC

The Valhalla 37 *Jenny B* greets the morning light.







C A M B R I A



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Unrivalled Megayacht Luxury and Viking Engineering



Building a better boat every day is our mantra, and this commitment to push the envelope of design, engineering and luxury flows through our motor yachts. Viking offers three world-class cruising vessels: the 93 MY, 82 MY and 75 MY.

Built at our state-of-the-art facility in New Gretna, New Jersey, our motor yachts are backed by our legendary customer service and industry-best dealer network. When you take ownership of a Viking, the entire 1,500-strong Viking workforce stands behind you, ensuring an ownership experience that will be thoroughly enjoyable and satisfying. We've built nearly 500 yachts in our 57-year history, and we're proud of every one.

"You simply can't compete with the overall quality of a Viking motor yacht," says Viking Vice President of Sales Mark Waldron. "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 hold a significant advantage in every area."

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 when the weather takes an unexpected turn. Seakeeper gyro stabilizers and Side-Power Vector Fin stabilizer systems bring great stability and ride comfort to the 75 MY, 82 MY and 93 MY. Joystick steering control technology makes low-speed maneuvering and docking simple and stress free.

The development of the Viking motor yacht fleet required years and millions of dollars of research and design. It takes over a year to build a Viking motor yacht as we infuse our deep experience and scope of knowledge into every stage of the build. They're constructed with balsa-cored resin-infused hulls, main decks, structural bulkheads and fuel tanks. The resin infusion process allows us to build these structures with the most efficient use of resin and fiberglass to ensure the best 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.

The Viking 75 MY stands out as the finest motor yacht from 70 to 80 feet in the industry, with an unrivaled combination of megayacht-level luxury and Viking engineering, performance and construction quality. With four guest and two crew staterooms, the 75 MY has ample room and comfortable accommodations for everyone. And powered by twin 1945MHP MTUs, she possesses the speed (34-knot top end) for quick getaways with family and friends to the Bahamas, the Keys, the Caribbean and other delightful cruising retreats. The 75 MY features a hydraulically powered swim platform (with available teak) that provides easy access to the water for swimming and diving; it also functions as convenient home for a small tender. Twin outboard staircases lead to an aft deck with a U-shaped lounge (with available air-conditioning in the seat backs) and table and an optional 40-inch drop-down HD TV. The enclosed bridge aft deck, another splendid outdoor entertaining area, features ample lounges, a wet bar and an electric grill.

Megayacht luxury and style meet Viking performance and fishability in the 82 Cockpit Motor Yacht. Truly a one-of-a-kind yachtfisher from the company with a pedigree for building the best yachts in the business, the 82 MY is chameleon-like in its ability to excel in whatever manner best satisfies your cruising and fishing wants and desires. Dive for conch, troll for marlin or simply saturate yourself in the tranquility of a sunset at sea. The fine life awaits, and the 82 MY is the perfect platform to make sure you soak up every ounce of it. The key to the 82's ability to meld luxury with fishability is her 150-square-foot cockpit, which is designed and equipped just like a Viking convertible. The cockpit, combined with mezzanine seating (another design feature taken from our convertibles) and an integrated swim platform, also functions nicely as a launching point for a variety of water sports.

The 75 and 82 share the same interior accommodation plan and layout, appointed with four guest staterooms (including a full-beam master) and two crew staterooms. Step into the salon and you're greeted with the warmth of hand-finished walnut joinery and the rich textures of designer fabrics. The inviting space boasts a port-side sofa and two chairs to starboard, a cocktail table, an ice maker, bar cabinet with bottle and glass storage, solid walnut valances, wall-to-wall carpeting, an entertainment center with a 65-inch HD TV and a day head.

These two models are also offered with either an open or enclosed bridge. The enclosed bridge provides a complete control station as well as a luxurious second salon. The open model has been particularly popular with the 82 MY, featuring an expansive upper deck dedicated to outdoor relaxation and entertainment.

At press time, construction of our latest 75 Motor Yacht was being completed. Featuring a Snow White exterior and an enclosed bridge, the yacht will be powered by twin 1945MHP MTU 12V2000 M96L powerplants and feature a high-gloss interior with an open-galley layout. Our most recent 82 Motor Yacht, available through Galati Yacht Sales, has the same power package but features an open bridge.

The 93 MY is a sophisticated and highly advanced luxury yacht, but her appeal can be summed up in one simple sentence: She's the largest-ever yacht from the finest boatbuilder in the world. Her size (24' 4" beam) and beauty beckon with an unbelievable seven staterooms, seven heads and a myriad of indoor and outdoor comfortable gathering areas including two expansive salons and after decks, a country-kitchen style forward galley and bow lounging area. Design, engineering, technology and construction all contribute to the 93's industry-leading performance. The yacht's V-drive configuration allows the twin diesels to be installed farther aft, resulting in the most effective shaft angle to achieve enhanced speed, efficiency and an optimal trim angle for a smooth, dry ride. 



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

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



THE BOTTOM LINE

Viking motor yachts are the ultimate in luxury living on the water in a yacht built to the highest standards in the industry.

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



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**Drew Davala,
Viking's Executive
Vice President**

VIKING STORY

And The Rest Is History



**BY
ALEXIS BURD**

As I worked on the article, my last one for publication in this series, I spent time reflecting on my first impressions of the Viking Yacht Company and my journey over the past eight years. I remember noticing the stark contrast between my expectations and my associations with the word “yacht,” and what I actually saw the moment I pulled into the Viking parking lot.

I recall thinking: how can this humble-looking building be charged with the task of constructing such spectacular vessels? I have since conducted numerous interviews with Viking’s boatbuilders and have

come to realize that, while the yachts are anything but humble, humility is a common strength reflected in the company’s talented shipwrights. This is a group of people, who, while inordinately proud of their work, are just as content letting the boats speak for themselves and take all the glory.

In addition to humility, I have observed other common traits people at Viking possess. These include an unparalleled work ethic, innovative spirit, impressive ingenuity, unwavering loyalty and a willingness to take risks. These last two characteristics impact me the most.

In January 2013, when Viking’s leaders hired me to write the company’s story, I had only been writing full-time for eight months and did not have a portfolio nearly as extensive as the project they asked me to undertake. They hired me anyway. There are countless examples in Viking’s past of key decisions demonstrating loyalty and risk taking, which paid dividends for the company far into the future. As I consider the many stories I’ve heard, it occurs to me that while I’ve been documenting the history of the Viking Yacht Company over the past eight years, I’ve not only written about it, but in some small way lived it and become a part of it.



March 18, 2020
To All Viking Yacht Company Personnel,

The Coronavirus outbreak is of great concern to us, as we know it is to you and everyone around the world. We understand that we face a situation in our country completely unprecedented since the days of World War Two. Following the directives of the federal, state, and local governments, we stand prepared as a company to do our part for our community and for you and your family members to ensure that we endure through this trying time in the healthiest and most responsible way possible.

You have no doubt seen new health policies put in place throughout the facility. These measures are being instituted to safeguard the most important part of our company, our people. It's not the parts, the design, or the engine that builds a better boat everyday; it's men and women, going to work day in and day out, even under trying circumstances; and make no mistake, these will be trying circumstances. These measures and ones we may implement in the future are in place to protect every single person in the Viking Yacht Company and those people closest to them.

With an uncertain economic environment ahead of us, our goal is to keep every one of you healthy and safe, while keeping production running in a safe and responsible manner in order to provide everyone with the steady income needed to sustain themselves and their families through whatever is to come. The situation is changing day-by-day; sometimes hour-by-hour and we are using every resource at our disposal to continue to keep you all healthy and safe and the doors open with production lines running. We will, all of us, have to remain steady and agile in order to see this through.

We are one company and one family. The health of one is dependent on the health of the other. Stay steady, wash your hands, don't touch your face, and follow the company health policies and be responsible in your choices both at work and at home. We will continue to update you as things unfold.

Sincerely,

Patrick J. Healey – President and CEO

Robert Healey Jr – Executive Co-Chairman – Viking Group

virus traveling the globe and what strains are on their way. Gathering data and research helps them make the call on which flu vaccines to buy, when to buy them and how many. Since the purchase is for Viking employees, the quantity of doses is always in the hundreds. What began as protocol Drew conducted annually as a part of the Human Resources Department, quickly developed into much more.

"We conduct viral global tracking every year," says Drew. "We saw

five or maybe six tests a week. So with our very first five tests, we said, 'Let's keep these tests for the person that triggers every CDC symptom: high temperature, body aches and cough.' We had a list. If that person checks all the boxes of the CDC requirement, we're going to use a COVID test."

In March of 2020, New Jersey had no COVID restrictions in place. When a Viking employee showed up for work in early March with symptoms, he ended up at Health Services and took the very first test Viking administered; it was positive.

Despite his systematic preparation over the previous two months, when it showed up in "Viking's backyard" Drew remembers the dread he felt at that moment. He was particularly concerned for the first 30 days following that positive test because he knew how deadly the virus was. It was significantly more potent than the flu which he was used to preparing for. At the time, there was only talk of a vaccine, but no signs of one being developed or how effective it would be.

"We've never lived through a pandemic," Drew explains. "With this virus, there were so many unknowns and misinformation. There was a lack of information coming out of China. We were in a dark tunnel moving forward and couldn't see the light."

UNPARALLELED WORK ETHIC

Viking began spraying the plant every week after that first COVID case was discovered. This included spraying railings, doors, and other surfaces. With the understanding of how easily COVID spread, and that it was airborne, Viking President and CEO Patrick Healey, along with senior management, decided to close both the Mullica and New Gretna factories.

The rest of senior management agreed. John summarizes the consensus at the time: "But we needed to get in there as a team and figure this out together. Zoom wasn't going to help us with that. We needed to keep the lights on."

A skeleton crew of upper management returned to the New Gretna facility one week later. They immediately began researching and making a list of best

what was happening in China with COVID and became really concerned. Then January was red alert. We started making preparations in January and into February on what we needed to do."

Preparations included buying extra masks and extra disinfectant. Drew called a friend in Philadelphia who makes a proprietary bio-disinfectant that lasts for up to 90 days on any surface. Viking bought 55-gallon drums of it. When the first version of COVID testing was approved by the Centers for Disease Control and Prevention (CDC), Drew immediately seized the opportunity to contact Viking's medical suppliers and labs. To protect Viking's over 1,500 employees, he estimated several hundred COVID tests would be needed. After placing the orders, the first tests finally arrived but Viking received nowhere near the requested amount.

"We were getting five tests at a time," says Drew. "They were rationing tests and it was frustrating. We literally would receive only

THE UNKNOWN

"This challenge ranks with the Luxury Tax," Drew Davala Viking's Executive Vice President explains of his experience over the past year managing the pandemic response for the Viking Yacht Company. "I always knew the Luxury Tax would be repealed, we just had to work very hard toward that goal. But COVID-19? We went into the unknown."

Viking CFO John Kasinski had a similar reaction. "This had Luxury Tax and financial collapse written on it," he says. "We just didn't know. During the Luxury Tax a lot of the world kept on rolling. During the financial collapse it was bad but you still had some people that did okay. This? We were like, 'What the heck, the whole world's imploding!'"

Drew was one of the first people at Viking to become aware of COVID-19. He remembers following COVID in December 2019 and into January 2020. Every year, Drew and Viking's Health Services Director Steve Marks have discussions about the flu

Dear Employee:

To mitigate the impact of the Coronavirus (COVID-19), protect the health and safety of our employees and adhere to state and federal guidelines and mandates, the Viking Yacht Company has suspended manufacturing operations for at least 14 days effective Monday, March 23.

Viking has been aggressively following CDC guidelines, implementing procedures to protect its employees, such as disinfecting the facilities throughout the work day, deep cleaning during the evenings, alternating shifts to reduce gatherings over 10 at a time while maintaining social distancing, and providing protective equipment to employees.

However, the discovery over the weekend that one Viking employee has contracted COVID-19 has prompted Viking to implement a plan to temporarily stop production at its New Jersey manufacturing facilities in New Gretna and Mullica. The employee, who is doing well and resting at home, has been in self-quarantine since last Tuesday, March 17, and will remain so through the required 14-day period. The temporary shutdown also affects N.J. operations of the subsidiaries PBT and AME and the Viking Yachting Center, as well as Viking Sport Cruisers/ Princess Yachts America. The Viking Yacht Service Center and Viking Sport Cruisers/Princess Yachts in Florida remain operational.

New Jersey employees will receive their paycheck for last week through direct deposit on Thursday; those without direct deposit can pick up their check at Viking in New Gretna from 8 a.m. to 12 p.m. on Thursday; if you are unable to pick up your check on Thursday it will be mailed on Friday to you.

Employees should know that given yesterday's new developments with the federal government's economic relief plan, referred to as the CARES Act, Viking's goal is to continue paying our employees at their current rates in a normal fashion. Confirmation of the CARE Act's information as it pertains to our ability to maintain employee compensation should be forthcoming in the next few days.

Given these new circumstances, Viking is asking employees to cease from filing for unemployment benefits. Unemployment applications that have already been filed would be cancelled upon the CARE Act's adoption. Viking is confident the plan will move forward but if the approval is delayed employees may use their PTO (Personal Time Off) or file for unemployment. The federal government has waived the one-week waiting period to file for unemployment, however, it does take three to four weeks to receive the first payment.

Our employees are the most important part of the Viking Yacht Company, and we are committed to doing everything possible to help our workers through this difficult period and maintain their continued income to support their families.

You can routinely visit this website for further updates. Please stay safe, practice social distancing and proper hand washing, and abide by the state's stay-at-home order.

Additional information:

- Employees can request to utilize available PTO by emailing HRhelp@vikingyachts.com.
- Employees without email access can call Human Resources directly 609-296-4898.
- If you are feeling sick and are showing Coronavirus symptoms, such as fever, fatigue, dry cough, lost sense of smell and shortness of breath, please call Viking Health Services at 609-296-4980.
- To ensure communication, we will be providing in approximately 24 to 48 hours a link on our website homepage called "Temporary Contact Information." A list of extensions for our number (609-296-6000) will be available here, allowing calls to be transferred to cell phones of Viking staff working at home.

practices to make the plant safe for the return of more employees. They implemented policies of spacing, temperature checks and required personal protective equipment (PPE). They also staggered employee arrival and departure times to avoid high levels of foot traffic coming in and going out of each plant.

The following week, exactly two weeks from the plants' initial shutdowns, Viking brought another 80 people back whose first task was to deliver the boats that Viking had on the delivery dock. Then Viking entered into rolling furloughs. "We have this excellent system that we developed out of the Luxury Tax years," Drew explains. "We've learned how to manage rolling furloughs and keep employees active. You furlough a group, you bring a group back, then you rotate another group. It's a systematic approach that keeps people involved with the company. We provide full-benefits, they can come into health services if they need to and it keeps people engaged versus permanent layoffs with no end in sight." Unsurprisingly the

Luxury Tax surfaces again as one of the company's greatest teachers.

Considering how fast and deadly COVID was proving to be around the country, the rolling furloughs implemented in mid-March of 2020 remained in place for the majority of Viking's crew through the end of April. Drew, and his six-person Human Resources Department, along with the Production Department's management, would have their hands full orchestrating the furlough process for the foreseeable future. "It's a huge organizational effort between HR and Production. We've got it pretty much down to a science from what we learned during the Luxury Tax years. Of course, our Vice President of Manufacturing, Al Uhl, was here during the Luxury Tax years as well."

Viking saw a surge of new boat orders in late spring and early summer of 2020 as boating became recognized as a safe, COVID-friendly activity. The company was

A small group of upper management in an empty building strategize on the COVID-19 plan.



TOOL BOX TALK TRAINING TIP - NO. 100

COVID19 - CORONA VIRUS POLICY UPDATE

At Viking Yachts, the health and well-being of our employees, their families, customers, vendors, and communities is our top priority. We understand the concern and uncertainty you may be experiencing surrounding the coronavirus (COVID-19) and are committed to being proactive to minimize the impact of this pandemic.

Effective immediately and until further notice the following policies will be in place:

- No visitors or vendors may enter the Viking or Valhalla facilities. If there is an emergency situation requiring a vendor visit, you will need to get Vice President level approval and they will need to enter through Medical for final approval.
- Cafeteria will be closed to eating. You should get your meals and return to your desk area, or work area. No eating in clusters of more than 10, and 6 feet apart.
- Anyone who is sick should stay home.
 - Any temperature of 100.4 or greater, seek medical attention.
 - If you are diagnosed with COVID-19, or anyone in your family - you must self-quarantine for 14 days.
 - Please take your temperature before coming to work and when you get home. If above 100.4, stay home and seek medical care.
 - If you begin not feeling well while at work, go to Health Services for evaluation and direction.
- All HR/Health Services directed cleaning and sanitizing procedures are to be strictly followed.
 - Throughout the day - Lysol and wipe down contact areas.
 - End of Shift - Wet down with Microban for a deep 24hr kill overnight.
 - Each department should be treating all hard surfaces, common tool handles, door knobs, railings, etc...
 - When working inside boats, where it is impractical to maintain 6 foot separation, it is mandatory to wear a N95 particulate mask. See management for daily supply.

COVID-19 Symptoms



Questions? If you have a safety concern, notify your supervisor or safety representative.

Page 1 of 1

now faced with the challenge of having to increase production through the summer, while keeping a large number of employees working indoors safely. The company juggled all of these items while also operating without a full workforce. Adding to their seemingly impossible daily checklist, Drew, Patrick and the management teams would also need to ensure all CDC guidelines were being followed. They successfully kept employees and their families safe while finishing boats, but it was not without sacrifice.

The hours put in to meet the company's goals and the toll COVID took increased for every boatbuilder. Including Patrick who understood the weight that his daily decisions would have on the Viking

outcome. “Not knowing how long it would last was trying,” Patrick explains of those first few months. “A lot of nights you don’t sleep. There was a tremendous amount of interaction with our teams and people assuring them we’re going to get through this.”

Lonni Rutt, Vice President of Design and Engineering at Viking, shares that his department was probably impacted the least during those first two weeks and throughout the March and April furloughs. This was intentional. His team’s work would give Viking the necessary upswing when it was needed most—as it had done after the 2008 recession and the luxury tax of the early 1990s. “While the world slowed down because of COVID, and we stopped production, we kept the development side going,” says Lonni. “We kept working on new product.”

Fortunately, unlike those earlier, difficult times, COVID did not negatively impact sales. In May of 2020, Patrick became concerned when sales numbers were only at 60 percent of the company goal. But any slowdown, was quickly mitigated by the huge demand for product that occurred by the summer.

Having one department relatively unaffected and able to move forward was encouraging, especially against the backdrop

of additional struggles. Dependent on its talented boatbuilders, Viking worked tirelessly to get COVID test results quickly from an overwhelmed system. New COVID tests continued to arrive in New Gretna in rationed amounts throughout March and April. Viking continued to utilize the tests strategically, and only for the symptomatic cases, though it fell far short of how the company wanted to operate.

Relief finally came in early summer when Viking’s medical suppliers were able to provide greater quantities of COVID tests, and Viking was in a position to bring the full workforce back from furloughs.

The game changer came when Viking’s Health Services Team started performing tests and receiving immediate results in-house. Although the company still chose to outsource tests as well. Patrick is careful to point out: “We wanted to always go the extra mile and do two tests.”

Unsurprisingly, like the 2008 recession and the Luxury Tax years, this battle was fought on multiple fronts. Internally the fight against COVID proved to be intense, externally there was much work to be done. Patrick focused a lot of effort on working with Viking’s dealers and the sales group.

The almost 15 months that followed that very first positive COVID case can best

be described as a human resource yo-yo. Altogether Viking managed three furloughs in 2020.

By September of 2020, Viking’s two plants returned to a near perfect, 95 percent attendance. Then, in the period of time spanning November 2020 through part of April 2021, Viking saw its COVID cases surge above 300. At the same time South Jersey’s number of COVID cases per capita had risen to match North Jersey’s levels. Though Viking was able to steer clear of furloughs this time, the company was only operating with 75 percent of its workforce present and 25 percent absenteeism. Employees who weren’t positive missed several weeks of work if a family member contracted COVID as they were forced to quarantine.

Many at Viking greatly appreciate Drew’s efforts, then and now. “Drew ran with it and got us through it,” says John, who adds it was also a focused team effort. “Our Vice President of Sales Mark Waldron and Pat kept pushing sales. Lonni designed and engineered and Albert built boats. It all gets down to work. You stick together, dig in and push through it.”

LIGHT ON ITS WAY

“Because we were proactive, I started feeling confident around late May and June that Viking would pull through,” says Drew.



Work continues with new safety policies in effect.





One of multiple vaccine clinics at the Viking Yacht Company.

This confidence was due to a number of factors. Once Viking's medical supply levels were enough to get through the summer and the supply chain had become more consistent, he began to feel better about Viking's position. "I was always projecting and watching every supply we had. We would take inventory with our warehouse every week and work intensively with our Purchasing Department and vendors for safety items."

In addition to improvements observed in the supply chain, there was confidence surrounding the protective measures Viking initiated in March 2021. Drew and Steve followed the development of vaccines and became even more optimistic. "We were following the control studies of Moderna and Pfizer initially. It looked better as you followed them, so I was confident there was light at the end of the tunnel."

Light, however, doesn't translate to rest. Well, certainly not at Viking. The next mission would become obtaining vaccines and implementing a distribution plan for the employees. In November 2020 Drew asked Steve Marks to submit an application for Viking to be a COVID vaccination distribution site for the State of New Jersey. Before knowing the state's answer, Viking bought freezers and refrigerators to accommodate vaccines. The plan was to receive a supply to administer to employees directly and then offer it to the community of New Gretna on weekends. In early January 2021 Viking received its approval.

IMPRESSIVE INGENUITY

Whether it's the Riviera Beach community in Florida where the Viking Yacht Service Center is located, New Gretna, or Mullica, Viking continually looks to positively impact the communities surrounding its facilities. In the midst of the 2020 March panic, Drew began receiving some unexpected calls from purchasing managers and presidents of South Jersey hospitals. Aware of the manufacturing nature of the boating industry, and the use of respirator protection, these individuals approached Viking hoping they had N95 masks to spare. Because of the ample supply Drew acquired in January and February, the company could make significant donations to local hospitals and first responders in the community, without sacrificing the safety of its own employees.

Another community opportunity arose out of a need for Viking's own health service professionals. When Drew realized they needed additional face protection, he went through the warehouse and found heavy-duty grinding shields to give to the medical group. However, their heavy and cumbersome nature proved to be difficult. Knowing how talented Viking's engineering team is, Drew approached Bill Hall, Viking's Manager of New Product Development. Bill brought in Winston Zeberlein, Viking's Additive Manufacturing Engineer, due to his skill with 3D printers.

Drew recalls saying to Winston: "Everybody in the medical community needs these face shields. We have customers in the medical field calling us and asking if we can help provide plastic shields. Can we make these?"

Winston responded with a simple, "Absolutely." He immediately went to work developing a halo headband, to which the shield would attach. Drew bought sheets of plastic wherever he could find them. Winston then molded the plastic in Viking's metal shop oven so it could be affixed to the halo. Within a few weeks, Viking had made over 1,000 face shields. After outfitting Viking's six health services employees, the balance was donated to local hospitals, first responders and Viking customers in the medical field. "Everyone was extremely grateful," Drew says.



Winston Zeberlein, Viking's Additive Manufacturing Engineer, creates face shields.





MEMORANDUM

Donations for COVID-19 Crisis:

N95 Masks/Tyvek suits / Gloves :

- 1) Shore Memorial Hospital
- 2) AtlantiCare Hospital
- 3) Urgent Care – Now of New Jersey
- 4) New Gretna Fire Company
- 5) Great Bay EMS
- 6) Weymouth EMS
- 7) Brigantine Police
- 8) Mullica Twp Police
- 9) Hamilton Twp Rescue squads

Totals:

N95's – 2900

Tyvek Suits: 125

Nitrile Gloves: 500 prs

Viking Made Face Shields:

- 1) Fox Chase – Temple University Hospital
- 2) Viking Residential
- 3) Holy Redeemer Hospital
- 4) Weymouth EMS
- 5) Riccobene Surgical Dentistry

Totals to date:

150 and ongoing. We will be producing 1000 initially.

For years, Viking has demonstrated leadership. The pandemic serves as a reminder that Viking is just as much a leader in community service; a nod to its co-founders Bill and Bob Healey who were known to give generously to their employees whenever there was a critical need.

UNWAVERING LOYALTY

Over time, unwavering loyalty and strong external relationships have proven to be

executive management teams having candid conversations. 'Here's what we need. We're going to have to shut down on Wednesday if we don't get 20 barrels of resin.' And by Wednesday morning, they were here."

Design Manager David Wilson shares a story of a newer relationship that demonstrates this same mutual respect Viking develops with its suppliers. A year

a key strength of the Viking Yacht Company. "We're loyal through our supply chain as well as our entire value chain," says John. "Customers are as equal to us as our banks, suppliers, insurance agents, stakeholders and our social responsibilities."

The company's 360-degree view demonstrates appreciation for its stakeholders and has helped Viking when it needed it the most. John offers one example that happened during the COVID pandemic. "We're on the phone with top



David Wilson, left, at the Mercury event along with Ryan Higgins and Justin Healey.

and a half ago, Viking started working with Mercury Marine.

"I was invited to Mercury with Patrick in June of 2019," shares David. "Five of us flew out and I show up at Mercury like I'm at the Willie Wonka Chocolate factory of outboards, I can't believe I'm here and meeting these people." He continues, "It was amazing. The instant relationship we had with industry legend Mercury outboards with a 75-year history. A year later we're standing at a boat show with these guys and their motors are on the back of our boat and showing us the utmost respect. They're tipping their hats to us! It was a real wow factor."

“We needed to get in there as a team and figure this out together.”

—John Kasinski
Viking CFO



Loyalty as it pertains to Viking's relationships with its banks has also positively benefitted the company in many ways. Viking has committed to being transparent in the good times and the bad. The company is also extremely thorough when it presents future projections. "When we're giving the banks projections and we're talking about future expansion or maybe taking a shot on something as crazy as starting up a center console line, they are with us," shares John. "They understand that we have thought through and planned these next moves in order to improve our position, which would ultimately improve theirs."

It is that loyalty Viking will be counting on to get them through the current crisis, a material shortage. "What we're seeing now has been a material impact. Between COVID and things shutting down, a lot of the supply chain was affected," says Lonni. The COVID aftershock for Viking has been the global material shortage. It has the potential to disrupt production even more than the furloughs and other barriers of COVID. The Texas storm complicated the supply chain further and has had what Lonni describes as "an overwhelming impact on the resin supply."

To make matters worse, other materials have been stuck at ports around the country for a variety of reasons. Many manufacturing-based industries are being affected. As the challenges persist, so does Viking's resolve to counter them.

INNOVATIVE SPIRIT

To understand the role Viking's drive to innovate has on the company as a whole, one need not look further than its latest success story: Valhalla Boatworks. This Viking subsidiary showcases Viking's drive, talent, vision and the pure speed with which it is capable of operating.

"We weren't going after any manufacturer," says David of the Valhalla Boatworks approach, "We were going after the market they all had. Everyone had a piece of it and we said, 'Let's go right to the front of that market. We're going to charge right to the front and kick the door down. Here's our models guys, we're ready.'"

Viking drew a line in the sand, so-to-speak, in 2019 when the company announced it would be building a center console line. They delivered on their promise the very next year. Three models entered a brand new market: the speed of it was record-breaking even for Viking's veterans.

For Don Gemmell, a Field Support Engineer at the Viking Yacht Service Center, this project was reminiscent of the Palm Beach Towers launch with which he also played a critical role. Patrick explains why it's always helpful to bring Don onto a project. "Donnie is the best," he says. "He is a deep thinker and when he gets locked in on a project, he looks at it from every different perspective and comes up with a solution."

If Viking were a baseball team, Don would be its utility player. When asked what he does for Viking now, he says, "I work with the customers, captains, and our team in resolving technical troubleshooting issues."

In 2003, when Patrick needed someone to figure out how to successfully build a tower from scratch within a timeframe of a few months, he called in Don, who did not disappoint. "When we went into the tower business, Drew McDowell was tasked to head the project up, but we needed Don for the engineering perspective," recounts Patrick.

Don's involvement quickly became instrumental. "We started and we weren't making a lot of headway," Don recalls. "I had a phone call with Pat, Drew and a couple guys in New Jersey. I said, 'I've got an idea on how things should be handled. I'd like to take the lead and put something

together. I'm not saying that my way's the only way, but I have a vision on how to make it happen.' Patrick asked if anybody else had any ideas. And there was silence. Pat said, 'Okay Donnie. You got it.'"

That one, "you got it" gave Don the permission he needed to spearhead the successful construction of the very first tower built at Viking. In the end, Don's 3D design approach benefitted Viking and the marine industry as a whole. Because it achieved consistent results, his method became the standard used by all tower builders in the industry, and it is still used today.

There are similar characteristics between the launch of Palm Beach Towers and the launch of Valhalla Boatworks: the beginning of a brand new subsidiary for Viking, the rapid pace and short timeframe from the design-build phase to debut of finished product, and of course Don Gemmell.

Don saw Drew McDowell's passion for the tower business and believed he was the perfect fit to run it. However, Don had a different idea for his own future. "I told Pat, 'I'll help Drew, and the Service Center, but my long-term goal, plan and hope is that one day when we do center consoles – I want to be involved.'"

That was 2003. Little did he know that it would take 16 years before Viking would be ready to announce its commitment to create center console boats.

Today, Valhalla Boatworks is soaring and Don finally got to play a role in this project, like he did for Palm Beach Towers, and



Don Gemmell,
Field Support Engineer



Drew McDowell,
Palm Beach Towers General Manager



Pat Healey, left, Don Gemmell, Ryan Higgins and Lonni Rutt inspect a V-41.

countless others. For Don, working on this project in the beginning stages has been his most rewarding experience at Viking.

“Years ago Don and I presented center consoles to the board,” recalls Patrick. “And it got shot down. But when we got the go-ahead three years ago, I called him, and said ‘dust off the file we’re doing it again.’ From the research of the bottoms, the running angles, and just everything, Donnie was a big contributor along with David Wilson and Ryan Higgins and of course Lonni Rutt.”

David was another person who took part in the center console conversations in the early 2000s. “I drew up some models, a couple hulls, profiles and plans for Pat and then we just shelved it,” he says. The consensus at the time was that it would not be cost effective and would disrupt the R&D Department and production too much.

In 2019, Viking now owned the Mullica property. The production facility was in place and the center console market was exploding. Patrick’s sons Justin and Sean had also made the commitment to work at Viking. “We brought it up with Pat’s sons and said, ‘Here’s a project you can join at ground zero,’” recounts David. “And we did it in under a year.”

THE SILVER LINING

“We’ve had our silver lining, to coin a very much-used phrase,” says Patrick. “It’s been tremendous. Our business hasn’t been this good in 15 years.” He also shares his enthusiasm for the many Viking customers who returned to boating during the

pandemic. Many left in 2008 and 2009 to travel and for a variety of other reasons, but he says, “The vast majority all came back and they had a ball. They loved it. It was a great way to get the family together; you had self-imposed social distancing by staying on your boat. All the marinas delivered food to your boats since restaurants were limited. It was a wonderful summer. We fished tournaments here in the Northeast with record participation and people had a blast.”

Unlike the drawn-out, multi-year lags following the 2008 recession, or the few years it took to reverse the legislation of the infamous Luxury Tax, the pandemic crisis caused only a few dark months at Viking before the boating industry exploded.

“Yes, we were fortunate,” admits David of how COVID played out for Viking. “We fought hard. It wasn’t given to us. We weren’t looking at it as an upswing in a market. We dealt with the cards dealt to us, same as the others. We just came through a hell of a lot better this time, but we didn’t work any less hard for it.”

In fact, Viking didn’t lose a single sale. Viking was projected to finish fiscal 2020 with 70 boats. Even though the final number was 61, the other nine boats were still on the book, and finished soon after.

“From a financial perspective, it didn’t impact us at all,” says John, still surprised by how COVID turned out for Viking. “We thought we were headed for another financial collapse and then it turned to be exactly the opposite.”

TURNING RISKS INTO OPPORTUNITIES

When Patrick discusses new technology in the short term, he talks about improvements in marine propulsion systems; engines that are capable of greater horsepower and reliability; and giving the customer the best possible boating experience. When he discusses long-term implementations, the possibilities are wide-ranging. He expects hybrid technologies to find their way into the boating world in eight to 10 years, with prototypes emerging in five. In the future, he believes a yacht will be run on both diesel and electric engines, that is of course, once they can figure out where on the boats they can store this additional power. He also foresees hydrogen playing an important role in the boating industry in 25 years and anticipates it will be something his children, Sean, Justin and Kaitlyn will encounter when they’re in charge.

Regardless of what the newest technologies turn out to be, Patrick will make sure Viking is ready to leap forward with them, taking on the risks and turning them into opportunities. “Nobody is a better boatbuilder than we are in this world. They don’t have the experienced people that have worked so long together as a team. There’s no one in this industry that has what we have, and there’s no way they can catch us because we’re so far ahead.”

Don would wholeheartedly agree with this statement, “The speed in which the Viking Yacht Company can operate is unmatched



anywhere just because of the lack of corporate red tape. Pat can walk down the production line and say, 'No, we don't do it that way anymore, we're doing it this way from now on.' Boom. Done."

In addition to technology, Patrick sees great opportunities for Viking in the international marketplace. The recent explosion in boating reached far beyond the United States' borders. Viking saw significant growth in the Pacific, Costa Rica, Cabo, Acapulco, Puerto Vallarta, Panama and even Japan. "We have a great dealer in Japan who's doing a fabulous job," says Patrick, but is also quick to point out, "We have great dealers in Europe whose hands have been tied for the last three and a half years."

He is talking about the 25 percent tariffs added on boats going to the UK and Europe, which he identifies as a luxury tax. Optimistic the tariffs will soon be

overturned, Patrick expects 25 percent of Viking's production to be exported product in a few years.

When Lonni discusses the future, he expects Viking and others in the marine industry to lessen their carbon footprint through changes in materials. "I think we've started to see more interest in environmental issues. Everybody's going to have to adjust to some degree." He understands how environmentally friendly materials alter in-house manufacturing processes. "Whether or not we're going to build electric boats or not is a different story, but I know a lot of things that are being built to lessen environmental impact," and he notes Viking will change accordingly.

THE LEGACY

When Patrick Healey considers potential unforeseen crises awaiting the Viking Yacht Company, he references the most

difficult experiences of his career. "I've been through the Luxury Tax, the Great Recession and a pandemic. I say, 'We can handle anything.'"

He certainly won't let fears of what could happen in the future slow Viking down in the present. There's simply too much to do.

The company is already planning for the next crisis, even as it works its way out of the residual issues left behind by this one. "There's no real time to rest on your laurels," says John. "There is no real time to say, 'Great, things are really good.' Because history has shown that as soon as you let your guard down, it's too late."

On the financial side, Viking prepares by closely managing its inventory, maintaining a low debt ratio, building strong relationships with other entities and contributing to its captive insurance policy. To assist with



further expansion, there is also a strong focus of putting Viking in a position to capitalize on opportunities that may arise during the next downturn.

Regardless of the future challenges it encounters, Viking will not only build that next better boat, but continue to churn out multiple “better boat” fleets. Viking will expand its footprint into various boating segments, adding to its New Jersey facilities and improving its service capabilities in Florida. As Viking further develops its workforce, and implements expansion plans, Patrick predicts that one day soon Viking will hold production at 80-plus boats a year, and 100-plus Valhallas.

The unknown of when the next event will happen is less important than being equipped with Viking’s problem-solvers who always find a way to figure things out. “I think we’ve all received PhDs in crisis

management over our Viking careers. And we really excel at it,” says Drew. “It’s bred in us that we’re able to use all our resources to mobilize and get things done efficiently.”

He adds that the next generation, having lived through the pandemic’s impact on Viking, will be ready to step into leadership roles when the time comes. “We have succession plans in place,” Drew shares. “I’m confident our next generation is well prepared for any challenges in the future. Our job now is to mentor and cultivate.”

In addition to mentoring Viking’s rising leaders, it’s equally important to Don Gemmell that Viking attracts and hires the right kind of talent. “Viking has a very sophisticated manufacturing facility that’s extremely complex. It’s a big train to keep rolling and every little part needs to keep moving to stay on the tracks.” He continues, “Street experience is more valuable than

book knowledge. But combine the two and you’re deadly. That’s who we’re looking to in the future.”

One thing is certain, the legacy the current generation of Viking leaders will one day leave behind will remain closely tied to the values Bill and Bob Healey instilled in the company from its very beginning.

“The biggest thing that we’ll never lose? The fact that we are boatbuilders,” says Patrick. “That’s what I am, that’s what my sons and daughter will be and I’m sure my cousin Bobby’s children, as well. We’re always going to be boatbuilders. We’re not going to be corporate guys and we aren’t selling this. We have all we need and this is for all the next generations. We’ll keep pushing this to the ultimate levels. We don’t need to sell it, cash out and to go do something else. We’re just going to be boatbuilders. We build boats and we fish.”





317E

**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)

**V-46**

Takes the V Series to an entirely new level through additional accommodations and amenities.

LOA: 46' 7" (14.20 m)

BEAM: 13' 4" (4.1 m)

DRAFT

(Engines Up, Full Load): 32" (.80 m)

FUEL CAPACITY: 694 g (2,627 l)

WATER CAPACITY: 70 g (265 l)

MAX ENGINE HP: 2,400 hp

LIVE WELL: (2) 54 g each (409 l)



Valhalla 46 with the first gap tower



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)

SPORT YACHTS & CONVERTIBLES

44|O



Smooth, dry ride. Great as a hardcore fishboat or cruising overnigher 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)

54|O



The largest open express model that Viking has ever built. Versatile, comfortable, fast and fishy.

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 10" (1.47 m)

FUEL CAPACITY: 1,278 g (4,838 l)

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.3 sq m)

54|C



An absolute performance powerhouse, our newest convertible has it all – speed, agility and fishability.

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 11" (1.5 m)

FUEL CAPACITY: 1,403 g (5,311 l)

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.3 sq m)

CONVERTIBLES

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)

64|C



The new second-generation 64 boasts four staterooms, three heads and a stunning horizontal walnut interior.

LOA: 63' 7.5" (19.39 m)

BEAM: 18' 10.5" (5.75 m)

DRAFT: 5' 7" (1.70 m)

FUEL CAPACITY: 1,850 g (7,003 l)

WATER CAPACITY: 302 g (1,143 l)

COCKPIT: 180 sq ft (16.7 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)

The 82 Cockpit Motor Yacht: a fusion of fishability and luxury.



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MAKE READY DOCK “WHATEVER IT TAKES”

Two Departments, One Mission: Perfection

Construction of a Viking takes from about six months to over a year depending on the model, so it's a major milestone when a yacht exits the manufacturing building and rides down the hill in the Travelift to the Make Ready Dock on the water's edge. The occasion also marks the beginning of new chapter – the final chapter – in the build process.

The Make Ready Dock actually consists of two Viking departments – Dock Finish and Mechanical Finish. Both are supervised by 24-year Viking veteran Wilber Blanco. The 33 boatbuilders on these two teams work closely together – and with other departments – to complete the build process through an extensive schedule that actually begins at the end of the four production lines and is complete when the yacht is delivered to its owner.

“We work together to bring each Viking to its absolute best,” says Wilber. “When the boat leaves our dock, the only thing the

owner will have to worry about is where he's going to have his first martini.”

Foreman Carl Schaefer heads up the Dock Finish Department, while Mechanical Finish is under the auspices of Foreman Tom Harris. Together, they have nearly 60 years of experience at Viking and in the marine industry.

The Make Ready Dock consists of two main docks. Dock 1 holds 10 slips, with the first four capable of berthing Vikings up to 80 feet; boats up to 58 feet can be put in the remaining six slips. Dock 2 is comprised of eight slips, four of which are large enough for our 92 C and 93 MY.

Dock Finish and Mechanical Finish take over when the boats leave the Interior and Exterior Trim Departments (featured in the 2021 Winter issue of *Valhalla*), which are responsible for finishing the major components of the build such as bridges, windows and boot stripes on the exterior and furniture, flooring and carpeting inside the boat.

There's still plenty to be done before the yachts can be transported from the manufacturing plant to the water. The Dock Finish team is comprised of six varnish specialists, seven detailers, two fiberglass patchers and four (interior and exterior) installers. While the boats are still in the manufacturing building, they work on varnish touch-ups, thoroughly clean the boat inside and out and detail the interior. At the same time, Finish Mechanical is applying the final coat of paint to the forward bilges, enginerooms and lazarettes with Snow White Awlgrip (for visibility and protection); installing and painting platforms used for machinery and equipment in the engineroom; and gluing down black diamond-plate matting on walking surfaces. Finish Mechanical consists of seven painters and seven mechanics (who are also called upon to do touch-up paint work as needed in the engineroom). Both teams are working with the Quality Control Department, as well, attending to any items brought to their attention.



“ We work together to bring each Viking to its absolute best. When the boat leaves our dock, the only thing the owner will have to worry about is where he’s going to have his first martini. ”

– Wilber Blanco
Make Ready Dock Supervisor



FIRST STOP

At this point the boat is 90 percent complete and ready to be taken out of the building to the Make Ready Dock. Here, the boat and all of its several hundred systems receives final inspections and must pass strenuous sea trial tests. This critical period is an intensive program and can last two weeks for the smaller Vikings and can take a month or more for larger ones.

Before being launched, the Travelift deposits the boat on a platform next to Make Ready Dock's fuel-tank station where a comprehensive series of inspections and tests are done for an array of critical items over a two-day period. The hull is checked, which includes inspections of scoops, strainers and other bottom appendages. The trim tabs, steering system, bilge pumps, high-water alarms and other critical systems and components are inspected and proper operation is ensured.

The resin-infused fiberglass fuel tanks are empty at this point, so the next chore is a 13-point fueling procedure starting with an inspection of every tank fitting, hose, fill pipe, vent and fuel gauge. The boat is

then fueled and the fuel transfer system is tested for proper operation, which includes calibration of the fuel gauges. The boat is lowered into the well by the Travelift and checked for leaks before being roped over to Dock 2. An engine alignment verification is done and the fuel filters are primed.

At this point, a technician from MTU, MAN, or other engine manufacturer (depending on the boat's power package) has already been scheduled to be on site and runs through his own system of checks before starting the engines. "Once the engines are fired up, we run through another round of inspections and operational procedures," says Wilber. "We work with the engine manufacturer to make sure there is proper integration between the engines and our systems. We also test the fire suppression system, and check all hose clamps and steering connections again."

STARTUP

The startup sea trial takes from three to four hours. The test crew includes a Make Ready Dock captain, mechanic to record performance data, an engine manufacturer technician and a Viking electrician. A visual inspection of the entire engineroom and



The Make Ready Dock team works with the Design and Engineering Department to carry out the first float and commissioning of all new Viking models. Above: Every completed Viking must pass a series of strenuous sea trial tests conducted by the Mechanical Finish Department. From left to right: Lead Finish Electrician Joseph Doherty, Finish Mechanical Foreman Tom Harris and Lead Finish Mechanic Jason Jeannotte. Opposite page, from left to right: Tom Harris, Wilber Blanco and Carl Schaefer are the masters of the Make Ready Dock.

bilge areas is done before leaving the dock and during the sea trial. Underway, various aspects of the engines (including oil and water pressures) and the engineroom ventilation system are checked. A full performance test is done. This includes recording speed, fuel consumption, engine load and trim angle at increments of 1000 rpm from idle to wide open throttle (WOT). The test data, which is taken in two directions and averaged, is tabulated and uploaded internally. During the sea trial, the crew is also making sure the engines are reaching their maximum RPM at full load to verify the boat is propped correctly.

Back at the dock, a second engine alignment is done to ensure smooth vibration-free operation. Once the engine and mechanicals are squared away, the team begins to check all the systems on the boat, everything from the centralized seawater system and fish box pumps to the electrical distribution panel breaker switches and air conditioning. “We turn on anything that can be turned on from bow to stern,” says Wilber. “We’re checking the heads, the showers, refrigeration, air conditioning – the list goes on and on.”

The boat is then hauled and carried by Travelift into Building 5A directly behind the Make Ready Dock for any

necessary painting (which includes faux teak application) and the installation of its electronics package from Atlantic Marine Electronics. This building is Viking’s tallest, so our subsidiary, Palm Beach Tower, also utilizes it for tuna tower installation. The boat is washed and detailed before it is transported back to the water for its second sea trial, called a “Shake-down,” which also takes from three to four hours. All the tower controls, including the steering system, are put through their paces and another series of performance tests as well as vibration tests are done. An AME technician also comes along to calibrate the autopilot and compass.



Tom Harris
Foreman, Mechanical Finish



Carl Schaefer
Foreman, Dock Finish

AT THE DOCK

When the boats are in their slips, the Dock Finish team is continuing to clean and detail the boat, but they're also performing a variety of other jobs. On the exterior, the team is installing helm chairs and fighting chairs (if ordered), inserting cockpit tackle cabinets and applying the final sealing material to fish boxes. Working with Costa Marine, Carl facilitates the delivery of the mezzanine seating and flybridge cushions and the installation of exterior flybridge and command deck enclosures. If a boat receives a teak cockpit, Carl makes sure the final sanding has been done.

The team also places the soft goods on the boat, such as bedding, pillows and cushions. Coordinating with the Viking Sales Department, the dealer inspects the boat and creates a "punch list" and any remaining items are addressed. Several days before delivery, Carl schedules the boat's decoration with WBC Design, Viking's long-time interior designer. "All of the décor items and other accessories are very carefully put in place and secured with adhesive tape if necessary, and all the artwork is hung," says Carl. "We want everything perfect."

A final wash and detailing is done, the fuel tanks are filled and a Viking captain takes the boat to Atlantic City where the captain/owner takes delivery.

The Make Ready Dock's important work continues year-round, which illustrates their undeniable commitment. Working on the water may look like fun in the spring, summer and fall, but in the heart of winter pumping anti-freeze into the boat's many systems or conducting a sea trial in survival suits in 20-degree weather is no day at the beach. "Whatever it takes to build a better boat every day," says Wilber. "Whatever it takes." 





DEPARTMENT PROFILE

MAKE READY IN MULLICA

Thorough Testing, Meticulous Finish Work

Viking Mullica is now the dedicated facility for Valhalla Boatworks and its fleet of center consoles consisting of the V-33, V-37, V-41 and V-46. The facility is on track to deliver 90 boats this year and about 95 the following year. Like Viking New Gretna, Viking Mullica has a Make Ready Dock that consists of several departments that function in many of the same capacities as the main plant. We had a chance to sit down with Viking Mullica General Manager John Leek IV to get all the details.

Q: What are the primary responsibilities of Finish Mechanical?

A: We have four boatbuilders in this department, led by Supervisor Dan Wilk. The crew's primary job is to commission and deliver our boats. Commissioning includes performing a systems check as well as conducting a start-up sea trial. During the systems check the mechanics operate every system onboard one-by-one, confirming proper operation, and then filling out a check sheet for our records. After check-out the team conducts a start-up sea trial, collecting performance data for the boat and engines from idle to wide-open in 500 rpm increments, and they put the boat through its paces to ensure proper handling. Waterline measurements are recorded for every boat, and are provided to engineering to create boot stripe and bottom paint layouts. The crew is also responsible for loading each boat onto its delivery trailer for truck delivery, or taking the boat by water to Atlantic City for an in-water pick up. If the boat is getting a tower in New Gretna our crew takes it there.

Q: Describe Finish Detail.

A: We have eight boatbuilders on this team, led by Supervisor Carl Barbatto. This crew is responsible for the final cosmetic finish on the boat. Detailers in this crew conduct a three-step process of compound, finesse and wax on all fiberglass parts; this process starts early in production as parts



“

We are building boats at a rate of just over 90 per year for the facility, so we typically deliver just about eight boats a month on average.”

– John Leek IV

Viking Mullica General Manager

are delivered to the line. The detailers also conduct “shop floor” Quality Control (QC) as they go, identifying and reporting any cosmetic imperfections that need to be repaired. Once the detailing of an area is complete, the crew puts on protective paper or plastic to prevent any wear and tear to that area. Prior to delivery, all the protective materials are removed and the boat is thoroughly cleaned from top to bottom, inside and out. The cleaners also paint all the aluminum welds on each boat.

Q: Are there any other key players in the operation of the Make Ready Dock?

A: Yes, that would be Electrical and Rigging, which is also supervised by Dan Wilk. On each boat an electrician performs a complete electrical check-out prior to start-up, and then an electrician rides along during start-up to address any issues if they arise. Besides installing the engines during production, the riggers also configure and check the engine controls prior to start-up. The riggers also re-torque each engine mounting bolt after start-up.

Q: Describe how the departments work together.

A: They are often on the boat at the same time doing their final checks and preparations before the boat is launched for start-up. For example, if a system needs troubleshooting it may require a finish mechanic and electrician to work together to resolve an issue. Crew members from each group all work together to make final preparations to keep start-up on track.

Q: You have some employees with a significant amount of boatbuilding

experience that includes lengthy roles at Viking. Talk about your longest-tenured employees.

A: Carl Barbatto has been at Viking for 45 years and is aiming to hit his 46-year anniversary in November. Carl came from a strong background at the facility in New Gretna working his way up the ranks and eventually ran several different departments over the years. The biggest influence he had was at the dock, bringing multiple key people up the ranks. Wilber Blanco and Tom Harris at Viking and Tom Unger here in Mullica have worked with him for many years as well. Here at Valhalla, Carl has been influential in the process of training our crew and guiding Dan Wilk in his new role as supervisor.

Tom Unger – Finish Mechanical Lead – has been with Viking for 25 years, and has been in Mullica for over three years now. Tom's original background was in the Coast Guard, and he was a key part of the team when he was in New Gretna as well as when we were building Viking models at Mullica. Now, as we have made the transition to 100 percent Valhalla his experience has been extremely valuable. Tom, and others on the team, are expert boat handlers – in and out of the water. The part of the job that gets all the glory is the start-up sea trial, but equally (if not more) important is safely moving the boats from their cradles onto trailers, into and out of the water, onto and off jack stands and onto delivery trailers. Tom's experience making these moves is a big asset.

Q: Where physically in the facility do the departments operate?





Viking Mullica Finish Mechanical Leadmen Tom Unger and Gene Hawn haul a V-41 to the water for testing. Below: A Travelift lowers the same Valhalla into the Mullica River.

A: Finish Mechanical primarily operates in the last stage of each production line, then down at the dock when boats are in the water. The Make Ready portion of Finish Detail primarily operates in the last stage of each production line as well, although other crew members start the detailing process early in production. The riggers do their control check and engine re-torque at the end of the production line as well. Electrical check-out is at the end of the line too.

Q: Describe coordination with other departments such as Design and Engineering, as well as dealers, suppliers and vendors.

A: Finish Mechanical interacts with Design and Engineering when a new model or new engine package is being tested for the first time. They typically do multiple start-ups together to make sure the boat performs as designed. The Finish Mechanics and engine riggers also interact with our engine vendors when they visit for new model start-ups



or new engine packages. The Finish Detail crew coordinates with our shrink wrapping vendor to prep the boats for truck delivery. When dealers or customers visit, our crews often help point things out or answer questions if they arise.

Q: What's the most challenging part of this build stage?

A: Everyone is trying to build a better boat every day here. We have a lot of

moving parts, and many boatbuilders trying to complete their jobs prior to delivery. Just coordinating it all, and making sure everything comes together in as much of an organized fashion as possible can be challenging.

Q: Describe a typical start-up day for the Make Ready group.

A: The Finish Detail crew starts by pulling most of the protective materials off the



Carl Barbatto
Supervisor, Finish Detail

boat, although we leave protection on aluminum and other delicate surfaces. We also make sure all loose tools and materials are removed from the boat. Electrical confirms that all systems are ready to be powered up, and finish mechanical begins going through systems. The configuration of the engine controls is confirmed. The boat is lifted from its cradle and placed on its boat trailer, moved to our fueling area and fueled with gasoline. The boat is trailered down to the dock to an awaiting Travelift. It's lowered into the water slowly and checked for leaks before being pulled away from the lift well. The waterlines are then measured and reported on the start-up sheet. Engines are primed, started and then controls are checked. Raw water systems like the Seakeeper, live wells and wash down are operated dockside (then again underway).

The boat is run down the river to Great Bay, where we record the performance. Once complete, the boat is hauled out and brought back to the building where it



Dan Wilk
Supervisor, Finish Mechanical, Electrical & Rigging

is washed by the Finish Detail crew. The start-up data is loaded onto a computer, formatted onto a run sheet and saved for our records. Any items that are incomplete or need attention are addressed at this point and the boat is then ready for final Quality Control, which occurs typically in the next day or so.

Q: How many Valhallas are delivered on a monthly basis? What percentage are truck delivery? Do water deliveries mirror what's done at Viking?

A: We are building boats at a rate of just over 90 per year for the facility, so we typically deliver just about eight boats a month on average. Most (90-95 percent) are truck delivery, and we typically see our run of water deliveries in the summer months. Our typical water delivery procedure is similar to Viking's. One of our dock captains drives the boat from our facility to Atlantic City, where its dealer or captain take it; we schedule an orientation with whoever is picking up the boat.

Q: What are the machines that are used to launch, test, retrieve and deliver the boats?

A: We have a 50-ton Travelift and a 75-ton Travelift that we use to lift and launch the boats at the water; the V-33, V-37 and V-41 are all lifted from their line cradles and loaded onto boat trailers using Yardarm jacks; each model has its own trailer. We primarily use the Travelifts for the V-46. We also use forklifts to move cradles and trailers around the yard.

Q: Can you give us any unique facts about the Make Ready operation?

A: We perform our test runs in the same stretch of water as Viking, unofficially called the "measured mile." The distance from our production buildings to our Make Ready Dock is 1 mile along our own private road. We recently issued motorcycle helmets to our start-up captains to make it easier to stand up to the elements at high speeds (70+ mph during start-up). 🏍️



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FACETIME

Atlantic Marine Electronics

Atlantic Marine Electronics (AME) was formed under the Viking Yacht Company umbrella in 2003. Since then they have become the leader in design and installation of state-of-the-art navigation, communication and entertainment systems for yachts. Five locations from New Jersey to Florida and a travel team mean you are always covered. *Valhalla* took a little time to learn about some of the faces behind the New Jersey team. And since it's the Destination Issue – we had to ask them about their next va-cay. 🌴

Skip Marvin, Lead Fabricator

Skip started with AME at ground zero when it opened its doors in 2003. He's the behind-the-scenes master magician crafting custom woodwork. "People bring me things and say, 'This needs to go here, but it doesn't fit.' I have access to the entire Viking facility to not only make it fit but do it seamlessly and so it is aesthetically-pleasing." He starts with a sketch then fabricates the part. Once he installs it he checks to ensure that it is easy for his team (and ultimately the boat's crew) to access it. In addition to wood, Skip works with fiberglass and aluminum, too. "Whatever it takes to get it done."

About his favorite spot? "Give me a beach where I can fish," says Skip.



Jeannette Silva, Office Manager

Jeannette has been with the Viking Yacht Company since 2002 and with AME the last nine years. As the Office Manager her primary focus is accounting but she also helps out with purchasing, day-to-day operations and wherever else the team needs an extra set of hands. "That's what I really like about my career here. I have independence and flexibility as well as diversity in my days," says Jeannette.

Jeannette's dream destination is the Azores. "My grandfather grew up in the Azores and it looks spectacular. That's definitely on my list." While Jeannette is happy on the beach and not really a city girl, she has visited London and would love to go back again.



John Krug, Senior Technician of Engineering and Support

"I design the electronics packages that our techs install into boats," says John, an 18-year vet with AME. He also programs systems and networks onboard. And when a tech needs help trouble shooting? "I'm able to log in and remotely assist our team down at our Make Ready Dock or across the world. As long as there is an internet connection I can practically be on the boat."

A self-proclaimed cheese head, John loves to visit Lambeau Field to see his beloved Packers beat the Chicago Bears. But John also wants to cross the pond and explore Europe.



Abe Stubley, Production Supervisor

Nine years-ago Abe started with AME as an installer and quickly worked his way up to a Leadman then Foreman. Now as a Production Supervisor he's the go-to guy for the team. He starts his morning with his techs recapping the previous day's installations, and then everyone gets on to current assignments. He spends the morning reviewing drawings then heads out in the field to ensure everyone is progressing smoothly through their projects. "I've had a few positions here so it has made me well rounded with my support for our AME team."

My family has a cabin in the Adirondack Mountains and we spend as much time there as we can. Florida is a great family get away too, but my ultimate vacation spot is Costa Rica.



Hector Rodriguez, Leadman

"I work on the 62, 68, 72, and 80 Vikings," says Hector. He trains AME technicians how to install electronics packages and works alongside them as well. When things get a little tricky, Hector jumps in to trouble shoot while also teaching his team how to do the same.

"I'm from the Dominican Republic so I like to go to new places here in the States. But my favorite place is going back to my home country."



Antonio Caraballo, Foreman

"I was recently promoted from a Leadman to a Foreman at Mullica," says Antonio. "For the past six years I've been in New Gretna working on Viking 44s and 48s along with the Billfish series. I'd keep each boat on task and moving down the line." With his recent move to Mullica he's responsible for the team of AME technicians working on the Valhalla V Series center consoles. "I'm excited, I really want to push forward with this new opportunity," says Antonio.

The people and culture of Puerto Rico keep Antonio going back. "The positivity and hospitality are amazing, but I'd like to visit Japan. I'm a big car enthusiast and that's the ultimate."



William Orellana, Installation Technician

As an installation technician, William installs navigation systems which includes monitors and screens, auto pilots, radios and other communication technology. "It's a lot of stuff," says William. "I work with Garmin, Simrad, Furuno and Carling's Octoplex system. The technology is always changing so I'm constantly learning."

William visits El Salvador frequently to visit family and friends but he wants to travel to Europe, specifically Paris, France. "I'd like to see the city and Eiffel Tower."



GOING DIGITAL

User-Friendly Electronic Owner's Manuals



MAINTENANCE

Viking supplies all of its owners with customized manuals for their yachts. They are comprehensive collections of information that provide a wealth of useful information to help the owner, captain and crew learn about and operate all of the ship's systems – and keep them humming. As our yachts grow and change with each successful model so do our owner manuals. In this Q&A, Viking Yacht Company Quality Control and Delivery Coordinator John Stephano provided *Valhalla* with an update on our current approach to the Viking user manual.

Q: Describe the Viking owner manuals. Are they specific to each Viking?

A: Yes, the manuals are hull specific,

meaning when you buy a Viking you are going to receive an owner's manual for your boat and its systems, components and any specific custom items. No two owner's manuals are alike. We used to provide the owners with a hard copy of the manual. That changed recently, and now we generate electronic versions of the manuals that are pre-loaded onto Samsung tablets that are provided to the owners. The tablet contains not only the manual itself but all the supporting drawings and descriptions with Viking part numbers. This makes it very easy to quickly look up information and find what you are looking for.

Q: Why make the switch to digital?

A: Ease of use is one of the primary

reasons. A digital manual allows you to find information, images, drawings, part numbers and a host of other information in seconds. Our paper manuals were hundreds of pages; they were well organized, but you can't beat the search functions with the digital versions. The other huge benefit is that a digital "living" instruction or product manual can be adjusted, supplemented, and altered in ways a physical booklet simply can't.

Q: There are other user-friendly aspects of going digital. Can you explain them?

A: Sure. Another attractive and useful feature are the QR codes, which are placed inside the boat near the electrical panel. You can download the manual through your



smart phone by simply scanning the QR code. So if the tablet has been misplaced or is unavailable for some other reason, the owner or captain can simply use his phone and call up the manual.

Q: In addition to the owner's manual, you also provide a substantial amount of other information for a Viking's supporting components and accessories. What else does the owner receive?

A: Aside from the digital owner's manual, we provide the owner with a warranty box kit labeled with a specific call number identifying the hull number. For instance, our latest 75 MY's number is 75509, so all the paperwork for components like the generators, water maker, and various pumps are included in this box. The information is mainly for warranty purposes.

Q: What are some other benefits of going digital?

A: We also provide the owner with a thumb drive and an SD card, with each containing a digital copy of the manual. This means you can upload the manual onto your computer or any other electronic device.

Q: Are the warranties and the materials that go into the box digitized as well?

A: Not at this time, but that's certainly an option in the future. It is currently supplied in the binders, which is the reason we still provide those.

Q: How many pages is a typical owner's manual?

A: It depends on the size of the model, but it varies from 250-1,000 pages. It's easier to talk in terms of sections. There are maybe 15 to 20 sections, covering everything from plumbing, engines, steering components, fuel system, head system and all types of pumps.

Q: Within these sections is there supporting literature and photos?

A: Yes, and it's all well-organized and comprehensive. So if you are down in the bilge, you can pull up on the tablet the



drawings and descriptions showing you the location of your seacocks and its plumbing. All the photos, diagrams and descriptions that were in the hard copy are in tablet's digital version.

Q: If an owner's boat has customized equipment or systems, are those items added to the manual?

A: The boats we build today are definitely not the boats that we built, say 10 years ago. There can be a lot of customization. When the manuals are produced, they may not include all those custom items initially. We simply develop addendums that can be downloaded into the tablets at a later date. We do everything possible to make the tablets 100 percent complete, but they may not have everything on them when they are delivered. But the beauty of going digital is they can easily and quickly be remotely updated.

Q: So we actually modify the manuals and those updates appear on their tablets?

A: Exactly.

Q: What happens if a tablet is lost?

A: Not a problem. The company that provides us with the tablets is very easy to



work with. So attaining additional tablets or replacing a tablet for purchase is not a big deal.

Q: You can purchase multiple tablets?

A: Yes, as many as you would like. Customers will often buy one for their captain and an additional crew member. The tablet kit, of course, has the appropriate charger and adapter and other accessories.

Q: What kind of feedback have you received from owners who have been using the digital manual?

A: It's been very positive. I think creating a digital user manual tells our owners we care about their product experience, and we want to make sure they can easily find the information they need. Book manuals can become lost, destroyed, or outdated, but online versions remain easy to locate through moves, secondhand sales, and more. As our products grow and change with each success – we want to make sure our manuals do too. 🦋



“ She is an indestructible piece of art. ”
 – Turgut Konukoglu

OWNER OF INTEREST TURGUT KONUKOGLU

Viking 58 *Bluefin*

Long-time boater and fishing enthusiast Turgut Konukoglu recently took delivery of this third Viking, a 58 Convertible. But this wasn't a normal delivery. This one went around the world.

VALHALLA: The boat shipped from West Palm Beach, Florida. What's the plan now?

TURGUT: The new 58 Convertible *Bluefin* arrived in Göcek, Turkey, but her homeport will be in Alaçati, which is fishing grounds to giant bluefin tuna. She'll dock there from September to May. During the summer season, she will spend time between Göcek and Bodrum, both in the beautiful southwestern Aegean Region of Turkey.

V: Have all your boats been named *Bluefin*?

T: All my boats have been named after fish. My smaller boats were named *Bonito* and *Dorado*. When I had the privilege of taking delivery of my first Viking, a 42 Sport Tower, she was my motivation. I had caught many fish over the years but not a bluefin tuna, which was my biggest desire. So, I named the boat after my most sought-after fish, *Bluefin*.

Bluefin are powerful fish with speed like a torpedo. When catching them there is no room for mistakes. Everything must be quick and perfectly in line, including the boat. I ended up catching several tuna

including a 400-pound bluefin with a 50W reel on 80-pound line and a stand-up rod. I've gone on to win multiple tournaments with the 42 Sport Tower and also my 55 Convertible.

I've kept the name *Bluefin* since it has brought the boat and my team such good fortune. When I sell my boats there is one condition: The buyer has to change the name. It has become a tradition in our fishing community that fishermen continue to keep their next boat's name the same as the previous.

V: Turgut, how do you use the boat?

T: Tournaments are literally in our backyard





Ahu, Turgut's wife, takes the wheel.



Turgut shows off dinner.

and we attend all of them. I know the boat is happy participating in tournaments where the trophies are big and the prizes grand!

V: How does your family use the boat?

T: We use her mostly for fishing with friends and family. Sometimes she's utilized as a shuttle to our mothership, especially if the waters are rough! We truly find our Vikings to be as rock solid as they are comfortable which gives us the pleasure to go anywhere. She is an indestructible piece of art.

V: What's your favorite fishing destination?

T: Alaçati due to its indescribable bluefin tuna population. It's been the best destination for years and the numbers keep

growing. There are also several different species like snapper, grouper, dorado and albacore so, it allows you to entertain diverse types of catching techniques. I love Alaçati because it is a mixed bag and there are always fish for catch or release.

V: What is your favorite non-fishing destination?

T: I have always admired Göcek for spending time on the boat. Last year I was there a solid five months without ever leaving! It's the perfect location for sea lovers in search of clean and calm waters. Azure sea, picturesque coves, majestic mountains and soothing quiet. Its nature is one of a kind. 🐟

Turgut, holding trophy, celebrates a win with his team and Murat Iyriboz, far right.



Why Viking?

I was happy with my Boston Whaler but my passion to go after big tuna meant withstanding rougher seas and longer fishing hours that the boat couldn't handle.

One day while talking to Fortuna Yachting's Murat Iyriboz, Viking's authorized dealer in Turkey, he asked why not look at a Viking Yacht. Murat is one of two people who taught me everything I know about offshore fishing. Not only is he my teacher and friend, I think he is also the best fisherman in the world. So, when he mentioned Viking I listened.

Back then most of the boats were bigger than I was ready to step into and they were mostly convertibles. Then Viking announced the 42 Sport Tower. Murat encouraged me to go for it. We got in touch with Viking's International Sales Manager Anthony Scola. Anthony is a great person and has become a dear friend to me. He walked us through the design stages and build process while listening intently on how we fish in the Mediterranean.

A feature pulling me towards the 42 was its excellent Skyhook GPS stationkeeping system which in my opinion is crucial for big tuna fishing. After several conversations we finally had a deal. To be honest, it was not an easy push on my budget to step up to Viking standards. But I was convinced. Once you make that choice, there is no going back.

Today the 42 is one of the most successful boats in Turkey due to Viking's perfect engineering in every way. All its models are fully capable of everything you can imagine and more. It's no wonder I'm on my third Viking in seven years and why it will always be Viking for me.

SAY MY NAME

What's Behind a Name

You've stood behind a transom, scratching your head and wondering what the name means. Or assume you "get" the name only to be surprised when you find out the actual story. Well, we talked to a few Viking owners and asked, "What the heck does it mean?"

Tag Team

VIKING 80 CONVERTIBLE

Contrary to popular belief, the Viking 80 has nothing to do with a rap band from the mid 1990's. The name comes from TA Group Holdings which is a holding group and private equity firm that invests in leaders and provides them with mentoring and infrastructure to grow faster. The TA stands for the Italian phrase tres amicus which translates to three friends. And those friends would be John Sercu, Rick Nelson and Frederico Michanie, the co-founders of TA Group Holdings, or TAG for short.

This 80 is just one of the vessels in the Tag Team line which includes Viking 37, 55, 58, 61, and 72-foot yachts as well as a Valhalla 37 and 41.

The three images on the transom are a caricature of each member of TAG Team and represent the species most akin to their personality. Fred is the tuna, Rick's the dorado and the marlin is Jon.

Fred is puffing on a cigar wrapped with an Argentinian flag, a nod to Buenos Aires where he was born and raised. "He's always smiling and always happy to speak his native Italian," says Jon.

The vibrant dorado is letting out a good belly laugh which is indicative of Rick. Rick is always happy and makes everyone laugh. He's a colorful guy and the life of the party.

The marlin is wearing Jon's signature baseball hat and sunglasses - looking for the kill. Jon's always up for the right way to go and always willing to bring the gang with him.





SandboB

VIKING 72 CONVERTIBLE

Long time Viking owner Bob Moss has put *SandboB* on the transom of seven boats. The name represents both his family and his business. Bob's wife of 51 years is named Sandra. Mix that with Bob and you've got SandboB.

Being in construction for over 53 years, Bob is also very familiar with a plum bob (look close and you can see one in the "o"), the basic tool used in his business for alignment and accuracy. So, it's also a play on words of his profession.

But why the capital "B" at the end? "Sandra has a capital "S" to start her name so I wanted a capital letter, too," said Bob. "Plus, it gives the name visual balance."

When not in the office, Bob likes to take the 72 to the Bahamas. "The water is absolutely beautiful and there is an abundance of big fish," says Bob.

Cute side note: The lovebirds' anniversary fell during the recent Viking Key West Challenge. At the awards dinner, emcee Pat Healey announced the special occasion while Bob surprised Sandra with a dance to "their song," *Brown Eyed Girl*.

Damfino

VIKING 46 BILLFISH

The Hedrick family named their boat *Damfino* after the bold-spirited street they live on in Boca Grande, Florida. As the story goes, back in the day a gentleman was building a house on Third Street when his lumber company asked for an address to deliver supplies. The man's fishing captain replied with a gruff, "Damfino." Once the address was sorted out, a humorous lumber company employee painted Damfino Street on a piece of wood and erected it on Third Street. And it stuck. Not long after, nearby residents decided they needed a more creative street than Fourth Street. "Who cares," was thrown out and Damficare Street was born. Second Street was declared Damfwill Street. The area is now referred to as the Dam Streets.



Mercenaria

VIKING 72 CONVERTIBLE

When Captain Neil Sykes explains the backstory on *Mercenaria* the response is normally, "Oh, I thought maybe someone was a mercenary."

"We may have to start going with that," laughs Neil. "The boat's name is actually work related. The owner, Chad Ballard, is President of Cherrystone Aqua-Farms which specializes in the growth of the northern Quahog clam." The scientific name, or genus of the clam, is *Mercenaria*.

Chad takes his employees out fun fishing as well as tournament fishing on *Mercenaria*. The crew is pumped for the White Marlin Open and Virginia Beach Billfish Tournament this summer.

This is the second *Mercenaria*, the first being a Viking 56. "It's a fairly new program but I want to take Chad to see some of the places I've been fortunate enough to fish, especially Isla Mujeres, Mexico," says Neil. "It's my favorite location – great fishing, great people and a laid-back vibe."





Take The Cannolis

VIKING 48 CONVERTIBLE

Joe Veccia has had other boats, but none christened *Take The Cannolis*. The Veccia family toyed around with “Cut me Mick!” from the *Rocky* movie but opted for *The Godfather*’s famous quote.

Here’s the setup: Peter Clemenza is leaving his house. As he gets in the car with Paulie Gatto and Rocco Lampone, Peter’s wife yells after him, “Don’t forget the cannoli!” Peter did pick up the cannoli prior to Rocco whacking Paulie for his betrayal of Vito Corleone. As Peter

and Rocco step away from the bloody car and Paulie’s dead body, Peter tells Rocco, “Leave the gun. Take the cannolis.”

“A lot of people stop to look at the transom,” says Joe. “They read it, think about it and then laugh. There’s normally a lot of pointing. And plenty of pictures are taken.”

One of the places they get a lot of attention is at their Conch Harbor Marina slip in Key West, Florida. “We love it there. The weather is great year-round, the fishing is awesome as are the restaurants and attractions but mostly it’s the people. Everyone here is really great,” says Joe.



Rock Crusher **VIKING 80 SKY BRIDGE**

When we asked Steve Torcise how he got the name for his boat his reply was, “How much time do you have?” We told him we have plenty of time for this gorgeous boat.

“There are three elements that go in the name *Rock Crusher*. First, as a boy growing up in the 60’s I was (and I still am!) in love with muscle cars of the era. One of my favorite cars was a 1969 Corvette Convertible. Equally as important as the car was its 427 engine that was coupled to a 4-speed transmission made by Muncie for General Motors. The engine had three models: the M20, M21 and M22.

The M22 was geared more toward racing and was the most powerful option at the time. Its nickname was the M22 Rock Crusher. I loved the name as much as the car. I eventually bought a 1969 Corvette with the M22 and had it restored. I hung a personalized license on it which read RKCRSHR.

The next *Rock Crusher* tie in is my family’s limestone mining business. We had many “rock crushers” at our quarries over the years. The primary operation in mining after extraction is crushing and washing the material to ultimately become raw materials for the construction industry. Guess, I’ve been a rock crusher all my life.

Finally, when we purchased our Viking 80 the search for a name began. Our previous boat was named *Ruckus* after my daughter’s first summer camp horse but it just wasn’t right for this boat. We started kicking around the idea of *Rock Crusher* and liked it but something was missing. We never had the right graphic for *Ruckus* so if it was going to be *Rock Crusher*, it had to have the perfect image. Fast forward to my son and I watching the movie *Thor*. When we got to the scene where his hammer Mjölnir stuck partially in stone, we both knew it. *Rock Crusher*. We found the exact graphic we wanted - Thor’s hammer smashed into a rock. With the graphic secured, *Rock Crusher* was complete.



Drag 'n Fish

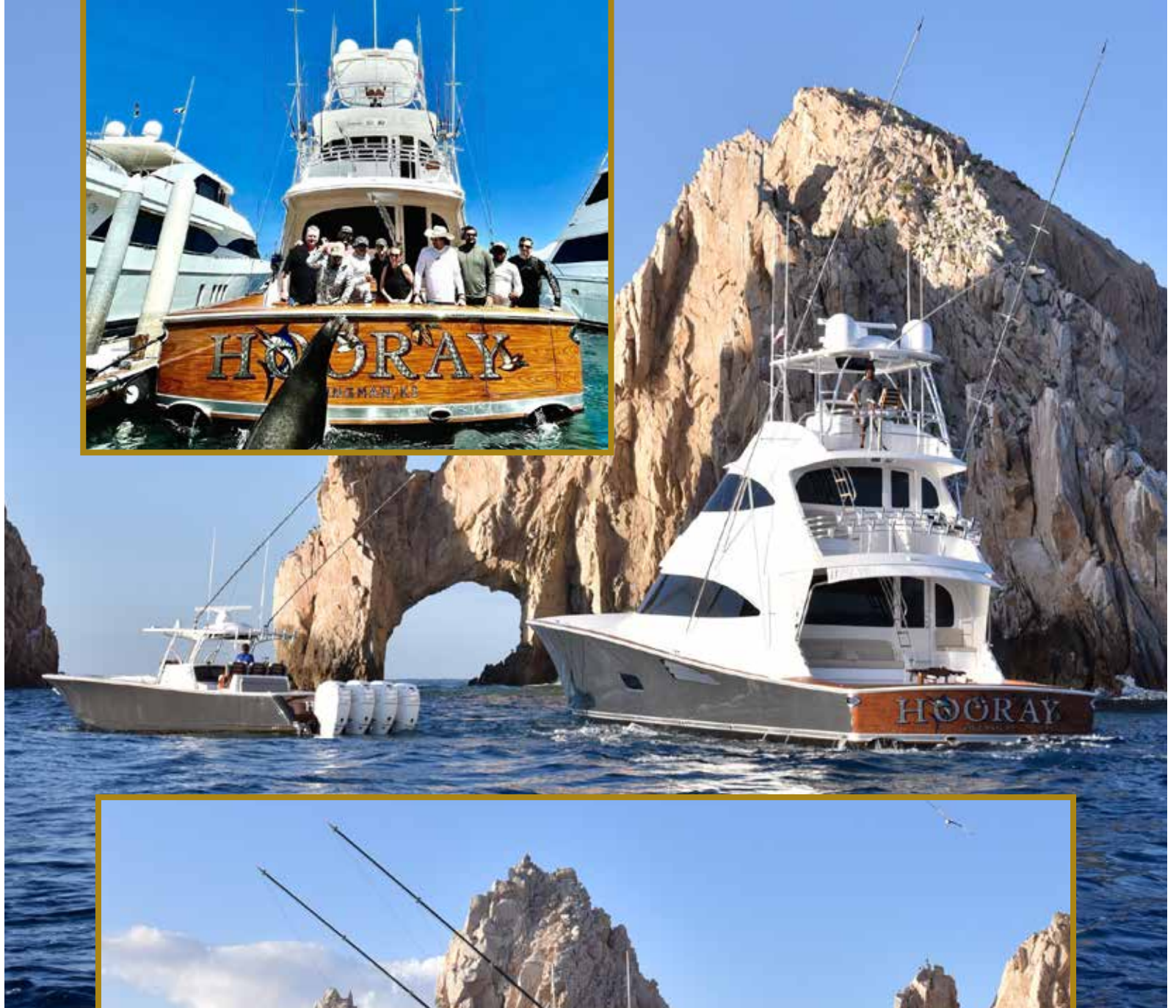
VIKING 72 CONVERTIBLE

Rodger and Karen Comstock are not new to the yachting scene. They've had boats before but none of the previous names would lend themselves to their new Viking 72. "We couldn't work with previous boat names because they reflected who we were then – not now," says Karen. "We contemplated *R Sea's*, *FishCrazy* and *Reel 'e Hooked* but – nope, none of them were it."

They decided to take a break while they were gearing up their cars for the next National Hot Rod Association Drag Race. Yes, you read that right. Both Rodger and Karen drag race.

And that was it! Their two passions – drag and fish. "The boat is fast like our racing cars," says Rodger. "Well, maybe not 175-200 mph, but still fast." They added a Christmas Tree (the starting lights for racing) to the "D" and incorporated a flaming header pipe into the "g." Their favorite target fish, a jumping marlin, is the "F." "It suits us perfectly," says Karen. "But sometimes it takes people a little while to figure out why the "g" is on fire."

In addition to their racing cars, they sponsor a World Champion NHRA Nitro Funny Car that goes 333 mph in ¼ mile in just three seconds! Through this they developed the program "Mail From Home" that sent United States troops more than a million postcards of encouragement and support along with the NHRA *National Dragster* magazine and other reading materials.



Hooray VIKING 80 SKY BRIDGE

WHO-ray. This is how to say the often-mispronounced Viking *Hooray*. Named after the Dunn family's 20,000-acre hunting ranch in Kingman, Kansas, this is the fourth Viking and first Valhalla to wear the name on the transom. *Hooray* is all about family and fishing, and

have created the tag line – Good things happen to good people. When asked why *Hooray*? Eric Dunn says, "You can't say hooray without smiling."

When not at the ranch, the family enjoys fishing the boat in Cabo, Mexico. They love the beautiful destination and the incredible fishing.

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A team from Valhalla Boatworks (VBW) along with members of our dealer network journeyed to Mercury's iconic Lake X in Florida in February for a first-hand demonstration of the engine manufacturer's new game-changing V12 600-hp Verado outboard. Valhalla and Mercury have worked closely on the project for 18 months. Several team members from each company gathered for a photo in front of the V12 display inside the Lake X testing facility. From left to right: Justin Healey, Pat Healey, Ross Stewart, Don Gemmell, David Wilson, Ryan Higgins, Travis Hayes, Mark Skeen, Jared R. Reichenberger, Mike Gavrilovic and Rich Todhunter.

VENDOR PROFILE MERCURY MARINE

Pushing the Envelope Together



Eighty-two years ago, a fledgling marine-engine company that would eventually become Mercury Marine was born when E. Carl Kiekhaefer purchased a bankrupt manufacturing company – including hundreds of flawed outboard engines – in tiny Cedarburg, Wisconsin. The rest, as they say, is history. Mercury Marine has been making world-class outboards and sterndrives for more than 80 years. It started back in 1939 in a small machine shop in Wisconsin, and now Mercury Marine has grown into the leading builder of marine propulsion systems in the world.

In similar fashion, Viking Yachts started from humble beginnings and now is the

leading builder of semi-custom sportfishing yachts and premium high-performance center consoles in the world. The Valhalla Boatworks V Series is powered primarily with Mercury outboards, and as Valhalla Boatworks (VBW) has grown, so has its partnership with Mercury. Like Viking and VBW, Mercury is a U.S. company founded upon strong American values and in-house manufacturing. Headquartered in Fond du Lac, Wisconsin, Mercury also believes in investing in R&D and is propelled by a commitment to come to the market with innovative products.

Diversity is another shared trait. Viking is known for its vertical integration and numerous subsidiaries, such as Palm Beach Towers, Atlantic Marine Electronics and the Viking Yacht Service Center. Owned by the Brunswick Corporation, Mercury's portfolio also includes MerCruiser sterndrive and inboard packages, propellers, inflatable boats, SmartCraft electronics, Land 'N' Sea marine parts distribution and Quicksilver parts and oils. The company has 4,000 employees in Wisconsin and nearly 8,000 worldwide, operating 80 facilities in 22 countries. The Fond du Lac plant manufactures outboards from 75 to 600 hp with close to 3 million square feet of facility space. Mercury Racing also operates out of Fond du Lac in its own dedicated location.

The collaboration between Mercury and Viking/Valhalla kicked up a notch when VBW was chosen by Mercury to be one of six boat manufacturers to introduce their latest and most powerful outboard, the V12 600-hp Verado (see article, Page 24). Each of the selected boats represented the pinnacle of their market segment, with the Valhalla 46 serving as the testing platform for the high-performance luxury center console genre. The Viking/Valhalla team worked side-by-side with Mercury personnel for 18 months on the engineering, installation and performance of the V12 outboards on the Valhalla 46.

"The symmetry between VBW and Mercury has been incredible," says Captain Ryan Higgins, who is the Southeast Sales Manager for Viking and Valhalla. "They believe in producing the finest products possible and

In Their Words

Mercury and Viking/Valhalla have become a well-oiled machine, working together to bring innovative and exciting new product to the marine industry. Valhalla reached out to Mercury President Chris Drees and others to gain some insight into the reasons behind this success story. Here's what they had to say:



Chris Drees
Mercury Marine President

What impresses you about the Viking Yacht Company and Valhalla Boatworks?

"There are very few companies in the industry that have the history, leadership, passion, and motivation to push the boundaries and deliver the best-possible product for their customers. The Viking Yacht Company has an incredible history, and to see what they have accomplished with Valhalla in such a short period time is nothing short of remarkable. This accomplishment stands as a testament to the leadership at Viking."



Randy Caruana
*Vice President of Sales
for North/Central
America & Asia Pacific*

Why has the partnership worked so well?

Mercury was excited to partner with Valhalla on this journey, and it came at a time when Mercury was poised to attack the high-horsepower category. The partnership and alignment in strategies helped both companies attack the premium center-console segment.

Why did you choose Valhalla as one of the test boats for the introduction of the Mercury V12 600?

Valhalla represents a unique offering in the center-console segment, matching

extreme levels of quality with fishability and performance. The V12 offers tremendous quality and performance while being the quietest outboard offered, making it the ideal power for the new V-46.

What are some of the similarities between Viking and Mercury?

Similar to Mercury, Viking/Valhalla are leaders in the segments they serve, and both companies have the same philosophy of pushing the envelope of what can be created. This separates the brands from their competitors, making for a great partnership.



Travis Hayes
*Mercury Senior
Applications Engineer*

Who were some of the instrumental people at Mercury who have made the relationship successful?

From the first day we met Pat Healey and his team at the Miami Boat Show to learn about the Valhalla strategy, we knew that we wanted to develop a strong relationship with the Valhalla team. The entire Mercury team has worked hard to ensure the relationship continues to develop, ultimately leading to the success of the brands.

"It's one of most unique partnerships I've been able to be involved with in my 30-plus years in the marine industry. Lonni Rutt, Eric Metz, Ryan Higgins, John Leek [IV] and Dan Wilk are a very special group. And that's just the tip of the iceberg. They have a very deep bench at Viking."



Headquartered in Fond du Lac, Wisconsin, Mercury Marine operates out of close to 3 million square feet of manufacturing space. Right: Mercury's Travis Hayes and Viking Mullica's Dan Wilk install an outboard's gearcase at the Mullica plant.

have the same level of attention to detail and expertise with their products that we bring to ours. They go the extra mile, and have been extremely helpful right from the start. It's been a perfect match."

"It's really been a team effort," says Travis Hayes, Mercury Senior Applications Engineer. "I've been particularly impressed with how Viking management empowers its technical people and encourages them to come up with unique engineering solutions."

The V-46 is offered with triple or quad installations of the V12 600-hp Verados. The engine joins two other propulsion options from Mercury for the V-46: quad Mercury Verado 400s and quad V8 450Rs. VBW also offers a variety of Mercury outboard power options for the V-46's three stablemates. The V-33 is offered with twin V8 450Rs, 400 Verados or Verado V8 300s; the V-37 can be powered with twin 450Rs,



triple 450Rs, 400s or 300s; the V-41's power options are triple 450Rs or 400s and quad 450Rs, 400s or 300s.

From the get-go, Travis has been critical to the implementation of each of these engine installations on all four models.

"I visit Viking Mullica two to three times a month, and there is communication between Valhalla and the Mercury team just about every day," says Travis. "At the plant, I'm performing sea trials, collecting data, and continually working

with the Valhalla team to optimize performance. I'm also training and facilitating the integration of new (Mercury) products, which we introduce every six weeks."

Mercury Business Development Manager Mark Skeen and Mercury Product Application Engineer Mike Gavrilovic have also been instrumental in the success of the partnership. Says Travis, "When you work together and all pull in one direction, great things happen."



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EXTERIOR MAINTENANCE

Dock Appeal

There is no mistaking the sexy profile of a Viking Yacht. Distinguishable from any angle, she's always dressed to impress for an impromptu photo shoot from dockside admirers. But in order to maintain her red-carpet looks, a little elbow grease is needed. And there's no getting around it.

WASH DOWN

Whether returning from a salty sea trial or looking pretty for her final departure, Viking's 18-person Make Ready Dock team makes sure the boats are always show room ready. A key to this accomplishment is consistency with wash downs. It always starts with a thorough rinse with water. Starting at the highest point of the vessel, the team works their way down ensuring the spray covers all essential areas and keeps

contaminates away from surfaces that have already been hosed.

Smooove Ultimate Boat Wash is the product of choice for Carl Schaefer. Carl, the Foreman of Detail for six years, likes that the pH balanced, bio-degradable product protects existing wax while removing dirt, grime, fish blood and salt. It's chemically engineered to clean and protect gelcoated and painted fiberglass surfaces. Pairing it with the proper washing implement is essential. "We use only high quality microfiber to mitigate swirling, spider-webbing and surface scratches from occurring," says Carl. Never use dish soap as it will strip the boat of its protective wax coating.

Carl recommends dedicating a wash mitt for each specific part of the boat. Areas such as the black mask, gelcoat, Costa Clear enclosure and nonskid warrant their own tools. This reduces the chance of scratching (possibly severely) or damaging those finished surfaces with debris you may have picked up from another surface.

But the most important ingredient in a proper washdown is water. Plenty of it and purified to be exact. Carl's team only use a Spot Zero water purification system which leaves the boat with a spot free finish. The system removes 99 percent of impurities so the need to dry or chamois is a thing of the past. Spot Zero also offers mobile systems which are great on the docks or while traveling.





Tower Maintenance

FROM THE TOP

Implementing a regular tower wash and wax schedule will prolong the appearance and luster of the aluminum for years to come. Ten-year-old pipe can look brand new if it's waxed and maintained properly. But when neglected, the damage is irreversible once the aluminum starts to corrode. Tower upkeep should be included on every boat maintenance checklist.

Even though the pipe may appear clean, it does collect salt and dirt every day simply by sitting at the dock. Start your wash with the buggy top and work your way down. Palm Beach Towers' Supervisor Joe Glonek says, "Use a clean lambswool mitt and Smoove Ultimate Boat Wash to remove the salt and dirt while causing no harm to the anodized finish." Chamois dry the pipe to ensure there is no moisture left.

Joe says, "Not washing down your outriggers after fishing can lead to potential repairs down the road." If you have hydraulic riggers, be sure to hose off the entire length of the cylinder and piston at the end of the day. This keeps all the gaskets clean and extends the life and condition of the seals.

"If you see any black streaks on the riggers coming from any of the pads, collars, bushings, fittings or hardware, it's time to replace the part," says Joe. The streaks are caused by metal-on-metal contact resulting from wear and tear. This contact causes exposure to the elements which ultimately compromises the part.

When waxing, choose a pure wax with zero grit. The goal is to protect the pipe, not clean it (you already did that). Make sure whatever product you use is smooth and has no abrasive properties. Palm Beach Towers' Sales and Customer Service Manager Steve O'Neill recommends Collinite's Insulator Wax No. 845 or Meguiar's Pure Wax Carnauba Blend. "Both products provide durable finishes, are easy to apply and easy to take off," says Steve. "A coat of wax every six to eight weeks and you'll be looking good."

Before you begin, tape around any leg or brace pads which bolt to a nonskid surface. These could be the forward main legs on the hardtop or a center ladder stand-off pad on top of the bridge. By taping, the wax can't gather on the nonskid and cause wax halos to form around the pads.

Any tower pipe or control box that has been painted with a satin finish should not be waxed. The black satin pipe on tower sunshades and control boxes has become extremely popular over the years but it's important to note that wax or chemical cleaners will discolor the finish. Instead, clean it gently with an unused, damp microfiber cloth or dedicated soft wash mitt.

TOWER TIPS

- Rinse and chamois tower every 3-5 days or as needed when the boat is not in use.
- Wax tower every 6-8 weeks or sooner if needed.
- Inspect outriggers and check for loose parts and the integrity of the stay cables after every trip. This is a good time to inspect all tower bolts and welds as well.
- Remove or lower outriggers and wax the tip sections every 4-6 weeks.
- Verify all factory drain holes in the standing platform control box, coupler box and perimeter rails are clear of any debris.
- Check the caulking around the hardtop, platform and tower pads.
- Keep a regular wax schedule of all fiberglass components in the tower.
- Confirm the satellite domes on top of the tower sunshade or hardtop are not loose.
- Assess all antenna stand-off locking inserts to ensure they are staying engaged.



NONSKID

Nonskid can be a tricky surface to clean. The Make Ready crew recommends a good scrub down with a soft bristle scrub brush (a hard brush may damage the surface) and Smoove boat soap. For those tough stains, break out the Sharp Shooter. Spray this ready-to-use cleaner on the brush then work on an inconspicuous area to ensure no staining or discoloration occur.

Hard stains should be gently scrubbed in a circular motion until completely removed. For more pesky problems, Viking cuts chip brush (not paint brushes as these bristles may melt when in contact with certain solvents) bristles down to about 1/4". The soft yet stiff bristles are aggressive enough to lift tough stains while gentle enough not to cause damage.

When cleaning your nonskid with Sharp Shooter be very carefully around teak. If a little overspray lands on the teak, clean it immediately so it doesn't leave black spots. Never use acetone, paint thinner or any other volatile chemicals on nonskid because it could strip the paint and damage it.

ENCLOSURES

Gene McCann from Costa Marine Upholstery is responsible for all the completed enclosures at the Viking factory. He ensures panels are properly fitted and functioning, and sparkle with a crystal clear finish. "It's imperative to clean your enclosures to maintain gin-clear sight lines," says Gene. Wash the panels with a dedicated microfiber cloth and boat soap, and polish as needed with Costa Clear Polish. This polish, which can also be used on Plexiglas and Lucite, not only cleans and protects your enclosure, it also removes small scratches.

GLASS

There's nothing worse than unwinding in the salon and being distracted by the salt laden view through dirty windows. Whether cleaning the inside or outside, a simple ammonia-free glass cleaner (No Windex!) is all that is needed. Be sure to use a clean microfiber cloth not terry cloth. Terry cloth can leave micro scratches which will eventually cause hazing.

Wax Early, Wax Often

SCHEDULE

DAILY

- Rinse and chamois (don't soap) entire boat

WEEKLY

- Soap and dry entire boat and rinse the hull
- Soap and dry tower components
- Clean teak if needed

MONTHLY

- Wax all painted or gelcoated surfaces
- Wax metal
- Wax helm chairs and fighting chair
- Wax antennas
- Wax brightwork
- Wax outriggers
- Rain-X windows

6-8 WEEKS

- Wax tower



Wax On, Wax Off

Viking Demo Captain Sean Dooley (above right) has been around boats since his dad took him fishing at a young age. And he was hooked. A career in the sportfish world has educated him in the art of waxing a boat. Here he talks about his method of maintaining the Viking 80 demo.

“Don’t ever let it get ahead of you,” says Sean when asked about his wax maintenance program. “Sure, it’s on the schedule to wax the boat once a month but have you ever waxed a Flag Blue Viking 80 in one day?”

Sean and his mate West Rivers (above left) have established a manageable schedule for their new charge. “Every day we fresh-water rinse and chamois the boat,” says Sean. Soap every day isn’t needed as it will eat away at the wax and cause additional unnecessary waxing.

“We’ve established sections of the boat, like metal, cockpit and bridge for example,” says West. Everyday the duo tackles one section for a thorough wax. “A couple hours a day throughout the week is dedicated to waxing. It leaves us time to address other needs and issues.”

Once the wax is down, it’s easy to maintain. “If you end up with no wax on the surface, you’ve got a big job in front of you.”



If hard water spots have developed on your glass, an automotive detailing clay bar will help remove those impurities allowing you to clean accordingly. Don't forget to apply Rain-X or other protective coatings if preferred.

FAUX & TEAK

A faux teak toe rail cleans up quickly with a lambswool mitt and boat soap. Wax all faux regularly as you would with gelcoat. Be sure to only use clean microfiber cloths while detailing the faux.

Real teak stains can be addressed by simple soapy water and a Scotch-Brite 7447 Hand Pad, better known as a red hand pad. Gently scuff the area with the grain so the teak doesn't get damaged by any harsh chemicals or overly abrasive cleaning tools.

TOOLS

Everyone has a particular way and technique to clean but the tools are still the same. The basics are a bucket (Huck Buckets are great for this), boat soap, hand chamois, chamois mops, squeegee (for large flat surfaces), soft bristle brush, lambswool mitt and clean microfiber cloths. And remember to stock plenty to keep the red carpet status. 🛶

TOOL BOX:

Trimmed Chip Brush

Sharp Shooter

Industrial Cleaner

Soft Bristle Scrub Brush

Bucket

Chamois Mop and Hand Towel

Smoove Boat Soap

Costa Clear Cleaner & Polish

Ammonia-Free Glass Cleaner

Spot-Zero Water Purification

Lambswool Mitt

Microfiber Cloth

Rain-X

Red Scotch-Brite Pad

TIPS

- Use neutral pH soaps so your wax protective coatings won't erode. Any cleaner that features an acid in its chemical make-up will attack the wax and leave a dull surface.
- Use plenty of fresh water for rinsing and dry immediately with a clean chamois and chamois mop to collect water beads and prevent spotting.
- Clear vinyl panels are easy to scratch. Rinse with a soft spray to float away salt, follow with a pass of a soapy mitt then rinse again. Dry with a clean chamois.
- Never use paper towels on clear panels. They can injure surface clarity.
- Freshen up your chamois towels with an occasional date in your washing machine. They will come out looking like new and be more absorbent.
- For tough nonslip stains, fashion a three-inch natural bristle brush by trimming it to a quarter inch. Hit the stain with an all-purpose spray cleaner, work the brush over the area and rinse thoroughly.
- After washing the boat, open up hatches, enclosures, and lids to invite fresh drying air aboard.





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MIAMI INTERNATIONAL BOAT SHOW



Two in One

The Miami International Boat Show and Miami Yacht Show have joined forces to give you a new boat show experience. Set to debut Wednesday, February 16 and run through Sunday, February 20, 2022 over President's Day weekend, the new Miami International Boat Show will deliver a seamless and unparalleled experience for attendees.

The on-land portion of the event will take place at the newly reimagined Miami Beach Convention Center while the featured in-water activities will be offered at Sea Isle Marina, One Herald Plaza and Island Gardens Marina on Watson Island.

"For 80 years, the Miami International Boat Show has served as the recreational boating industry's flagship event and a prized platform to showcase world-class products and innovations to people across the globe. We will take the show to the next level and deliver an unforgettable experience for decades to come," said Frank Hugelmeyer, president of The National Marine Manufacturers Association.

There will be a comprehensive traffic management plan developed in collaboration with the City of Miami and Miami Beach. In addition to ample parking, there will be a variety of transportation options including water taxis, ride share hubs and public transit modes. 🚤



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February 20, 2022**

- One Herald Plaza
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VIP SHOW

Save the Date

The 2021 Viking and Valhalla VIP Show was a smashing success, as a total of 20 yachts from 33 to 80 feet were showcased at the Viking Yacht Service Center, drawing a combined 1,000 guests, dealers and vendors.

“We thank everyone who came and made this year’s 25th Annual VIP such a wonderful event,” said Viking President and CEO Pat Healey. “The enthusiasm and atmosphere was tremendous.”

The Valhalla 46, the new flagship of the Valhalla Boatworks V Series, made its world premiere at the VIP. Media, dealers and show attendees were simply blown away, enamored by the V-46’s great size, beautiful lines and Viking-quality construction and fit and finish. The award-winning 54 Convertible was extremely popular as well, with attendees eager to tour the award-winning model that debuted at the 2020 Fort Lauderdale International Boat Show.

Viking subsidiaries Palm Beach Towers, Atlantic Marine Electronics and over 50 Viking and Valhalla vendors displayed their products in a boat-show-style setting at the Viking Yacht Service Center.



26TH ANNUAL VIP

Friday, February 4
Saturday, February 5

Viking Yacht Service Center
Riviera Beach, Florida



VIKING YACHTING CENTER

Family Fun on the Bass River

The Viking Yachting Center is a family-friendly marina with plenty to offer boaters and their guests. Headed up by General Manager Brian Keenan, the 32-acre facility is dedicated to providing the highest service to their customers.

Brian began his career in the marine industry as a 14-year-old pumping fuel on the docks. He was curious about boats and proved to be a quick study learning how to work with fiberglass and the art of paint restoration. After graduating high school he became a head painter and fibreglasser. He immersed himself learning all aspects of boat repair. In 2013 he made a move to the Viking Service Center and plans on staying.

“It’s a wonderful feeling when customers tell us how happy they are with our services and work,” says Brian.

Brian’s right-hand Cheri Ginsberg says, “Our protected marina location offers seasonal and transient slips and winterizing service and storage for more than 250 vessels. Slip holders are welcome to use our pool, renovated bathhouses, barbecue grills and picnic facilities. We are pet-friendly, too.” Cheri has been with the Yachting Center since the doors opened in 2003. More than just an Office Manager, she not only keeps everything organized and running like clockwork but knows every slip holder, along with their children and pets,

by name. When she stocks the Ship’s Store she makes certain to have each customer’s favorite items. “Cheri is a pleasure to work with and a great asset to the Yachting Center,” says Brian.

On the business side, the Yachting Center is a year-round service center fully staffed with Viking-trained technicians. Fiberglass repairs, painting and restorations, mechanical and electronic work, engine repowering and insurance work are just a few of their offerings. Whatever you need, the skilled personnel at the Yachting Center have you covered.

Valhalla Boat Sales is also located at the Viking Yacht Service Center. A full-service dealership, Valhalla Boat Sales sells both new boats and pre-owned vessels. They are proud to be New Jersey’s No. 1 dealer of Contender high-performance center consoles and has recently added Sportsman Boats to the fleet. And of course, they are the exclusive New Jersey dealer for the ever-popular Valhalla Boatworks V Series, a game-changing fleet of center consoles by the Viking Yacht Company. “Valhalla Boat Sales has really taken off with the addition of the V Series,” says Brian.



Two additional Viking subsidiaries, Atlantic Marine Electronics and Palm Beach Towers, have also set up shop at the Yachting Center. A leader in design and installation of state-of-the-art navigation, communication and entertainment for yachts and boats, Atlantic Marine Electronics brings the highest level of quality and care to every customer. Palm Beach Towers is your source for tuna towers, express towers, marine aluminum fabrication and fiberglass hardtops.

The Yachting Center also features a hidden treasure – Breezes Dock Bar & Grill. A family run restaurant and bar, Breezes is a true local's spot that offers casual dining,

fresh local seafood, live music on the weekends and amazing waterfront views. With offerings such as a Lobster BLT Wrap or Surf and Turf Burger and specialty drinks like a Bikini Pintini and Mermaid Water, it's definitely a must-do.

Giving back to the community is important to the Yachting Center. They offer rest facilities to the Police Unity Tour and Run for the Fallen. Their pool and pavilion is often used to host local school graduation parties.

"We have a lot happening here but we all work as a team," says Brian. "And we continue to grow. When I started,



our Paint Department consisted of two employees and now we have 17 painters. We've expanded our slip and winter storage customers and we're looking to hire and expand our technicians. It's rewarding to see the growth of our facility and employees."



“It's a wonderful feeling when customers tell us how happy they are with our services and work.”

– Brian Keenan

Viking Yachting Center General Manager



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Brian Keenan

When not at the Viking Yachting Center you can find Brian – you guessed it – on the water.

"I love to go boating with my family. My son Zach and I go clamming while my older

son Noah is more into shark fishing. But as much as I love being on the water one of my favorite places is the Smoky Mountains in Tennessee. I'll get up at 4am, make my coffee, sit outside and watch the fog roll off the peaks while the sun rises. If I'm not by the water I want to be in the country."



Cheri Ginsburg

Cheri on the other hand likes to explore a different coast. "My very favorite destination (and a place I try to visit every year) is the Olympic Peninsula in

Washington state. I love everything about it. The ride on the ferry leaving Seattle and crossing Puget Sound, driving Highway 101 up the scenic coast and hiking in the lush Hoh Rain Forest. There's no better place for me!

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DYNAMIC DUO

Valhallas Benefit From AME & PBT Expertise

Atlantic Marine Electronics (AME) and Palm Beach Towers (PBT) continue to show their incredible value to the Viking Yacht Company by playing critical roles in the growth of our Valhalla Boatworks V Series center consoles. The powerful combination of these two Viking subsidiaries allows Valhalla owners to personalize their boats to the highest levels, increasing fishability, communication and navigational capabilities, entertainment value as well as overall utility. Established by Viking nearly 20 years ago, AME and PBT are part of Viking's vertically integrated business strategy that brings greater quality control and strongly contributes to our ability to deliver our sportfishing and motor yachts in turn-key condition. The owners of the V Series are now enjoying those same benefits.

Palm Beach Towers offers folding or fixed marlin towers for all four V Series models (V-33, V-37, V-41 and V-46) as well as gap towers for the Valhalla 41 and the Valhalla 46. PBT custom designs, fabricates and installs each tower, working closely with the VBW dealer and owner. The gap towers match the quality and design of the tower

installations on Viking sportfishing boats. Large-diameter piping is fabricated with angles and tapering locations specifically engineered for maximum strength. PBT is the No. 1 manufacturer of custom designed, fabricated and installed towers in the world.

The towers increase visual fishing and navigation capabilities while still keeping the captain close to the crew for optimal communication. With the recent dramatic increase in sales and the addition of the Valhalla 46 to the fleet, both PBT and AME have been busier than ever installing marlin and gap towers and custom navigation, communication and entertainment packages on our V Series center consoles.

Over the past year, PBT completed its first marlin tower installations for both the Valhalla 33 and 37 models. In addition, hull No. 4 of our new V-46 received the first gap tower for our new V Series flagship. This V-46 boasts a Snow White gelcoat, faux teak transom and toe rail, a Seakeeper 6, helm air-conditioning and a host of other enhancements and accessories to complement the beautifully crafted custom polished anodized aluminum structure. Hull No. 7 of the Valhalla 46, which was

being completed at press time, will be the first V-46 with a marlin tower. A number of other V-46 builds in the VBW order book will also be receiving either gap or marlin towers.

"As people see more and more Valhallas with the towers, I think the demand for them is certain to grow," says Vice President of Sales Mark Waldron.

That's a good bet. Besides bringing great utility, versatility and fishability to our high-performance center consoles, the tower boats look pretty darn bad-ass too.

SAFE AND SOUND

VBW offers factory-installed electronics packages from either Garmin or Simrad as well as an entertainment package. But if an owner wishes to add custom navigation, communication and entertainments systems, AME is ready to fully satisfy all of their desires with a team of expert sales people, technicians and installers. "We recently completed a V-33 whose owner opted for a Furuno navigation package instead of the standard Garmin or Simrad packages," says AME Sales Manager Chad Clarke. "Since it was a custom electronics

package, AME completed the entire installation. It featured the new Furuno TZT3 displays, which are very popular on the Vikings. Some owners have particular brands they're fond of, and we're here to accommodate them."



"Being open boats, Valhalla center consoles are very conducive to music, and the custom stereo systems have been a hot item for Valhalla owners," says Chad. "We've had boats with 16 or more speakers. And these stereo systems, which often feature Fusion stereos and JL Audio speakers, are popular with a variety of owners, from die-hard anglers who like to blast home from the fishing grounds with Metallica blaring or day cruisers chilling to Crosby, Stills & Nash."

Chris Scarborough and Gina Gervato wanted a fast, sexy sportboat personalized for their boating lifestyle, which includes plenty of day-cruising, beach hopping and relaxing with friends while enjoying music and cocktails. Their Valhalla 37 *Silver Fox's* custom entertainment package from AME features a Fusion Apollo Marine Stereo, 10 JL Audio speakers and four amplifiers.

Several Valhallas showcasing the talents of both PBT and AME have been delivered this spring, including the Valhalla 37 *Jenny B*. Its marlin tower will serve the owner well in his quest for tuna off the coast of Massachusetts' north shore, providing

excellent visibility and versatility. This V-37 also boasts a custom sound and lighting system installed by AME that syncs the music with multi-color lighting emitted from the speakers as well as underwater and above-water lights.

The first Valhalla 46 featured a tricked out sound system, one that caught the attention of *Power & Motoryacht* magazine editor Charlie Levine: "This V-46 will be used as a tender, and the owner must really like to rock the boat, because you can hardly look in any direction without seeing a speaker."

Security is another facet of AME's expertise. All V Series center consoles are offered with the Nautic Alert V Tracker Satellite tracking system. "Many of the V Series boats are headed to Florida, where boat and outboard theft is high," says Chad. "Many insurance companies won't provide coverage without a GPS tracking system. The VTracker has some valuable features in

addition to the GPS tracking, such as bilge pump and battery voltage monitoring. You can also integrate cameras to keep an eye on the outboards. The VTracker is compact, so it enables concealed installation in space-constrained environments."

AME will also install products from Global Ocean Security Technologies (GOST), which offers a full line of state-of-the-art wireless security, monitoring, satellite tracking, surveillance, acoustic deterrents and cloaking systems for any size vessel. In fact, AME's first installation of a GOST system was installed on a V-41 this spring. "GOST also has a GPS tracking system, which is called the Nav-Tracker," says Chad. "This Valhalla 41 features The GOST NT-Evolution 2.0. This product has GPS tracking, but also has a high-water sensor, siren, beam and door sensors. It notifies the owner if the boat takes on water, has an intruder, or leaves the dock. It's very advanced." 



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VIKING YACHT SERVICE CENTER

Hub of Activity

The Viking Yacht Service Center, located in warm and sunny Riviera Beach, Florida, wants to take care of your yacht as if it was their own. Their Viking-trained technicians and repair crew are passionate and dedicated to their profession. Bottom jobs, fiberglass repairs, engine replacement, air conditioning, mezzanine installations, Seakeeper installs and painting projects are all second nature to this skilled team.

Viking's southern arm boasts almost 200 team members which include American Boat & Yacht Council certified electricians. They also have an in-house engineering staff to handle diverse and electrical and performance systems.

A 340-foot on-land catwalk allows technicians to work safely and efficiently on boats. Twelve boats, up to 93 feet can be fully powered up and serviced in

this manner. In-water floating slips can accommodate more than two dozen additional boats.

And the Service Center is literally becoming a hub of activity.

From hosting tournament captains' meetings to becoming the backdrop for a full blown boat show, the Service Center is the center of attention. They also are home to three Viking Yacht Company subsidiaries: Atlantic Marine Electronics, Palm Beach Towers and Valhalla Boat Sales.



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VIKING KEY WEST CHALLENGE



Eight minutes after lines in was called, Rosalie Apostoleres released a sailfish on the Viking 50 *Roenick*. One minute later, Captain Casey Hunt reported a sail for her husband Nick. And team *Roenick* never relented, dominating the 7th Annual Viking Key West Challenge from start to finish. *Roenick* covered the leaderboard and took home both Top Boat and Top Angler (also

Top Lady Angler, Top Sailfish Boat, 3rd Place Angler and 1st & 3rd Sailfish Angler), with Rosalie hanging 18 flags and Nick adding six over the two fishing days. In addition to their hardware, they also walked off with a Spot Zero mobile unit and Switlik Coastal Passage Raft.

Game Changer, Robert Boyce's Viking 80, had a strong Day 2 with 10 releases, sealing

their 2nd Place spot in the Sailfish Release category with a total of 15 fish. Matthew Boyce claimed five of those sails and accepted the Top Junior Angler honors. Jack Sheehan and his team on the Viking 72 *Manna Ray* rounded out the sailfish category in 3rd Place with 11 sails.

A 52.6-pound wahoo, caught by Chad Moss on Bob Moss' Viking 72 *SandboB*, took 1st in

EST LENCE



both the angler and boat categories. David Raisbeck's Viking 92, *Raiser's Edge*, was the Top Tuna Boat, and Bill Raisbeck took Top Tuna Angler with a 24-pounder recorded at the ASEA Weigh Station.

The Viking Key West Challenge, presented by Christi Insurance and Spot Zero, saw records both on the leaderboard and with a

50-boat fleet which included four Valhalla center consoles. Keeping with the "More Than Just Fishing" theme, participants enjoyed a festive Captains' Meeting cocktail party, Welcome Dinner under the stars, lay day barbecue pool party, kid's dock tournament, bar crawl poker run, al fresco awards dinner with a sunset view and – oh yeah – two days of awesome fishing fun.

"I've never seen so many smiling faces and happy people," said Viking President and CEO Patrick Healey.

Make plans to join our southernmost party next year from Wednesday April 6 through Sunday April 10, 2022. For more information visit keywestchallenge.com or email marketing@vikingyachts.com.

TEAM AWARDS

	FIRST	SECOND	THIRD
Sailfish	Roenick 2,400	Game Changer 1,500	Manna Ray 1,100
Tuna	Raiser's Edge 235.4 lbs.	III Day Notice 102.8 lbs.	Touch of Grey 96.2 lbs.
Dolphin Mahi-Mahi	Cajun Queen 38.4 lbs.	Blue Time 23.2 lbs.	Darlin Marlin 22.2 lbs.
Kingfish	III Day Notice 129.2 lbs.	Gypsea 53.8 lbs.	Touch of Grey 33.4 lbs.
Wahoo	SandboB 52.6 lbs.	Good Chemistry 35.8 lbs.	

GRAND CHAMPION

Roenick 2,400



ANGLER AWARDS

	FIRST	SECOND	THIRD
Sailfish	Rosalie Apostoleres 1,800 Roenick	T.J. Ely 600 Irish Twin	Nick Apostoleres 600 Roenick
Tuna	Bill Raisbeck 24 lbs. Raiser's Edge	John Coryn 22.4 lbs. III Day Notice	Victoria Coryn 21.8 lbs. III Day Notice
Dolphin Mahi-Mahi	Bradley Galvin 23.2 lbs. Blue Time	Larry Falla 22.2 lbs. Darlin Marlin	Lindsey Graci 19.4 lbs. Rigged Affair
Kingfish	John Coryn 37.6 lbs. III Day Notice	John Coryn 35.2 lbs. III Day Notice	Victoria Coryn 25 lbs. III Day Notice
Wahoo	Chad Moss 52.6 lbs. SandboB	Asha Chakrabarti 35.8 Good Chemistry	
Bottom Fish	Don Gaiter 24 lbs. El Diablo		



	FIRST	SECOND	THIRD
Top Angler	Rosalie Apostoleres 1,800 Roenick	T.J. Ely 600 Irish Twin	Nick Apostoleres 600 Roenick
Top Female	Rosalie Apostoleres 1,800 Roenick	Nicole Ely 304.4 Irish Twin	Lexi Creary 300 Viking 68
Top Junior	Matthew Boyce 500 Game Changer	Asha Chakrabarti 235.8 Good Chemistry	Logan Young 121.8 Blue Eyes





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CHALLENGE VIDEO
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SCAN ME



DESTINATION **KEY WEST, FLORIDA**

Easy & Breezy



Dante's Pool Bar and Restaurant hosts several Viking Key West Challenge events.

The Viking Key West Challenge (VKWC) hosted over 500 people at the recent event – and it was a blast. A crew from Viking puts the event on and given the magnitude of the tournament, they head down a few days early to ensure everything runs like clockwork when the party kicks off. They aren't on vacation but they do spend a week in the Conch Republic so they have some insight on the Southernmost point.

DOCK

Boats can fish out of any marina they choose for the VKWC so the team has gotten familiar with almost all of them. Located in the historic Bight, Conch Harbor

Marina has an island-vibe friendliness and security gate for peace of mind. Right next to Conch is the sought-after Key West Bight Marina with 33 transient slips that can accommodate vessels up to 140 feet. A short walk away is A&B Marina, the closest marina to Duval Street at just two blocks. The Galleon Marina is not only the most highly protected harbor but also offers its guests all the amenities they offer to their resort guests. Opal Key Marina features 37 slips and is less than five minutes by foot to the famous sunset celebration in Mallory Square. A little farther out is Stock Island Marina Village, the largest deep-water marina in the Keys and a short Uber ride to the action.

SLEEP

A Viking crew stays at the Opal Key Resort and Marina which was formerly The Margaritaville Resort and Marina. It's a large beach-style hotel that consists of two buildings. The main building offers rooms and suites, concierge service, meeting rooms and ample parking garage. The annex also has rooms and suites but features a tropical and lush pool and whirlpool. Visit the pool bar to grab lunch or just quench your thirst. As the sun starts to slide visit The Sunset Deck above the pool, it's an excellent location to sip a cocktail and take in the famous sunset – and very much a secret.



Viking's Gina Waldron, left and Mary Foust at the 7th Annual Viking Key West Challenge.



Ryan Higgins, Mark Waldron and Anthony Scola pause for a photo op.

A seven-minute ferry ride from Opal Key will land you at the exclusive Sunset Key Cottages tucked away on a 27-acre island. If you are looking for sophisticated relaxation, this is the spot. Award-winning fine dining, serene spa, palm tree encased pool, white sandy beach, fitness center and tennis courts round out their luxe amenities.

Some staff stay at the The Marker Harbor Resort. It's close to all the action on the docks and when you step in this luxury hotel you immediately sense its glamorous personality. Take advantage of three pools and restaurant at the Marker.

On the other side of town we set up our Radio Room at the beach-front Reach Resort. Recently renovated, you can lounge by the oceanfront pool or grab a chair on the private natural-sand beach. The 150 rooms are spacious, modern and clean.

EAT

After a long flight into Key West the first stop for the VKWC crew is the casual Island Dogs Bar at the foot of Duval Street. We've eaten inside this laid-back joint as well as settled on the outdoor deck for a little people watching. Salads and burgers are our normal selections but we've heard the build-

your-own hot dog bar (think bacon, mangos and pepperoni) is a must-do.

When we want a little spice we head to Lucy's Retired Surfers Bar in the heart of Duval. Start with Avocado Fritas and Spicy Queso Blanco then move on to pork, fish or shrimp tacos. And they have six signature margaritas to wash it down.

The informal Half Shell Raw Bar is another favorite. At this low-key, waterfront restaurant in the Bight, we normally order lunch then watch the VKWC boats roll in for the tournament. Everything is absolutely

Conch Harbor Marina, below, serves as the Viking Key West Challenge Weigh Station.



Viking shirts represent during the Key West Challenge Bar Crawl Poker Run.



fresh and delicious. Fish sandwiches (hogfish is a fan fav), po boy's and oysters & chips are always on our ticket.

Sometimes we get lucky and score a dinner table at the al fresco Blue Heaven in the historic Bahama Village. The food is excellent, especially the famous yellowtail snapper in a beurre blanc sauce. And the atmosphere? Baby chicks at your feet isn't for everyone but hey – it's Key West!

We have to give a huge shout out to our friends at Dante's Pool Bar & Restaurant and Prime Steakhouse. The incredible kitchen and service staff host three days of the Key West Challenge. But the food is excellent all the time. We sneak in for a causal pool side lunch at Dante's before the event kicks off. A tropical swimming pool anchors the location with waterfalls and Tiki bars sprinkled throughout. Everything on the extensive menu is great and they even offer a You Hook It – We Cook It option.

DRINK

Rick's Bar is always on the VKWC Bar Crawl Poker Run and continues to get rave reviews. It's a great day-drinking spot that gives you the opportunity to be a rock star at night when the stage transforms from live music to karaoke.

On a hot day don't miss Fat Tuesdays for a frozen drink. With a gazillion flavors and four sizes ranging from 12 to 40 ounces, there's a libation to fit every thirst. Just watch the brain freeze.

After hours the VKWC crew unwinds at the Tiki House. This chill spot offers traditional cocktails like a Singapore Sling, Mai Tai and Daiquiri in a glass – or in a bowl to share with your friends. You can catch live music and reruns of the Brady Bunch's Hawaii Bound episodes.

A little off the beaten path is the iconic Green Parrot Bar, a classic low-key dive bar. Listen to tunes pumping on the juke box while playing pool or darts with a cold one. The walls are jam-packed with

funky memorabilia which makes it quite charming. Regardless of the time of the day, the windows and doors are open and cool people and great bartenders are ready to greet you. *Playboy* magazine said, "The search for the definitive Key West saloon ends at the Green Parrot." And who can argue with *Playboy*?

WHEELS

The best way to cover Key West is by bike. It's too crowded to drive, hard to find parking for golf carts and your dogs will be barking at the end of the day if you hoof it. Hit up our friend Nelson at Island Safari Rentals. He's got bikes on site, at select hotels and will even do drop-off and pick-up service. 🚲



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Team Galati was named back-to-back winners of the Los Sueños Signature Triple Crown Series. Captain Tony Carrizosa was at the helm of the Viking 58 for all three legs of the 2021 season and also the Viking 62 for the 2020 event. The team really turned up the heat in the 2021 Leg III with the crew releasing two marlin and an amazing 54 sailfish to win the final leg and clinch the series championship – for

Crown Series as most boats were fishing two tournaments in one. Since the final leg of the 2020 Triple Crown was cancelled, it was determined that points from Leg III of 2021 would also complete the 2020 series.

Team Galati was sitting in 3rd Place in the unfinished 2020 series and 2nd in the 2021 series. So, Leg III Day 1 was pivotal to the team led by captain Tony Carrizosa. The

EPIC EFFORT IN LOS SUEÑOS

Back-to-Back Grand Champions

the second year in a row! Read on for the play-by-play.

The stakes were high going into the third and final leg of the 2021 Los Sueños Signature Triple

Viking 58 stayed at the top of the pack throughout the day and then turned on the heat as they released two double headers in the last seven minutes to jump into 1st Place and win the Daily with 24 sailfish releases.

Day 2 saw the Viking 72 *Eight Eights* jump to the top of the fleet. Team Galati fired back and the two boats went head-to-head. At lines out *Eight Eights* finished at the top of the leaderboard and Team Galati won the Daily.

When the dust settled on Day 3 *Eight Eights* claimed 2nd Place with five marlin and 25 sails. Team Galati won their 3rd Daily, Leg III, the 2021 series and the 2020 series. Talk about a Triple, no make that a Quadruple Crown! 🐟

DREAM TEAM

Captain

Tony Carrizosa

Mates

James LaGrone

Steve Lassley

Arturo Moreno

Anglers

Carmine Galati

Pat Healey

John LaGrone

Drew McDowell

Eric McDowell



Tony Carrizosa has been a Sales Professional with Galati Yacht Sales since March of 2012 but he has a long history of running boats. He's been fishing Los Sueños since 2004 and now has two wins under his belt. Here he tells us a little about his recent win as well as his fishing career.



“ A lot of boats had more bites than we did — but we made them count. ”

— Captain Tony Carrizosa

Regarding Leg III of the recent Los Sueños series – at what point did you know you won it?

We crushed it on the first day with 24 sailfish releases and then followed up with 21 on Day 2. So, we're going into Day 3 with two Dailies. No pressure, right? Once we released the first marlin, I knew we had it. But we kept the pressure on and released another marlin and nine sails to seal the deal. The Daily was still in play, however. That came down to the last few minutes and we sweated it out. But at the end of the day we nailed it and grabbed that Daily too, three for three!

Speaking of pressure, how was yours?

Pressure was high because we came up a little short on the first two Legs but we were in a great position to win the series. No one puts more pressure on me than me. I like to fish away from the fleet and sometimes it pays off but sometimes it burns me. Am I headed the right way? Are we starting in the best spot? I can't say I cope with the pressure well. I'm a basket case those nine days of the series. Just ask my crew!

Without giving away any secrets, how did you win it?

There is no secret. I have great anglers and a crew that makes me look good. If I put them on the bite, they come through. A lot of boats had more bites than we did but we made them count.

Would you consider this your greatest win?

I've had two significant wins in Los Sueños. The first was in 2007 when it was the Signature Series and I was captaining the *Stephanie Lee*. We dominated Leg I and won the money all three days. We won the series, too.

This year's victory topped the 2007 win. The competition now is so much stiffer than it was then. I never imagined that we could pull off three Dailies and the back-to-back series win. I thought about it but figured there is no way anyone can do that. Especially against such an amazing fleet. But we did it!

How's your team?

My team is a brotherhood. Our core team has fished together for 11 years and we couldn't do it without each other. Anglers Pat Healey, John LaGrone, Carmine Galati, Drew McDowell and Eric McDowell are awesome and truly believe in me. My crew, I trust them 100 percent to get the boat ready to fish hard. Steve Lassley, Arturo Moreno and James LaGrone, I couldn't ask for a better crew. I've been fortunate to be surrounded with some of the best around.

What's your fishing history in Costa Rica?

I first arrived in Los Sueños in February 2001 as a mate on *Stephanie Lee*. And I never left! I made Costa Rica my home and still love it. In 2002 I moved from a mate to a captain until 2008 when I took a job on Team Galati's Viking 50 *Game On*.

When you aren't in Costa Rica where do you like to fish?

Bahamas, Panama, Nicaragua and Baja California are all places I like to fish. But my favorite spot is the Bahamas' Tuna Alley during the bluefin tuna migration. It's a 15-mile strip of white sand and reef running south from Gun Cay and it happens every May and June. Unfortunately, few people fish it anymore but it's the best there is.

What's your favorite non-fishing destination?

I was fortunate to travel to Alaska twice. It's God's country. I can't describe it in words. Just go and see for yourself is all I can say.

COSTA RICA



A
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DESTINATION **LOS SUEÑOS**

Billfish Capital of the World

A

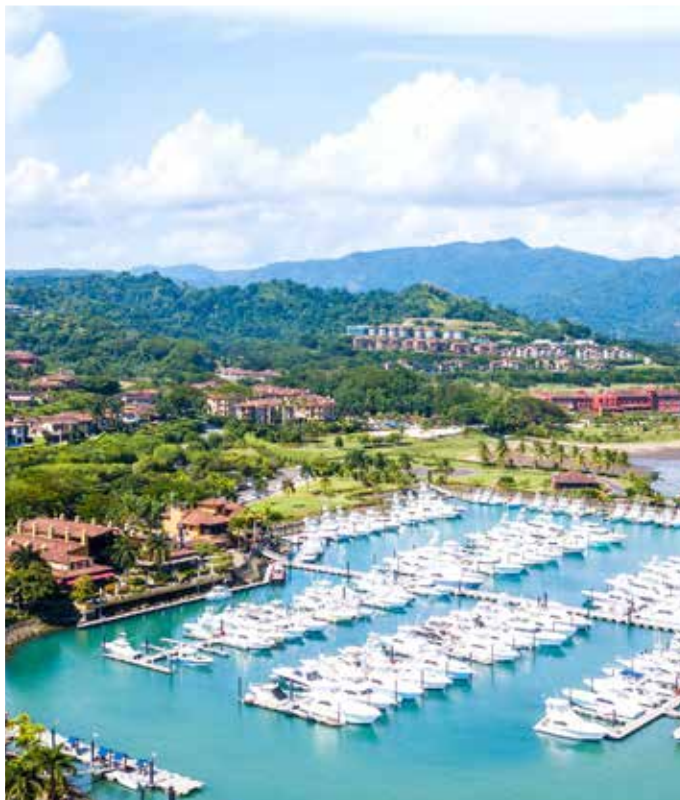
Costa Rica. The name conjures thoughts of pristine coast and nature preserves, monkeys and iguanas and world class fish. And we're not just talking any fish, we're talking monster marlin and schools of sailfish.

Already a sought after fishing destination, the growth and lore of Costa Rica is due in part to the prestigious Signature Triple Crown billfish series hosted at the lush Los Sueños Resort and Marina. The 1,100-acre property is flanked by flourishing verdant mountains that slope to meet the golf course, residences and Pacific shoreline. At its inception, 600 acres of the property were dedicated to a rainforest reserve and is protected by the master plan. An investment into trees and flowers native to the region are now enjoyed by all visitors to the resort.

Known as the Billfish Capital of the World, Costa Rica boasts one of the healthiest billfish fisheries in the world. Unusually calm waters and short runs to fishing grounds add to the fun. Los Sueños is a family friendly gateway to incredible fishing throughout the year, including double digit marlin releases at the sea mounts during the tropic's green season.

Whether you prefer inshore or offshore fishing, Los Sueños is a hotspot for both. Stay closer to shore for sea bass, grouper, jacks, amberjack, cero mackerel, snook, snapper, tarpon, wahoo and roosterfish. Offshore yellowfin tuna, dorado, sailfish, spearfish and blue, black and striped marlin are all plentiful. The waters are warm and flat calm for those prone to seasickness and observers can spot dolphin, porpoise and several species of whales.

The heart of Los Sueños is the Marina and surrounding Marina Village, creating a unique synergy between the incredible ocean habitat and the luxury lifestyle of the resort. The Marina was the first government approved marina operating in Costa Rica. Two hundred wet slips, 116 dry slips, fuel dock and full-time staff make Los Sueños the ultimate full-service port for luxury sport fishing boats. The Village is home to four waterfront restaurants, shops and services. No other location offers the combination of unbeatable fishing, resort amenities, comfort, convenience and vacation opportunities. 🐟



HOOKED UP AT THE MASTERS





Carmine Galati receives the highest honor, The Old Man and The Sea trophy in 2017 surrounded by a crowd of esteemed anglers.

INTERNATIONAL MASTERS ANGLING TOURNAMENT



The Signature Triple Crown series isn't the only tournament to call Los Sueños home. The Masters Angling Tournament has fished out of different locales but is happy to be based out of Los Sueños once again.

This unique tournament pits angler against angler while embracing a historic past dating back to 1963. It was John Rybovich's dream of a contest that levels the playing field and crowns an angler for

his ability to hook, catch and release an Atlantic Sailfish, not how well his boat and crew perform. This event rewards anglers for releasing these fish quickly and penalizes them for pulling too hard and breaking lines. In short, the Masters tests an angler's skill, and only an angler's skill – the true test of a champion.

Throughout the years the Masters has also forged lasting friendships among its anglers. Not only is the format of the tournament an ideal platform for a true test of skill, but the social side of the Masters is equally as pleasant. A tournament that has been in play for so many years has fine-tuned the entire experience. Good fishing, the best boats, great venue, and good friends make for a very fun and competitive week. Fish a different boat every day, fish with a different partner every day, use tournament supplied 20 lb. line, leader and hooks, and then fish with a dead boat to have the best time you have ever had catching Atlantic Sailfish. 🐟

The Masters is looking for good anglers who would like to experience this unique format. Anglers who not only appreciate the past, but also appreciate the present. Send an inquiry to info@mastersanglingtournament.com so they can send you an application. For more information visit mastersanglingtournament.com.



INTERNATIONAL MASTERS ANGLING TOURNAMENT
January 19 - 22, 2022
Los Sueños Resort and Marina





TOURNAMENT NEWS

In the Winner's Circle



Dust'em Off Sailfish Warm Up

South Florida – December 2 - 5, 2020

Congratulations to *Reel Captivating* on a 2nd Place Overall finish at the Dust'em Off Sailfish Warmup. The team, fishing Wayne Jenkins' Viking 62, released eight sails for the honors. Angler Ben Davis, with captain Travis Ralph at the wheel, released four sails to claim 2nd Place Angler.

The crew fishing Todd Willard's Viking 48 *Fish On* released six sails for 3rd Place Overall. Captain Mike Hunter put angler Dawn Samuels on a pair of sails to take the Top Lady Angler award. Dawn was fishing on her family's Viking 66 *Princess Lily*.



Invitational Gold Cup Team Fishing Tournament

Palm Beach, Florida – January 12 - 16, 2021

Dale Creamer released six sailfish to claim Top Overall Angler at the Gold Cup Team Fishing Tournament. He also took the Top Dead Bait Angler and Chairman's Award for best hook-up ratio in the tournament. His Viking 72 *Ditch Digger* finished in 2nd Place Overall with 13 lucky releases. The Viking 52 *Miss Annie* was the 2nd Place Live Bait team and weighed both the top dolphin and tuna.



Operation Sailfish

West Palm Beach, Florida – January 13 - 17, 2021

Captain Trey Claus led his *Team HMY* anglers to a 2nd Place win in the Operation

Sailfish fishing tournament. Aboard a Viking 54 Convertible, the crew released six sails on Day 1 and a pair of on Day 2. Operation Sailfish is Leg 1 of the highly touted Quest for the Crest Sailfish Series.



Buccaneer Cup Sailfish Release Tournament

Palm Beach, Florida – January 20 - 23, 2021

Catch 23 hung seven sailfish flags to win the 58th Annual Buccaneer Cup Sailfish Release Tournament. With captain Stetson Turney at the wheel, the Viking 80 also claimed 1st

Place Live Bait team. *Catch 23* angler Jimmy David released two sails to win 3rd Place Angler.

The Viking 60 *De-Bait-Able* released six sails for a 2nd Place Release and 2nd Place Live Bait finish. Second Place Dead Bait went to the Viking 70 *Pipe Dreamer* and *Touch of Grey*, a Viking 68, was 3rd Place in that category.



Los Sueños Ladies Only Leg III

Costa Rica – March 16, 2021

Congrats to *Team Galati* on their 2nd Place finish in Leg III of the Los Sueños Triple Crown Ladies

Only Tournament. Led by Captain Tony Carrizosa on a Viking 58, anglers Sharyn Craig, Jane Galati and Debbie McDowell released 18 sailfish for a solid finish and awesome day.



Los Sueños Triple Crown Leg III

Costa Rica – March 17 - 20, 2021

Team Galati was named back-to-back winners of the Los Sueños Signature Triple Crown Series. Captain Tony Carrizosa was at the helm of the Viking 58 for all three legs of the 2021 season and also the Viking 62 for the 2020 event. The team really turned up the heat in Leg III with the crew releasing two marlin and an amazing 54 sailfish to win the final leg and clinch the series championship – for the second year in a row! Right on their heels was *Eight Eights*, a Viking 72, claiming 2nd Place in Leg III with five marlin and 25 sails.



Chub Cay Invitational

Chub Cay, Bahamas – April 8 - 10, 2021

The Anderson family savored spring break in the world-renowned island destination of New Providence in the Bahamas via their Viking 80 *Krazy Salt's*. After a little R&R the crew switched gears and headed north to fish the inaugural Chub Cay Invitational. With captain Keith Greenberg at the wheel, the *Krazy Salt's* team claimed 2nd Place Boat with a blue marlin release and six sailfish. The boat also claimed Top Release Boat and



Heaviest Mahi with a 38.5-pound dolphin. *Tenseas*, a Viking 74, took 3rd Place Boat with two blues a sail.



The Shootout – Production vs. Custom

Abaco, Bahamas – April 28 - May 1, 2021

Miss Victoria dominated Skip Smith's The Shootout – Production vs. Custom. Anglers on Bob Genord's Viking 80 released five blue marlin, seven whites and a sailfish to claim Top Billfish Release Boat. Colton

Resor released eight of those fish for the Top Angler honor. Gioncarlo Ratti, fishing on Ricardo Cilloniz's Viking 72 *Anakalea*, weighed the 2nd Largest Blue Marlin. The Heaviest Mahi went to Viking 62 *Reel Life* angler Mike Espinosa with a 34.2-pound fish. The Abaco-based invitational tournament saw 142 billfish releases in three days of fishing.



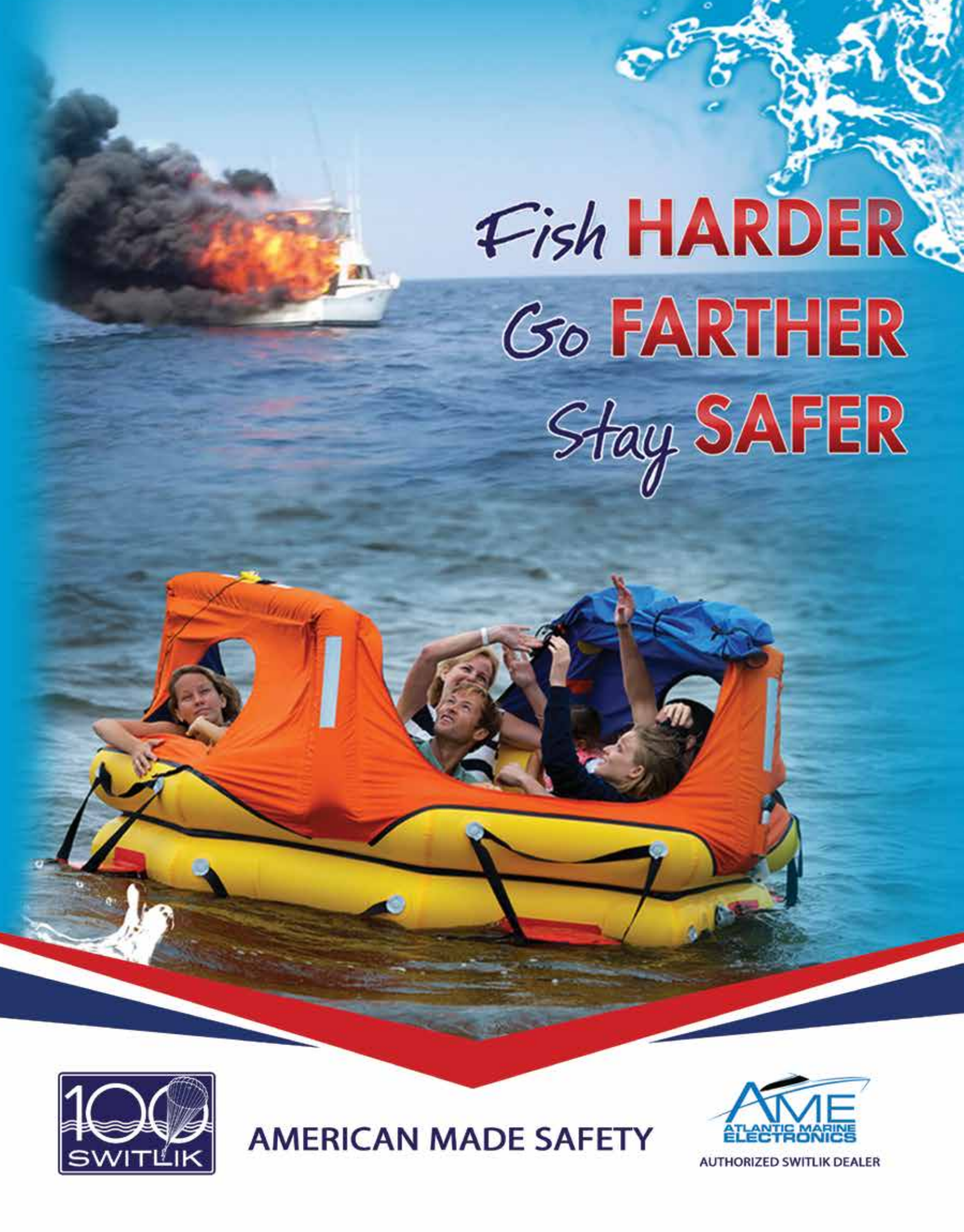
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SHORTFIN MAKO

ESA Not the Answer



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It's hard to top the excitement of hooking a shortfin mako. The aerial display as one takes to the sky in spectacular leaps is reminiscent of a marlin, only with twists and back flips that would make Simone Biles jealous. The allure of catching a mako is the driving force behind recreational shark fishing.

The shortfin mako is a pelagic shark widely distributed throughout the Atlantic and Pacific oceans. All shortfin mako in the north Atlantic are considered one management unit or stock, meaning the makos encountered in U.S. waters are likely the same makos caught in Spain, Portugal and the North African countries. The shortfin mako is managed internationally by the International Commission for the Conservation of Atlantic Tunas (ICCAT). In 2017, ICCAT found that the North Atlantic shortfin mako stock was overfished – and needed to be reduced 72-79 percent. ICCAT called for an increase in the minimum size limit on male and female makos but still allowed for retention in the longline fisheries when hooked mako were hauled back dead.

In the U.S. recreational fishery, the minimum size limit for males was raised to 71" and 83" for females. The mandatory use of circle hooks was also imposed when fishing for makos with bait or in a shark tournament. As a result, recreational landings decreased 76 percent. U.S. fishermen have taken significant steps to help recover the North Atlantic shortfin mako population and have met ICCAT regulation.

In January 2021, Defenders of Wildlife, a DC based environmental organization, filed a petition with NOAA Fisheries to list the shortfin mako as endangered or threatened under the Endangered Species Act (ESA). The petition cites that the mako stock has declined worldwide because of overfishing and bycatch mortality. NOAA Fisheries is currently in the 90-day review process where it gathers scientific data and public comment before making a decision.

If NOAA finds merit in the petition, a more comprehensive review will be done to determine if the species is indeed endangered or threatened, at which time severe measures to protect it would be established. An ESA determination of endangered or threatened would mean that the 'take' of shortfin makos would be prohibited and action would also be taken to protect mako habitat. ESA defines 'take' as any action that harasses, harms, pursues, hunts, shoots, wounds, kills, traps, captures, or collects a listed species. If shortfin mako were listed as endangered, recreational anglers would not be allowed to harvest mako and under the broad definition of 'take' it is likely that incidental catch where makos are released could also be illegal; this could impact all forms of shark fishing and possibly other forms of recreational fishing where a mako could inadvertently be hooked.

The RFA does not support an ESA listing for shortfin mako at this time for obvious reasons. As indicated by the petition and through ICCAT data, most of the mortality

of shortfin makos is being prosecuted by other countries – U.S. fishermen account for less than 3 percent of the total North Atlantic shortfin mako mortality. Three countries – Spain, Portugal, and Morocco – account for 90 percent of the North Atlantic mako mortality and collectively their landings increased 4 metric tons at the same time the U.S. reduced its catch a minimum of 72 percent. These same countries and the vast majority of ICCAT nations report zero mako discards. This unbelievable estimate of zero discards demonstrates how poor monitoring and reporting is outside of the U.S. The ESA petition identifies that the majority of the concern lies with other ICCAT nations where overfishing and discard mortality are significant.

The U.S. has taken significant action to further minimize mortality on mako and it is likely that overfishing has been ended in U.S. waters. The Endangered Species Act jurisdiction is confined to the territorial waters of the United States, and therefore is powerless to act against the real source of the problem—continuing foreign pressure on the stock outside of U.S. waters. The RFA believes a more meaningful course of action would be to have the U.S. Department of State take a firm position at ICCAT and demand that other nations take meaningful actions to reduce their harvest and bycatch to rebuild the North Atlantic shortfin mako stock. ESA is simply not the right tool to fix this problem, a problem that has already been fixed in U.S. waters. 🦈



DEALER NEWS

The Best in the World



Artemisa Yachts has been Viking's exclusive dealer in Venezuela for more than a quarter of a

century. Family owned and operated, this operation offers a personalized experience for each customer and addresses individualized needs. This past year, the Artemisa team provided exceptional service and maintenance to its fleet. Now the Artemisa family

of boats is ready for fishing and cruising. Artemisa is always ready to provide the best experience and to introduce Viking Yachts and Valhalla Boatworks to customers new and old.

ArtemisaYachts.com



With several steps forward and a renewed interest in boating from customers across the

Mid-Atlantic, it's been a year to remember for the Bluewater Yacht Sales team. After many challenges it's a relief to see busy waterways, full marinas and tremendous demand for the boating lifestyle. Bluewater Yacht Sales is excited to help customers, old and new, as they look to spend more time with family and friends on the water.

Alongside the popularity of boating, there has also been a surge in interest for offshore fishing, evidenced by record-breaking participation for tournaments over the last year. Bluewater is grateful to have Viking Yachts and Valhalla Boatworks fill the need for new fishing machines. This spring, Bluewater delivered a Viking 72, Viking 46 Billfish, Viking 38 Billfish and a slew of Valhalla center consoles, along with more scheduled for delivery into the 2022 calendar year.

To keep up with the new demand, Bluewater opened a pair of new locations and hired additional staff to help grow their presence. Over the winter they celebrated the grand opening of an expanded sales and service operation at the South Annapolis Yachting Centre. While maintaining a strong reputation in this boating community, the new location provides an opportunity to

service and support customers in a way they couldn't before.

The second office is nestled in downtown Wilmington's Riverwalk overlooking the Port City Marina in North Carolina. Wilmington is one of the fastest growing cities in the country, and the location alongside the Cape Fear River is already a popular destination for North Carolina boaters.

The last year has been hectic, but Bluewater has continued to adapt to the changing marketplace and build for the future. The Bluewater family is ready to see what the summer of 2021 will bring, and as always, we cannot wait to join friends and customers at tournaments.

BlueWaterYachtSales.com



CFR Yacht Sales is proud to announce its 25th anniversary as the exclusive dealer in Puerto Rico for the

prestigious Viking Yacht Company. CFR is busy selling Viking Yachts and has brought on board a new sales agent, Miguel Ricart.

Based in the Dominican Republic, Miguel is excited to handle Valhalla and Viking sales. The team at CFR delivered a new Viking 54 Convertible in July to a customer in Dominican Republic and has three orders on the books for new Viking Yachts and five for new Valhalla Boatworks V Series for next year.

But it's not just sales and service for CFR. Puerto Rican anglers were

enthusiastic to grab their fishing tackle and get back to tournaments. This summer CFR was proud to sponsor Marina Cap Cana White Marlin Tournament as well as the upcoming San Juan International Billfish Tournament taking place August 17 through 22. The whole team at CFR is excited to get back on the docks with their customers and friends this summer.

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

GALATI YACHT SALES

The year kicked off strong with the Viking and Valhalla VIP Boat Show, the return of the Palm Beach

Convertible and the well-seasoned anglers and crew, *Team Galati* swept the scoreboard for all three days of Leg III and placed first overall. The team took home the gold and were named back-to-back Grand Champions for both the 2020 and 2021 tournament series.

Marlin Classic, Pensacola International Billfish Tournament, Blue Marlin Grand Championship, Texas Lone Star Shootout, and others.

International Boat Show and the Los Sueños Signature Triple Crown. This year's Triple Crown was extra special with the entry of the Valhalla 41 for Leg I with anglers Nick Galati of Galati Yacht Sales, Sean Healey of Viking/Valhalla and Josh Shields, grandson of Bill Royster, the developer and CEO of Los Sueños Resort and Marina in Costa Rica. This group, dubbed the young guns, held their own on the only center console entered in the tournament and was by far one of the most-watched contenders. After the Valhalla 41 was sold mid-series, the anglers fished a Viking 66 for Leg II and III, while also welcoming an additional angler to the team, Justin Healey of Viking/Valhalla.

Then the crew had a great time at the Viking Key West Challenge. Galati Yacht Sales wants to extend congratulations to all the anglers and the Viking 50 *Roenick*, who took home both Top Boat and Top Angler. Aside from great fishing, the Key West Challenge is all about family, camaraderie, friendships and good times. They look forward to next year's tournament being held April 6-10, 2022. In other tournament news, congratulations to owner Bob Genord and his team on the Viking 80 *Miss Victoria*. *Miss Victoria* took top release boat in Skip Smith's The Shootout – Production vs. Custom, held in the Abacos in late April 2021.

In addition to the anticipation of the summer tournament season, their newest location will also be opening later this year in downtown Fort Myers, Florida at the Luminary with slips on the Caloosahatchee River. While they have always had a presence in Southwest Florida, this expansion of both Sales and Customer Support is an aggressive long-term growth strategy.

The summer excitement continues as they look forward to taking delivery of their stock Viking 72 Sky Bridge, available in August. Increasing in popularity, the sky bridge models offer fishing and cruising enthusiasts the best of both worlds with 360-degree visibility of an open elevated control station and the weather protection and comfort of an enclosed bridge.

The top guns of the tournament consisted of captain Tony Carrizosa and anglers Carmine Galati, Pat Healey, Drew McDowell, Eric McDowell, and John LaGrone aboard the Viking 58 Convertible *Team Galati*. The stakes were high going into the third leg of the Triple Crown, with *Team Galati* in 2nd place. Between the outstanding fishability of the 58

Summertime always brings tournament season in the Upper Gulf, and this year is no exception. Galati is looking forward to seeing customers and friends in the coming months at the many tournaments they sponsor including: the Orange Beach Billfish Classic, Gulf Coast Masters, Cajun Canyons Billfish Classic, Mississippi Gulf Coast Billfish Classic, Emerald Coast Blue

The Galati family and team want to thank their outstanding customers and the Viking Yacht Company for their continued support. As always, Galati is available for your boating needs and are committed to providing the very best experience possible. They look forward to a stellar summer and hope to see you on the water.

GalatiYachts.com



Game & Leisure Boats, based on the Gold Coast in Queensland, is thrilled with

the delivery of the first Valhalla V-37 in Australia. Ordered with a stunning Shimmering Blue hull color, the V-37 made its Australian debut 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 Game & Leisure Boats' Chris Jones.

GandLB.com.au





sailfish tournament circuit. Their debut tournament was the invitational Miami

Team HMY had the pleasure of running hull No. 1 of the Viking 54 as a demo in the

Billfish Tournament of Champions. Next up was the Quest For The Crest series, where the team placed 2nd Overall in Leg I and claimed 3rd Overall honors in the three-part series. Their sailfish season wrapped with the legendary JJ Fish Week.

In the last few months HMY experienced brisk Viking and Valhalla sales with many

new deliveries. They currently have eight new Vikings under construction as well as 18 Valhallas on order. HMY thanks their clients for their continued business. They value the relationships they've established and look forward to visiting with clients throughout the summer.

HMV.com



on the Great Lakes and around the world like no other. They understand what customers desire and how to make boating

With more than 45 years of experience, Jefferson Beach Yacht Sales knows boating

dreams come true. As a result, they have earned an unrivaled reputation for quality, integrity and customer service. When you go to JBYS, you can be assured their goal is to make your purchase as smooth as possible.

They strive to earn your loyalty every step of the way. From the moment you contact

them or walk in the door, they'll be there to identify your needs, and bring you a level of professional, personal care that only a family-owned business can deliver. Your boating experience is more than a transaction. It's about delivering your boating pleasure, and that's their top priority.

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



tremendous desire folks have for getting out on the water. It's obvious that people all over the country have concluded that one of the safest, happiest places on earth is with family on a boat. And Oyster Harbors couldn't agree more. To that end, OHM is on track to deliver a record number of Vikings this year. Many are repeat customers moving up. Two customers are

Oyster Harbors Marine, like the rest of the recreational boating industry, is continuing to satisfy the

particularly excited to be moving up to 72 Convertibles.

Not to be outdone by the big inboard boats, the Valhalla center consoles are proving to be just as popular among discerning clients. Many of them are eagerly anticipating an opportunity to check out the new V-46 this year. Meanwhile, OHM staff is very excited for another summer of delicious tuna and swordfish donations courtesy of customers returning from their expeditions to the canyons and beyond.

Long-time Sales Manager Peter Maryott announced his retirement this year. The bittersweet news was received with sadness from both staff and customers alike.

Though it's important to note that he plans to remain an active member of the team in a consultancy role. Peter's career with OHM spanned more than 30 years, and it was under his leadership that Oyster Harbors Marine grew from a small Cape Cod operation into seven offices stretching from Maine to Connecticut.

At the same time, Oyster Harbors Marine welcomes Dave Morel, former publisher of *Saltwater Sportsman* magazine. Dave is onboard to lead the sales team through the next leg of the journey. If you find yourself in Osterville, please stop in to introduce yourself to Dave.

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



For more than 37 years the Seachallenger family has been writing the history of

departed Viking's Mullica, New Jersey, facility via truck to the Viking Yacht Service Center in Riviera Beach, Florida. Then cruised the Atlantic Ocean to Miami where she was loaded on a ship headed to Mombasa.

participated in fishing tournaments such as the Kilifi Classic Fishing Competition where *Sirai Sea* won the event with four blue marlin (one tipped the scale at 500 pounds) and one black marlin. The Viking has caught the attention of all who have seen her.

yachting in Portugal as distributors of exclusive yachts. Seachallenger is proud to have recently introduced a new Viking 38 Billfish to Kenya, Africa. The vessel

The 38 Billfish, *Sirai Sea*, is based at the Sirai Beach House on Kilifi Kenya Coast. Kilifi is a blue and black marlin haven that crosses Kenya's Coast. The 38 Billfish has

Seachallenger is excited about the Valhalla Boatworks V Series as these boats are suited perfectly for their market.

Seachallenger.com.pt



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



It's another busy spring and summer for the staff at South Jersey Yacht Sales! Sales and deliveries of new Vikings

have been incredibly strong as 2020 saw record numbers. Thanks to a strong pipeline of Viking and Valhalla models, sales have continued to be brisk into 2021. Several Viking 46 Billfish have been delivered and more are on order along with several 54 Convertibles.

The acquisition of C-Jam Marine in Somers Point, New Jersey and Egg Harbor Township, New Jersey has expanded the SJYS presence. They now have five New Jersey facilities representing Viking Yachts. Major renovations for both properties are underway. The Somers Point location, more central to the state, offers a fully secure

gated property that includes a showroom and a full-service marina. The marina features 42 slips with floating docks, pump-out and a marine store. The Service Department includes 60- and 70-ton Travelifts and a 10-ton forklift allowing the facility to provide haul-out capabilities for larger Vikings. Plans to expand the lift well is

scheduled for 2022. Engine, fiberglass, paint work as well as canvas and electronics service, repair and installation are available.

Other happenings include a new South Jersey Yacht Sales demonstrator model. The Viking 62 *Polarizer* splashed earlier this summer and is rigged and ready. She will compete on the East Coast in

17 tournaments from Manasquan, New Jersey to Ocean City, Maryland and points in between. South Jersey Yacht Sales is proud to sponsor the Beach Haven White Marlin Invitational, Ocean City White Marlin Open and MidAtlantic tournaments.

SouthJerseyYachtSales.com



The last year has been incredibly busy at Stan Miller Yachts with unprecedented

demand for boats. Early 2021 saw the delivery of three new Vikings for West Coast owners, including a 92 Skybridge, 68 Convertible and 62 Convertible. It was

incredibly rewarding to work with each client and help them build their dream sportfishing yacht. Keep an eye out for these beautiful new vessels cruising and fishing the West Coast.

More new Viking builds are on the horizon for the rest of 2021 and the first half of 2022. A pair of 38 Open Billfish are on order as well as the incredibly popular Viking 54 Convertible. For the latest

information on boat show appearances and events, check out their website.

Stan Miller Yachts serves the entire West Coast along with Alaska and Hawaii. 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 full-service yacht company

of the Northeast. They are also proud to be a Viking dealer for the last 38 years. SI Yachts is excited to announce they are building the first Viking 54 Sport Tower and the first 54 Sport Coupe; with a hard aft bulkhead. The team also has several other

builds in progress including a 72 Open, 54 Convertible, 48 Sport Coupe and a 44 Open.

The annual Montauk Canyon Challenge is back for 2021. Taking place July 9th through the 17th, over 50 boats are expected with a choice between one 38-hour overnighter or two 19-hour trips. Prize money was over \$330,000 in 2020. They are also hosting the inaugural Northeast Canyon Champion Cup which invites you to fish three of the

five Northeast tournaments: Montauk Canyon Challenge, Oak Bluffs Bluewater Classic, Tri-State Canyon Shootout, Big Game Battle or Hamptons Offshore Invitational. Points will be tallied with the Champion Cup awarded for most overall points, as well as awards for largest big eye, yellowfin, longfin, dolphin and wahoo weighed. For more information contact Rich Lucas at rlucas@siyachts.com.

SIYachts.com



Valhalla Boat Sales is off to a fantastic 2021. Coming off the Viking and Valhalla

VIP Boat Show in January, and the Palm Beach International Boat Show in March, the team has exponential promise of

success. The Palm Beach International Boat Show brought in record numbers for the Valhalla Boat Sales display which featured the V-46 with a set of the new Mercury Verado V12 600 HP engines.

Hull No. 1 of the Valhalla Boatworks V-46 was delivered at their Riviera Beach, Florida location and the team has heard nothing but praise for the new model.

Both the New Jersey and Florida locations are supporting (and fishing!) tournaments up and down the East Coast. They look forward to seeing customers on the dock throughout the summer and thank those who continue to put their trust in the team.

ValhallaBoatSales.com

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D13-1000

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VIKING BY THE NUMBERS

Featuring Key West, Florida

1.25 Miles make up Duval Street

4 Times a lady has captured Top Angler honors at the Viking Key West Challenge (VKWC)

6.79 Miles is the length of the 7-Mile Bridge

7 Years the VKWC has been held

8 Square miles contain Key West

41 Degrees is the record low temperature in Key West

42 Bridges connect Key West to the mainland

50 Registered boats in the 7th Annual VKWC

52.6 Pound wahoo won the division at the 2021 VKWC

86 Meatfish weighed at the recent VKWC

90 Miles to Cuba

186 Sailfish releases at the 2021 VKWC

2,000 Dollars paid to purchase Key West in 1822

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2021

Viking Summer Calendar*

JULY

3-7	Bermuda Billfish Blast
7-10	Offshore Showdown
9-13	Bermuda Big Game Classic
9-17	Montauk Canyon Challenge
12-19	Quest for the Ring
14-17	Blue Marlin Grand Championship
15-17	Bermuda Release Cup
19-23	Sea Horse Anglers Club Billfish Tournament
20-25	Lone Star Shoot Out
22-24	Stone Harbor Marlin Tournament
25-29	Tri-State Canyon Shootout
28-AUGUST 1	Texas International Fishing Tournament

AUGUST

2-6	White Marlin Open
7-14	Pirate's Cove Billfish Tournament
8-15	Ocean City Marlin & Tuna Club's Overnight Billfish Tournament
11-14	Beach Haven White Marlin Invitational
15-20	The MidAtlantic
17-22	San Juan International Billfish Tournament
18-21	Virginia Beach Billfish Tournament
28-SEPTEMBER 4	Offshore Open

SEPTEMBER

7-12	Cannes International Boat Show
9-12	Atlantic City In-Water Power Boat Show
16-19	Newport International Boat Show
16-21	Genoa International Boat Show
23-26	Norwalk International Boat Show

OCTOBER

7-10	Annapolis Powerboat Show
10-14	Los Cabos Billfish Tournament
12-17	Barcelona International Boat Show
27-31	Fort Lauderdale International Boat Show

NOVEMBER

10-14	Los Cabos Big Game Charter Boat Classic
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Bermuda
Cape May, New Jersey
Bermuda
Montauk, New York
Atlantic City, New Jersey
Orange Beach, Alabama
Bermuda
Bermuda
Port O'Connor, Texas
Stone Harbor, New Jersey
Block Island, Rhode Island
South Padre Island

Ocean City, Maryland
Pirate's Cove, Manteo, North Carolina
Ocean City, New Jersey
Beach Haven, New Jersey
Cape May, New Jersey & Ocean City, Maryland
San Juan, Puerto Rico
Virginia Beach, Virginia
Manasquan Inlet, New Jersey

Port de Cannes, France
Frank Farley, Atlantic City, New Jersey
Newport, Rhode Island
Fiera di Genoa, Genoa, Italy
East Norwalk, Connecticut

Annapolis City Dock & Harbor, Annapolis, Maryland
Los Cabos, Mexico
Barcelona, Spain
Bahia Mar Yachting Center, Fort Lauderdale, Florida

Los Cabos, Mexico

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

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