



Valhalla

SUMMER 2022

EXPERIENCE VIKING HEAVEN

PASSING OF A LEGEND

Remembering
Bob Healey Sr.

VIKING 90

Surging Forward

VALHALLA 55

Large and In Charge

INVESTING IN THE FUTURE

Expansion North
and South

A PUBLICATION OF VIKING YACHTS

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A PUBLICATION OF
THE VIKING YACHT COMPANY



BEHIND THE COVER

Viking Designer A.J. Jewitt created the computer-generated images of the Viking 90 Sky Bridge for the front and back of this issue.



GET OUT THERE

It's a great time to be a Viking or Valhalla owner. Being on the water with your family and friends is the best way to fill your summer days. There are fish to be caught, trips to take, cocktail cruises to make and sunsets and sunrises to soak in.


You're on top of the world when you're standing behind the wheel of one of our boats. Quality, style, performance, comfort, conveniences, accommodations – there are so many strengths, features and attributes that are inherent in the Viking Yachts and Valhalla Boatworks brands. But if you know anything about Viking, you realize it's more than just about the boats. As an owner, there's a sense of confidence, comfort and pride knowing that you've purchased a product from a company that's been continuously owned and operated by the Healey family for 58 years. You're part of the family, and the company and its dealer network have your back. Rest assured, you will receive the best customer care and service in the industry.

But let's get back to the boats – we have more than 35 models from 33 to 90 feet. Nobody offers such a wide variety of premium fishing yachts and center consoles. So wherever you are in your boating and fishing journey, we have you covered. Our Valhalla 33 is a great place to start, a premium center console engineered and built to the same high standards as any of our big convertibles. The V Series continues to grow as the new V-55 will soon join the fleet as its flagship. And then you have the very distinctive 46 Billfish, which has re-established a sportfishing genre with its fish-focused mission that stresses ease of operation, maintenance and serviceability. With the recent launch of the 54 Open Series, we have established a new benchmark for the capabilities of an owner/

operator express-style Viking. Our mid-size convertibles rule the roost, with the 54, 58 and 64 tearing it up on the tournament trail. And our larger convertibles continue to excel, as their size, range and accommodations take their owners on new fishing and cruising adventures around the globe, from the Dominican Republic and Costa Rica to Cabo San Lucas and Magdalena Bay.

Our job is to allow you and your family to have the absolute best time on the water by delivering – in turnkey fashion – the finest boats in the world. For you, it's all about having fun – so get out there. Take someone on your Viking or Valhalla to catch their first marlin or sailfish. Or let this be the summer you enter a tournament for the first time. How about a family vacation to Bermuda, Cape Cod, the Chesapeake Bay or some other destination you've had on your bucket list? The possibilities are endless, and the only thing stopping you are the lines tied to the dock.

LIKE IRON

The past 2-1/2 years have been tough at Viking – with COVID, supply chain issues, workforce shortages and other challenges. And yet we're not only surviving, we're moving forward and innovating new models. What I see here at Viking on a daily basis reminds me of the effort, discipline and determination required to finish an Ironman competition – a race consisting of a 2.4-mile swim, a 112-mile bike ride, and a 26.2-mile marathon. (I've completed two of them.) Our boatbuilders – and everyone employed here is considered a boatbuilder – possess the same type of commitment, resilience, focus and drive it requires to finish one of these grueling tests of endurance. In many ways, we're all Ironmen as we build a better boat every day. 

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.



FARNIENTE
CORAL GABLES, FL

EXPRESS YOURSELF

The 54 Sport Tower on the move.





FROM THE FLYBRIDGE



We have an incredible history here at the Viking Yacht Company, and as you read this we are working on two major milestones – the Viking 90 and the Valhalla 55. Over the next seven months our two new flagships will be introduced to the world. That's quite an accomplishment given the challenges we – and the marine industry – have faced, including COVID, the supply chain crisis and workforce shortages.

All that we've learned through building 21 of our Viking 92s and the evolution of our Viking 80 demonstrator boats are being incorporated into the 90, which will be sleek, fast and feature advanced propulsion systems while offering very comparable accommodations to our 92. Once again, Design and Engineering and the entire Viking team has done a tremendous job.

With the Valhalla 55, we are setting a new standard in this market segment of 50-plus-foot center consoles by leading in every important aspect for this size and style of boat – fuel capacity, beam, hull design, engineering, equipment, fishability and Viking-yacht accommodation levels. Both flagships represent our commitment to building a better boat every day.

We have new challenges already upon us, with inflation and interest-rate hikes here at home and an unstable geo-political climate. Despite all that, we are in a great position. The COVID situation continues to improve as we move closer to it becoming an endemic. We have no debt, no inventory and a significant backlog of orders for not only Vikings and Valhallas but also our sister company, Princess Yachts America.

In our 58-year history, we are in the best financial condition going into any type of downturn. And that's because of our preparation and lessons we've learned from the past. During the first stages of any recovery throughout our history, we begin preparing for the next recession. Right now, two crucial areas need improvement. We cannot continue to strangle everyone with higher interest rates, and we need to turn on the spigot and increase our domestic oil production. So many products in our lives are dependent on petrochemicals.

We've gained ground with the production schedule through hiring, training and hard work. Our Purchasing Department's persistence has been outstanding as they work through this supply chain mess day by day.

We're a company of innovation and growth, planning for the future through capital investments and expansion. We're excited about the progress at Viking Mullica and our two new showroom facilities for Valhalla Boat Sales – one here in New Gretna, and the other in Riviera Beach, Florida.

We continue to push our demo program to new heights – improving the 80's performance and fishability and competing in new tournaments around the globe, including Bermuda and Cabo. We anticipate our new 90 will thrive on the West Coast, as owners discover its tremendous fishing opportunities.

Our Viking Key West Challenge continues to get better and better. This year we had 48 boats and a record 500-plus people

who made the trip. We're seeing more Valhallas getting into the action. It's a great tournament, and we'd love to see more Valhalla owners come next year. So please start making your plans now for this April 12 - 16 event.

The other great news we had just recently was that my cousin Bob Jr. won the Republican nomination for the U.S. House in New Jersey's 3rd Congressional District, putting him in the running to capture the seat in November.

It's been a time of significant accomplishment but also one of great loss with the passing of my uncle and Bob Jr.'s father – Viking Co-Founder Robert T. Healey Sr. He saved Viking and the entire marine industry with his efforts that led to the repeal of the devastating Luxury Tax. We remain dedicated to carrying on his resolve to keep Viking “at the top of the mountain.” This issue of *Valhalla* is dedicated to his memory and the lasting impact he will always have on Viking.

In closing, I'd like to thank all our valued Viking, Valhalla and Princess owners, dealers and vendors for their continued support. Please enjoy your summer with your families and friends, and I look forward to seeing you on the docks! 🍷

Sincerely,

Patrick Healey
President & CEO



viking REVIEW

Our shipwrights have proven once again to be the best in the business. With two new flagships on our production lines, the team has been working tirelessly to build a better boat every day. It takes every person and every department from accounting to receiving to carpentry to make the Viking Yacht Company the world's leading boatbuilder. So, a sincere thank you to everyone in the Viking family. 🚢



YOUR ONE STOP SERVICE AND UPGRADE CENTER

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90 CONVERTIBLE



LEADING THE INDUSTRY

The Viking 90: Adapt and Innovate

The evolution of the Viking 90 is an excellent example of how Viking overcomes challenges to continue building a better boat every day. The Viking 92 was a tremendous success, proving that a sportfishing yacht of its size could win consistently on the tournament trail. Viking delivered 21 boats in less than seven years, with owners enjoying the luxury and style of a mega yacht and the sportfishing DNA that only Viking could deliver.

Viking would have continued production of the 92 but not for an international mandate requiring the installation in the 92 of a heavy, bulky and potentially dangerous exhaust-treatment technology called Selective Catalytic Reduction (SCR). The SCR systems in the 92 would have increased purchase and operating costs of the boat; added significant weight; reduced performance; hindered accessibility for service; compromised safety; and required additional ventilation and onboard tankage. The technology to scale down SCR to a level where it could be effectively engineered for installation in the 92 simply did not exist yet. Viking fought hard for an extension of an exemption that would give engine manufacturers more time to develop the appropriate SCR systems for this size and class of yacht.

But without enough international support for an extension of the exemption, the mandate went into effect. The U.S. Coast Guard, understanding that suitable engine and SCR technology was unavailable, announced in early 2021 a three-year suspension of the regulations in North America. “By that time, our Design and Engineering Department was well underway with the development of the 90,” says President and CEO Pat Healey. “We were not going to be forced into installing SCR. With the new 90, we invested \$20 million to develop a new flagship sportfishing yacht that does not require SCR. It was a costly decision but one that had to be made because it’s the best product for our owners.”

THE 80 AND 92

Viking focused on speed, performance and aesthetics. “To further understand the evolution of the 90 you have to go back to what we’ve done with the Viking 80 in our demo program,” says Pat.

Viking has put tremendous time, resources, engineering and effort into improving the performance of the 80. “Everything from lightweight interior woods to advanced propulsion systems have been developed in anticipation of the 90 – to prove out theories, systems and procedures,” says Pat.

“With our last three 80 demos, we’ve gone from a 40.5-knot boat to a 43.5-knot boat, picking up three knots over the course of three different 80s. We’ve been able to make these tremendous strides because we have the best team in the business. The development of the 80 and the 90 are excellent examples of how we can rise to the occasion to adapt and innovate.”

Viking took what it learned from the 92 – and other recent new models – and applied that knowledge into the development of the 90.

“We built 21 of them, and through that process we had quite a few owners, captains and mates give us a lot of feedback,” adds Pat. “We took all that feedback and put it into the 90 to make it one incredible design – and that’s why we’re very excited to show everyone this boat. It’s going to be something special.”

The new flagship will have the latest lifting-strake design, a refined driveline and prop pockets along with the advanced propulsion systems. Performance was also optimized through Computational Fluid Dynamics, software that allows the team to analyze pressure distribution, study trim angle and trim tab effectiveness, and modify strakes and chines to increase running efficiency.





The 90 will hold 3,801 gallons of fuel (standard) in four tanks. She'll certainly feature the latest technology from stem to stern, "but we're focused on making these systems easier to operate and service," says Pat. (See accompanying article, "Mechanically Speaking")

Viking has taken all the advantages, refinements and improvements in materials and methods we've made in previous models and applied them to our new 90, everything from the use of lighter interior materials to the increased use of carbon fiber and Light Resin Transfer Molding.

The 90 also features a streamlined build process for the enclosed bridge and open bridge, saving on weight and improving building efficiency while lowering the overall profile for a sleek visual appeal. To that end, two large insert dams were created, one that gives the deck of the enclosed bridge a flat walking surface and the other that incorporates crown (needed for drainage) in the open bridge. Other notable developments include a one-piece wraparound enclosed bridge windshield that enhances visibility.

COCKPIT/MEZZANINE

The cockpit measures 224 square feet, with a 203-gallon transom fishbox/live well and a pair of full-length 103-gallon insulated in-deck fishboxes (with refrigeration optional). A single hatch on centerline (with optional electric actuation) provides access to the Seakeeper 35, a watertight design introduced with recent Viking 80 demonstrator boats. The cockpit sole is built with reinforcement for a fighting chair, rocket launcher or table.

There will be three aft-facing seating areas between the lower and upper mezzanines. "What we learned from the 92 was that the majority of our owners wanted to be seated so they could look aft – that's where all the action is on a Viking sportfishing boat," says Viking Design Manager David Wilson. The cockpit and dual mezzanine bring a slew of features for comfort, visibility and fishability. The business end, which boasts the same fore/aft length of the 92's cockpit, is also equipped with port and starboard storage lockers under the gunwales for gaffs and other accessories.

The lower observation mezzanine's centerline lounge seat (with optional air conditioning in the backrest) has excellent visibility aft and direct access to the cockpit. This seating module also holds tackle cabinets on each side. A series of lower mezzanine insulated boxes provide freezer and refrigeration storage. On centerline, you have an engineroom access gate and lid. Outboard, you'll find storage and cooler boxes in the lower mezzanine steps. Staircases on each side lead to the upper mezzanine. Outboard handrails – each with a pair of welded-on rod holders – help provide safe passage to the area, which is covered by the deckhouse overhang.

The upper mezzanine's port side is home to an L-shaped aft-facing lounge with a teak table. On the starboard side, there's a versatile cooking and refreshment hub (with an additional aft-facing seat) that can be personalized to the owner's liking with a grill and icemaker or refrigerator. The bench seat holds a pull-out drawer for footwear or other types of storage. The armrests in the upper mezzanine seats will have integrated

storage compartments with friction-hinge lids, and an optional fold-down 43-inch HD TV can be integrated into the aft overhang on centerline. A custom aluminum rail on the mezzanine backrest holds a row of welded-on rod holders, providing a sturdy grabrail for the area without interfering with the view aft.

SALON AND GALLEY

The goal with the 90 was to provide the same high levels of style, luxury, living conveniences and accommodations as the 92 – as well as the same number of staterooms (six) and heads (seven). "Another priority was to continue what we were doing with the 92 and all of our boats – incorporating lighter interior components and finding ways to take weight out of existing materials," says Interior Design Manager Steve Walker.

An electric-powered sliding door just off centerline to starboard leads to the salon, where you'll immediately notice a massive U-shaped lounge on the portside that has ample space for several weary anglers to stretch out and sleep. This kind of lounge space in the salon was a must-have given the mission and purpose of this boat as a long-distance sportfishing yacht. The lounge area, which also features a walnut hi-lo cocktail table, faces a starboard-side home theater center with surround sound and a pop-up 65-inch HD TV, along with a wet bar with sink and ice maker.

The 90 will feature our new horizontal grain natural walnut interior, which brings a contemporary aesthetic appeal while also accentuating depth of space throughout the boat.



**FOLLOW
THE
BUILD
HERE**



Following the Build Viking 90

In our digital newsletter, the *Viking View*, and on social media, you've been following the early production stages of our new 90 – plug and mold development, gelcoat application and resin infusion. Some dramatic images these are, illustrating the teamwork and coordination it takes to carry out milestones in the build process of a 90-foot Viking. You saw it all – from the experienced crews in Plant Engineering that carried out the demolding and transport of the plugs and molds of the hull and deckhouse to the professionals in Viglass (our Fiberglass Department) who carried out the resin infusion of the hull.

This gallery of images brings you back and takes you through these critical preliminary processes. By using the QR code provided, you can also watch President and CEO Pat Healey hosting a video showing the hull pull of our first 90 – a Kingston Grey Sky Bridge model – that will make its world premiere at the 2023 Viking Yachts and Valhalla Boatworks VIP Boat Show, February 3-4, followed by the Miami International Boat Show, February 15-19. We welcome you to continue to learn about the build process of our newest flagship in the *Viking View* (to sign up, email: marketing@vikingyachts.com) through imagery and video, as you'll hear a variety of voices from the best boatbuilding company in the world describe this incredible feat of bringing hull No. 1 to its completion.



Interior doors featuring both horizontal and vertical grains as well as ebony inlays add to the visual appeal.

Forward on the starboard side is a large wrap-around galley with refrigeration and freezers, engineered stone countertops and five bar stools with an overhang. All the amenities, conveniences and appliances – including two Sub-Zero refrigerators and a freezer unit, a dishwasher, an electric range with four-burner cook top, garbage disposal, trash compactor and ample storage space – are provided in the galley. Across from the galley is a very large, raised dinette with U-shaped seating and a walnut table. The elevated platform allows for excellent views outside while also providing a rod locker with pull-out drawer below.

ACCOMMODATIONS

“The 92, even with all its staterooms and heads and open areas, was still a very voluminous boat with ample space throughout the yacht,” adds David. “So we knew we had the ability to scale down areas and yet still bring people all the great accommodation characteristics of the 92. We did it through careful planning, teamwork and a commitment to our owners.”

Steve and his group analyzed all living spaces inch by inch, carefully refining the placement of interior furniture – end tables, credenzas and closets – and streamlining the layout. “It was a challenge, no doubt,” says Steve. “But we pushed through and came away with a beautiful, highly functional interior that I believe people are going to love.” Not only did Steve’s team, deliver six staterooms and seven heads, they were able maintain the size of the beds and the entryways to the staterooms and the heads as well as an enclosed laundry center with full-size stackable washer and dryer. “The end result is a functional free-flowing spacious layout that promotes comfortable movement throughout the yacht,” adds Steve.

The 90 features a full-beam master stateroom, a his and hers head with shared shower, a king-size bed, a large maple-lined walk-in closet, a credenza below a 65-inch HDTV, a vanity/desk area with swing-out stool on the starboard side, a port-side lounge seat and port and starboard credenzas with drawer storage. “We rearranged the layout of the forward port stateroom, but all of the staterooms – including the crew quarters – are very similar to the 92’s staterooms,” adds Steve. “You have five guest staterooms, each with its

own private head and shower, crew quarters with immediate access to the engineroom, a pantry with an additional crew athwartship berth and a day head.”

ENCLOSED BRIDGE

On the Enclosed Bridge (EB) and Sky Bridge (SB) models, an aluminum ladder leads from the lower mezzanine to the enclosed bridge’s aft deck, which features a two-person seat near centerline (with standard air conditioning in the backrest) and a starboard-side aft control station – with full engine controls, radio box forward of the helm pod and a recessed area for multi-function electronics displays (MFDs). A sliding door leads to the enclosed bridge salon and its forward control station. The enclosed bridge is also accessible via a staircase inside the salon.

Inside the EB, a second salon awaits, boasting walnut cabinetry and furniture, premium carpeting and air conditioning and heating. The salon is highlighted by a port-side L-shaped lounge accompanied by a walnut hi-lo cocktail table; there’s also a Sub-Zero refrigerator forward of the lounge. The starboard side is the perfect place for the 43-inch pop-up HD TV; storage areas are provided under the lounge, aft of the starboard companion seat, and there’s also storage under both companion seats.



**ENCLOSED
BRIDGE**



Forward, two Stidd double companion chairs side the centerline Stidd helm chair. The control station features a newly styled raised black Ultraleather wraparound electronics pod (with integrated visor) and that holds five standard MFDs. “This is the first Viking to have an electronics pod designed specifically for five MFDs,” says David. “We’ve also incorporated a series of vents in the forward section of the console. Plus, ergonomic refinements throughout make for just a really easy user experience.” The lower portion of the console is dedicated to recessed radio boxes outboard of the steering wheel that hold a variety of instruments and controls. The panel is also home to a half dozen cup holders.

SKY BRIDGE


Hull No. 1 will be a Kingston Grey Sky

Bridge model. The sky bridge helm and companion chairs (with teak ladder backs) are positioned on a raised teak platform, maximizing visibility. The console is positioned on the starboard side, with a raised electronics pod housing three MFDs. The sky bridge helm pod is flanked by port and starboard radio boxes. Forward of the console, guests can relax in an L-shaped lounge (with storage underneath); a forward fiberglass module holds a sink to port and an undermount drink box to starboard.

OPEN BRIDGE

The open bridge’s center console (with forward lounge and storage underneath) anchors this spacious area. Aft of the console, which holds four MFDs, there are three helm chairs with teak ladder backs. They sit on a raised teak platform, again for

optimal visibility. Immediately to starboard of the helm – for easy accessibility – is a refrigerated drink box. To port, there’s a convenient storage box. And forward, lounges to port and starboard feature wraparound backrests with integrated storage. A large freezer on centerline forward of the lounge rounds out the amenities on the flybridge.

Caterpillar C32A diesels packing 1925MHP are standard. The optional twin 2635MHP MTU 16V 2000 M96Ls will power hull No. 1. Preliminary speeds of all three models are still being calculated, but the design refinements, weight reductions and advanced propulsion systems will give the 90 impressive speed, range and excellent overall performance. 



**SKY
BRIDGE**





Mechanically Speaking

Technology With Greater Usability, Serviceability and Reliability

There are a host of mechanical and electrical systems on the Viking 90 that deserve attention. Our Design and Engineering Department – as it does with every new model – has worked diligently to refine components and stress non-complexity throughout the boat.

- The engines will be mounted to the stringers that are reinforced with integrated aluminum for not only a strong, but clean installation.
- The standard 40 kW generators are aft of the engines for center of gravity purposes, and their location also provides outstanding accessibility outboard of the engines to the hull-side vents. The Delta-T Ventilation System utilizes four fans that push and pull a maximum amount of air through the engineroom.
- The Centralized Seawater System has been redesigned to reduce complexity, incorporating the standard ElectroSea's CLEARLINE System to increase reliability and component longevity throughout the boat.
- The access to the (8) batteries is also noteworthy, with the units (housed in fiberglass boxes) located aft and just outboard of the centerline walkway.
- The 90 utilizes many proven systems, including the digital switching system from Octoplex as well as the Optimus Electronic Power Steering system. The yacht will also feature composite seacocks, eliminating corrosion, increasing longevity and decreasing weight.
- A predetermined location has been designed into the engineroom for the installation of omni sonar.
- The anchoring system has been designed for optimal effectiveness and aesthetics while reducing complexity and weight of the equipment needed for the flush-mounted anchor installation.

90 | C SPECIFICATION HIGHLIGHTS

Length Overall	90' 0"	27.41 m
Length w/ Bow Pulpit	95' 0"	28.96 m
Length Waterline	79' 2"	24.13 m
Length Load Line (96 Percent)	76' 1"	23.20 m
Beam Overall	23' 2"	7.05 m
Beam Waterline	19' 3"	5.86 m
Deadrise at Transom	12.4 deg	
Draft	5' 11"	1.80 m
Freeboard Forward	9' 0"	2.75 m
Freeboard Aft	3' 1"	0.94 m
Height Waterline to Top of Enclosed Bridge Masthead Light	26' 4"	8.03 m
Height Waterline to Top of Enclosed Bridge	21' 2"	6.45 m
Displacement Open Bridge, No Tower	193,490 lbs.	87,766 kg
Displacement Enclosed Bridge with Sky Bridge	203,659 lbs.	92,378 kg
Fuel Capacity Standard	3,801 gal.	14,388 l
Water Capacity	480 gal.	1,817 l
Holding Tank Capacity	282 gal.	1,067 l
Cockpit Area	224 sq. ft.	20.8 sq. m

THE BOTTOM LINE

The Viking 90 will soon become the new showpiece of innovation and ingenuity for the large world-traveling sportfishing yacht.



Convertible



Enclosed Bridge



Sky Bridge



Enclosed Bridge Salon



Lower Accommodations



BREAKING AWAY

The first V-46 with a gap tower and triple Mercury 600s.





V-55

The Latest Milestone in the Evolution of the Flourishing Valhalla Boatworks

Six months after rocking the center console world with the announcement of the Valhalla 55, it's clear that the new flagship of the V Series is poised to become the industry's leading center console over 50 feet, delivering unbeatable performance, range, engineering, fishability and luxury accommodations.

"There will be nothing like it," says Viking Yachts President and CEO Pat Healey. "We're setting a new standard by bringing together the qualities of a large center console and a luxury sportfishing yacht."

Valhalla Boatworks (VBW), owned and operated by Viking Yachts, burst onto the scene in 2019 with the premiere of the first

three V Series center consoles – the V-33, V-37 and V-41. The Valhalla 46 followed 18 months later, solidifying VBW as the top choice for high-performance premium center consoles from 33 to 46 feet. And now Valhalla is pushing the envelope once again, conquering new ground in the Viking tradition with the revolutionary V-55.



VALHALLA
BOATWORKS



Pat announced the new Valhalla flagship February 4, 2022 at the Viking Yachts and Valhalla Boatworks VIP Boat Show at the Viking Yacht Service Center. The news spread like wildfire, with all major marine media outlets reporting on the V-55, its long list of attributes and qualities and the excitement the Valhalla brand has once again brought to the marine industry.

Power and Motoryacht: “Today’s unveiling of the V-55—not just the largest center console Valhalla Boatworks has ever built, but one of the largest on the market period—is very much like lobbing a 50,000-pound explosive into the center console market. The fallout will be of seismic proportions.”

Center Consoles Only: “Valhalla Boatworks has just announced its new V Series flagship, the V-55! This is guaranteed to be in the forefront of the mega center console space and we can’t wait to see it come to life!”

Orders for the newest Valhalla neared 50 boats in early June, as the boat quickly staked its claim in a market segment that consumers cannot get enough of. The V-55 sets a new standard of excellence for center consoles over 50 feet with an

unbeatable combination of engineering achievement, unique design traits and build specifications and next-level equipment and accessories.

The V-55 combines the speed, maneuverability, 360-degree on-deck access and convenience of an outboard-powered center console with the engineering, accommodations and conveniences of a Viking convertible. The V-55’s overall size – particularly its 15-foot 6-inch beam – allows for more fuel capacity, cockpit space, on-deck seating and interior living accommodations than any other center console in its class.

“We’re providing all the strengths of our Valhalla design – everything from the style and aesthetics to the ride quality and fishability – in a center console large enough to accommodate a private stateroom, head with separate shower and overnighting space for additional crew,” says Viking Design Manager David Wilson. “We wanted to give our owners the ability to spend more time on board with family and friends – to go farther, stay longer and bring along more guests.”

ROLE PLAYER

The V-55 will thrive in a variety of roles – offshore tournament contender, high-performance sport yacht, fish-and-cruise express or tender to a Viking or superyacht. Quadruple or quintet Mercury 7.6-liter V12 600-hp Verado outboards power the new Valhalla. “The boat was designed and engineered for these engines,” says Viking Vice President of Design and Engineering Lonni Rutt. “We developed the transom and structure to support the weight and horsepower. We prepared for – and are working with – the technology rather than adapting to it.” Mercury’s electric power steering delivers true finger-tip control. The engine manufacturer’s JPO (Joystick Piloting For Outboards) technology combined with the 600’s steerable gearcase give the driver excellent responsiveness and 360-degree maneuverability.

The Valhalla 55 holds a total of 1,200 gallons of standard fuel – that’s 200 to 300 gallons more than competing models. The boat is also engineered with an electrically operated fuel management system, providing increased reliability and utility by allowing each engine to draw from designated fuel tanks.

PERFORMANCE AND QUALITY

The Valhalla 55 rides on the patented Stepped-V Ventilated Tunnel (SVVT) from Michael Peters Yacht Design. “We’ve seen great performance with the other V Series models in all aspects – from excellent ride quality and efficiency to maneuverability and helm visibility,” David says of the double-stepped, deep-V running surface. “The V-55 is the largest center console on the market to utilize what we believe is the most advanced and effective stepped-hull design currently available.”

Like a Viking sportfisher, the hull is being manufactured with fiberglass and carbon fiber/E-glass hybrid fabrics for optimal strength and weight savings. The structural stringer grid, deck, liners and hardtop will be resin-infused. The stringer grid has been engineered for the installation of a gyro stabilizer and is accessible through a watertight cockpit sole hatch. “We incorporated the space and the structure for a Seakeeper 9,” says Lonni. “A smaller gyro would be sufficient, but we wanted to offer maximum comfort for our customers.”

The V Series has been recognized for its meticulous fit and finish, and the workmanship on the V-55 will be equally impressive. All hatches have deep drain channels and gaskets that fit into molded channels to keep them in place and functioning as designed. Doors and lids are gelcoat-finished on both sides using Light Resin Transfer Molding. All insulated boxes include lids that are also insulated for maximum cold retention. The V-55 utilizes premium hardware from Gemlux throughout the boat.

BEAM MATTERS

At 15 feet, 6 inches, the V-55 has more beam than any other center console from 50 to 60 feet. That width brings a host of advantages on deck and in the cabin. Dual 65-gallon live wells anchor an immense cockpit, comparable to a convertible’s business end. Flip-down transom seats can be integrated into the cockpit corners. Port and starboard standard dive doors give you the flexibility to dock the Valhalla on either side. The doors provide anglers an easy way to bring a fish aboard or keep it in the water for release;





each door also has a recessed bracket for a stainless steel dive ladder.

The twin insulated and refrigerated 110-gallon fish boxes flank the centerline Seakeeper hatch and the lazarette – both finished with a white gelcoat for better visibility and maintenance. Fuel filters; bilge pumps and switches, live well and fish box pumps; live well manifolds; the Hooker Sea Chest System; the dual freshwater engine flush system (for quicker flushing time) and other components are expertly installed, neatly labeled and readily accessible in the lazarette.

The forward helm seating module is home to four Release Marine chairs (with electric slides for adjustment) and a fold-down step for the captain, if needed. The helm layout is clean, straightforward and operator-friendly with excellent visibility in all directions. A ProCurve solid glass enclosure with custom fiberglass frame provides weather protection and a gin-clear view ahead. A recessed black acrylic dash is home to three large multi-function displays, with a

row of Bocatech switches beneath. The Edson steering wheel is mounted on a custom faux teak or solid teak helm pod, with the engine controls and standard Mercury joystick to starboard. The V-55 also comes standard with the Zipwake Dynamic Trim-Control System.

SEATING VERSATILITY

The V-55 is offered with two different second-row seating layouts for maximum cruise-and-fish versatility. The standard configuration may cater toward the cruising crowd, with a U-shaped lounge (with a power-actuated hi-lo dinette table that coverts to a two-person berth) serving as a social hub. Alternatively, fish-focused owners will appreciate the optional second row of five Release Marine teak chairs. With each arrangement, the second row's fiberglass seating module includes an aft-facing mezzanine seat with twin refrigerated boxes underneath, a row of rod and cupholders, a drink box to port and a sink to starboard with the availability of an optional grill.

Wide sidedecks lead to the bow. A lounge (with armrests and cupholders) is integrated into the console and comfortably seats three guests. There's an additional seat on the forward end that can hold an available live well. A pair of forward seats with optional teak backrests are to port and starboard, allowing a clear path to the 186-gallon in-deck fishbox, centerline step-up casting platform and access to the anchor locker, windlass and ground tackle.

The optional power-actuated twin bow tables are perfect for lunch or drinks, and can be lowered to create one large sunpad. "In this area, we've added a versatile cruising amenity while still providing accessibility forward," says David. "The split design allows egress to the step-up platform, anchor locker and bow cleats without having to remove the tables."

The V-55 benefits from Viking's vertical integration in many ways, including the ability to outfit her with a custom Palm Beach Towers (a Viking company) gap tower or fold-down marlin tower with removable

V-55

SPECIFICATION HIGHLIGHTS

Length, hull

55' 7" (16.9 meters)

Length, engines down

59' 6" (18.0 meters)

Beam, overall (B.O.A.)

15' 6" (4.7 meters)

Height

waterline to open array radar, half load

12' 0" (3.7 meters)

Draft

engines up, full load

37" (0.9 meters)

engines down, full load

48" (1.2 meters)

Weight

dry weight

38,904 pounds

(17,647 kilograms)

half load

44,539 pounds

(20,202 kilograms)

full load

49,873 pounds

(27,158 kilograms)

(1) Weight with Quad 600 engines

(2) Half Load, 50% liquids
Full Load, 100% liquids
no passengers or gear
hardtop, no tower

Deadrise (at transom)

22.5°

Fuel capacity

1,200 gallons (4,543 liters)

Diesel fuel capacity for generator

50 gallons (189 liters)

Water capacity

125 gallons (473 liters)

Holding tank capacity

31 gallons (117 liters)

Max engine HP

3,000 hp

Live well (transom)

(2) 65 gallons each
(246 liters)



Standard Seating Configuration



Optional Seating Configuration

sunshade. The hardtop package comes with a slew of fishing and navigational features and equipment, including an integrated electric teaser reel box; a six-rod rocket launcher; and molded-in pods for spreader lights, overhead electronics and radar antenna. VBW offers factory-installed electronics packages from Garmin or Simrad; custom installations of navigation, communication and entertainment systems from the Viking subsidiary Atlantic Marine Electronics – another example of vertical integration at work – are also available to owners.

An array of color choices and options allows owners to personalize their V-55; popular options include faux teak for the transom and toe rail and custom outboard and antenna colors to match the hull. Color compatibility can be taken to an even higher level with custom outboard paint packages and gelcoat options for the deck liner, console, seating modules and deck boxes.

COMFORTS OF HOME

A companionway leads to the air-conditioned cabin. Its location – on the console’s starboard aft end – and its sliding door are similar to a Viking express yacht, providing easy access and the ability to run safely with the door open or closed.

The V-55’s accommodations below expand the use of wood and amenities, bringing an enhanced level of yacht-like luxury akin to a Viking interior. A Bomar overhead hatch and two portlights on each side of the cabin usher in an abundance of natural light, heightening the appeal of the horizontal grain walnut.

The cabin has ample headroom and is appointed with a feature-rich galley to starboard and an L-shaped lounge on the port side with a drop-down dinette table for

conversion into a bunk. A standard 32-inch HD TV faces the dinette. The forward area is dedicated to the private stateroom with its raised walk-around queen bed (with storage underneath); 32-inch HD TV; port-side ensuite head with vanity and sink; and separate enclosed shower on the stateroom’s starboard side. The layout also makes the head accessible from the cabin interior. Moving aft, there’s a bunk area with a pair of single berths, each 6 feet, 3 inches long – perfect for a couple, kids or anglers.

With the V-46, VBW was the first to design and engineer a large designated dry space for mechanical and electrical components – a “machinery room.” Accessed through an aft bulkhead door in the bunk area, the V-55’s machinery room contains the batteries and battery chargers, fire and ventilation systems, water heater, electrical distribution panel, generator, access to the electronics, fuel management systems as well as optional systems including a watermaker, Spot Zero water purifier and sonar tube. A 15 kW genset was chosen as standard equipment to ensure ample power for air conditioning, refrigeration and Seakeeper operation.

Construction of hull No. 1 began this summer, which you can follow through our digital newsletter, the *V Report* (to sign up, email: marketing@vikingyachts.com) and through social media.

“In every way, this boat goes above and beyond,” says Pat. “We’re raising the bar in this market segment of 50-plus-foot center consoles by leading in every important aspect for this size and style of boat – fuel capacity, beam, hull design, engineering, equipment, fishability and Viking-yacht accommodation levels.”

“There will be nothing like it. We’re setting a new standard by bringing together the qualities of a large center console and a luxury sportfishing yacht.”

– Patrick Healey
President and CEO





FAST FACTS

An accumulation of engineering achievements, unique design traits and build specifications, and next-level equipment and accessories all combine to make our new Valhalla Boatworks V-55 the new standard of excellence for center consoles over 50 feet. Here are 15 facts that separate us from the rest.

1. Built by Viking Yachts: the world's No. 1 semi-custom boat manufacturer, established in 1964 with an unwavering commitment to building a better boat every day.
2. Fishability/Vertical Integration: Palm Beach Towers gap and marlin towers, Atlantic Marine Electronics customized installations, engineered for omni sonar.
3. Biggest center console that utilizes the ground-breaking Michael Peters Yacht Design Stepped-V Ventilated Tunnel.
4. Beam: 15' 6" (widest from 50-60 feet).
5. Fuel: 1,200 gallons in five tanks (highest standard capacity from 50-60 feet).
6. Electrically operated fuel management system.
7. Generator: 15 kW (largest standard generator output from 55-60 feet).
8. Comfort: Seakeeper 9 (largest from 55-60 feet).
9. Seating layouts that maximize cruise-and-fish versatility.
10. Yacht-class accommodations; private stateroom with head and separate shower; feature-rich galley; horizontal grain walnut interior.
11. Machinery room: designated protected area for mechanical and electrical components, akin to a Viking engineroom.
12. Power: designed and engineered from the onset to be powered with four or five Mercury 7.6-liter V12 600-hp Verados (cutting-edge outboard technology).
13. Best helm visibility and ergonomics.
14. Two standard dive doors, port and starboard.
15. Construction: hull manufactured with fiberglass and carbon fiber/E-glass hybrid fabrics for optimal strength and weight savings; industry-best fit & finish.

54 BIG & BOLD SPORT TOWER

One of the key factors in the success of the Viking Yacht Company has been our ability to design and engineer yachts that suit a wide variety of owners. Our fleet of 30-plus models allows each owner, their family and fishing crew to maximize their time on the water. They can enjoy their fishing and boating lifestyle, whether that be competing in tournaments, fun fishing with the family or utilizing their Viking for cruising, exploration and vacation getaways.

Our Open Series serves as a good example of a particular type of Viking that offers its own unique set of strengths and benefits. It consists of three different models – Open, Sport Coupe and Sport Tower – that are offered in three sizes (44, 48 and 54). The latter is our latest addition to this fleet and stands out as the largest express-style yacht we’ve ever built. In the winter issue of *Valballa*, we gave you an overall report

on all three models of the 54 Open Series, explaining their differences and the mission and purpose of each model while shedding light on their shared versatility, quality and style. This time around, we dedicate our 54 coverage to showcasing a specific boat – the 54 Sport Tower *FarNiente*, hull No. 4 in the series.

First of all, a big thanks to the owner of *FarNiente* who gave us the opportunity to capture his beautiful battlewagon strutting her stuff in some pretty sporty conditions off Palm Beach, Florida, in March. *FarNiente* features a Haze Grey gelcoat, faux teak transom and toe rail and a fierce-looking Palm Beach Towers tuna tower. She’s a bluewater runner, no doubt, with all the performance (40-plus knots), style and aesthetic appeal you’ve come to expect from the Viking Yacht Company.

Our 54 ST rides on the same running surface as the award-winning 54 Convertible, which captured the Best of Show award at the 2020 Fort Lauderdale International Boat Show. Our Design and Engineering Department is constantly refining the running surfaces of our yachts, and the 54 ST benefits from all the latest design elements that deliver an incredibly fast, smooth and dry ride. (See “They Said It,” page 34).

Other highlights include a beautiful teak cockpit and mezzanine; an air-conditioned command deck; and a luxurious three-stateroom accommodation plan that includes a feature-packed galley and salon. And of course, we’ll take you into the pristine engine room, a showpiece of Viking engineering, precision and expertise.







ENGINE ROOM

The engine room, easily reached through lift-up centerline steps built into the mezzanine, houses the upgraded twin MAN V12 1550CRM (1550 MHP) engines as well as the standard Onan 21.5 kW E-QD (electronic quiet diesel) Series generator. The owner also opted for the ElectroSea CLEARLINE system to keep raw-water lines clean; a 700 GPD watermaker; an Eskimo ice machine (with discharge into a cockpit sole box); and a second Onan generator (13 kW). The 54 also comes standard with two independent 24V banks of batteries, two battery chargers and a Glendinning cablemaster with three-wire ground cord and one additional 50-amp 220V inlet with 50-foot cord.

COCKPIT

The 154-square-foot cockpit boasts twin mezzanine seating with cooler storage below (easily converted into optional freezer space), along with drink coolers, in-deck fish and storage boxes, a transom live well and a transom door with lift gate. A single centerline lazarette hatch (available with



power actuation) opens nearly 90 degrees for full viewability and access to the optional Seakeeper 16 (The 54 ST is also available with a Seakeeper 9 or 18). The cockpit of this 54 ST, which also boasts teak covering boards, has been equipped with optional fittings and plumbing for the addition of two on-deck live wells, which required an upgraded live well pump. Other notable

options include two 24-volt 30-amp outlets as well as a pair of 12-volt 30-amp outlets under the coamings, a Costa Marine sunshade with carbon fiber poles and a Costa Marine cockpit cover.

COMMAND DECK

Costa Marine provides the boat's clear aft enclosure to maximize the air conditioning

of the command deck, which is also clad in teak. The aft area of the command deck functions much like a salon, with a dinette with wraparound seating (and walnut table) to port and an L-shaped lounge to starboard. The owner went with the optional command deck 32-inch HD TV, which is nested in the aft starboard corner.



LOWER HELM

The captain operates the boat from a raised centerline helm platform with Stidd helm and flanking companion chairs. The one-piece wraparound windshield provides excellent visibility. The black acrylic helm panel holds a trio of Garmin 22-inch multi-function displays. Above, a recessed area is molded into the underside of the hardtop for engine and instrument displays. *FarNiente* was also equipped with Miya Epoch Super US9R teaser reels in the underside of the fiberglass enclosure above the helm chair. The stainless steering wheel is mounted on a Release Marine teak helm pod. Fingertip control and precise maneuverability is provided by the standard Optimus Electronic Power Steering.

A series of Bocatech switches and instruments, accessories and systems are housed in the port-side radio box with split lid – including two VHF radios and controls for the Seakeeper, hydraulic riggers, Eskimo icemaker, ACR spotlight and Fusion stereo.



UPPER HELM

The custom Palm Beach Towers tuna tower features a 6-foot gap tower with standing platform, bench seat with backrest, sunshade and 63-inch fiberglass control box (with recessed electronics compartments on each side of the wheel). The control box, sunshade underside and sunshade frame are all painted satin black to reduce glare and heighten visibility while also enhancing the tower's overall aesthetic appeal. The

tower has a dozen welded-on rod holders, and the boat is equipped with 40-foot Rupp outriggers with the Rupp Hydraulic Outrigger System. The captain has all the essential controls to operate the boat from his elevated perch, including stainless steel steering wheel, ZF control levers, MAN VDO tachs and a 12-inch Garmin multi-function display. There's also engine start and stop buttons, trim tab and bow thruster controls and a remote for the teaser reels.





ACCOMMODATIONS

A starboard-side companionway leads to the cabin and its accommodations, which are available in a two- or three-stateroom layout. Our featured boat had the latter. The interior of the 54 Open Series boasts a new horizontal grain walnut that brings a contemporary look while also accentuating the depth of the space. The owner chose a

custom Amtico flooring for all the walking surfaces below, nicely complimenting the walnut joinery. Opposite the galley you have booth seating with a table that faces a 50-inch HD TV mounted in the upper galley.

The port side is dedicated to two staterooms, appointed with upper

and lower bunks and hanging lockers; an HD TV can be added to each. A large forward master stateroom features a custom forward wood bulkhead with a queen-size walk-around bed with storage and drawers underneath, a hanging locker, a 32-inch HD TV and an ensuite head. 🐳

THE BOTTOM LINE

The 54 Sport Tower is a prime example of Viking's commitment to develop fresh new models that meet the needs of a wide variety of owners.



Sean Dooley
Viking Demo Captain

“She’s fast, handles extremely well at all speeds and the maneuverability is excellent. This boat with its wraparound windshield offers 360-degree visibility and the ability to see the entire cockpit. And of course, you have all the benefits of the tower and its excellent sightlines. I see the 54 ST being ideal for the owner/operator who wants to stay close to the action – whether that’s tournament fishing, family fishing or cruising and entertaining on board. The possibilities are endless. It’s a great fishing boat, and the social aspects of the command deck layout are certainly a major selling point.”



Peter Frederiksen
Marlin magazine

“The 54 Sport Tower demonstrates the peak appeal to owner/operators who typically fish with small crews by allowing the skipper to be just steps away from the cockpit. Adding a tuna tower doubles the boat’s efficacy, and the combination of its fishing features married to a sociable interior is an attraction for both new and experienced owners—especially those who participate in tournaments. The style also caters to owners who are considering either moving up or down in boat size.

The boat is fast, quiet and would be fun to fish on. Equally impressive, combined with its sister companies, Atlantic Marine Electronics and Palm Beach Towers, Viking is a unique builder, delivering its boats in a turnkey, ready-to-go-fishing manner. And who doesn’t like a ready-to-use, right-out-of-the-box product these days?”



Mark Beach
Viking Delivery Captain

“One of the best-riding Viking’s I’ve ever driven. It excels in all the important performance areas. The visibility from the command deck helm during acceleration is superb, with very little bow rise so you are maintaining clear sightlines ahead. The boat delivers a very dry ride, which is especially important when you’re operating from the lower helm station. The wraparound windshield remains free of spray. Even in a tough head sea, you can use the trim tabs to lower your bow and slice through the waves – and do it without generating any significant spray, which is a testament to the hull design.”





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 Radar Pod	12' 4"	3.76 m
Height Waterline to Top of Command Deck Hardtop Masthead Light	13' 10"	4.22 m
Height Waterline to Top of Command Deck Windshield	11' 4"	3.45 m
Displacement Standard Fuel Load	70,230 lbs.	31,856 kg
Fuel Capacity Standard	1,230 gal.	4,656 l
Fuel Capacity Optional	1,430 gal.	5,413 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)

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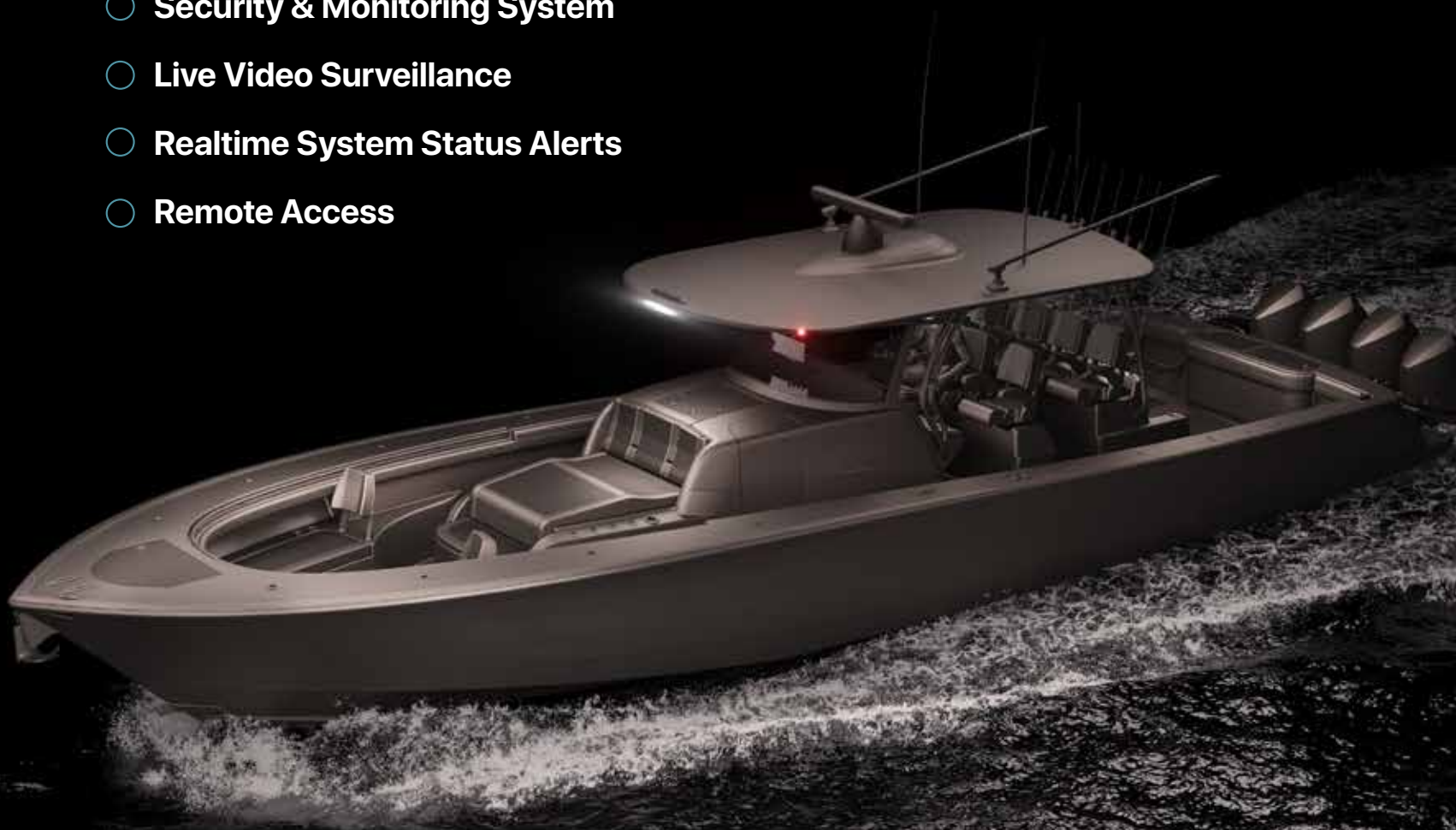
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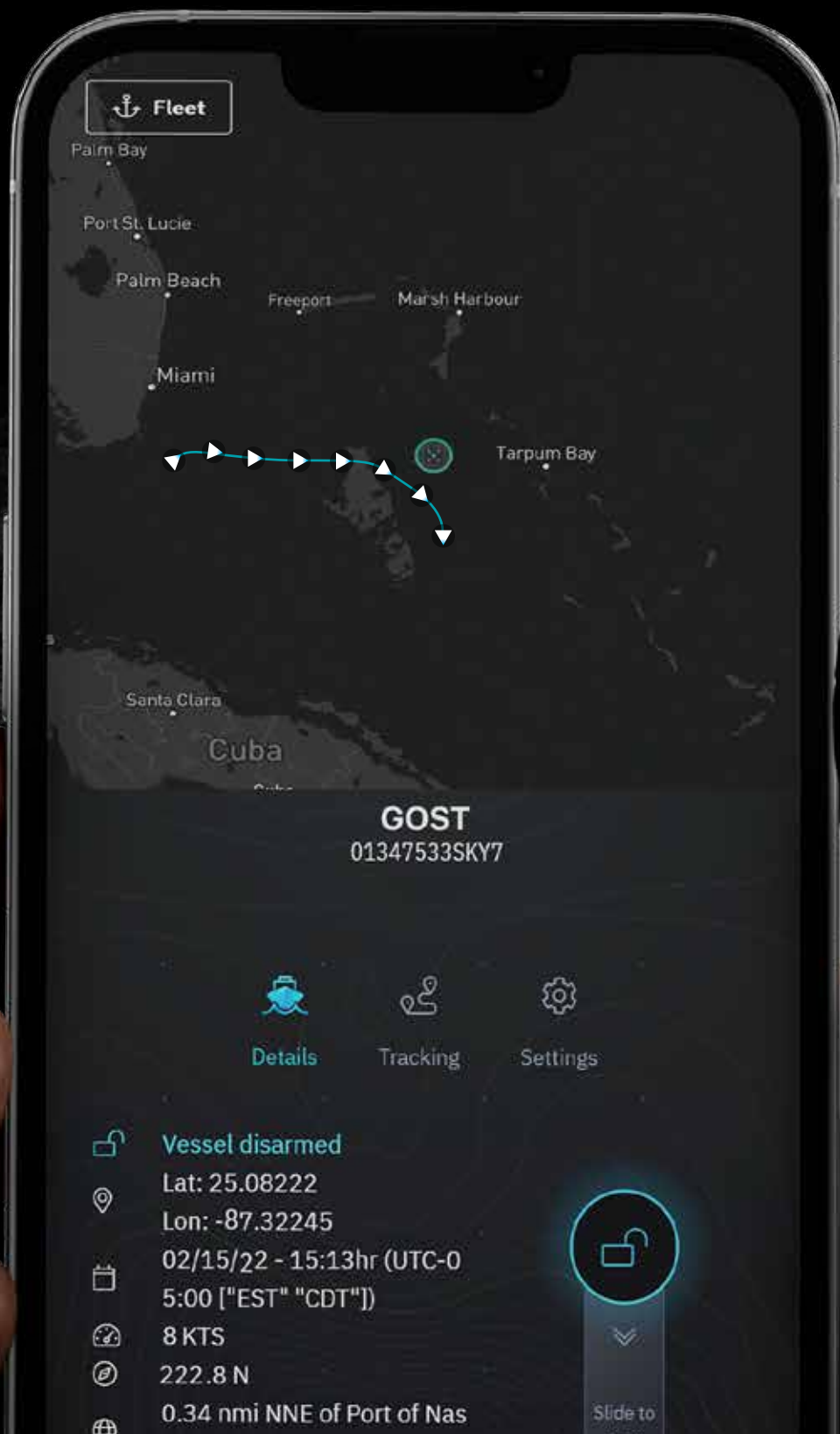
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Production space is maxed out at Viking Mullica so Line 5 in New Gretna will build the V-55.

BUILDING AND EXPANSION UPDATE

Projects Are in the Works in New Jersey and Florida

Planning for the future by carrying out capital improvements and expansion projects to diversify and strengthen our business is yet another way we follow our mantra to lead the industry.

Viking Yachts and its subsidiaries of Valhalla Boatworks, Valhalla Boat Sales (VBS) and the Viking Yacht Service Center (VYSC) all have ongoing improvement and expansion projects that are moving smoothly right along.

Here in New Gretna, we're busy establishing a fifth manufacturing line to build the Valhalla 55. This has involved significant relocation of certain production functions,

prepping and cleaning the entire line and installing the infrastructure and equipment our shipwrights need to build the new Valhalla flagship.

Viking Plant Engineering Manager Jeff Staub says his department is installing overhead rails and bridge cranes for moving production parts as well as adding lighting, compressed air and electrical outlets and ventilation. Jeff's Production Support and Fabrication team is also charged with building the turning rig that will hold the hull mold of the V-55. In addition, Plant Engineering has also been working to improve the administrative offices here in New Gretna by remodeling and updating

about 12,000 square feet of space, which includes installing new carpeting, wallpaper, ceilings and windows.

Another big project in New Gretna involves the Valhalla Boat Sales facility on Route 9, which is part of the Viking complex. "We will break ground this summer on a 7,500-square-foot expansion that will feature an enclosed, heated showroom," says Jeff. (VBS carries Valhalla Boatworks, Contender and Sportsman brands.) On the horizon, we have plans to establish a service and repower center here in New Gretna, which will be an expansion of our Viking Yachting Center.



A rendering of the new Valhalla Boat Sales showroom on Route 9 in New Gretna.



Clockwise from left: Viking Mullica General Manager John Leek IV oversees the expansion of Building 1 at Mullica; the first phase of the expansion – which connected Buildings 2 and 3 with an addition – was completed last year; the Building 1 project adds 12,000 square feet of manufacturing space.

VIKING MULLICA

At Viking Mullica, last year we completed a 6,000-square-foot addition to the fiberglass area by physically connecting Buildings 2 and 3 to create one contiguous manufacturing space. This was the first of a two-phase expansion to increase manufacturing space at this facility, where we build our V-33, V-37, V-41 and V-46.

The second part is a 12,000-square-foot, two-story addition to extend the backside of Building 1 for the production of additional fiberglass parts. The erection of the building started in May, and the facility is scheduled for completion in the fall.

“These expansion projects are helping us build a better boat every day,” says Viking Mullica General Manager John Leek IV.

“Phase I of the project has allowed us to better organize the manufacturing space. And this latest project will continue our efforts to improve our build efficiency.”

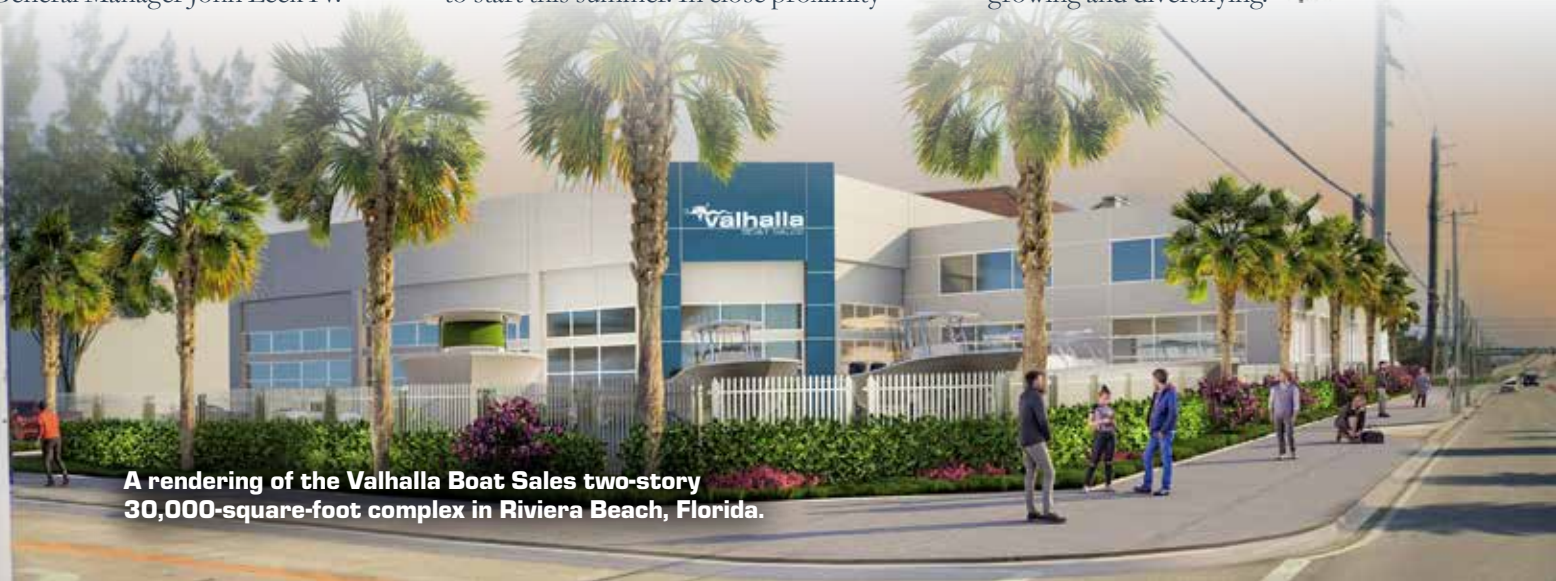
Part of the Building 1 project includes an electrical utility upgrade, which will consolidate the four electrical meters to one electrical service with a ground-mounted transformer. “The upgrade allows us to bring in more power,” adds Jeff. “This allows us to run additional equipment that will help us build the boats more efficiently.”

VIKING SOUTH

Site preparation began this spring for the development of new facilities for the Viking subsidiary Valhalla Boat Sales in Riviera Beach, Florida, with construction to start this summer. In close proximity

to the Viking Yacht Service Center, the new VBS facility will consist of a two-story 30,000-square-foot complex that will include an indoor and outdoor showroom, offices and service areas. Also in the same area of Riviera Beach, we will be constructing a new three-story 15,000-square-foot storage warehouse that will be utilized by VBS, VYSC and our other companies.

“The Viking Yacht Company and its subsidiaries remain dedicated to growth and expansion to better serve our owners,” says Viking Yachts President and CEO Pat Healey. “And as you can see, we’ve got plenty going on right now. We never stop realizing the importance of evolving, growing and diversifying.”



A rendering of the Valhalla Boat Sales two-story 30,000-square-foot complex in Riviera Beach, Florida.

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VALHALLA BOATWORKS OWNER OF INTEREST: **STEVE AND TERRI GROTH** **V-41 PAPA'S PILAR**



When Steve Groth first laid eyes on a Valhalla, he thought it was stunning – “like a cross between a sportfishing yacht and a center console,” he says. “I was calling it a ‘center yacht-sole’ because its fit and finish and detail work were fantastic. I liked the clean lines and the stepped hull.” Steve’s wife, Terri, also became enamored with the aesthetics of the Valhalla Boatworks brand, seeing the boats for the first time at the 2021 Viking and Valhalla VIP Boat Show.

“Not only was I impressed with the sleekness of the Valhalla, I loved the seating arrangements,” says Terri. “Every seat on the boat is comfortable. It’s just a well-

thought-out layout, with plenty of space. You never feel crowded, even with eight to 10 people on the boat.”

The next step for the Groths was to determine whether the Valhalla had what it took to succeed as a hardcore fishing boat for their team. Representing the family’s business, the Hemingway Rum Company and their Papa’s Pilar rum, team *Papa’s Pilar* has been fishing together for about nine years. With renowned Captain Scott Walker – also known as a host of the “Into the Blue” fishing show – leading the way, the team has fished up and down the East Coast, in southeast Florida, the Keys, the

Bahamas and even in Mexico. “Scott and I have been friends forever,” says Steve. “We share the same birthday. We grew up on Duck Key, so we’d get together and fish tournaments – at first, sporadically, and then more seriously, and then very seriously.”

Steve, Scott and the rest of the team rolled up their sleeves and really began to research and study the design, construction and engineering of the Valhalla, as well as the semi-customization options available to them. Pump and live well systems; tower, electronics and Seakeeper options; and a high level of fishability and versatility were all high priorities.

TWO WORLDS

“The question was: Could it excel in the two worlds – the high-end luxury center console world and also the hardcore center console world?” says Steve. “As I worked through what I wanted out of the boat, it was – without question – checking all the boxes in terms of fishability. But I was also impressed with the effectiveness and cohesiveness of the engineering, the electronics, plumbing

and many other smaller details that make a big difference, from having an AC outlet inside the console to having shore power to run dehumidifiers and being able to wire the boat up for tower-mounted electric teaser reels. So it was a yes!”

The *Papa's Pilar* team wanted the ultimate center console fishing machine for south Florida and the Keys. To that end, she's outfitted with a custom Palm Beach Towers

(PBT) gap tower and an abundance of fishing equipment and accessories for chasing a variety of species – everything from sailfish and marlin to dorado, wahoo and bottom fish. The V-41 also has maximized Hooker pump and live well capacity and Gemlux internally rigged carbon fiber outriggers. (See the accompanying article, “Battle Ready,” opposite page.)

TEAM PAPA'S PILAR

Steve and Terri Groth, owners:
Duck Key, Florida

Captain Scott Walker
 (“Into the Blue”):
Duck Key, Florida

Mike Schmitt:
Deerfield Beach, Florida

Captain Jim Hukil:
Duck Key, Florida

Captain Josh Ardis:
Duck Key, Florida

Captain “Wild Bill”
Wichrowski:
 (“Deadliest Catch”)
Senora, Mexico

Paul Groth:
Denver, Colorado

Captain Shawn Martin:
Key West, Florida



Steve and Terri Groth
showing off a nice wahoo.

BATTLE READY:

V-41 *Papa's Pilar*

- Above-deck lounge live well with clear lid
- Three Hooker Electric Bait Pumps 4500 with variable speed controls at helm
- Two on-deck live well inlet and discharge fittings, transom corners
- Forward on-deck live well feed and drain fittings forward of console lounge
- Eight electric reel outlets (six under gunwales; two tower-mounted)
- One 2 kW R109 transducer
- Window and light in transom live well
- Total of 52 Gemlux rod holders
- Palm Beach Towers 3' 6" gap tower
- 38-inch control box
- Tower sunshade
- Two Gemlux stainless steel outrigger bases
- Gemlux 22-foot internally rigged carbon fiber outriggers
- Two Birdsall manual teaser reels recessed into hardtop
- Two wing panels
- Three Garmin 17-inch multi-function displays
- Garmin Satellite Weather Receiver
- FLIR thermal imaging
- KVH Satellite TV (DIRECTV)
- GOST NT-Evolution Marine Security System
- Seakeeper 3
- Optimus joystick – lower station



“The boat excels as a hardcore fishing boat and makes the transition to a family-friendly cruising sport boat without missing a beat. It really is a versatile boat – like a chameleon in that regard. All the electronics, and pump systems and components work in unison to make it a great fishing platform.”

– Steve Groth,
owner V-41 *Papa's Pilar*

While Steve handled the outfitting of the boat from a functional standpoint, Terri focused on colors and overall aesthetics. “I wanted the look to be subtle and classy,” she says. “I didn’t want anything too bright or too dark – just very smooth looking. When I saw the Stars and Stripes Blue, I said, ‘that’s it. That’s our color.’ It’s not overly bold but still makes a statement. We also went with the Diamond/Bentley stitching with piping to match the hull.”

Working with the Valhalla Boatworks dealer Valhalla Boat Sales was a pleasure, says Terri. “I’m pretty picky and Ryan Higgins, our sales representative, was very accommodating, very patient.”

GOOD TIMES

The Groths took delivery in October 2021, and have fished the boat consistently since, starting with a tournament in Islamorada, followed by the Viking Key West Challenge, and plenty of fun fishing in between.

Captain Scott put Terri on 10 sailfish, which was good for 2nd Place Sailfish, 2nd Place Angler and 2nd Place Lady Angler. *Papa's Pilar* was also 2nd in overall team points. The team followed up Key West by spending some time in the Bahamas, which included a two-week trip to Chub Cay, fishing the Pocket. “We caught blue marlin, wahoo, dolphin, grouper – and pretty much every other species on our list,” says Steve. “That was a stellar trip.” The team includes one of the Groths’ two sons, Paul, and a host



of well-known anglers, including Captain “Wild Bill” Wichrowski from the television show “Deadliest Catch.”

“We really enjoy just being out there as enthusiastic and active tournament fisherman,” says Steve. “We truly appreciate being part of the boating and fishing communities and are thankful every time we get a chance to get out on the water.”

Papa’s Pilar will fish out of its homeport in Duck Key this season then run to the Tortugas, head to the Abacos and “this fall we’ll end up on the tournament circuit, fishing all over the place,” says Steve.

“The boat excels as a hardcore fishing boat and makes the transition to a family-friendly cruising sport boat without missing a beat,” says Steve. “It really is a versatile boat – like a chameleon in that regard. All the electronics, and pump systems and components work in unison to make it a great fishing platform.”

“I love the way it rides,” adds Terri. “It’s the smoothest ride I think we’ve ever had on any of our boats. Even my older son

Kyle, who has a bad back, is able to go out on this boat without worrying. It’s super comfortable. Our 7-year-old grandson Dean just yesterday fell sound asleep in one of the helm chairs. He was getting so relaxed, and then he was out.”

But it’s not just the boat that impresses the Groths. The company – with its subsidiaries and overall infrastructure – has done an excellent job. “You have the ability to work with all the professionals at Valhalla and Viking right from the start to not only personalize the boat, but to actually get everything done right,” says Steve. “And then you also have that high level of customer service to work through any little thing.”

HEMINGWAY AND VALHALLA

Started in cooperation with the Hemingway family, the Hemingway Rum Company consists of avid watermen, divers and fishermen. They support and contribute to conservation non-profits and initiatives, focusing on ocean conservation and reef restoration particularly in the Florida Keys.

Knowing the history of Hemingway and his 38-foot sportfishing boat *Pilar*, Steve believes that Hemingway would have been a big fan of Valhalla Boatworks center consoles. “I’ve recently become friendly with the Wheeler family, the people who built Hemingway’s *Pilar*, which was actually a really innovative fishing boat for that era,” says Steve.

Indeed, Hemingway had some unusual requests for the time. He wanted the transom lowered so a roller could be installed to make it easier to haul large fish aboard. He wanted a bigger ice chest to store his catch. *Pilar* is also believed to have had the very first flybridge and outriggers.

“People think *Pilar* was just some battlewagon, but it really was a feat of innovation for its day,” says Steve. “And that’s why I believe a Valhalla would have been at the top of Hemingway’s list – he would have appreciated Valhalla’s willingness to just say “yes” to ideas of personal customization and innovation and do it in a quality way.”



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PASSING OF A LEGEND

Bob Healey Sr. Dedicated His Life to Serving Others

The marine industry has long recognized the fierce determination of Robert T. Healey Sr. that led to the repeal of the Luxury Tax of the early 1990s. That giant win was just one of his countless accomplishments throughout an impactful life as a co-founder of Viking Yachts; a husband, father and grandfather; a philanthropist, a devout Catholic and a man dedicated to serving others. Though he passed away in December 2021 at the age of 92, his legacy lives on through each and every yacht that this proud 58-year-old company builds.

“My father was a true leader, and his vision will always guide us,” says his son, Robert T. Healey Jr., Chairman of the Viking Group. “He believed that the people around him — his family, friends and employees — lifted him to success and it was his obligation to leave the world a better place.”

Bob and his brother Bill established Viking Yachts in 1964, and the company has gone on to become the leading manufacturer of semi-custom sportfishing yachts in the world. But that success may have never been achieved without the sheer will power and perseverance of Bob. When a Federal 10 percent Luxury Tax was imposed on yachts in 1991, thousands of people were laid off and hundreds of companies went out of business. Viking closed a plant in Florida,

laid off all but 65 of its 1,500 boatbuilders and nearly went bankrupt.

INDUSTRY LEADER

Bob was instrumental in organizing a national, grass-roots campaign to fight the tax. He took the industry lead, organizing busloads of out-of-work boatbuilders to converge on Capitol Hill for demonstrations, and even organizing an effort to set fire to a boat on a barge in Narragansett Bay in 1992 as a highly effective symbol of protest. The tax was repealed 20 months later in 1993. (See accompanying article on page 54 detailing the fight.)

“My uncle’s efforts to repeal the Federal Luxury Tax on yachts will never be forgotten,” says Bill’s son and Viking Yachts President and CEO Pat Healey. “He saved not only Viking but the entire marine industry. He was the catalyst and leader, and he wouldn’t take ‘no’ for an answer. He was a brilliant lawyer and savvy businessman who was able to convince the politicians in Washington that this was very much a ‘jobs issue.’ It was about good hardworking people losing their ability to provide for their families.”

Bob’s 11th-hour lobbying efforts with Congressman Bill Hughes, who represented New Jersey’s Second District, helped secure the votes needed to repeal the Luxury Tax

in 1993. “It was a great victory for our family-owned-and-operated boatbuilding company, the people of New Jersey and everyone in the marine industry,” says Pat.

“I saw him sacrifice his own well-being for others,” says Bob Jr. “It really drove home for me just how important our people are to us. ‘Literally, the morning the tax got repealed, he called then Human Resources Manager Drew Davala and said: ‘I’m coming back from D.C., so give me the names of 10 people we can bring back on Monday.’”

With Bill’s help, Bob privately funded the company out of his own savings, allowing Viking to tool up new models. The company came out of the gate running when the tax was finally repealed — and they never looked back.

“We developed new products,” says Rudy Dalinger, Viking’s current Production Engineer and longest tenured employee, who had been working in Research and Development when the Luxury Tax hit. “We built a 54 Sport Yacht and a 58 Enclosed Fly Bridge. We created this knowing that when the market turned we’d be far ahead of everybody else. That certainly worked out for Viking.”

EARLY YEARS

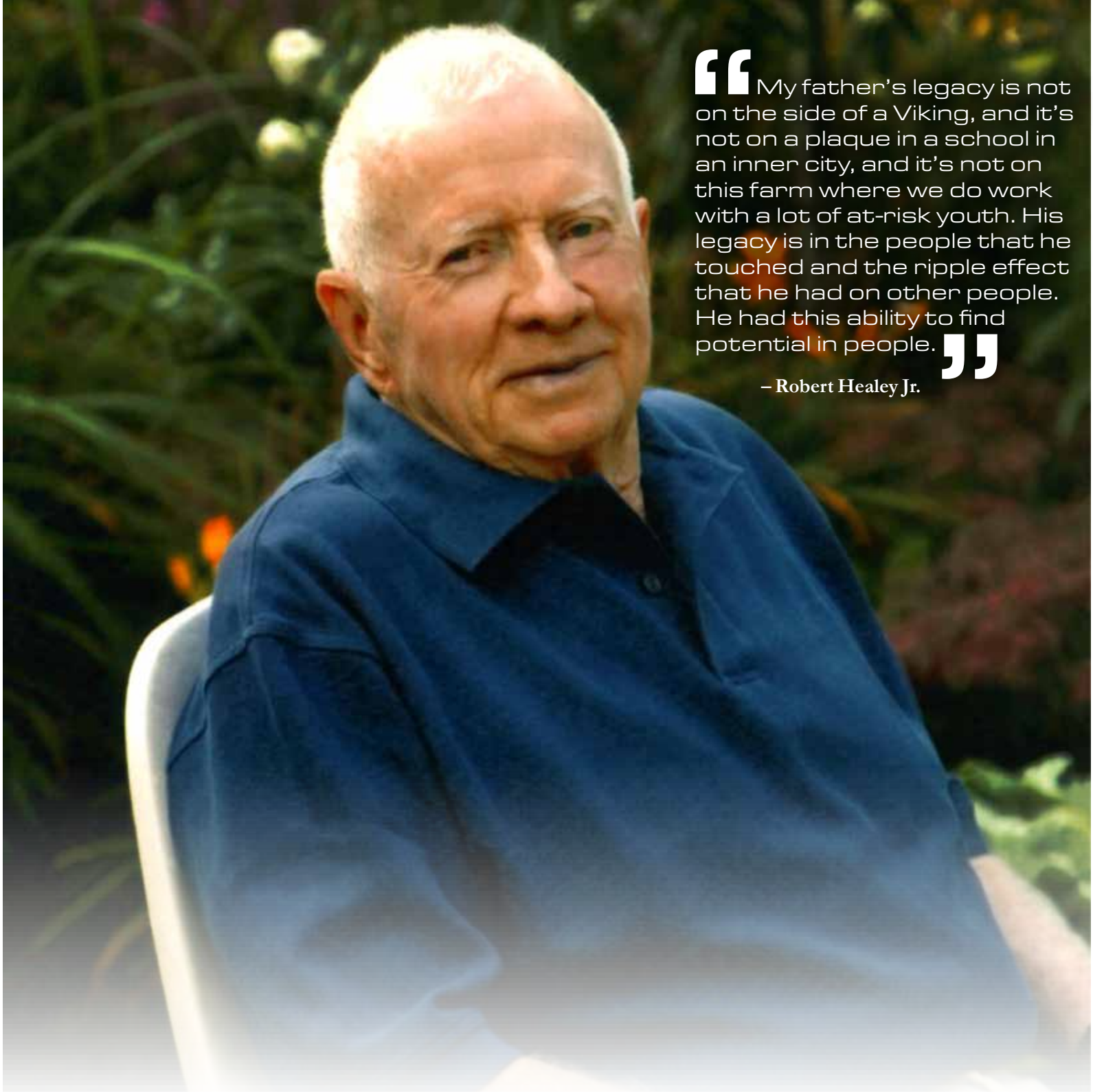
Bob graduated from Camden Catholic High School, attended St. Joseph’s College — now St. Joseph’s University — in Philadelphia, graduating with a B.S. in Political Science, and earned a J.D. from the University of Pennsylvania Law School. He practiced law in Camden County, New Jersey, for 25 years before retiring as a senior partner in the firm of Healey, Mueller and Tyler to devote himself full time to other business interests.

In the 1950s, his brother Bill joined Bob in the real-estate development business. Among other projects, the two brothers acquired and developed the Bass River Marina in New Gretna, New Jersey. In 1964 a small, local builder of wooden boats, Peterson-Viking, was having financial trouble, and the brothers agreed to buy the company, changed the name to Viking Yachts, and relocated the business to



— Robert Healey Jr.
Chairman of the Viking Group

“My father was a true leader, and his vision will always guide us. He believed that the people around him — his family, friends and employees — lifted him to success and it was his obligation to leave the world a better place.”



“My father’s legacy is not on the side of a Viking, and it’s not on a plaque in a school in an inner city, and it’s not on this farm where we do work with a lot of at-risk youth. His legacy is in the people that he touched and the ripple effect that he had on other people. He had this ability to find potential in people.”

– Robert Healey Jr.

their property adjoining the marina. The boatbuilding business soon occupied much of their time, so the brothers sold the marina and concentrated on building yachts. Bob was the company lawyer, moneymen and Chief Executive while his brother built the boats.

BUILDING A BETTER BOAT EVERY DAY

Committed to their mantra to build a better boat every day, Bill and Bob pushed Viking to the pinnacle of their industry with more than 5,000 boats delivered. They

successfully steered the company through the ups and downs of economic cycles. “My father always said, ‘We’ve worked hard to get to the top of the mountain, we’re enjoying the view and we’re not going to give it up,’” remembers Bob Jr.

As Viking’s Chairman of the Board for 57 years, Bob Sr. diversified their financial interests into multi-family, industrial and commercial real estate, oil and gas exploration and development, and the financial management of the Healey family assets.

MANY MILESTONES

Together, Bill and Bob Healey achieved many milestones. In 1996, they founded the Recreational Fishing Alliance (RFA), a non-profit organization formed to promote sustainable fisheries and a healthy marine environment. Viking has contributed well over \$1 million to the RFA. In that same year, the brothers established Viking Sport Cruisers, a company that has been highly successful distributing British-built, high-end cruising yachts, built to Viking’s specifications, through its dealer network in



Bob Sr. enjoyed a laugh with his late brother Edward (Jerry) and Bill.

North America. Bob, Bill and Pat received the Ernst & Young 1998 New Jersey Manufacturing Entrepreneur of the Year Award. Fifteen years later, the family would earn a second award from Ernst & Young.

Ironically, the Healeys bought back the Bass River Marina in 2002 and reopened it as the Viking Yachting Center. They were inducted in 2003 into the National Marine Manufacturers Association Hall of Fame for their outstanding contributions to the marine industry. For their service and commitment to the marine industry for more than a half a century, Bill and Bob were honored with the 2019 IBI-METSTRIDE Boat Builder Lifetime Achievement Award. Accepting the award, Bob Jr. was quick to point out that his father and uncle would attribute the company's success to the people of Viking, and he cited the excellent work and dedication of long-time employees like Rudy Dalinger, Al Uhl and others. "Without these people – and many others – we wouldn't be able to build a better boat every day."

SERVICE TO OTHERS

Bob received many more awards for his achievements, including induction into the NJ Marine Trade Association Hall of Fame and the Rowan University Milestone Award. Just as he felt a personal obligation toward

the people of Viking, Bob was also driven to help people in every aspect of his life.

Bob channeled his financial success into philanthropic interests, which included building schools in impoverished areas of Mexico, and providing housing, medical assistance, education, food and clean water to the people of war-torn Sierra Leone through the Healey International Relief Foundation.

"My father was a good man with a deep faith and commitment to service," says Bob Jr., who has adopted his father's dedication to service and to that end is running for Congress in New Jersey's 3rd District. "No person or mission was ever a lost cause to him. He saw the potential in everyone and believed that our true worth and value in life is in our contributions to others."

A devout Catholic and product of Catholic school education, Bob brought his business skills to the challenges facing Catholic schools in the U.S. and formed the Healey Education Foundation and the Catholic Partnership Schools in Camden.

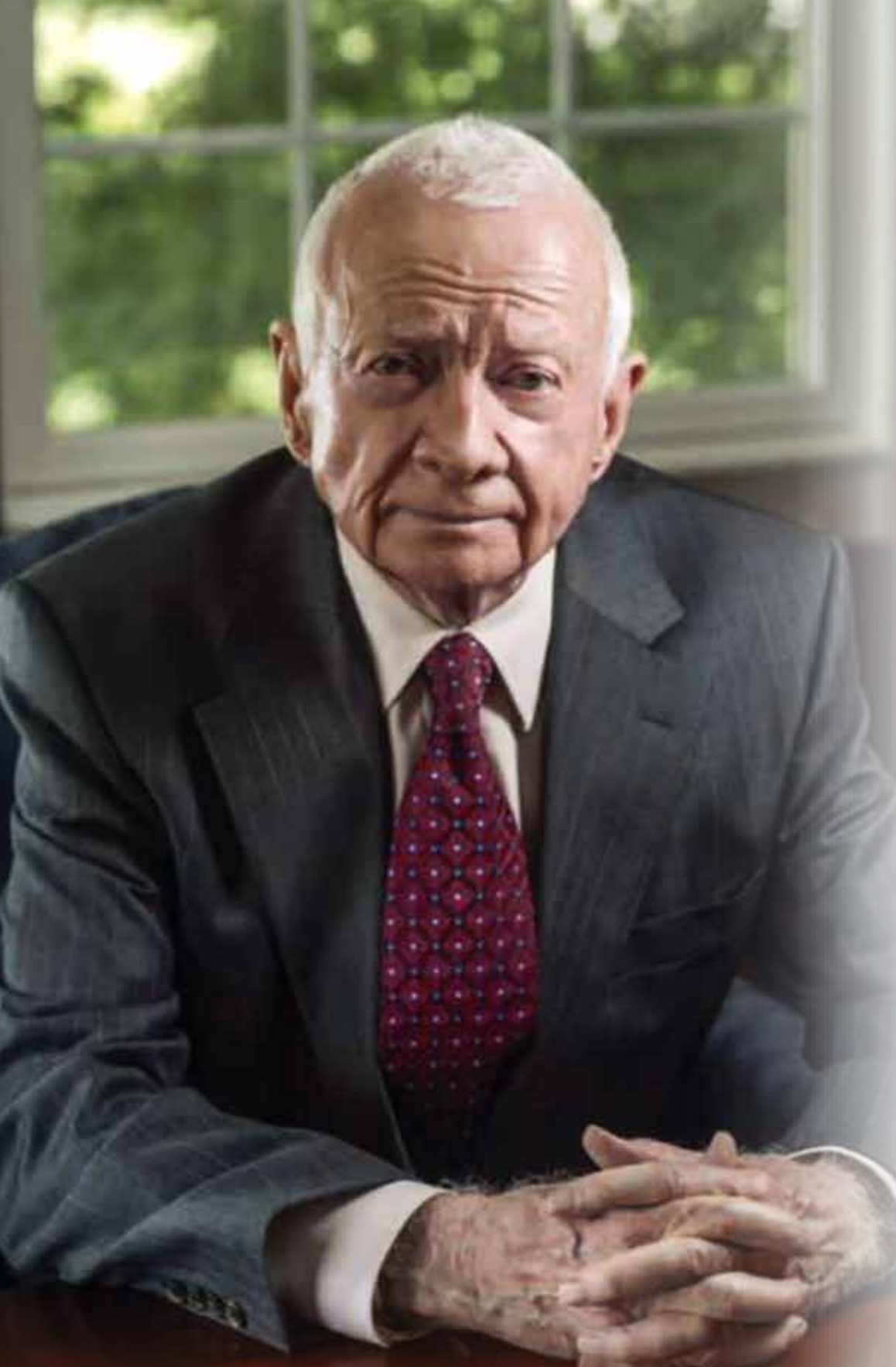
With his wife Ellen, Bob founded the Gleneayre Equestrian Program for at-risk youth. The program uses the powerful connection between horses and people to support learning, growth and healing.

For his philanthropic efforts, Bob received the Lewis Katz Excellence in Education Award, the Beacon of Light Award, the Catholic Charities Bishop Nicholas DiMarzio Award for Leadership, an Honorary Doctorate Degree from Scranton University and the Shield of Loyola Award from St. Joseph's University.

FAMILY MAN & LEGACY

Bob was the beloved husband of Ellen J. (nee Baldino), loving father to his seven children: Lizanne H. Jenkins (Thomas), Christine L. Healey, Caroline H. Adillon, L. Toland Sherriff (Robert), Robert T. Healey, Jr. (Bobby), M. Alexis Iaccarino (Jonathan) and Leigh H. Hughes (Gabriel), and adored grandfather of his 16 grandchildren. He was predeceased by his first wife, Louise L. (nee Lucas), and his two brothers, Patrick J. Healey and Edward J. Healey. He is survived by his brother William J. Healey, and many nieces and nephews.

"My father's legacy is not on the side of a Viking, and it's not on a plaque in a school in an inner city, and it's not on this farm where we do work with a lot of at-risk youth," says Bob Jr. "His legacy is in the people that he touched and the ripple effect that he had on other people. He had this ability to find potential in people." 🐾



Against All Odds

LOOKING BACK AT THE FIGHT TO REPEAL THE LUXURY TAX

No single man had a greater impact in the repeal of the Luxury Tax of the early 1990s than Robert T. Healey Sr., as he led a relentless and resourceful grass-roots effort that has become a proud – yet difficult and devastating – part of the history of the Viking Yacht Company.

The events leading up to such a monumental achievement deserve to be recounted once again as part of our memorial to Bob. From a 2017 *Valhalla* article, we compiled this collection of facts, anecdotes, quotes and details that describe that final push that led to the end of the Luxury Tax – and a new beginning for Viking and the entire marine industry.

The Luxury Tax torpedoed the marine industry from 1991 to late summer 1993 and put tens of thousands of skilled shipwrights out of work. The federal government had anticipated a new 10% excise tax on luxury items, including boats that cost over \$100,000, would raise revenue to fill its coffers. But customers incensed by what they felt was an unfair tax refused to buy boats. Coupled with a looming recession, boat manufacturers closed their shops and many simply disappeared. Losing most of its own work force, Viking approached the storm seeing the tax as a job killing issue and set out to fight this disastrous program. With grit and resolve, the Viking family, with Bob at the helm, helped motivate the industry to battle for its survival.

On November 12, 1992, at the height of the devastation caused by the Luxury Tax, a boating consultant who was working beside Bob, Ken Kubick, set an old wooden boat on fire in Narragansett Bay, Rhode Island. The goal was to increase public awareness of how the Luxury Tax was impacting the boating industry. It worked.

“ Our true obligation and purpose in life was not building boats and making money. The obligation was far beyond that. We had an obligation to provide for 1,500 families. ”

– Robert T. Healey Sr.

Demonstrators burn boat to protest luxury tax that has hurt industry

By PEYTON FLEMMING
Journal-Bulletin Staff Writer

— Builders 'send a message to Washington' —

Reprinted from The Providence Journal-Bulletin - 9/12/92

NEWPORT — If you can't sell 'em, burn 'em.

That was the sentiment last night as an angry horde of boatbuilders burned a 35-foot wood boat in Narragansett Bay to protest the federal government's inaction in trying to repeal a luxury tax on new boats.

With one boatbuilder calling the federal tax an "industry killer," a crowd of about 200 on Goat Island erupted into cheers as the powerboat burst into flames aboard a barge a mile outside of Newport Harbor. The kerosene-doused boat was set ablaze by a dozen unemployed boatbuilders.

"Our industry is burning, and we're igniting this boat to send a message to Washington," shouted Bob Healey, chairman of the Viking Yacht Co. in New Jersey, one of dozens of boatbuilders attending this weekend's Newport International Boat Show.

Rhode Island and Massachusetts boatbuilders, who have lost an estimated 4,000 jobs since the luxury tax took effect nearly two years ago, were no less enthusiastic.

And they vowed to continue burning boats up and down the New England coast until Washington lawmakers get their message. "We'll burn the last boat in the Reflecting Pool (in Washington), if necessary," said Walter Schulz, president of Shannon Yachts in Bristol.

The protest comes at a critical time for a piece of legislation that would repeal the luxury tax, which imposes a 10 percent tax on every new boat that sells for more than \$100,000. The tax kicks in when a boat's price tag hits \$100,000; a \$200,000 boat, therefore, would have a \$10,000 tax.

The House of Representatives voted overwhelmingly in July to repeal the tax, but the Senate has yet to take any formal action. And time is running out.

Days dwindle down

"We're counting down. They're only going to be in session for 15 days and then they break for the (general) election," said Ken Kubie legislative chairman of the Rhode Island Marine Trade Association and co-chairman of the national Coalition to Save Jobs in the Boating Industry, which sponsored yesterday's rally.

Kubie's cause got a boost Thursday when the Senate passed a resolution declaring that the luxury tax should be repealed retroactive to Jan. 1, 1992, and that its approval should not be contingent upon passage of any other tax legislation.

The latter clause is considered important because the luxury tax repeal is now part of a larger urban-aid tax package, which faces a very uncertain future.

"There is concern it may be reworked, may be vetoed by the President and may be held hostage

by the presidential campaign," said Ed Quinlan, spokesman for Sen. John H. Chafee, who is co-author of the luxury tax repeal legislation.

Quinlan says he is still optimistic the luxury tax will be repealed this year. "It's now accepted across the board, by both parties, that this tax was not thought through, and it's been a disaster," Quinlan said.

Boatbuilders were not so sure, however, and much of their anger yesterday was aimed at lawmakers such as Chafee. "I am terminally disappointed with our representation in Rhode Island," said Schulz, whose work force at Shannon Yachts has fallen to 17, from 120 in 1987.

From boatbuilders to winchmakers, virtually everyone at the boat show yesterday had complaints about the luxury tax, as well as the recession.

"The tax was one of the nails in the coffin," said Olaf Harken, vice president of Harken Yacht Equipment, in Pewaukee, Wis.

Steve Keiser, new-boat sales manager at the Hinckley Co. of Southwest Harbor, Maine, said it was no coincidence that the 52-foot sailboat being showcased yesterday is owned by a person from Switzerland.

"The first three boats of that series are Swiss, Danish and German," he said. "It's forced us to go out of the country to sell boats."

“

Our industry is burning, and we're igniting this boat to send a message to Washington.

”

— Robert T. Healey Sr.



FIERY PROTEST: A 35-foot boat burns on a barge floating off Goat Island as part of a demonstration against the federal luxury tax on boats that cost more than \$100,000. About 200 people were on hand to watch yesterday's blaze.

Boat set ablaze in tax protest

By H.E. Holmer
Daily News staff

NEWPORT — For 17 years, Rich Chubbuck of Bristol built luxury boats. But Friday night he burned one.

• Repeal of the federal boat tax, a move long awaited by the struggling yacht-building industry in New England, is expected in the final weeks of the congressional session.

Page A7

In Newport Harbor to protest a 10 percent luxury tax that has been levied on Washington, D.C., lawmakers who passed it almost two years ago and left thousands of U.S. boatbuilders like himself jobless.

The 35-year-old Chubbuck set off a fiery flare at 8:15 p.m. and tossed it into kerosene-soaked rags piled on the deck of the 35-foot Gypsy II, a 25-year-old "amateur" wooden boat.

A crowd of about 200, watching from several hundred yards away on Goat Island, cheered as black



Setting fire to the boat was a protest against the federal luxury tax on yachts. *Jameson Firefighters Friday watch over the symbolic boat-burning, a protest against the federal luxury tax on yachts.*

smoke billowed upward and orange flames shot into the air.

Unemployed for the past 18 months, Chubbuck said he "felt good" to see that boat afire.

Others agreed. After all, they had come whistling placards such as "Sink the Luxury Tax" to protest the federal government's 10 percent tax on boats selling for more

than \$100,000. The tax is applied to the cost exceeding \$100,000.

President Bush and Congress thought a luxury tax on furs, jewelry, fancy cars, private airplanes and expensive yachts was a fair way "to ask the rich," said Ken Kubie, legislative committee chairman for the Rhode Island

BOAT, Page A4

"It was billed as the 'Second Tea Party,'" said Bob. "There was great media coverage on all the networks in the area as the boat was lit up. There were roaring flames, and we appealed to all the press and TV across the country. It received great attention; it was sensational."

Earlier in the battle, Bob Sr. and 500 unemployed boatbuilders also garnered media momentum when they traveled to the Capitol in March of 1992. Their signs read "Boat Tax Kills Jobs", "Save Our Jobs" and "Sink the Luxury Tax". These were two of the most notable events

during the Luxury Tax years. However, many other demonstrations and protests, press interviews and conversations with representatives and senators occurred around the country pleading for the tax's repeal.



Boat builders rally on Capitol Hill in Washington, D.C., yesterday seeking a repeal of the luxury tax.

Associated Press photo

N.J. boat makers rally in D.C. to call for repeal of luxury tax

By Jane E. Allen
Associated Press

WASHINGTON — Hundreds of New Jersey boat builders are disappointed that when President Bush vetoed the Democratic tax bill last week, he did not repeal a luxury tax that has produced mass layoffs in their industry.

They gathered at the Capitol yesterday and asked Congress to repeal the tax, bearing signs like "Refloat the boat, sink the luxury tax."

They joined counterparts from around the East Coast in telling Congress that the luxury tax on boats, planes, furs and jewels never did what it was designed to do in 1990.

It didn't raise the anticipated revenues from the wealthy, who just stopped buying big-ticket items. Instead, it left many working-class Americans jobless, they

said.

"The wealthy have the money, recession or no recession. They're smart businessmen. They buy a used boat or they spend the money elsewhere," said Kathy Healey MacCausland of New Gretna.

Mr. MacCausland said business at her family company, Viking Yacht, had fallen off 75 percent due to the combined effects of the recession and the luxury tax.

One by one, sympathetic lawmakers told the boat builders they had supported the repeal and promised to attach it to every tax bill they handle until Bush signs one.

New Jersey is among the states hit hardest by the tax. Rep. William Hughes, a Democrat from Ocean City, said his district's unemployment rate was 40 percent before the boat tax was instituted.

"It was a recession then," he said. The boat tax "left us with a depression."

Sen. Bill Bradley, D-N.J., a member of the tax-writing Senate Finance Committee, said the tax cost more than 3,000 people in New Jersey their jobs.

"It will be repealed. It should be repealed," he said. "We want to put people back to work, and that's what we're going to do."

Protesters listened to speeches before fanning out to individual lawmakers' offices.

Jeff Slotterback worked for three years as a boat woodworker at Post Marine in Mays Landing before losing his job there two years ago.

He said the boat tax "just put the nail in the coffin" for him and others in the industry.

Dave Leek of Egg Harbor City said his father's company, Egg Harbor Yacht, once employed 225 workers. It now operates with four.

The IRS divulged to Bob and his coalition that it was costing more to collect the tax than it was taking in since the tax caused the sale of luxury items to plummet. The National Center for Policy Analysis acknowledged the tax took in \$97 million less in 1991 than had been projected.

"The cost to the government in unemployment benefits itself far exceeded the tax," said Bob. "It was a typical not-thought-out government disaster."

JOBS, JOBS, JOBS

Washington's first reaction was - we don't repeal taxes on rich people, Bob recalled of his early lobbying conversations. "What they really did was lay off a lot of people that weren't rich. We went back to Washington talking jobs, jobs, jobs."

Sales for small boats stalled because the public was confused and thought all boats were being taxed. In the end, Bob's Coalition to Save Jobs and the National Marine Manufacturer's Association (NMMA) became a united front, fighting Congress for the tax's repeal.

It was a massive effort. In a few short years, Bob orchestrated numerous lobbying efforts aimed toward Congressional leaders who would listen to him about the Luxury Tax and the devastation it caused. At times, buses of unemployed boatbuilders traveled to Washington to emphasize the importance of the Coalition to Save Jobs. Bob worked with New Jersey Governor Christine Todd Whitman to bring about creative financing options for boatbuilders through the New Jersey Economic Development Authority.

WITH A VENGEANCE

Bob remembered an employee approaching him, concerned about her potential layoff. As a single parent with two children, one with special needs, she lay awake at night wondering when she would be on the layoff list. "I became very aware," said Bob. "That our true obligation and purpose in life was not

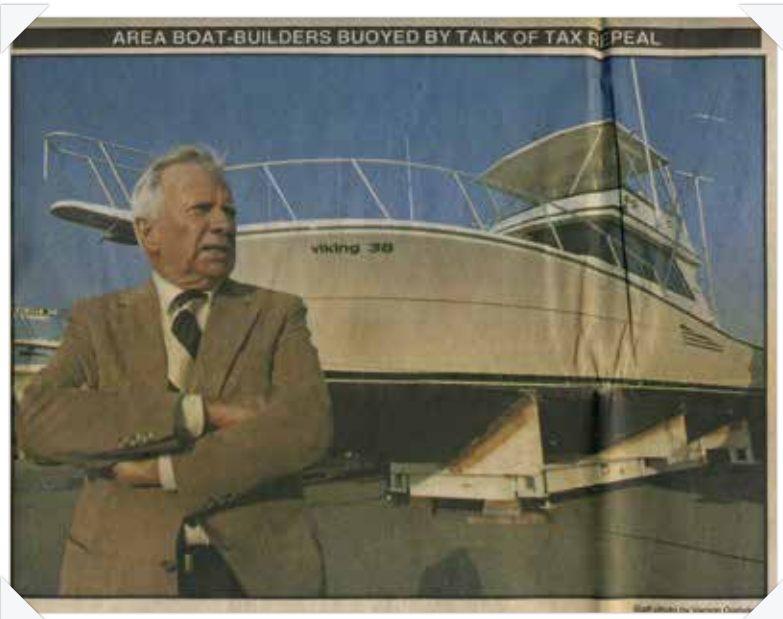
HARD FACTS

Even though media attention grew and pressure began to smother Congress, navigating the complex legislative process took time the boating industry didn't have. "We talked to everyone," said Bob. "They said you could never repeal a tax in Washington."

The first step necessary in repealing legislation was producing statistics that communicated how the industry had been affected. Bob began gathering proof and hard facts of the damage the Luxury Tax had caused. This was when Bob, Ken Kubick and a few others created the lobbying group: Coalition to Save Jobs in Boating. The group reached out to the 40 biggest boat dealers

around the country and asked them to divulge their sales numbers. They discovered that sales across the industry had dropped 70%. They gathered information about the massive job losses and created a report which was distributed to 800 members of Congress and the administration.

The entire boating industry was interconnected and the effects of the Luxury Tax hurt those buying, selling and building boats over \$100,000, but it ran even deeper. Material suppliers, marine services and anything connected to the marine industry down to the local tackle shops suffered the ripple effect of this tax.



Although suffering near-catastrophic financial losses, the company managed to continue design development in preparation for the repeal of the luxury tax they knew was coming.

building boats and making money. The obligation was far beyond that. We had an obligation to provide for 1,500 families. Those 1,500 employees were all having a hard time sleeping at night. After that...we went forward with a vengeance."

"I remember an interview where my father was being questioned about the Luxury Tax," recalled his son, Bob Jr. "He was on the news talking about how hard the tax was. I recall seeing how angry, hurt and worried he was..."

Days away from the final vote in the House, an exhausted Bob returned home after what he thought was the last of his lobbying conversations in Washington only to discover one more hurdle in the way. Bob recalls, "I got a call from Jeff Napier, the president of the National Marine Manufacturers Association. He said, 'Bob, we're in big trouble. I don't know what to do. It looks like we're not going to get it passed in the House. It looks like it's going to be an even vote, and if you have an even vote, it goes down.'" Ironically, the final pivotal conversation Bob needed to have was in his own backyard, in his home state of New Jersey.

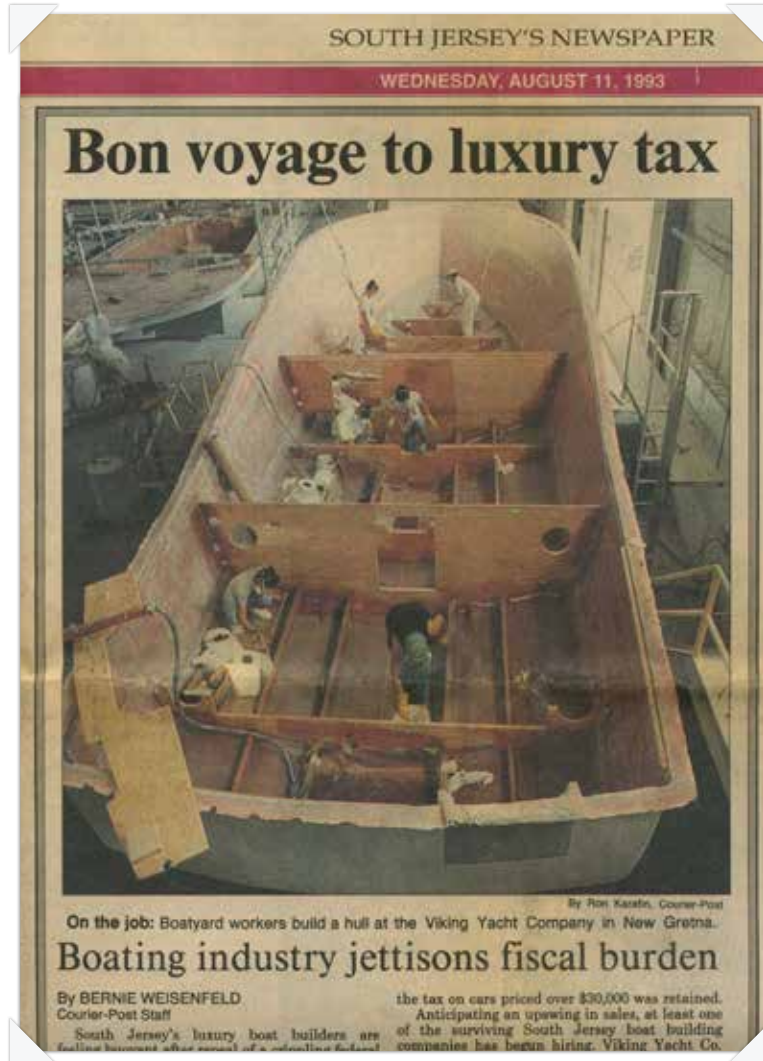
"I got on the phone with William Hughes Sr. At the time he was a Congressman from Ocean City, New Jersey," Bob says. "He had voted against the bill. I pleaded with him. He said, 'Clinton's got so much fat in that bill, I couldn't in good conscience vote for it.' I convinced him to go back and change his vote and he did. He changed it and the Luxury Tax was repealed."

Hughes' vote helped the bill pass in the House on May 27, 1993. Finally, the Luxury Tax was headed for repeal by the Senate.

READY FOR THE FUTURE

The industry, Viking and the Healeys held their breath, however. As with two previous efforts, this repeal measure was attached to controversial tax and spending legislation that the industry feared would stop the repeal again.

Not only did it pass in the House in May, but this time the Senate also passed the legislation shortly thereafter on August 6, 1993. The final round with the government had finally taken place. The Healeys and the entire industry



had won the fight. In January 1995, the boat industry publication *Soundings* reflected on the not-so-distant memory of the Luxury Tax: "On a national level, no one battled the Luxury Tax harder than Robert Healey, who traveled to Washington, D.C., to lobby for its repeal."

On August 2, 1995, almost two years after the Luxury Tax was repealed, a local South Jersey newspaper featured the headline: "Jersey's Biggest Boat Builder Leaves Recession in the Wake." The article went on to explain how the company's first 72 Convertible was scheduled for completion that same month, along with four other new models: "Viking's competitive advantage was acquired by continuing research and development during the recession."

Even during the lowest points of the Luxury Tax years, Bob knew that part of the strategy for Viking's survival needed to include investing in its future.

Robert T. Healey

(1929-2021)

MILESTONES THROUGH THE YEARS

EARLY LIFE

After graduating from Camden Catholic High School in Cherry Hill, New Jersey, Bob Healey attended St. Joseph's College – now St. Joseph's University – in Philadelphia and then earned a degree from the University of Pennsylvania Law School. He practiced law in Camden County, New Jersey, for 25 years before retiring as a senior partner in the firm of Healey, Mueller and Tyler to devote himself full time to other business interests.

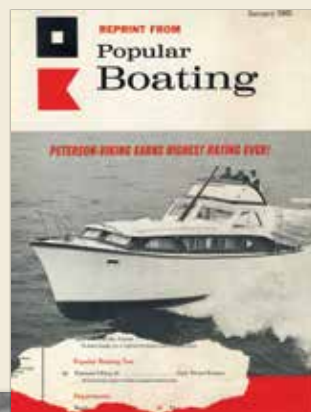
1950s

In the 1950s, his brother, Bill, joined Bob in the real-estate development business. Among other projects, the two brothers acquired and developed the Bass River Marina in New Gretna, New Jersey.



1964

A small, local builder of wooden boats, Peterson-Viking, was having financial trouble, and Bill and Bob Healey agreed to buy the company, changed the name to Viking Yachts, and relocated the business to their property adjoining the marina. The boatbuilding business soon occupied much of their time, so the brothers sold the marina and concentrated on building yachts. Bob was the company lawyer and moneyman while his brother built the boats.



1970s & 80s

Year after year, committed to their mantra to build a better boat every day, Bill and Bob led Viking to the top of mountain to become the leading semi-custom production builder of sportfishing yachts in the world. (Today, the company has delivered more than 5,000 yachts). The brothers successfully steered the company through the ups and downs of economic cycles.

1990-1993

When a Federal Luxury Tax was imposed on yachts in 1991, thousands of people were laid off and hundreds of companies went out of business. Bob Healey was instrumental in organizing a national, grass-roots campaign to fight the tax based on a loss of jobs issue. Bob took the industry lead in convincing Congress to repeal the tax, organizing busloads of out-of-work boatbuilders to converge on Capitol Hill for demonstrations, and organizing the effort to set fire to a boat on a barge in Narragansett Bay as a highly effective symbol of protest. The tax was repealed 20 months later and Viking quickly rebounded.



When the tax was imposed, Viking closed a plant in Florida, laid off 1,500 of 1,560 employees and nearly went bankrupt. With Bill, Bob privately funded the company out of his own savings, allowing Viking to tool up new models. The company came out of the gate running when the tax was finally repealed. Leap-frogging over the competition, the Healeys firmly established Viking as the dominant builder in its class.



1996

Bill and Bob founded the Recreational Fishing Alliance (RFA), a non-profit organization formed to promote sustainable fisheries and a healthy marine environment. Viking has contributed well over \$1 million to the RFA.



1996

Bill and Bob Healey established Viking Sport Cruisers, a company that has been highly successful distributing British-built, high end cruising yachts, built to Viking's specifications, through its dealer network in North America.

1998

Bob, Bill and Pat Healey (Bill's son) win the Ernst & Young 1998 New Jersey Manufacturing Entrepreneur of the Year Award.



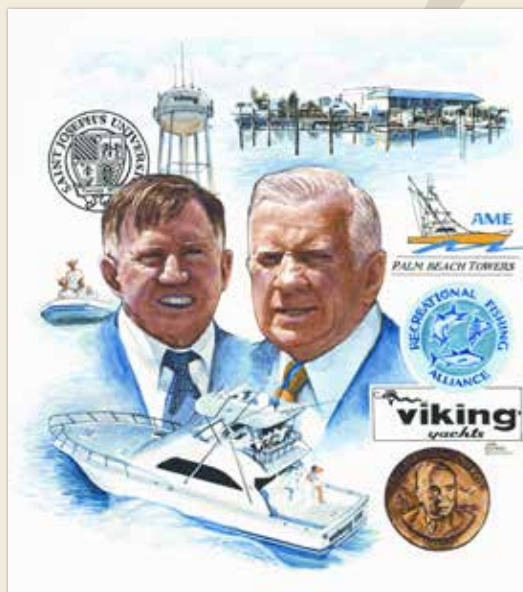
2001

At the Miami International Boat Show, Bill and Bob Healey receive the prestigious Chapman Award on behalf of *Motor Boating* magazine and the National Marine Manufacturers Association in recognition of their contributions to the boating community for the benefit of the industry and public.



2002

The Healeys buy back the Bass River Marina for \$2.7 million and reopen it as the Viking Yachting Center. That acquisition follows a 100,000-square-foot expansion of Viking's headquarters in 2001.

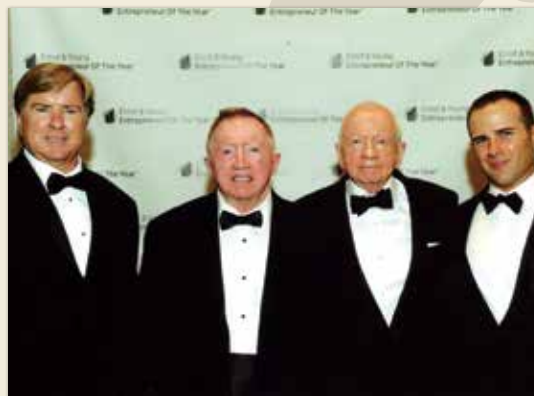


2003

Bill and Bob Healey are inducted into the National Marine Manufacturers Association Hall of Fame for their outstanding contributions to the marine industry.

2004

Viking Yacht Company is presented by the Press of Atlantic City with the 2004 Bailey Award which honors businesses that make exceptional contributions to their communities.



2013

Bob, Bill, Pat and Bob Healey Jr. (Bob's son) receive the Family Business Award of Excellence at the Ernst & Young Entrepreneur of the Year Awards.

2019

In honor of their service and commitment to the marine industry for more than a half a century, Bill and Bob receive the 2019 IBI-METSTRADE Boat Builder Lifetime Achievement Award. The Lifetime Achievement Award was presented to Bob's son, Robert Healey Jr.



ADDITIONAL ACHIEVEMENTS:

Chair of the National Coalition to Save Jobs in Boating, President of the New Jersey Boat Builders Association, Chairman of the New Jersey Marine Coalition, member of the Government Relations Committee of the National Marine Manufacturers Association (NMMA).

Remembering Bob Healey Sr.

THE VIKING FAMILY AND THE MARINE INDUSTRY REFLECT ON A GREAT MAN'S LIFE

Andrew L. Davala

Viking Yachts Executive Vice President



"I was recruited as a young guy working for New Jersey Manufacturers Insurance Company by Bill and Bob. I had worked as Viking's account representative for several years out of college. I was fascinated by their passion, drive and vision for growth. Because of these qualities, I made the jump and never looked back. Bob was extremely supportive, as was Bill, in our efforts to provide world-class benefits for all our employees, in addition to creating our valuable asset with our Health Services Department. Their support and encouragement have allowed Viking for 34 years to provide free employee and family health care. Bob had a brilliant sense of advanced medical topics and how we could incorporate them into our health center for the employees' well-being and health. At times, I thought he should have been a physician instead of an attorney. I certainly miss his mentorship."

Jerry Straub Sr.

Retired Viking Yachts Chief Financial Officer



"I served two masters – Bill and Bob Healey – for 40 years, and it wasn't pleasant to be between them when they disagreed on something. But I always felt honored that they respected my opinion as a tiebreaker. I was very close to Bob, especially on the financial end. Although Bob was not at the plant every day, we did talk daily. I learned a great deal from him – lessons you don't find in textbooks. I was always impressed with his faith, insight and his determination to get things done.

Out of all my experiences with Bob, it was the Luxury Tax years that brought us closer. We worked day and night to get that tax repealed – it took 2-½ years to do so. Meantime, Viking had to survive. From Bob I learned that it was all about the people. He felt responsible for our employees and their families, and we spent many hours together planning how we could survive and bring our people back to work. I was always impressed with his never-give-up attitude about the things he felt were right. Bob and Bill created and grew a wonderful company, and I was honored to serve as their CFO for 40 years. Besides my parents, family and some teachers, there are few people who had more impact on my life as Bob and Bill."

Tom Carroll

Viking Sport Cruisers President



"I was introduced to Bob by his brother Bill while I was still in the banking business. I met with Bob on many occasions to review his plans for the growth of Viking. Bob later represented our bank as our New Jersey legal counsel; it was during a meeting to review several cases that he recruited me to join him and Bill on a journey that covered 40 years.

Bob did an outstanding job guiding Viking and many of our dealers to financial security. That was not an easy task given some of the challenges our industry faced. The greatest challenge was the Luxury Tax. Bob led the charge at Viking and for the entire marine industry. He worked tirelessly not only for Viking to survive but for our dealers and the marine industry. I don't believe we would have survived if it were not for his tenacity and fighting spirit. It was very clear that Bob's overriding concern was for the Viking employees and their families. Even when Viking had reached the pinnacle of the yacht building industry, Bob and Bill never forgot the people who helped get them there. Bob's never-give-up attitude continues today within Viking as our lasting tribute to a leader who earned the respect of everyone who worked for and with him."



John Kasinski

Viking Yachts Chief Financial Officer

“Bob guided us through the good times and the bad times – and when we were faced with the worst of times that’s when he really shined, raising his focus, perseverance and tenaciousness to the highest levels. Knowing that you had a Chairman standing behind your company with that much resolve and focus gave you a sense of comfort and confidence. No matter the obstacle, Bob had the confidence to overcome it. He was a tremendous leader, problem-solver, quick thinker and incredibly intelligent man. Many of his attributes became ingrained into our culture and our philosophy here at Viking and will carry on for years to come.”



Al Uhl

Viking Yachts Vice President of Manufacturing

“Bob had an impact on my life both professionally and personally. It was Bob and Bill Healey who helped me advance my career here at Viking by promoting me to Production Manager back in 1998, and that led to me becoming Vice President of Manufacturing. On a more personal level Bob, being a lawyer, reached out to me to help in any way he could in the criminal case revolving around my son Matt’s death due to a drunk driver. He was a true professional who sincerely cared about his employees and their families.”



Peter Frederiksen

Retired Viking Yachts Communications Director

“I met Bob when I was an editor at *Boating* magazine and our paths crossed in the lobby of a Marriott Hotel in Germany. I had sea trialed a Viking 63 Motor Yacht in Nice earlier in the week and had just returned from my day at the MAN engine factory. It would be a decade before we would meet again when I joined the Viking Yacht Company. The day I became a member of the Viking team, Bob called me at home, welcomed me to the family and recalled our first encounter. I was impressed that he had remembered me, and over the years my impressions of this man grew whenever I was in his presence. His commitment to fight for whatever he believed in was a game changer for me, whether it was taking on the government during the Luxury Tax with his determination to right a wrong that basically crushed the lives of people in the boating industry or patiently explaining the need to preserve our rights to enjoy and protect the resources of sportfishing with the Recreational Fishing Alliance.”



Jim Donofrio

former Executive Director of the Recreational Fishing Alliance (REA) who co-founded the REA with Bob

“There were two men who had a great impact on me – my dad, a man of integrity and honor who was a WWII vet. And Bob Healey, who was also a mentor to me – very similar to my father. Bob was tough as nails but very fair and honest. And that’s what I loved about him. We had our arguments, and if I was right, later on, he would call me back and say, ‘you were right.’ I am so privileged to have known and worked with him. We made dozens of trips to D.C. and got a lot done together. He was always worried not only about Viking but the entire marine industry and all recreational fishermen. He was tough, fair and honest – but he was also very kind. Just listening to him speak to his wife, Ellen, he was just so loving. He was just an amazing person. I miss him every day.”



Frank Hugelmeyer

National Marine Manufacturers Association President

“It’s difficult to fully describe the special place and influence that Viking Yachts commands in the recreational boating world. Viking’s iconic stature is largely due to the legacy of Bob Healey Sr. As 2003 inductees into the NMMA Hall of Fame, he and his brother Bill established Viking Yachts in 1964, and the company went on to become the largest manufacturer of sportfishing yachts in the world. Bob was an industry leader who, among his many achievements, helped lead the fight to repeal the ill-conceived and harmful Federal Luxury Tax on yachts in the early 1990s. His extraordinary leadership was instrumental in not only preserving Viking Yachts at the time, but American boatbuilders across the nation. We all owe Bob a debt of gratitude and that is why he is honored in the Hall of Fame.”



Curry C. (Chris) Hall, III

Bluenwater Yacht Sales Founder

“Like everyone who knew Bob Healey, I had great respect for him, and I appreciated what he accomplished for Viking and for our industry. Bob was a leader, a very confident and capable leader. He knew what was right and wrong and was not scared to fight for the right in any arena. I learned a lot from Bob over our 37-year relationship, and he will never be forgotten. His extraordinary vision along with his brother Bill’s boatbuilding talents led Viking to grow into the dominant power that it is today. Bob surrounded himself with the best of the best, which allowed Viking Yachts to conquer the world sportfish market and to continue to do so through incredible leadership and vision. God bless you my friend.”



Steve Moynihan

HMY Yacht Sales Co-Founder and Owner

“I met Bob Healey in 1992, the year we were appointed a Viking Yachts dealer. The Luxury Tax was in effect and Bob insisted that we buy two boats for inventory! With a wink, a smile and a firm handshake, Bob assured us that we would work together to get the desired results. Thirty years later, Bob’s philosophy of a true partnership continues. His brilliance of creating a captive insurance company to help strengthen the backbone of companies like ours, was a milestone event 22 years ago, and the results are still manifesting today. Bob’s daily example of faith and fair dealing influenced me to *LISTEN*, *THINK* and *GIVE*. Godspeed my friend!”



Frank Bongiorno

Staten Island Yacht Sales Founder, President and CEO

“I used to call him Senator Bob because of his appearance, his presentation and how eloquently he spoke. Bob was very smooth, well-spoken and carried himself with great confidence, which I very much admired. When Bob wanted something, he had this incredible will to just get it done. What he did for our industry in the Luxury Tax years should never be forgotten.”



Mick Blackistone

National Marine Manufacturers Association Former Vice President of Government Relations

“I worked closely with Bob on many issues over the years from repealing the Luxury Tax to starting the Recreational Fishing Alliance. He was a fighter and leader on our Government Relations Committee, and the industry could always count on him for wisdom and energy. I was deeply saddened when he passed.”

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FORT LAUDERDALE INTERNATIONAL BOAT SHOW

Just Incredible

Bahia Mar's D-Dock will be bursting with excitement at the 63rd annual Fort Lauderdale International Boat Show. With the momentum still strong from last year's Fort Lauderdale show, the team is expecting another spectacular event. Referring to the 2021 show, Viking President and CEO Pat Healey said, "The boat show was just incredible – everything we thought it would be and then some."

The world-class Viking stable will offer models from 48 to 80 feet while Valhalla Boatworks will have their full fleet of high-performance center consoles on display. Just steps away, Viking's sister company Princess Yachts America will offer luxury performance cruising yachts married with European elegance and craftsmanship.

Located in the "Yachting Capital of the World," this is the largest in-water international boat show and a must-do for any boating enthusiast. For more information on the Fort Lauderdale International Boat Show contact your authorized Viking or Valhalla dealer. 



FORT LAUDERDALE INTERNATIONAL BOAT SHOW

Bahia Mar

**801 Seabreeze Boulevard
Fort Lauderdale, Florida**

HOURS:

**Wednesday, October 26
12 NOON – 7PM**

**Thursday, October 27 -
Saturday, October 29
10AM - 7PM**

**Sunday, October 30
10AM - 6PM**

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Two Viking 48 Convertibles took a spin in the New Gretna basin before heading to Florida and loading onto a ship for Japan.

QUAY SIDE HOMEPORT: JAPAN

“We have a tremendous dealer network all over the world,” says Viking President and CEO Pat Healey. “But Viking has really strengthened our presence in Japan thanks to our friends at Quay Side Marine Services and Solutions.”

Approaching 10 years as Viking’s exclusive dealer in Japan, Quay Side continues to deliver turn-key ready yachts to new and repeat boaters in the waters of the North Pacific Ocean. This family-run business possesses a drive and dedication that keeps their loyal customers returning. With over 40 years of marine industry experience, Masashi Nakagawa owns the full-service dealership based in Kanagawa, part of the greater Tokyo area. His wife and daughter are involved in the business from working in the sales and service offices to assisting in boat shows and even running customer fishing tournaments.

Viking’s Increasing Global Appeal

“Quay Side is a wonderful operation and consistently sells six to eight boats a year,” says International Sales Manager Anthony Scola. “They have delivered some larger boats like a 75 Motor Yacht and 80 Convertible, but their sweet spot is mid-size boats, like the 48 series. It’s a perfect model for an owner/operator. Three staterooms and two heads provide a family with all the comfort and privacy they need for fishing and cruising in style.”

A pair of 48 Convertibles headed to Japan this summer. The boats, complete with Palm Beach Towers tuna towers, left Viking’s New Gretna, New Jersey, manufacturing plant (compliant to all Japanese specifications and standards) and headed to Port Everglades, Florida. Upon arrival they were loaded onto a ship for the 46-day trek to Yokohama, Japan. Their eager new owners will enjoy a summer of fishing and cruising on these



world-class vessels. Two more Quay Side 48 Convertibles will hit the production line this fall.

Anthony recalls one memorable delivery of a 52 Convertible. “The customer was so excited not just for his boat – but the fact that it was a Viking!” As the boat neared completion, the customer had a special request. He wanted Pat to sign the boat. Which he did.

Most of Quay Side’s customers are owner/operators. And repeat customers. “One family went from a 44 to a 52 Convertible

and then a 62 Convertible. Quay Side does an excellent job helping their customers move up to bigger models,” says Anthony. “They encourage and assist their clients in using their boats with events such as the Viking Cabo Challenge.”

Their annual fishing tournament, the Viking Cabo Cup, is a customer favorite every summer. Primarily fishing for marlin, the tournament brings together family teams and friends for a light-hearted, multi-day competition. But it’s still a competition and there is a significant purse and plenty of trophies to vie for.

Boat Shows are also an important facet for Quay Side. They host a bustling display at the Japan International Boat Show, which is the country’s largest marine industry event. Their strong presence caters to existing clients and new customers alike. The Quay Side team also attends the Miami International Boat Show and Fort Lauderdale International Show, often coupling a visit to Viking post-show.

“Quay Side is thriving,” says Anthony. “Every year they do an incredible job increasing our appeal internationally.”

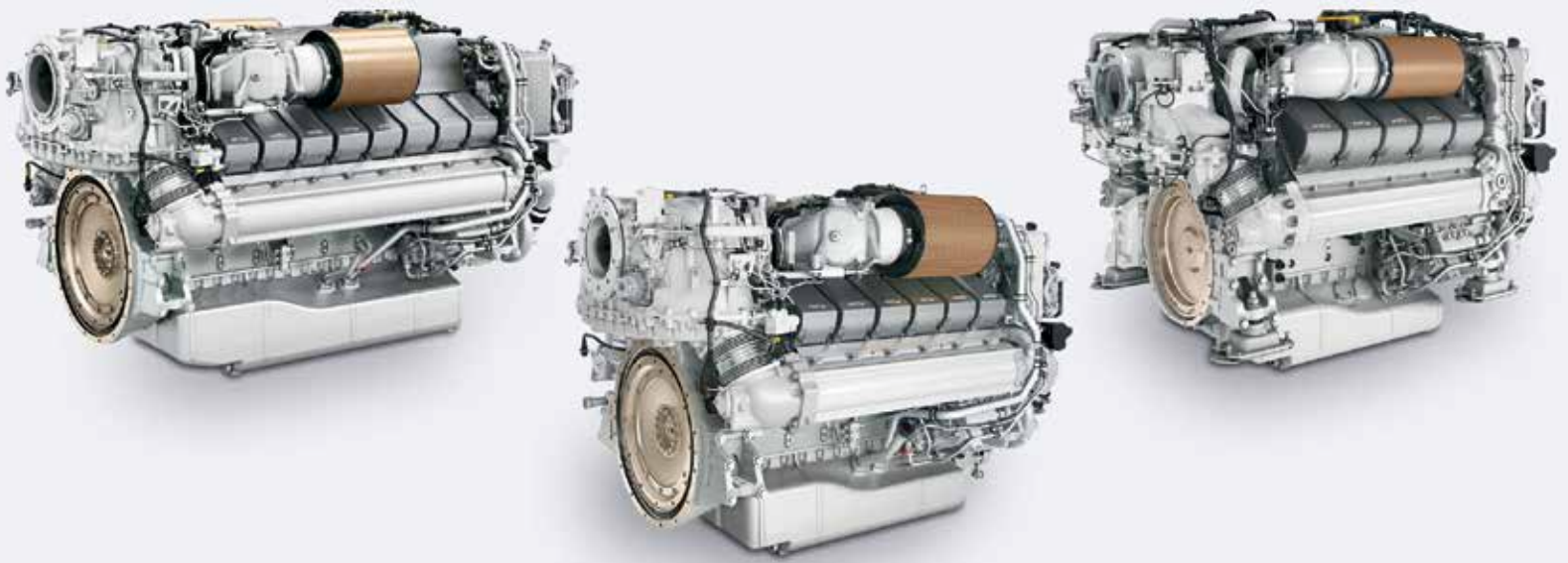
Quay Side
Marine Service & solutions



An enthusiastic Quay Side customer requested Pat Healey's signature in the salon of his Viking 52.



Standing proud, a fleet of Vikings at the Japan International Boat Show.



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 1360-2600 bhp **Performance**
 Cutting-edge technology
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Viking 64' powered by **mtu** 12V2000 M96X

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The sophisticated stealth of quiet, smooth, and smoke-free operation that makes your time on the water even more enjoyable...

The satisfaction knowing that you don't have to sacrifice comfort for world-class performance.

With a hp range of 1,622 to 2,635, these premium 10V, 12V (now with 2,002 mhp), and 16V powerhouses propel **the fastest** Vikings in the fleet. Is your boat one of them?

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VIKING FAREWELL THERE'S ONLY ONE

**Bill Gibbons Retires After
Legendary 45-Year Career**



After a legendary 45-year career, Viking's own "Mad Scientist" has retired. A true jack-of-all-trades, Bill Gibbons played many critical roles that were instrumental in the growth and success of the Viking Yacht Company.

The Gib, Doc, Billy. All nicknames Bill acquired while at Viking. The Doc came from Viking President and CEO Pat Healey's sons when they were much younger. They had just watched the movie "Back to the Future" and were convinced that Bill, with his fiery passion and wind-blown flowing gray hair, was none other than the inventor Doc Brown. He didn't have a flux capacitor, but he was Viking's mad scientist.

"The impact the Doc had on this company over the years was remarkable, and it will continue on for decades to come," says Pat. "We can't thank him enough for his contributions, not only as a boatbuilder but as a member of the Viking family."

Billy grew up around the water. As a kid he was always tinkering and figuring things out, much as he still does today. His path took him to Boston University where he gained experience creating electrical and audio set

ups for the drama club. Upon graduation his mother told him, "There will always be boats and people who can afford them." This wise advice took him to the Viking Yacht Company.

The Electrical Department was Bill's starting point. He was a sponge just soaking up everything. "I wanted to learn it all," says Bill. And he did. He worked in almost every department in the company – except Rudy Dalinger's. Rudy, currently Viking's longest tenured employee (58 years), knew Bill would learn everything about his Production Department and excel, but then move on to the next area. "Bill is a great guy, but I knew he had other places to be," said Rudy.

Bill spent almost 10 years immersing himself in every aspect of the Viking build process. "I worked everywhere – electrical, mechanical, carpentry, hardware, V-glass (Co-Founder Bill Healey's moniker for fiberglass), the Make Ready Dock and interior and exterior trim," says Bill. "I did my fair share of tearing things apart, too. We'd have to get to certain parts of the boat. And, then put it back together. So, it was a start to finish process – and you would never even know it happened."

GOOD WITH PEOPLE

When Bill would start in a new department he would typically go in as a Lead, given his experience. "When I started, I always asked the team how I could help them do their jobs better. I never wanted to tell them how to do their jobs, I wanted to help them do it better." Bill Healey saw something special in Bill. He knew he was talented and had a good way with people. If there was a problem with a department, Bill could fix it whether it was a personnel or manufacturing issue.

"One thing that distinguished me early on was reading the book," says Bill. What Bill is referring to is the instruction book. When a new piece of equipment came in, he read the instructions. "Everyone thought I was the expert."

So, in the early 80s when Viking developed an Engineering Department, Bill was naturally the second hire. "Because I worked in every stage, I knew all the systems of every boat. It just made sense for me to move to Engineering. I knew everything about the boat – inside and out."

Engineering started out as a two-man band. "There was Don Capewell who



Always the teacher, Bill with Justin Healey and below with Bill Healey, Justin's grandfather.



did electrical, and I did mechanical – and everything else,” says Bill. “And it just grew from there.”

Today’s 41-strong Design and Engineering Department has come a long way from the 1980s team of two. Over time, Bill honed his craft toward propulsion and special projects, retiring as a Senior Project Engineer. One of his game-changing projects was bringing VEEM Marine propellers to the company. Viking was the first U.S. boat manufacturer

to utilize VEEM. Bill worked with the Australian company to develop a series of props designed and fabricated for Viking’s specific performance demands.

He was instrumental in improving efficiencies on the production line and incorporating procedures. “Everybody would be trained the same way whether working on a 46-footer or 72 Convertible,” said Bill. He standardized sea trials with documentation and recordings in a systematic method.

He was a driving force, introducing Seakeeper, a gyroscopic stabilizer, to the Viking build process. “When I first saw it, I knew it was going to be a homerun, and everyone thought I was crazy. Now? It’s on every boat.”

But when asked what big contribution Bill brought to the table, he humbly replies, “I bought the first pack of orange dots to punch the boats.”

Design Manager David Wilson has been with Viking since he was a kid coming in with his dad, former Designer Bruce Wilson. “He taught me so much - like a father,” says David. “A lot of people have been huge influences on me here, Pat Healey, Rudy and my dad. But Billy, he taught me almost everything.”

MAN OF PASSION

“Bill would come storming down to my office fuming about a disagreement over props and speed and everything else,” says Executive Vice President Drew Davala. “He would be spitting nails! And I would tell him to go home and we’d talk in the morning. The next day he would be much calmer. I always knew the anger was really just his passion for the company.”

When asked about the last 45 years, Bill said, “Looking back, I had my own family who loved me. I have my wife Gwen and her family who love me. And I’ve had my Viking family. And I do see Viking as a family. There are so many people here that I love and always will. I grew up here.”

As Pat Healey said at Bill’s retirement party, “The Doc. The Gib. There’s only one and we will speak about Bill forever. And we are all here because we love him.”

“ Looking back, I had my own family who loved me. I have my wife Gwen and her family who love me. And I’ve had my Viking family. And I do see Viking as a family. There are so many people here that I love and always will. I grew up here. ”

– Bill Gibbons

Circa 2021

Circa 1984



ZF has over 30 years of expertise in sportfishing propulsion.

As a world leader in marine propulsion technology, ZF will design, build and supply you with a complete propulsion package for sportfishing.

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ELITE FLEET



**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" (4.10 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 (204 l)

**V-55**

Sets a new standard for center consoles from 50 to 60 feet in every capacity.

LOA: 55' 7" (16.90 m)

BEAM: 15' 6" (4.70 m)

DRAFT

(Engines Up, Full Load): 37" (.90 m)

FUEL CAPACITY: 1,200 g (4,543 l)

WATER CAPACITY: 125 g (473 l)

MAX ENGINE HP: 3,000 hp

LIVE WELL: (2) 65 g each (246 l)



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' 5" (1.04 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 overnighter for couples and families.

LOA: 45' 1" (13.74 m)

BEAM: 16' 4" (4.98 m)

DRAFT: 4' 5" (1.34 m)

FUEL CAPACITY: 825 g (3,122 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' 8" (1.42 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" (15.0 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 7" (1.40 m)

FUEL CAPACITY: 970 g (3,672 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" (15.0 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 8" (1.42 m)

FUEL CAPACITY: 970 g (3,672 l)

WATER CAPACITY: 178 g (674 l)

COCKPIT: 124 sq ft (11.50 sq m)

54|ST



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: 1,230 g (4,656 l)

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.3 sq m)

54|C



An absolute performance powerhouse, the three-stateroom two-head convertible has it all - speed, agility and fishability.

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 11" (1.50 m)

FUEL CAPACITY: 1,357 g (5,137 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' 0" (1.52 m)

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

WATER CAPACITY: 207 g (784 l)

COCKPIT: 165 sq ft (15.3 sq m)

64|C



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

LOA: 63' 10" (19.46 m)

BEAM: 18' 11" (5.77 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: 2,015 g (7,627 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: 1,997 g (7,559 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: 2,668 g (10,099 l)

WATER CAPACITY: 400 g (1,514 l)

COCKPIT: 217 sq ft (20.2 sq m)

90|C



The all-new Viking 90 redefines the capabilities of the large world-traveling sportfishing yacht.

LOA: 90' 0" (27.41 m)

BEAM: 23' 2" (7.05 m)

DRAFT: 5' 11" (1.80 m)

FUEL CAPACITY: 3,801 g (14,388 l)

WATER CAPACITY: 480 g (1,817 l)

COCKPIT: 224 sq ft (20.80 sq m)

MOTOR YACHTS

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: 1,933 g (7,317 l)

WATER CAPACITY: 300 g (1,136 l)

82|MY



Viking performance and fishability merge with megayacht style and luxury in the 82 Cockpit Motor Yacht.

LOA: 84' 9" (25.43 m)

BEAM: 20' 6" (6.25 m)

DRAFT: 5' 8" (1.73 m)

FUEL CAPACITY: 1,933 g (7,317 l)

WATER CAPACITY: 300 g (1,136 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)

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Pat Healey, President and CEO, Viking Yachts

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“ We are in a service role — we serve the boatbuilders of the Viking Yacht Company. And our primary job is to support production — to make sure they have the tools, machinery and the facilities to carry out their jobs efficiently, effectively and safely every day. ”

— Jeff Staub
Plant Engineering Manager



Some of the same team members that were here in April 1997 are still at Viking today.

DEPARTMENT PROFILE PLANT ENGINEERING

At Your Service

In each issue of *Valhalla* magazine, we highlight one of the 34 departments at the Viking Yacht Company. Each contributes to the success of Viking as they work together to build a better boat every day. Many of the departments are directly related to the production of our yachts, including Viglass (Fiberglass), Mechanical and Carpentry Departments, as well as

the Mill and the Metal, Paint and Machine Shops. In this issue, we shine the spotlight on Plant Engineering, a department that's focused on making sure everyone else — particularly those departments directly involved with the production of our yachts — can safely, efficiently and effectively carry out their jobs. To that end, Department #10's responsibilities range from facility

and grounds maintenance and production support to new machinery acquisition and facility environmental, health and safety compliance. The 41-member team is also charged with planning and carrying out expansion projects at Viking and its subsidiaries. *Valhalla* had a chance to sit down with Plant Engineering Manager Jeff Staub to get all the details.



Q: Describe the overall purpose of the Plant Engineering Department?

A: We are in a service role – we serve the

boatbuilders of the Viking Yacht Company. Our primary job is to support production – to make sure they have the tools, machinery and the facilities to carry out their jobs efficiently, effectively and safely every day. We are, in a sense, a customer service department and our customer is Viking. We have a very broad scope of responsibilities that is always evolving. We need our shipwrights focused on building boats, and our job is to make sure we're doing everything we can to allow them to do just that. And that involves everything from keeping the parking lot clear of snow to operating a host of machines to safely remove a 90-foot hull mold from its plug.

Q: Is there a philosophy behind how your department functions?

A: There certainly is. Bill Healey always had the philosophy that if he was going to pay somebody to do a job, he would rather pay his own people, and that's why Plant Engineering is involved in so many different facets at Viking. We don't outsource, we try to keep our work in-house, which agrees with the quality control philosophy of Viking. Our department consists of several teams – or groups – and within those teams we have many “jack-of-all-trades” people.



Q: What departments do you work most closely with?

A: They would be R&D (Research & Design) and Viglass. We work with them daily. Obviously, R&D has a tight schedule because we're constantly innovating and introducing new product; we collaborate with them so they can produce finished molds ready for production on time. Mike DelFiandra, Foreman of Production Support and Fabrication, does a great job of communicating with R&D, coordinating the fabrication of steel support structures for the molds and carrying out the de-molding process of large parts. We are also in constant contact with Viglass, managing the



thousands of molds this department needs to build boats. Because our projects affect the entire facility, we must communicate with all of production, such as when we are moving a large part, like the 90 plug and mold.

Q: Describe some of the major projects you're currently working on?

A: We just completed our annual dust cleaning of Viglass. We're also busy preparing Line 5 here in New Gretna where the production of the new Valhalla 55 will take place. This has entailed a good deal of relocation of certain production functions, cleaning the entire area and upgrading the infrastructure. We are installing new overhead rails and bridge cranes for moving production parts as well as adding lighting, compressed air and electrical outlets and ventilation. Our Production Support and Fabrication team will be constructing the turning rig for the hull mold of the V-55. In the administrative offices here in New Gretna, we are remodeling and updating about 12,000 square feet of space, which includes installing new carpeting, wallpaper, ceilings and windows.



Q: Your department is also in charge of overseeing and facilitating new expansion projects. Would you provide some examples?

A: Last year, we completed the 6,000-square-foot addition to the fiberglass area of Building 3 at Viking Mullica. This was the first of a two-phase expansion to increase manufacturing space at this facility, where we build our V-33, V-37, V-41 and V-46. The second part is a 12,000-square-foot addition to extend the backside of Building 1 for the production of certain fiberglass parts that are currently being completed in New Gretna. The erection of the building started in late May, and we hope to be occupying that building by August. Part of the Building 1 project includes an electrical utility upgrade, which will consolidate the four electrical meters to one electrical service with a ground-mounted transformer.

Q: Do you support the Viking subsidiaries?

A: Yes, we're directly involved with our subsidiaries and their facilities. For instance, when Palm Beach Towers needs to install a tower on a boat they coordinate with us for access to a crane, which is typically operated by Steve Mawhinney, our Building and Grounds Foreman. We also support the subsidiaries with project expansions. Site preparation began this spring for the development of new facilities for the Viking subsidiary Valhalla Boat Sales (VBS) in Riviera Beach, Florida, with construction to start this summer. In proximity to the Viking Yacht Service Center (VYSC), the new VBS facility will consist of a two-story 30,000-square-foot complex that will include an indoor and outdoor showroom, offices and service areas. Also, in the same area of Riviera Beach, we will be constructing a new three-story 15,000-square-foot storage warehouse that will be utilized by VBS, VYSC and other subsidiaries. Valhalla Boat Sales also has a location on the Viking complex in New Gretna, where we will break ground this summer on a 7,500-square-foot expansion that will feature an enclosed, heated showroom on Route 9.



Q: Does Plant Engineering also provide maintenance and support in its various capacities at Viking Mullica and the Viking Yachting Center?

A: There are maintenance crews for each of those facilities which we assist and help manage, along with John Leek IV (Viking Mullica General Manager) and Brian Keenan (Viking Yachting Center General Manager). Our department also oversees the environmental compliance of these locations.

Q: What projects are on the horizon?

A: We're waiting for environmental approvals to expand the parking lot in New Gretna, adding 100 spaces. We also have a new CNC machine that will cut fiberglass laminates for tabbing and small parts, which is currently being done by hand. We will be supporting a project to establish a service and repower center here in New Gretna, which will be an expansion of our Viking Yachting Center.

Q: Would you describe how you are involved in obtaining permits and keeping the plant in adherence with environmental, safety and manufacturing laws and regulations?

A: Environmental, health and safety (EHS) compliance are very important because without valid permits – and without continued compliance with those permits – our facilities could be shut down or denied the ability to operate. I work directly with our EHS Coordinator, Kristian Flitton, on this. These regulations are constantly changing, and as our processes evolve we must look at how the regulations apply.

One of the most important environmental-related tasks we have is to maintain our permitting for the production of fiberglass boats, which entails reporting to the state and federal government our emissions records and making sure they are within our permit parameters. For the building and expansion projects, we must get approval from the local municipality and secure planning, environmental and building permits. All these things take time and a great deal of follow-up.

Q: Describe the scope of the machinery that your department manages?

A: It ranges from a large truck crane and two Travelifts to a fleet of forklifts (including an extended boom forklift called a telescopic handler), scissor lifts and electric pallet jacks. We also have a mini excavator, skid loaders and snowplows. We do some outsourcing, such as dredging, but if we can do it in-house, we will.

Q: Describe how you carry out maintenance inside the production facility.

A: On the preventive maintenance side, Viking has so much machinery and equipment that production-reduction periods are necessary. These periods give us access to the equipment that we wouldn't normally have because it is typically in use. A good example of this is our two five-axis CNC machines, which are typically running 24/7. The CNC routers and dust collectors are other examples of large pieces of production machinery that need preventive maintenance.

Q: How is your department organized?

A: The department consists of about a half dozen “work groups.” Administration oversees regulatory compliance, safety compliance and employee training for the use of machinery. We also have within this group a CAD operator dedicated to creating drawings of the facility and the production support fixtures.

Electrical consists of a three-member team that works on all electrical issues – everything from lighting and power to the maintenance of the electrical hoists on the production line to the camera installations that we use for security and production efficiency.

HVAC (Heating, Ventilation and Air Conditioning) and Plumbing is a three-member group that ensures all these systems are operational and running at peak efficiency. This includes maintenance and monitoring the tri-generation system as well as our wastewater treatment plant.

Production Support and Fabrication is a six-member group that fabricates all the fixtures which hold and support the molds used to build the fiberglass parts of the boat. This includes constructing the steel structures for hull, decks and other large molds. They are primarily supporting Viglass and R&D. Also under Production Support, the team is manufacturing carts, dollies, ramps, ladders, stairs, walkways and handrails – basically any infrastructure that production needs.

Building and Grounds consists of a five-member team that takes care of anything outside of our building facilities – all the grounds, the fencing, the parking lots, snow removal, etc. And they’re also responsible for the exteriors of the buildings, so they are maintaining and repairing the roof and siding as needed. They’re also in charge of painting projects and trash and recycling. We have our own roll-off truck for hauling materials away in 30- and 40-yard containers. Facility Support is an extension of Buildings and Grounds; they handle all kinds of construction site work, carpentry and crane operation.



Clockwise from top: Plant Engineering Electrician Allan Posadas trouble-shoots a malfunctioning electric hoist in the Small Parts Department of Viglass. Plant Engineering fabricates a new staircase for administration; PE handles all waste and recycling removal; Dora, a Viking veteran, of housekeeping; Production Support and Fabrication in action; Steve Mawhinney operating PE's 30-ton crane.

The four-member Machinery team is responsible for preventative maintenance, support and repairs for all the machinery in the facility – table saws, routers, drill presses, paint booths and dust collectors are just a few examples.

Housekeeping has five team members who take care of all the office and window cleaning, restrooms, trash removal and management of the multi-purpose room.

They’re also responsible for the cleaning and turnover of the cottage where captains, vendors and folks from our subsidiaries in Florida are housed during their time here.

Q: Do any of these groups sometimes work together?

A: These groups evolve based on the needs of production. And yes, more than one group may work on a particular job. A good example of this is our mold management

Leading the Way

PLANT ENGINEERING MANAGER

Jeff Staub:

Administration, CAD Technology, PE Technology

SUPERVISORS

Frank Moser:

HVAC/Plumbing, Buildings and Grounds, Production Support and Fabrication, Housekeeping, Mullica Maintenance

Dan Passarelli:

Equipment Maintenance, Electricians, Tool Management, Security

Kristian Flitton

Environmental, Health and Safety (EHS) Coordinator

GROUP FOREMEN:

Dave Craft

Electrical

Steve Mawhinney

HVAC/Plumbing

Mike DelFiandra

Production Support and Fabrication

Steve Mawhinney

Building and Grounds

John Irwin

Machinery Maintenance

Sharon Lovell

Housekeeping

Steve Mawhinney

Facility Support

Dave Kobilnyk

Viking Mullica Maintenance

Brandon Leonetti

Viking Yachting Center Maintenance

crew, which is comprised of members of Production Support and Building and Grounds. This is a huge facility, but we don't have room to store all the molds inside. We're talking about thousands of molds. Your average model has about 125 molds.

Q: Who are your supervisors and what are their responsibilities?

A: We have two Plant Engineering Supervisors – Frank Moser and Dan Passarelli – who are each in charge of several of our work groups. Frank handles Production Support and Building and Grounds, while Dan is on top of Electrical, Machinery and Security. I also directly oversee several sub-groups: Environmental and Safety, Plant Engineering Technology Support and general administration. One of the programs we created and operate is our Tool Issue Management Software (TIMS) that distributes and tracks all the tools

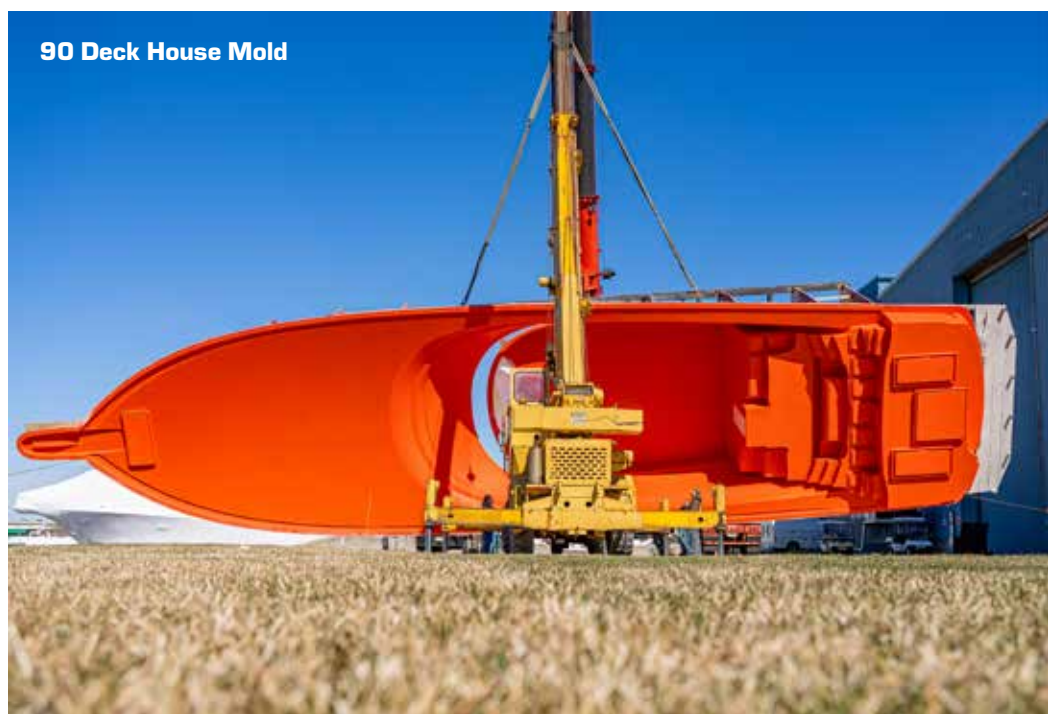
used by the boatbuilders. There are over 15,000 tools that we are managing. On the administrative side, we have three members who are managing maintenance data and dispatching work orders.

Q: How does your department carry out the mantra to build a better boat every day?

A: I believe the support we provide to keep this facility functioning efficiently on a day-to-day basis helps production build a better boat every day. We're always trying to improve and find better ways to do our job. For instance, we're really focused on efficiency. One of our goals is to improve the way we handle our workorders and requests. For example, portable devices like tablets could be utilized to input data on the go for instant status updates on various jobs we're conducting for production and throughout the facility.



90 Hull Mold



90 Deck House Mold



“ Our team was able to get the job done due to their experience moving big heavy molds here at Viking and their expertise with equipment and machinery. ”

– Patrick Healey
Viking Yachts President & CEO



Course to Recovery

Helping Staten Island Yacht Sales After Superstorm Sandy

This October will mark the 10th anniversary of Superstorm Sandy and its impact on the mid-Atlantic and New York regions. One of the Viking dealers hit hardest by Sandy was Staten Island Yacht Sales (SIYS). Boats were severely damaged, with the storm scattering them well beyond the marina grounds – across the street, in the woods, onto people’s lawns and even into restaurants and other businesses. The area was littered with debris and crippled without power or water, shutting down all businesses.

When faced with major challenges, Viking always rises to the occasion. The company knew it needed to come to the aid of its long-time dealership. And it was Viking’s Plant Engineering (PE) Department that carried out the initial boat recovery efforts that paved the way for SIYS to begin their efforts to come back from this devastating storm.

Viking’s assistance began with “Pat Healey, Sean Healey and Ray Connolly coming up to Staten Island on Tuesday, October 30, to bring us supplies, such as toothpaste, water, toilet paper, Gatorade, etc.,” recalls Frank Bongiorno, founder, CEO and President of SIYS. “Pat spoke to one of the crane companies that could have lifted the large Vikings but – to say the least -- didn’t like his attitude. So Pat told me he’d be back up on Thursday with a Viking crew to move the large Vikings so that our Travelift could access them.”

Plant Engineering Supervisor Frank Moser led the recovery team. “We loaded all the tools, rigging and equipment we could fit in our vehicles and headed north,” says Frank. “The storm had displaced many boats. It was a mess, but there were

three vessels that were blocking access to the remainder of the boats. Our job was to move those boats.” And what a job it was, requiring the crew to work straight through the day for 12 hours (never even breaking to eat). In addition to Frank, the team consisted of Plant Engineering’s Steve Mawhinney and the late Danny Hanna. “They moved these boats when no one else could,” says Pat. “Our team was able to get the job done due to their experience moving big heavy molds here at Viking and their expertise with equipment and machinery.”

TOOLING UP

The PE team took a van, a pickup truck and a flatbed trailer, hauling four 20-ton jacks, four 60,000-pound dollies, six winches, 50 keel blocks and welding machinery to the site.

The primary job was to move a 61-foot Viking that had collided with a restaurant and become entangled in power lines. “The stern of the boat – including its rudders and propellers had sunk several feet into the ground,” says Frank. “But we figured it out, using jacks, keel blocks, dollies and winches to unearth the vessel so it could be taken away by the Travelift.” The two other Vikings were not in such dire straits, but still needed to be righted, lifted and moved into position for the Travelift to scoop them up.

“What the Viking team was able to do that day was incredible,” says Frank Bongiorno. “The boats – about 40 of them – were all over the place, across the street, and some hundreds of yards away from the actual marina. Pat advised me to hire my own crane to move the other 40 boats and it worked out very well for SIYS. Their efforts set us on a course to recovery.”

PALM BEACH TOWERS

Much More than Towers

With locations at Viking in New Gretna, New Jersey, and at the Viking International Yacht Center in Riviera Beach, Florida, Palm Beach Towers (PBT) has been the industry leader in the design, fabrication and installation of custom tuna towers for nearly two decades. PBT – along with Atlantic Marine Electronics and the Viking Yacht Service Center – will be celebrating their 20th anniversaries within a few months of one another at the end of 2022 and beginning of 2023. We will have a special article in the 2023 Winter issue to tell the stories of these three Viking subsidiaries that play huge roles in our vertically integrated company, ensuring turn-key delivery.

PBT towers are tournament-tested, proven designs that are the industry benchmark. But Palm Beach Towers does much more than towers. They also create, build and install many exterior fiberglass parts, including the hardtops for our larger convertibles – the 58, 64, 68, 72, 80 and 90 – that are ordered without a tower. Scan the QR code on this page to watch an installation. They make it look so easy, but there's a tremendous amount of skill, experience and teamwork required for every job.

The hardtops include the radar pods, the mounting fixtures for antennas and the pods for lighting and thermal imaging cameras. PBT also installs the outriggers, the teaser reel box (and the electric reels themselves) and any electronics pods or drop-down

boxes integrated into the underside of the hardtop. In addition, they're responsible for the design, fabrication and installation of the hardtop's anodized aluminum frame, as well as any customer requests for rocket-launcher rod holders on the aft bridge rail.

There's more: We offer our 72, 80 and 90 as Sky Bridge versions. Like the hardtop boats, PBT also carries out design and installation of sky bridge hardtop, framework and associated components. So the next time you see a large Viking hardtop convertible or a Sky Bridge model, remember that our sister company – led by General Manager Drew McDowell – played a significant role in the build of a very important area of the boat. 🦋



**WATCH PALM
BEACH TOWERS
INSTALL A
HARDTOP
HERE**



METAL MANIA

Whether you have a Viking with a tuna tower or a hardtop configuration, you need to take care of the boat's metal components. Owners of Valhallas with towers should read this too. To keep your tower and aluminum gleaming, follow these tips from the pros at PBT.

- Always use a fresh, clean mitt and mild soap to wash the aluminum. Then rinse thoroughly with plenty of fresh water.
- Dry the aluminum with a chamois to prevent spotting and any trace of salt.
- Brasso is a good cleaner and useful for removing spots.
- Once the tower is clean and bone dry, use Collinite Insulator wax on the aluminum. Recoat frequently.
- For extended durability, have the aluminum professionally treated with Brasso to restore and add a protective coating against the elements.
- Clean the tower every time the boat is taken out. When the boat is not in use it should be cleaned every other day as dirt and salt will collect while at the slip.
- If your Viking has a hydraulic outrigger system, the inner sleeve of the cylinders need to be cleaned at least twice a year. Cleaning of the cylinders in their extend position should be followed with an application of a metal polish, wax and a lubricant such as WD-40.



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SAY MY NAME

What's Behind a Name

Every boat has a story. And often the name on the transom is like the cover to a book – sometimes obvious and sometimes not so much. Read on to learn more about these five boats and what their names represent. 🐟

Backlash

VIKING 58 CONVERTIBLE

Fort Myers, Florida

In fishing when you hear the word backlash you assume it's a snarl in your line. But for Sam Galloway's boat it takes on the Merriam-Webster definition: a strong adverse reaction.

"I put down the initial payment for the boat without mentioning it to my wife," says Sam. "To say the least, she was not too happy. She said, 'Why don't you name the boat *Backlash* for all you're going to get if you ever do that again!'"

The name stuck and both Sam and his wife Jennifer absolutely love the 58 and everything about it. They are regulars at the Viking Key West Challenge and also spend time on the boat in the Bahamas.



Tashtego VIKING 46 BILLFISH

Brielle, New Jersey

Yes, this is a character in Herman Melville's 1851 classic *Moby-Dick*. In the novel, Tashtego is a Native American from Gay Head which is an island off the coast of the westernmost point of Martha's Vineyard, Massachusetts. He is a hunter and harpooner on Stubb's whaling boat. The first whale killed in the story is struck by Tashtego but the credit for the hunt and kill is given entirely to Stubb. So thanks to the owner of this 46 Billfish for giving credit where credit is due.



Ez Pickens VIKING 54 CONVERTIBLE

Honokohau Harbor, Hawaii

Brad and Vicki Picking own orchards, mostly pear but cherry and apple, too. So, the boat's name represents Brad and Vicki's last name married with their delicious fruit business. The transom features gold leaf which matches the gold leaf displayed on the family's cars and trucks. And when the blue marlin are biting off Kona, it's Ez Pickens!





Half-A-Buc

VIKING 64

St. Augustine, Florida

No dice! The name has nothing to do with gambling explained *Half-A-Buc* owner Daniel Brown. “The name goes back to my grandparents, Betty and Buck (Nana and Papa to me!), who named their boats *Bet-A-Buc* – obviously a play on their names. They had a few boats before graduating to their Viking 60, which I have so many incredible memories of. They had a few center consoles that were named *Half-A-Buc*. The center consoles weren’t mine although I was the primary operator.”

Daniel’s first Viking (a 45 Open) was named *Bonus Time*, which was a request from his grandparents, but he never really liked the sound of it. His next boat, a Viking 52, wore *Reel Therapy* and the Viking 56 was *Legacy*. “But they didn’t feel right,” says Daniel. “I finally returned to *Half-A-Buc*. It’s a name I’m proud of and happy to see on the back of my new Viking 64. I love hearing stories from the dock that start with ‘I remember when your grandfather...’”



Lucky Four Us II

VIKING 72

Southampton, New York

“The owner has four older sons that mainly fish on the boat,” says captain Danny Weslar. “So, the *Four* represents his angling offspring. There is a small 7 embedded at the end of *Lucky* which is a nod to his seven children. And the 7 combined with the *II* at the end of the transom equals 72, the model of the boat.”

The first *Lucky Four Us* is a Viking 60 that the family still owns. You can find these boats fishing the Northeast Canyons.

VENDOR PROFILE: GEMPLUX GEM OF A FIND

Already a Supplier to Valhalla Boatworks,
Gemlux Steps into the Sportfish Yacht Market



– Matt Bridgewater
Gemlux CEO

“The Valhalla product brought us together — finally! It was an honor to be working with Viking. I knew our business cultures aligned, and we just couldn’t connect previously because we had always been focused on center consoles.”



Family owned and operated since 1980, Gemlux has become known in the marine industry for its high-quality, innovative hardware. Led by CEO Matt Bridgewater, the 45-strong team is dedicated to offering a growing portfolio of products that are easy to install, solve technical challenges and are delivered on time. Based in Jacksonville, Florida, Gemlux constantly looks for ways to improve its existing products and create new ones that result in better boating experiences. From its small beginnings as the “hinge company” to a world-leading stainless steel hardware provider, Gemlux is driven to innovate.

GEM Products Inc. was founded in 1961 by Carroll Godwin and James Metcalf, two marine industry sales representatives. The “GEM” was created by inserting an “e” between the initials of their last names. Matt’s father, Erle Bridgewater, bought GEM in 1980, and Matt quickly developed a passion for boats, fishing and the business, where he worked in the warehouse during the summers and on weekends. In 1994 Matt started working at GEM as an outside sales representative where he focused on building relationships with boatbuilders and suppliers and making a commitment to produce high-quality hardware that would last a lifetime. (The company name would later change to Gemlux, which initially referred to the scientific electropolishing process that results in the superior finish of Gemlux stainless steel products.)

Since the introduction of the Viking subsidiary Valhalla Boatworks in 2019, Viking’s relationship with Gemlux has consistently grown. The V Series utilizes many of the company’s products, from rod holders and cleats to thru hulls and carbon fiber outriggers and stainless-steel bases. Gemlux is committed to taking its company to new heights by diving into the sportfish boat market. And with their recent purchase of the Viking 46 Billfish *Gemlux*, they are certainly proving their commitment is a very serious one. *Valhalla* had a chance to catch up with Matt Bridgewater for an inside look at his company’s development, its growing relationship with the Valhalla and Viking brands, the shared philosophies that have made the relationship successful – and a whole lot more.

Q: As companies, Viking Yachts (and its subsidiary Valhalla Boatworks) and Gemlux have a lot in common. Can you describe some of those similarities?

A: We are family owned and are now going into our third generation as my daughter Mya began working in the Marketing Department two summers ago. We are committed to a family-owned business model and have no interest in selling. That family culture trickles down to our employees, who are extremely dedicated to the company; and many of our employee’s children have worked at the company for summer employment. We have very similar approaches to our businesses. Viking’s mantra is building a better boat every day. We’re dedicated to making boating better. Every day we are trying to build products that make boatbuilding and the user experience better. We’re focused on the user experience, which includes the manufacturer, the dealer and the boat owner. We want to make the experiences of all three of these groups better. Moving into the fishing product market, our goal has always been to give boat owners a better chance to catch more and bigger fish. Like you, we believe in investing heavily in the engineering side of our business. I have a full staff of engineers and craftsmen. When I first started working with Viking, I immediately noticed the commitment to engineering, technology and advanced materials. It is the belief of being on the leading edge that we share.

Q: Describe your growth from the “hinge company” to what you are today?

A: When I came into the company, we were predominantly a distributor of commodity parts, whether it was a five-spoke destroyer steering wheel, a stamped hinge or a standard cleat. Initially, we tried to find the best price for a hinge and introduce it to the market. It had nothing to do with design; the shape and function of the hinges or cleats essentially had remained unchanged for many years. To evolve as a company, we knew we had to put design and engineering first and focus on the user’s experience – not what the hinge costs. Let’s worry about the value our product adds to the user’s experience. How can we make the product better? That’s why our slogan is “Demand The Best,” even if that requires asking the



builder to change their tooling or assembly method. Cleats and hinges weren't flush with boat surfaces so if you stepped on a latch it would hurt. We knew we could do better.

Q: So you started using design and engineering, as well as feedback from owners and boatbuilders to design your products?

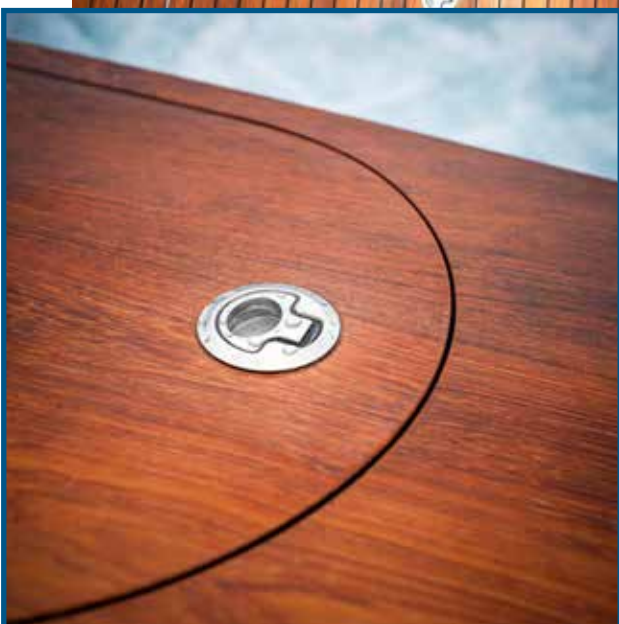
A: That's correct. There were some easy wins right out of the gate, like rod holders. They had these white liners inside of them, and the rod holders were chrome-plated brass. So, the rod butts would ding the chrome-plated brass and you could end up with green dots all over your rod holders. And then when you pulled the rod out of the holder, it was common to have the white nylon sleeve (often covered in mildew) come out stuck on your rod butt when you were fighting a fish. And I thought, "This stinks. What are we doing? We need to do better." That's how we ended up with our Bluewater Rod Holder, where the liner is integral. It's held in by the stainless steel. We got rid of the screw holes. We have it fabricated out of stainless steel, and now we're even doing it out of titanium! That's just one example of a whole catalog full of products that have been improved and streamlined. It starts with, 'Hey, we've got this existing product that's been around forever. How do we make it better?'

Q: Besides your commitment to improving products, what other company attributes are you proud of?

A: Our products are designed and built by fishermen for fishermen. Good example: I leave tomorrow for a week to fish with my entire sales staff so they get a hands-on experience of our products and what we're trying to achieve. I grew up fishing, started off in the ponds fishing for bass. I eventually had one of my dad's buddies take me offshore and I caught my first mahi – ended up with a dozen of them. I was probably 8 or 9 years old. I said, "This is where I want to be. I just loved it."

Q: What factors were key to moving your company to the next level?

A: Early on, it became clear that we needed to get to know the boatbuilders and the fishermen. So, I started competing in the kingfish tournaments, which at that time



“ This was my dad’s rule. If somebody takes the time to call us, we’re going to answer the phone. ”

– Matt Bridgewater
Gemlux CEO

were huge. It was a chance to interact with our audience and learn about what’s working and what’s not. That’s how our latching products developed. They were failing on the tournament boats. The latches were made from cheap plastic and the cams were made of zinc, which is not a suitable material for saltwater hardware. We then developed the entire latch and cams system out of stainless steel. I’ll never forget the boatbuilders’ concern about pricing. I said, ‘Well, currently the ones you have break, and all your live bait flies out of the back of the live well, so you will be solving a huge problem.’ It took some time, but the industry soon realized the value of a better product. It was the same situation with flush slam latches, which were made of plastic at the time. Some boat builders shipped

a bag of extra plastic latches with each new boat because they knew they would fail. I thought that was insane. We started producing stainless steel latches; it was a tough sell because they were more than double the price, but the boatbuilders came to understand that boat owners would be willing to pay for the better latch that did not break.

Q: Could you name some milestone products for your company?

A: I mentioned the Bluewater Rod Holder and the flush stainless-steel latches. Both have been critical to our development. We also re-designed all our hinges, which led to friction hinges and custom hinges for almost every boatbuilder in the industry. Our philosophy has been we’ll engineer and design whatever type of hinge you

want, everything from the number of drill holes and the size and shape of the hinge to whether it’s flush or top-mounted. As long as you’re going to buy them and design them into your boat, we’re happy to do it. And that has been a very good mindset for us.

Q: How is your business model set up?

A: We design and engineer all our products. We develop our products and outsource the manufacturing to very trusted and dedicated suppliers who have worked with us for generations. Then we distribute our product directly. If you call our shop and you want to buy one hinge, you will have somebody answer the phone – and you will be able to buy one hinge. This was my dad’s rule. If somebody takes the time to call us, we’re going to answer the phone.

Q: When and how did your relationship with Viking and Valhalla begin?

A: I was connected by a friend to [Viking Design Manager] David Wilson about three years before Valhalla was a known name. David said: ‘Matt, I’ve been watching your company, and we want to work with you on a new project.’ I thought this was fantastic because I knew the company was very loyal to its suppliers. About a year later, David called and said he wanted to have a meeting with our team. About 48 hours later we were in New Jersey. Valhalla Boatworks was at the point where they needed to specify the hardware. The Valhalla product brought us together – finally! It was an honor to be working with Viking. I knew our business cultures aligned and we just couldn’t connect previously because we had always been focused on center consoles.

Q: How did that first meeting go?

A: I’ll never forget it. We brought up a full case of samples – and they liked all of it. But in general, they wanted to make changes to almost every piece, and ready in just two months. And I said, ‘Why do you want to change this rod holder – it’s been successful for a long time?’ They explained their reasons, and I said, ‘You’re right. Your suggestions are going to make our parts even better.’ And we made the changes. We opened the tooling; we changed the designs;

we met the deadline. And when the Valhalla center consoles were announced, they were covered up with Gemlux hardware. And that’s when our relationship gelled, and it has just grown from there.

Q: Can you name a few of the custom items you made – and continue making – for the Valhalla brand?

A: We make a dual-purpose rod holder that doubles as a cupholder with a screwless installation. There are two Rod Holder/Cup Holders on the forward lounge of the Valhalla – one on each side. Initially, the cup in the Rod Holder/Cup Holder sat crooked because the bottom where the cup

sits was designed to be on a flat surface. But Valhalla had tooled their Rod Holder/Cup Holder with an angle, so we redesigned the bottom of the cupholder so that the cup sat perfectly level. It was a better way to do it. We also custom-designed a skene chock because the Valhallas feature a teak toe rail, and they didn’t want the lines rubbing on that toe rail. But they also didn’t want the chocks to be proud, but to be flush – to maintain that clean look in the running position – and angled so a line wouldn’t get caught on it. So, we had to handcraft and polish those in our fabrication shop to meet that deadline. But that product’s awesome.





Q: Talk a little bit about the importance of your product. Do people overlook its significance in the building of a boat?


A: It's the hardware that holds the boat together, and if there are problems with the hardware, you're going to have problems with the boat. Take a cleat, for example. You really don't need a super strong cleat – until there's a hurricane or you're trying to get through a storm on anchor. If your cleat fails, then your boat's very likely to sink. Same goes for the plumbing of the boat – the thru hulls and other plumbing fittings need to be reliable. All of these parts must be very functional and meet several standards and specifications, and in our case we always try to exceed those specifications. In addition, they must be beautiful! A lot of engineering time at Viking, at Valhalla and at Gemlux goes into pieces like that.

Q: Gemlux recently took delivery of a 46 Billfish. What's the story behind this purchase?

A: We developed carbon fiber outriggers and all their associated attachment points and accessories for center consoles. My passion is billfishing. As we were able to more effectively pull dredges from center consoles, we were fishing more like the big sportfish yachts. We took center console fishing to another level by developing the collapsible dredge booms and other products using carbon fiber, stainless steel and titanium. But there's just no doubt there are advantages of fishing on a big inboard boat, especially in a rough sea. Not only from a comfort standpoint but it's generally considered they raise more fish. When I started fishing with friends on their sportfish boats, they always suggested we

take our outrigger designs and introduce them to that market. That got me thinking. We had already proven to the center console market that moving from an aluminum to a carbon-fiber product was better. I knew that taking our internal outrigger design and scaling it up to a convertible sportfish size boat was the next logical step.

I kept trying to get people to let me use their boat as a test platform. It was a big ask. People are reluctant to have you rip their outriggers off their boat to test a new product. We had to have our own boat to be able to go down this path. My friends in the sportfishing industry – guys like Captain Karl Anderson and Captain John Brownlee – kept saying you've already proven your relationship with Valhalla, now you need to get with Viking on this project.



Q: What was your next move?

A: I called Ryan Higgins, who was in support of working with us on a demo boat for us; he reached out to Pat Healey who was all in and wanted to know how Viking could support this project. The boat is going to be a testing platform for the first year. That's the bottom line. We're trying out hardware, drilling holes and remodeling fittings. It'll be a year of product development before we even offer these products for sale.

Q: What are the main products you are testing on the 46 Billfish Gemlux?

A: The internally rigged sportfish carbon fiber outriggers. They are obviously just a much bigger version of our internally rigged outriggers that we have on the center consoles and the engineering is very similar. The advantage is you eliminate all the stay wires. Our design criteria was to make the outriggers strong enough and stiff enough that they did not need support cables. That's not easy to do once you're getting into 30-, 40- and 50-foot outriggers. So, it was a lot of engineering to build them to structurally do the job. In addition, you need hardware that is much stronger because we wanted to be able to pull anything from the outriggers.

Q: Explain the benefits of the carbon fiber outriggers you're testing?

A: They open up many possibilities. The captains and the mates are going to have a platform to fish the way they want to fish. Suddenly instead of having to just pull the dredge from one angle or pull the teaser from one part, you can pull the teaser or the dredges from anywhere on the outrigger you want, or you can pull multiple teasers and dredges. And for kite fishing enthusiasts the lack of stay wires to snag kite lines is a true game changer!

Q: How did Viking help you prepare your boat for the prototype outriggers and other products you wanted to test on the 46 Billfish?

A: With our partnership with Valhalla, we developed a very strong relationship with the engineering team at Viking. Our engineers know your engineers, and so it made for a natural transition into the sportfish arena, where there was already a base of trust and respect. We were able to have conversations before the boat even

went into the mold about where we were going to position the outriggers. And they were able to help us develop a product that worked right out of the gate through 2D and 3D drawings, conference calls and many visits. With the 46 Billfish, we're getting drawings of all the strong points that are laid up into the fiberglass. We knew exactly what we would be bolting onto. If you bolt onto a surface that lacks strength, it doesn't really matter how strong your outrigger is, right?

Q: What other factors were critical in making this installation a reality?

A: On every outrigger system there are three mounting locations. We needed a bigger footprint for these locations and Viking was more than happy to accommodate us with larger strong points.

Q: What other products are you showcasing on the 46 Billfish?

A: We're building out an entire product line of halyard locks that will accept 500-pound and 600-pound mono, which is what the sportfish industry uses. The center console captains use 300-pound mono. So, our previous halyard locks were for 300 pounds. This has grown into the development of 400- 500- and 600-pound halyard locks.

It's not a sexy product line, but we're continuing to build out our below deck plumbing fixtures and systems. Our products consist of composite ball valve and plumbing fittings as opposed to the traditional bronze. They are immune to corrosion and electrolysis and are truly lifetime ball valves that won't ever seize.

Q: We understand that many of the Gemlux parts on the 46 Billfish were manufactured using 3D printing technology. What role does 3D printing play in your product development?

A: We have more than 50 active projects in development using 3D printing. We employ printers for prototyping, fitment testing and for functional production parts. We have a dozen 3D printers running 24/7, and we print with multiple materials. We can include strands of carbon fiber in almost every print. Further, we can use layers of carbon fiber in between the composite materials. Without this technology, we would have never been able to get the outriggers



installed on our 46 Billfish. In fact, when the boat left New Jersey, just about every single fitting on the outrigger system, including the mounts, were 3D printed nylon with carbon fiber. We ran the boat to St. Augustine, Florida, in mid-March with 3D printed parts. Since then, we've been converting many of the parts to billet aluminum, but we are doing all of our open-water testing with multiple 3D printed parts. A Valhalla-specific part that comes to mind is the skene chock. It is a modification of our pull-up cleat, and some samples and initial production orders were satisfied by using 3D-printed bodies (the plastic body that supports the cleat and touches the deck). Other 3D parts you might find on a Valhalla include dredge boom attachment rings and some of the internally-rigged outrigger components like tips and halyard guides, depending on the model.

Q: Sounds like you've got an excellent relationship with our company now, share a lot of values, share a lot of philosophies and goals. Just look toward the future, how do you see continued growth with Viking and Valhalla?

A: Honestly, I think this relationship is just getting started. It's something that really inspires me and gets me excited about the industry. I think we're going to help Viking fulfill its goal of building a better boat every day. The fishing equipment, the stainless steel hardware and the plumbing fixtures

are key components to the user experience, the owner's happiness, and the crew's overall perception of the vessel. We've set out to help anglers catch more fish. We're really focused on that fishing segment and giving them a platform upon which they can build.

Q: Can you throw us any new ideas that are on the horizon?

A: I envision all sportfish boats having custom and adjustable outrigger systems that are designed for the different waters they are fishing in. If you're fishing in Costa Rica, then you're going to want an outrigger that will lay farther down because the ocean's flat and you want a wider spread. If you're fishing in the Dominican Republic, where it's generally rough and windy, you want to be able to adjust your outrigger more vertical so the tips don't touch the water's surface as the boat rocks in the trough. I think we'll also enable captains and mates to make quick changes to their entire system with different pole kits for different conditions and fishing styles. As an example, if a captain wants to pull live baits from his riggers he might want a more flexible tip. If he is pulling lures from his riggers then he might want a stiffer tip. If he wants to pull two dredges from a single outrigger, then he can insert a stiffer section and accomplish this easily. It's all coming within the next 12 to 18 months. I am excited. The whole company is excited. 🐟

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The Viking Yacht Company saw record sales during the winter boat show season, with a combined 43 Vikings and Valhallas sold during the Viking Yachts and Valhalla Boatworks VIP Boat Show and the Miami International Boat Show (MIBS).

“It was a fantastic February for us – just phenomenal,” said Viking President and CEO Pat Healey. “What we’re building today is the best in the industry, and it has taken a lot of hard work by many talented, smart people – from design and production

to sales and service. We have the entire package, with everyone committed to making sure our owners have an experience that is second to none.”

The 2022 selling season kicked off with the 26th annual VIP Show in Riviera Beach, Florida. Held at the Viking Yacht Service Center’s waterfront facility, the event drew a combined 1,000 guests, dealers and vendors. About 50 sea trials were held over two days and 24 boats were sold – 11 Vikings and 13 Valhallas.

The momentum continued at the Miami show, which made a robust return after a one-year hiatus. Eight Vikings and 11 Valhallas – a group ranging from 33 to 90 feet – were sold in Miami. Attendance was equally strong, with more than 7,000 registered visitors over the event’s five days. There were 2,200 registered visitors on Friday and a record 2,500 on Saturday. And that number would have approached 3,000 if not for a storm which rained out the day’s final two hours. Viking’s sister company, Princess Yachts America, also fared well at



MIBS, with a dozen yachts sold including two Y85s and an X95.

Viking's MIBS display at One Herald Plaza in downtown Miami featured the entire V Series (the V-33, V-37, V-41 and V-46) and nine Vikings from 46 to 80 feet, including the new Viking 64, the new 54 Sport Tower and an 80 Sky Bridge.

Visitors were eager to tour the boats, and the docks were buzzing with excitement about the two new upcoming flagship models – the Viking 90 and Valhalla 55. Announced at the VIP, the new Valhalla will make its premiere at the 2022 Fort Lauderdale International Boat Show in October; the Viking 90 Convertible (a sky bridge model) will be presented to the world at the 2023 Miami International Boat Show.

“We’re going to keep pushing,” said Pat. “There’s no slowing down when you’re committed to building a better boat every day.”



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AME: ATLANTIC MARINE ELECTRONICS **STRIKING BACK**

AME Announces Lightning Protection System

The Viking subsidiary Atlantic Marine Electronics (AME) recently announced that it has become the exclusive marine distributor in the United States, Mexico, Panama and Costa Rica of a comprehensive system that helps protect boats against the devastating effects of lightning strikes.

“We’ve seen an increase in both the occurrence of lightning strikes and the severity of damage that’s being done in the marine environment,” says AME General Manager Todd Tally. “As ship systems become more sophisticated and interconnected, lightning strikes are having a greater impact.”

AME has partnered with Dinnteco International, a family business based in Spain with more than two decades of experience in lightning protection, to offer its DDCE (Electromagnetic Charge Compensation Device) lightning protection technology. “We’re extremely excited about this product and believe it will be a true game-changer in our industry,” says Todd.

“Dinnteco has been searching for two years for the best partner to represent its product,” says Pedro Homes of Dinnteco America. “Combined with AME’s vast experience and extensive service network, we are certain that your vessels will have the best installation and service to help protect them from lightning.”



HOW IT WORKS

By slowly and continuously neutralizing electric charges, Dinnteco's DDCE innovative lightning suppressor helps to protect structures from lightning strikes. "Ultimately, the DDCE is a balancing device and a compensator of variable electric fields," says Todd. "It's constantly collecting the ions from the atmosphere and bringing them to ground while avoiding the creation of an 'upward leader,' which would result in a lightning strike."

For sportfish yacht applications, the DDCE will be mounted on a custom carbon fiber pole on top of the tuna tower. A second lightning suppressor called the DINEOL will be necessary on yachts with outriggers. Both the DDCE and the DINEOL guard against direct lightning strikes. A third element, a DINFIL, protects the boat against indirect strikes. "Most of your larger yachts will have two DINFILs, which will be connected to the grounding system of the boat," says Todd.



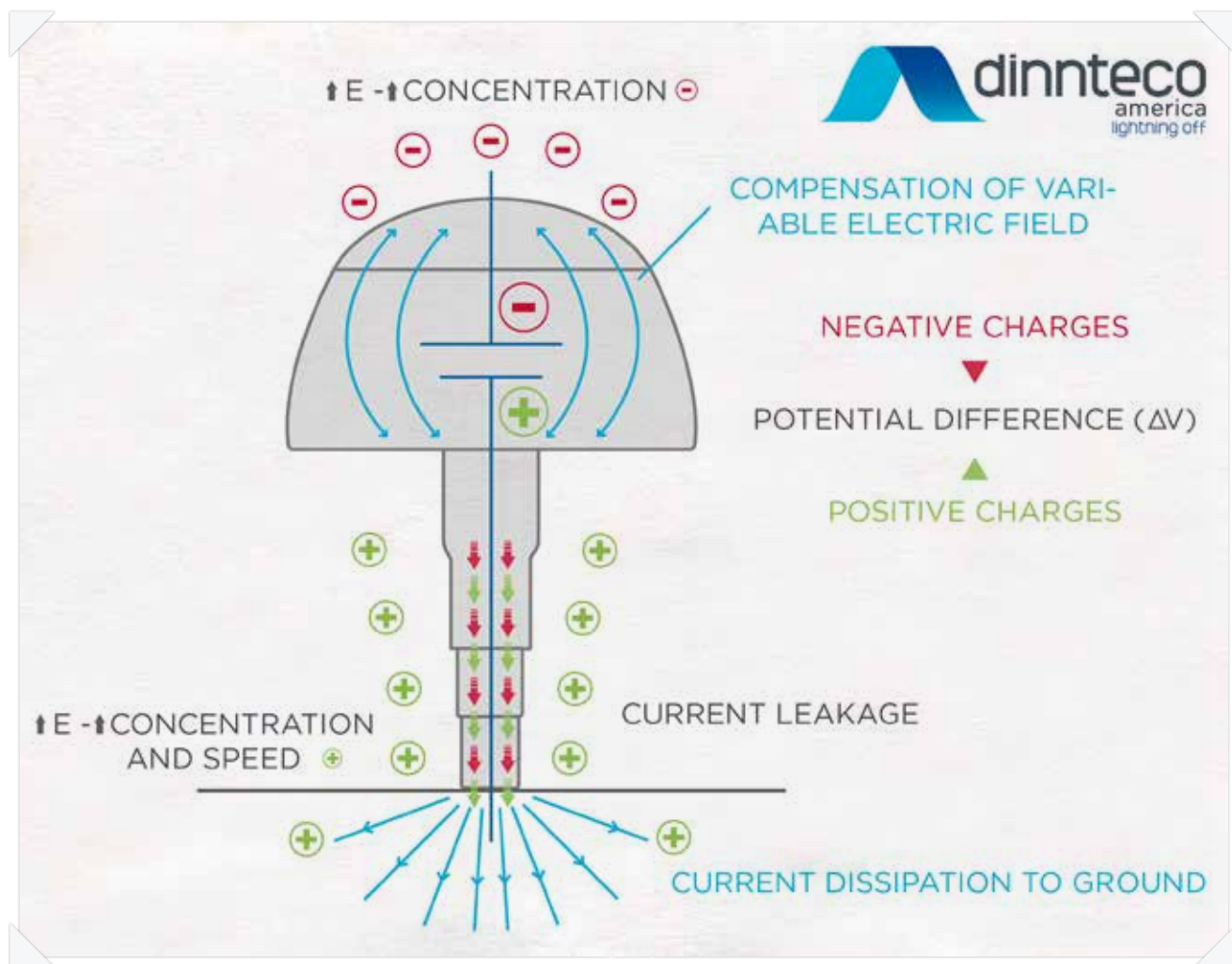
AME spent over a year researching the topic of lightning protection and has the utmost confidence in the Dinnteco technology. The current Viking demonstrator boat, an 80 Convertible, is outfitted with the system. In addition, owners of a 68 and a 72 – both recently delivered to their owners – have requested a DDCE package for their vessels

due to lightning strikes on their previous boats. Those installations, which went very smoothly, were completed this spring.

AME has worked with Palm Beach Towers to ensure the components of the system capable of withstanding the marine environment and are installed in a secure

“It’s a win-win situation. A product that can help reduce the frequency of strikes is highly desired by both yacht owners and companies insuring boats.”

– Eric McDowell
President of
Christi Insurance /
Risk Management



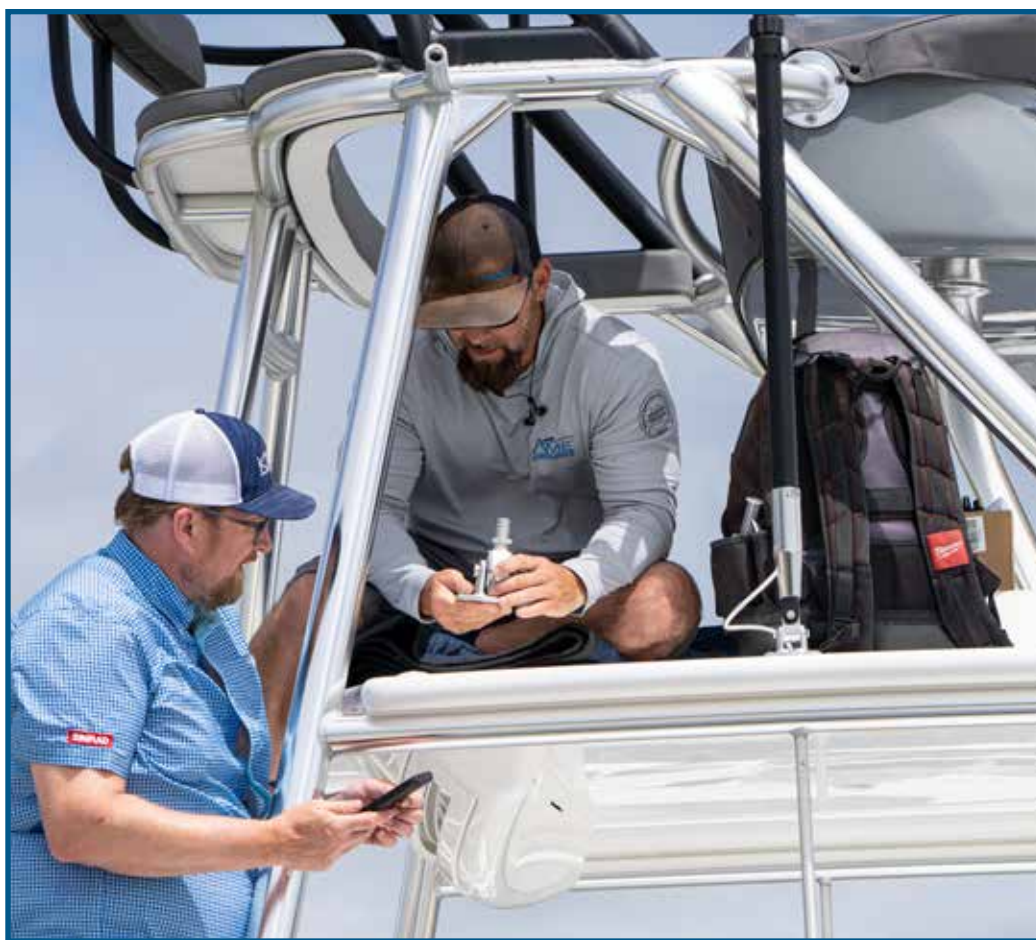
and aesthetically pleasing manner. Atlantic Marine Electronics is also working with a composites company – Solution Marine – on the optimal mounting solution. “We’re grateful for the relationship we’ve developed with composites expert John Omohundro, who has worked closely with us on the critical development of the mounting solution for the DDCE.”

The original media attention about this game-changing technology has generated great interest among owners, and as of press time AME had taken more than 20 orders for the system between new-boat and retrofit installations.

WIN-WIN

“Boat owners are aware that lightning is an issue, but many do not realize the seriousness of the situation,” says Eric McDowell, President of Christi Insurance / Risk Management. “Repair costs are significant and typical repair times are from six to eight months. Owners are without their boats for extended periods but continue to pay crew, dockage, insurance and other ongoing expenses.”

The uptick in lightning strike claims in the marine environment has prompted insurance companies to include higher deductibles in their policies, according to Eric. “I’ve had numerous conversations with management of several insurance companies regarding the Dinnteco system, and all have been extremely receptive,” he says. “It’s a win-win situation. A product



that can help reduce the frequency of strikes is highly desired by both yacht owners and companies insuring boats.”

AME will be installing the system on new Vikings in its role as master dealer, but “we’re also interested in facilitating relationships with other companies so they can become dealers,” says Todd. “For instance, we have already partnered with ComMar Sales, LLC marine manufacturers’

representatives, who will be assisting in the development of a dealer and distribution network.”

The pricing structure is still being ironed out, but the average price of the three-pronged system will be about \$55,000. “This upfront cost is well worth it considering the repair bills that can be exorbitant,” says Todd. “The marine industry is ready for this. It needs this type of product.”



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About AME:

Atlantic Marine Electronics has been the leader in the design and installation of state-of-the-art navigation, communication and entertainment for yachts and boats since 2003. AME is dedicated to the creation of yacht electronic systems that are unrivaled in performance, accuracy and simple, intuitive operation. As a subsidiary of Viking Yachts, AME has developed sophisticated electronic systems for its parent company, which is one of the leading yacht manufacturers in the industry. The team also brings that same level of quality and customer care to a wider variety of vessels from other manufacturers in the leisure marine market. For more information, please contact AME at (609) 296-8826, or visit atlantic-me.com.

VIKING KEY WEST CHALLENGE

The docks were packed with beautiful, world-class sportfishing boats at the 8th annual Viking Key West Challenge, presented by Christi Insurance and Travelers Insurance. The fleet of 48 boats, comprised of Viking Yachts and Valhalla Boatworks center consoles, took over the Conch Republic with more than 500 pumped-up participants. But it was the ladies that stole the show.

Last year's champ came back ready to defend her title – and she sure did! Rosalie “Roe” Apostoleres, fishing on her Viking 50 *Roenick*,

released 14 sailfish over two days to add more hardware to her trophy case! Roe covered the leaderboard claiming 1st Place Sailfish, Top Angler and Top Lady Angler while her boat was the Top Boat (18 sails total). Captain Casey Hunt helped Roe carry out a SpotZero mobile unit, Switlik Coastal Passage Raft and a couple pairs of Costa sunglasses. Way to go Roe!

Captain Scott Walker put Terri Groth on 10 sailfish, which was good for 2nd Place Sailfish, 2nd Place Angler and 2nd Place Lady. Terri,



fishing her Valhalla 41 *Papa's Pilar*, also rolled up to the Spot Zero Weigh Station with the 2nd Place 22.4-pound kingfish.

Lindsey Way, on the Viking 56 *Smoke Show*, flew five pink flags. With captain David Ide at the wheel, Lindsey also weighed two kingfish pushing her to 3rd Place Angler and 3rd Place Lady Angler.

Logan Young was the Top Junior Angler. The *Blue Eyes* angler released three sailfish and took a 15.6-pound tuna to the scales. Teammate Matt Vatland caught a pair of kingfish, earning the boat 2nd Place Kingfish while he took 3rd Place Kingfish Angler.

The Tuna Division was highly contested with 53 fish brought to the scales. *Baller*, a Valhalla 41, took 1st Place Tuna in the team division and *Code Blue*'s Roy Dupuis weighed a 31.6-fish for 1st Place Tuna Angler.

But as the tagline to the event states, the Viking Key West Challenge is "More Than Just Fishing"! Anglers, crews and guests attended a

lively Captains' Meeting Cocktail Party, al fresco Welcome Banquet, spirited Lay Day Barbeque Pool Party (with fresh swordfish donated by the category's winner David Heeter on his *Miss Peggy Sue*), energetic Kid's Dock Tournament and boisterous Duval Street Bar Crawl Poker Run. The event was crowned with a festive Awards Dinner under the stars with 39 trophies handed out. Over \$20,000 in prizes were awarded out over the four-day event.

"The Viking Key West Challenge is an amazing event that just keeps getting bigger and better, with more boats and more people participating every year," says Viking President and CEO Pat Healey. "It's now the largest tournament on the island. Key West is really the perfect location where everyone can thoroughly enjoy the boating and fishing lifestyle that we all love."

Make plans to join our southernmost party next year from Wednesday, April 12 through Sunday, April 16, 2023. Book your slip at your favorite Key West marina today then email marketing@vikingyachts.com to confirm your space. 🐟



More than just fishing!



TEAM AWARDS			
	FIRST	SECOND	THIRD
Sailfish	Roenick 1,800	Papa's Pilar 1,000	SeaHawk 900
Tuna	Baller 131.8 lbs.	Astrikos 131.4 lbs.	Bethie Ree 73.6 lbs.
Dolphin Mahi-Mahi	Shot Caller 38.6 lbs.	In My DNA 8.4 lbs.	Secks Sea 7.4 lbs.
Kingfish	Big Blue 39 lbs.	Blue Eyes 30 lbs.	Game On 25.8 lbs.
Cobia	Raiser's Edge 61.4 lbs.	Private Island 18.2 lbs.	

GRAND CHAMPION

Roenick 1,800



ANGLER AWARDS			
	FIRST	SECOND	THIRD
Sailfish	Rosalie Apostoleres 1,400 Roenick	Terri Groth 1,000 Papa's Pilar	Chris Hatcher 500 Salt Shaker
Tuna	Roy Dupuis 31.6 lbs. Code Blue	Bob Genord 31.4 lbs. Miss Victoria	Rob Lopez 28.4 lbs. The Provider
Dolphin Mahi-Mahi	Tony Nichols 8.4 lbs. In My DNA	Ed Seck 7.4 lbs. Seck's Sea	Dennis Gonzalez 7.0 lbs. Shot Caller
Kingfish	Brandon Wollard 25.8 lbs. Game On	Terri Groth 22.4 lbs. Papa's Pilar	Matt Vatland 15.6 lbs. Blue Eyes
Cobia	Kyle Mathis 18.2 lbs. Private Island	Andy Ohman 18.0 Raiser's Edge	Bruce Murray 15.2 Raiser's Edge
Bottom Fish	Rob Lopez 56.2 lbs. The Provider		
David Heeter Swordfish	David Heeter 86 lbs. Miss Peggy Sue		

	FIRST	SECOND	THIRD
Top Angler	Rosalie Apostoleres 1,400 Roenick	Terri Groth 1,022.4 Papa's Pilar	Lindsey Way 512.6 Smoke Show
Top Female	Rosalie Apostoleres 1,400 Roenick	Terri Groth 1,022.4 Papa's Pilar	Lindsey Way 512.6 Smoke Show
Top Junior	Logan Young 315.6 Blue Eyes		







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2022 LOS SUEÑOS TRIPLE CROWN SERIES CHAMPIONSHIP

CHAMPIONSHIP TEAM

Owner:

Carlos Pellas

Captain:

Joe Crawford

Anglers:

Austin Angel

Greg Angel

Julio Chamorro

Felipe Mantica

Emilio Munkel

Carlos Pellas Sr.

Carlos Pellas Jr.

Greg Voell



Congratulations to Carlos Pellas and the entire Rum Runner team on being crowned the Los Sueños Triple Crown Series Champions.

Rum Runner, a Viking 72, had a strong run during the Triple Crown. Over the three-leg series captain Joe Crawford and his team released 20 marlin and 41 sailfish. Although *Rum Runner* (a nod to his Flor de Caña rum) has been on the leaderboard in various Triple Crown events over the years, this is their first series win. And we are banking there will be plenty more!



“ We are very proud of Carlos and his team on *Rum Runner* for this accomplishment. It takes a lot of hard work and dedication to achieve the title of Triple Crown Champion. This crew deserves every bit of that honor. ”

– Pat Healey,
Viking President & CEO





TOURNAMENT NEWS

In the Winner's Circle



Photo Credit: Hannes Ribbner

Dust'em Off Sailfish Warmup

Fort Lauderdale, Florida –
December 1 - 5, 2021

More than 30 boats dusted their kites off and kicked off the winter sailfish season at the Dust'em Off Sailfish Warmup. Releasing six sails and claiming 3rd Place was the Viking 55 *Irish Twin*. TJ Ely and Justin Miller each released a pair of sails while captain Jesse Meerhoff put Patrick Brown and Nicole Ely on singles.



Islamorada Sailfish Tournament

Islamorada, Florida – December 3 - 5, 2021

Captain John Hagen, aboard Steve and Sue Pfeifer's Viking 62 *MDALA*, led his anglers to the Winner's Circle with 10 sailfish releases. Britney Rhonehouse got the party started on Day One with the first release and anglers Sue, Alison Raines and Tyler Valles added to the final seven flags at lines out. Stephanie Harper added another on Day Two and Alison and Sue sealed the deal on Day Three with two more sails. Britney, Alison, Sue and Stephanie went one, two, three four as Top Lady Angler, respectively. Britney also claimed 2nd Place Angler. During the 58th Annual Islamorada Sailfish Tournament 61 sails were released of the 81 hook ups called in.



Invitational Gold Cup Team Fishing Tournament

Palm Beach, Florida – January 11 - 15, 2022

Despite sporty conditions, Frank Mazza's Viking 72 released five sailfish to claim 3rd Place Overall at The Gold Cup. Captain Dave Berard put Frank on a pair of sails, Rick Cavell on another two and Mike Simko hooked one to take *Tami Ann* to the Winner's Circle.

Bryan Mattson's Valhalla 37 *EOS* weighed the heaviest dolphin of the event. Captain Zack Wilson led Max Parker to the 37-pound fish. *Bad Kitty*, a Viking 52, took 2nd Place Dolphin with owner/angler William D'Antonio's fish.

Winston Wren, fishing the Anderson family's Viking 80 *Krazy Salt's*, hung a 16-pound tuna for 2nd Place in that category. Mike Engleman took 3rd Place Tuna with a fish caught on George Robinson's Viking 62 *Polarizer*.



Buccaneer Cup Sailfish Release Tournament

Palm Beach, Florida – January 19 - 22, 2022

A slow bite didn't stop *Viking 64* Captain Sean Dooley from winning the Day One Daily at the Buccaneer Cup Sailfish Release Tournament. Thomas "Smalls" Garmany released a pair of sailfish while Justin Healey and Tyler Beckford each had one release. On Day Three, Smalls added another sailfish to claim 3rd Place Dead Bait Boat.

Princess Lily, a Viking 66 Enclosed Bridge, earned 3rd Place Live Bait Boat with six sailfish. Captain Mike Hunter put Susan McCart on three sails and Dawn Samuels, Allison Reis and John Samuels each released one. Proceeds from the tournament benefit the Recreational Fishing Alliance and The Billfish Foundation.



Los Sueños Triple Crown Leg I

Herradura Bay, Costa Rica –
January 26 - 29, 2022

The Viking 58 *NsatiaBill* kicked off the party with a marlin hook up four minutes into the tournament. But it was Team Galati, fishing on the Viking 58 *Maya*, that lived up to its "come from behind" reputation. With 15 minutes till lines out on the final day, captain Tony Carrizosa called in a marlin release propelling the team from 6th to 2nd Place for the leg. Over three days, Team Galati released five marlin and 29 sailfish. This leg of the Los Sueños Triple Crown was comprised of 198 anglers on a 37-boat fleet.



Los Sueños Triple Crown Leg II

Herradura Bay, Costa Rica –
February 23 - 26, 2022

Rum Runner had a strong run on marlin during leg II of the Triple Crown. The team, fishing a Viking 72, released 11 marlin and three sailfish for the win. Owned by Carlos Pellas and captained by Joe Crawford, the crew was a combined team of the Pellas and Angel families, including Greg Angel, Carlos Pellas Sr., Carlos Pellas Jr., Austin Angel, Greg Voell, Emilio Munkel, Julio Chamorro and Felipe Mantica.



Put'em Up Sailfish Finale

Fort Lauderdale, Florida –

March 16 - 20, 2022

Catch 23 released nine sailfish to win the Put'em Up Sailfish Finale. Captain Stetson Turney was behind the wheel of the Viking 80. In 2nd Place based on time was the Viking 48 *Priceless*. *Priceless* teammate Matt Rodrigues was the Top Angler with five of the nine releases.



Chub Cay Classic

Chub Cay, Bahamas – March 17 - 19, 2022

Sea I Sea, a Viking 72, finished in 2nd Place at the inaugural Chub Cay Classic with a blue marlin and three sails. The Viking 58 *Following Seas* boated the heaviest dolphin which tipped the scales at 35.5-pounds. During the two days of fishing a total of five blue marlin and 24 sailfish were tallied.



Ladies Only Triple Crown Tournament

Herradura Bay, Costa Rica –

January 25, 2022

February 22, 2022

March 29, 2022

Thirty-nine anglers on 13 lucky teams signed up to compete in the 2nd annual Ladies Only Triple Crown Tournament. The ladies fished the Tuesday before each leg of the 2022 Los Sueños Triple Crown to determine the top three teams over the three combined days. This is a test of skill requiring a fight between the angler and fish, just like the Triple Crown. No hook and hand for these power anglers!

The first leg was won by *Dealer's Choice*, a Viking 58. Captain Scotty Jones and his team went four for five on blue marlin and five for five on sailfish. Danielle Bongiorno hooked two blues and three sails while Stacey Winstead added a blue and two sails. Big shout out to Danielle Orzech on her first marlin release. Rounding out the team was "Coach" Frank Bongiorno, angler Nicole Paul-Hus and mate Daniel Solarzano. *Team Galati* earned 3rd Place with three blues and nine sails.

Lines in was called at 8am on the second leg of the Ladies Only Tournament and six minutes later the Viking 72 *Rum Runner* called in a sailfish. The team kept the pressure up, but it was *Eight Eights* that landed on the leaderboard at the end of the day. *Eight Eights*, a Viking 72, released two marlin and five sailfish to claim Third Place.

Rum Runner came in hot for leg III of the Ladies Only. The team released four marlin and four sails to win the final tournament. *Eight Eights* took 3rd Place with three marlin and six sailfish. This finish helped *Eight Eights* clinch 2nd Place Overall in the Ladies Only Triple Crown. Captained by David "Coop" Cooper, the team was comprised of anglers Jill Yates, Michelle Keeney, Jacqlyn Tenuto, Susan McCart and Dawn Samuels.



Los Sueños Triple Crown Leg III

Herradura Bay, Costa Rica –

March 30 - April 2, 2022

Team Galati, fishing on the Viking 58 *Maya*, claimed 2nd Place in the final leg of the Los Sueños Triple Crown. Captain Tony Carrizosa put his team on two marlin and 33 sailfish to finish the series.



Los Sueños Triple Crown Series Champion

Herradura Bay, Costa Rica – April 2, 2022

Thirty-five teams ended up participating in all three legs of the Los Sueños Triple Crown and were eligible for the title of Series Champion. But in the end, there can only be one Champion – and that honor was earned by Team Sea Angel fishing on the Viking 72 *Rum Runner*. Over the three-leg series captain Joe Crawford and his team released 20 marlin and 41 sailfish. Although *Rum Runner* has been on the leaderboard in various Triple Crown events over the years, this is their first series win.



Chub Cay Invitational

Chub Cay, Bahamas –

April 7 - 9, 2022

With a fortuitous last day rally, the Anderson family's Viking 80 *Krazy Salt's* won the Chub Cay Invitational in the Bahamas. Captain Keith Greenberg was at the helm when in the last hours of the event, the boat hooked a blue from the bridge. This fish, added to the five sailfish already logged, pushed the crew to Top Overall Boat. A pair of blue marlin and 42 sails were released by the 25-boat fleet during the two days of fishing.



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The Service Team at the Yachting Center are Viking-trained and ready to assist. This skilled operation can repower your vessel, install or retrofit a bow thruster and they are a certified Seakeeper installation center. Routine maintenance like bottom painting,

general cleaning and waxing are offered as is running gear, wood and fiberglass repair. If you need work done, the Service Team has you covered.

A host of Viking subsidiaries also call the Viking Yachting Center home. Atlantic Marine Electronics (AME) and Palm Beach Towers (PBT), industry leaders, each have a location at The Yachting Center. AME brings the highest level of quality and care to every customer with state-of-the-art navigation, communication and entertainment packages. PBT is your source for tuna towers, express towers, marine aluminum fabrication and hardtops.

Valhalla Boat Sales (VBS), another arm of the Viking Yacht Company, is also part of The Yachting Center family. A full-service dealership, VBS sells both new and pre-owned vessels and is New Jersey's No. 1 dealer of Contender high-performance

center consoles. Recently added to the fleet is Sportsman Boats and of course, they are the exclusive dealer for Valhalla Boatworks V Series, the ground-breaking center console line built by the Viking Yacht Company.

Tucked away in The Yachting Center is Breezes Dock Bar & Grill. Accessible via land or water, Breezes is a family run restaurant and bar featuring in- and outdoor seating, fresh local seafood and live music. It's a perfect destination for an afternoon drink with a friend or a dinner out with the family.

The newest addition to The Yachting Center is Freedom Boat Club. The world's largest members-only boat club now has a location on The Bass River. Members are welcome to enjoy a day on the water while everything is taken care of, including fueling, cleaning, maintenance and more.



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RECREATIONAL FISHING ALLIANCE MEET THE NEW EXECUTIVE DIRECTOR

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I am excited to help lead the RFA into the future, both as an avid saltwater fisherman and as a public policy professional. I think we can accomplish great things, and I can't wait to see where we can go.



– Rob Nixon
Executive Director

The Recreational Fishing Alliance (RFA) is excited to announce that it has found a new Executive Director. After an exhaustive nationwide talent search, vetting over 60 qualified candidates, one name rose to the top—Robert A. Nixon. He'll lead the fight for your freedom to fish and take the RFA into the next 25 years.

"I am excited to help lead the RFA into the future, both as an avid saltwater fisherman and as a public policy professional," Rob says. "I think we can accomplish great things, and I can't wait to see where we can go."

Rob has made a name for himself as one of one of New Jersey's leading legislative lobbyists and strategists. He's the Founder and President of State House Strategies, a government affairs consulting firm. He also serves as Director of Government Affairs for the New Jersey State Policemen's Benevolent Association, New Jersey's largest law enforcement officer union.

Rob began his career in New Jersey government in 1993 as a political consultant and legislative aide to a number of elected officials and candidates, including former State Senate Judiciary Committee Chairman Bill Gormley. Prior to and since becoming a lobbyist he has managed or advised on a variety of municipal, State Senate, General Assembly and Congressional races in New Jersey.

No stranger to fighting for the rights of recreational fishermen and boaters, Rob previously represented the RFA as a lobbyist in Trenton

and was responsible for the enactment of the law prohibiting the commercial fishing of menhaden in State waters and numerous other pro-fishing bills. Since 2002 he has been the lobbyist for the Marine Trades Association of New Jersey and has led the charge for pro-boating laws like the sales tax cut, the protection of marinas under "Public Access" rules, the elimination of regulations on boat manufacturing and other critical issues. A passionate saltwater fisherman, Rob enjoys backcountry fishing in the Florida Keys and surf fishing here at home.

Rob is currently serving on the Board of Directors of the New Jersey Schools Development Authority, which oversees the state's multi-billion-dollar school construction program. He was named Chairman of the Board of Directors by Governor Murphy in December of 2018 and he also serves as the Chairman of the Audit Committee of the Authority. He was also recently appointed by the Governor as one of the seven members of the New Jersey Personalized Handgun Authorization Commission.

He received his undergraduate degree in Politics from Saint Joseph's University and a Master's of Governmental Administration degree from the University of Pennsylvania where he currently serves as an instructor teaching a course on Government Relations and as a Capstone Advisor at Penn's Fels Institute of Government. Rob was honored with the Faculty of the Year award at the Institute's commencement in 2013 and 2016.



RFA Updates

Harvest Control Rule: A framework addendum to the summer flounder, scup, black sea bass and bluefish fishery management plans was recently passed by the Mid-Atlantic Fishery Management Council (MAFMC) and the Atlantic States Marine Fisheries Commission that would institute a new approach for setting recreational measures. That approach would take into consideration other elements of the fishery including stock size, recruitment, biological references and stock trends as opposed to relying solely on the estimates produced through the NOAA Fisheries' Marine Recreational Information Program (MRIP) and comparing those estimates to the recreational harvest limit. This outdated approach is responsible for the current reductions in black sea bass and scup even when the stocks are far above their rebuilding target. The Harvest Control Rule may have far-reaching applications for other federally managed species. Tip of the hat to longtime RFA member and MAFMC member Captain Adam Nowalsky for his leadership on this issue.

30/30 Initiative: This was developed by the United Nations Convention for Biological Diversity in 2015. In January 2021, President Biden issued an executive order, seeking to conserve 30% of the nation's public lands and waters by 2030. The RFA contends that the U.S. already has ample protection of its lands and waters and those areas need to be quantified before proposing any additional areas. The RFA is also making the case that recreational activities, such as fishing, must be allowed in those areas. The 30/30 initiative is sparking interest in pushing for the establishment of new marine sanctuaries and monuments, something the RFA is adamantly opposed to. The RFA will continue to remain engaged on this issue.

Northeast Groundfish: The RFA's New England Regional Director Capt. Barry Gibson serves as Vice-Chair of the New England Fishery Management Council's Recreational Advisory Panel (RAP). The RAP has been dealing with

recreational measures for Gulf of Maine cod and haddock and was successful in raising the recreational daily bag limit for haddock from 15 to 20 fish per person for 2022, which was also a major victory for the for-hire fleet as this will help increase business. The RAP also was able to get the fall recreational cod season for private boat anglers extended from two to four weeks in September, giving anglers extra opportunities to catch and retain cod.

Atlantic Mackerel: Mackerel have been designated as overfished by the MAFMC, and a 50% cutback in recreational catches has been proposed. The RFA's Barry Gibson and RFA Massachusetts Chairman Mike Pierdinock have been working to help mitigate measures and to provide data and angler feedback on mackerel usage as bait by recreational striped bass and tuna fishermen, and to provide information on when and where mackerel spawn. As a result, the MAFMC eliminated consideration of closed recreational seasons and minimum sizes and has approved a bag limit of 20 mackerel per day per person, which is acceptable to most in the recreational sector.

Offshore Wind Farms: The RFA's Barry Gibson and Mike Pierdinock have been very active in addressing the increasing use of offshore waters for wind turbine farms off the New England Coast. Barry worked with the State of Maine's Department of Marine Resources to move a potential site for a 12-turbine array away from Plattes Bank, an important recreational and commercial groundfish and tuna fishing ground in the Gulf of Maine, to a site farther east where recreational fishermen would not be impacted. Mike has been very active in the siting of wind farms off Massachusetts that could impact recreational fishing grounds and in collecting data that indicates potential negative impacts on fish and other sea life by underwater electrical transmission cables and their electromagnetic fields.



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GALATI YACHT SALES

DEALER SPOTLIGHT GALATI YACHT SALES

Galati Expansion

Galati Yacht Sales is excited to announce they have assumed the Viking Yacht and Valhalla Boatworks brands from Stan Miller Yachts. This acquisition expands Galati's operation to 15 locations serving the Gulf of Mexico to the Western United States, including the states of California, Oregon, Washington, Alaska and Hawaii. "Over the years, we have worked with Galati Yacht Sales to develop an unparalleled ability to provide our customers with the pinnacle of product and support," said Viking President and CEO and Pat Healey. "We not only work together, but we fish tournaments together, which provides Carmine Galati and me the opportunity to share our views on continually improving our marketing reach, distribution and most of all, perfecting our boats and service."

The year began with Galati Yacht Sales hosting over 100 customers to preview Viking Yachts and Valhalla Boatworks at the VIP event in February. The annual boat show, held at the Viking Yacht Service Center in Riviera Beach, Florida, is invitation-only and one not to be missed by boating enthusiasts.

Team Galati was a force at the 2022 Signature Triple Crown, which rallied 175 anglers and 35 teams for the three-leg series. Team Galati, fishing a Viking 58, had a strong start in the series with the ladies placing 3rd and the men placing 2nd. Team Sea Angel on the Viking 72 *Rum Runner* captured the overall championship.

Viking's southernmost party saw a big turnout at the 8th annual Viking Key West Challenge, where last year's champion and Galati customer came ready to defend her title – and she sure did! Rosalie "Roe" Apostoleres, fishing on her Viking 50 *Roenick*, released 14 sailfish over two days to add more hardware to her trophy case. Join the party next year, April 12 - 16, 2023.

Sportfishing is a large part of the Galati Yacht Sales culture, and they are proud to sponsor many tournaments throughout the year. If you ask any team member why Galati sponsors tournaments, they'll all say the same thing - a passion for the sport. For Galati, it's not about just selling sportfish

yachts. Living the lifestyle, they understand the value and experiences that come along with purchasing one.

Since the West Coast acquisition they have welcomed new team members and have been working to establish exceptional customer-centric programs for West Coast clientele. While creating a foundation on the West Coast, Galati positioned offices in a more centralized location to better serve customers as the authorized dealer of Viking Yachts and Valhalla Boatworks.

New locations on the West Coast include the San Diego office, now located at the Kona Kai Resort & Marina, and the Washington office near Fidalgo Bay. The Long Beach location remains the same.

Thank you to our dedicated team, valued customers and the Viking Yacht Company for the continuous support. Wishing everyone tight lines and good times this summer — we hope to see you all out on the water! 🐟



DEALER NEWS

The Best in the World



Family-owned, Artemisa is the exclusive Viking and Valhalla dealer for Venezuela. The

Caribbean coast has hosted amazing fishing this past season and there is no end in sight. The team at Artemisa is busy prepping their fleet for a summer of fun on the water with cruising, fishing and other water sports.

Artemisa has expanded with Serge Dauvillier in the Sales Department in the Curacao location. Serge, an experienced boat broker, is excited to be working with the Viking and Valhalla brands.

ArtemisaYachts.com



This year has been full of exciting changes for Bluewater Yacht Sales. As they enter their 37th year as a

Viking authorized dealer, sales growth continues for both Viking Yachts and Valhalla Boatworks brands. They've welcomed new customers into the Viking family this year with deliveries of a Viking 72 and 58 along with a Valhalla 46, 41 and a pair of 33s. And a list of customers will take summer and fall deliveries, which include a Viking 72 and 48, several Valhallas and a 46 Billfish with Scania power.

Bluewater Yacht Sales has been presented with tremendous potential thanks to a partnership with Safe Harbor Marinas as their preferred yacht sales affiliate. Earlier this year, the Bluewater Marina and service yards were welcomed into the Safe Harbor network of over 130 locations, helping to solidify their presence in the Mid-Atlantic. For current Bluewater Yacht Sales customers, this partnership means they are now backed by the largest marina operator in the world, providing resources to accelerate growth into the future. The agreement also allows Bluewater the potential to better serve customers.

Through this change, Bluewater sales professionals, support staff and management will remain the same. The Bluewater team will be proudly represented

at the Big Rock Blue Marlin Tournament, White Marlin Open, Pirate's Cove Billfish Tournament and Virginia Beach Billfish Tournament where they have fished alongside customers for decades.

A Bluewater customer's Viking 72 out of Wrightsville Beach, North Carolina, enjoyed a phenomenal spring blue marlin bite off the coast going two for three. One blue topped the 500-pound mark, so hopes are high that this year's Mid-Atlantic tournament series will be one for the books.

The whole team at Bluewater is grateful for the support of friends, customers, employees and partners as they move forward to the next chapter and continue to share a passion for boating.

BlueWaterYachtSales.com



It's been another busy season for the team at CFR Yacht Sales. Both Viking Yachts

and Valhalla Boatworks deliveries have been steady in Puerto Rico. Boat sales are strong with a Viking 48 Convertible, two 54 Convertibles, two 68 Convertibles and

a pair of Valhallas (V-33 and V-46) on the books. Congratulations and happy boating to all the new Viking and Valhalla owners.

CFR was proud to see a fleet of Vikings fishing the recent tournament circuit. Once again Viking Yachts and CFR will sponsor the 69th International Billfish Tournament (IBT 69) that will be held in Club Nautico de San Juan August 16-20, 2022 – which

will be the season ender for the Sport Fishing Championship sponsored by CBS Sports.

CFR's friendly and professional team always works hard so their customers have the best experience. Everyone at CFR extends their appreciation to clients and friends for another successful year.

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





HMY Yacht Sales has had an outstanding winter and spring season. They have over 20 Viking

models from a 46 Billfish to a 90 Enclosed Bridge on order. They also have over 20 Valhalla models on the production line, including six of the new V-55s announced at the VIP Boat Show this past February.

Recently, HMY Yacht Sales rebuilt the docks and installed new high-speed boat lifts and wet slips (available for lease) in Stuart, Florida, at the Waterway Marina. Caring for

your boat is important and these renovations and upgrades position HMY to better serve its customers.

The team at HMY had a busy season proudly sponsoring and fishing tournaments from the Bahamas to South Carolina. Kicking off the season, Team HMY enjoyed the Viking Key West Challenge with clients and the Viking Team. Sales professionals and clients flooded to the Bahamas in April and May to fish the Skip Smith Abaco Series and the Walker's Cay Invitational. Team HMY partnered with the Viking Demo team and *Mack900*, the Viking 46 Billfish, to fish the Georgetown Blue Marlin Tournament. HMY is looking forward to completing the

summer tournament season in South Florida and South Carolina alongside their clients.

Outside of fishing, clients and staff enjoyed the HMY Ocean Reef Rendezvous. This exclusive event brings clients to come together with family and friends to enjoy four days of action-packed fun in the sun.

HMY Yachts would like to extend sincere appreciation to all clients, friends and the teams at Viking and Valhalla Boatworks for their continued support. They look forward to continuing to spend time with their clients on the water and to seeing everyone at the Fort Lauderdale International Boat Show this fall.

HMY.com



It's been an exciting time for Viking Yachts and Valhalla Boatworks in

the Great Lakes with a nice mix of models delivering in 2022 and bookings into 2024. Fiscal year 2022 brings 10 Valhalla deliveries and Vikings such as a 44 Convertible, 48 Sport Coupe and a 72 Enclosed Bridge. Their fresh waters are always ready to welcome all Vikings and Valhallas.

Jefferson Beach Yacht Sales continues to expand its team and facilities. In

recent months they've welcomed nine professionals to the team: Sales Professionals Jon Cotts, Suzie Slocum and Kim Slocum; Warranty Administrators Lauren Dooley and Luanne Beaujean; Service Administrators Nikole Oczkowski and Jill Boone; and Service Technicians Vincent Fisher and Pat Speke. Their new office, storage and service center in Holland, Michigan, is now officially open and houses nine staff members.

Eight locations and 52 skilled and passionate team members with over 750 years of combined industry experience, Jefferson

Beach is ideally positioned to service boaters throughout the Great Lakes and beyond. Recognized locally, nationally and globally for excellence, the Jefferson Beach team maintains the highest industry standards and delivers only the finest quality service and customer care. They work tirelessly on your behalf throughout all stages of the building process. Jefferson Beach Yacht Sales takes great pride in cultivating an exceptional team of honest, hard-working professionals to deliver the boating lifestyle you deserve. Experience matters!

JBYS.com



Maspor Marine is the exclusive distributor for Viking Yachts

and Valhalla Boatworks in El Salvador and Guatemala. Founded in 1999, they offer excellent support and experience. You can be sure that Maspor Marine will guide you

through the selection, purchase, import, nationalization and after sales process for the boat of your choice.

Maspor-Marine.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.

NoveyMarine.com



Between the New England Boat Show and the Palm Beach International Boat Show, it was a very busy

winter for Oyster Harbors Marine. The team was excited to be back in Boston for the first time since 2020. And if the show's turnout was any indication, consumers were just as excited for the return of the New England Boat Show. They eagerly inspected the Valhalla product on display, awed by at

the beautiful lines and exquisite attention to detail that Viking Yachts and Valhalla Boatworks are known for.

Since then, Oyster Harbors has steadily been delivering boats to our happy customers. In addition to delivering V-33, V-37, and V-41 Valhallas this spring, they also have orders

for all models (including the V-55). It seems folks just can't get enough of these amazing center consoles. The same can be said of the more traditional battlewagons coming from Viking Yachts. Between winter, spring and summer, Oyster Harbors Marine is on track to deliver a 44 Sport Tower, a 54 Convertible and 54 Sport Tower, multiple 58 Convertibles and a 72 Convertible.

These newly delivered Vikings and Valhallas will have no shortage of fishing glory to chase with tournaments all summer long, including the Little Big Fishing Tournament benefitting Big Brothers Big Sisters, Friends of Jack Foundation Fishing Tournament, The Big 3 Fishing Tournament benefitting Big Brothers Big Sisters, the Bluefin Blowout and the Big Game Battle.

After that, Oyster Harbors Marine will turn its attention once again to the Newport International Boat Show running September 15-18. If you'll be in the Newport area during those dates, please give them a call or shoot them an email so they can send you complimentary tickets to the show. After all, life's better on the water!
OysterHarborsMarine.com



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

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

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



PW Marine, Viking's authorized dealer in Bermuda, is proud to have delivered their first Valhalla. The V-33, powered with twin Mercury 400s arrived in time to enjoy the

pink beaches for the summer. The new owner is thrilled to have this head-turner to fish and cruise in style.

Recently the team at PW became the authorized Seakeeper dealer for Bermuda with all their technicians certified.

They are excited to welcome the Viking 80 Demo in their waters for the Bermuda Triple Crown. The Viking team will be staying at their marina and enjoying their hospitality.
pwmarine.bm



Viking's authorized dealer in Japan is Quay Side

Marine which was established 20 years ago. Located in Yokohama City, they offer a variety of services from sales, services to support. They pride themselves on their

wide range of customization for performance, interior and exterior equipment as well as décor upgrades.
QuaySide.Co.jp



Servicios Náuticos is proud to be the new distributor in Mexico for Viking Yachts and Valhalla

Boatworks with offices in Puerto Vallarta, Merida and Veracruz.

They delivered a new Viking 62 to the Cancun area and are excited for the first Valhalla 46 to arrive in Puerto Vallarta.

Their exceptional sales and service teams

are looking forward to the 2022 model year. Backed by the best brands in the market such as Viking Yachts and Valhalla Boatworks, they will continue to give customers the best service and continue to grow their Mexican market.
ServiciosNauticos.com



Just one year since becoming an authorized dealer in Australia, Short Marine has already sold and delivered a Valhalla 37 and a Viking 46 Billfish. They have a 48 Open and 54 Convertible on the production line that will deliver next year. "They've gotten off to a tremendous start. We are completely aligned

in wanting to deliver the highest quality product, and the absolute best in sportfishing yachts and center consoles to keep our owners out on the water for the memories of a lifetime," said Viking President and CEO Pat Healey.

"We're impressed with Short Marine's expansion into Queensland, and building

on their established formula of having the very best staff and follow-up service with coordinating engines, electronics and major components. The boats of today are more advanced with more systems, and having a trained service staff is a huge benefit and one that will ensure a dedicated family of happy and loyal Short Marine customers."
ShortMarine.com.au



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



It's another busy summer for the South Jersey Yacht Sales (SJYS) team. Record sales for new Vikings

continue to make the headlines, while sales of Vikings and Valhallas are invigorating SJYS thanks to a robust pipeline of new models.

In Somers Point and Egg Harbor Township, New Jersey, they continue to invest in facilities while upgrading and expanding their presence in the New Jersey market. The Somers Point location is more central to the state and boasts a fully secure, gated property complete with a showroom, marine store and a full-service marina containing 42 slips, floating docks and pump-out capabilities. The completion of a new 24.4' by 75' lift well with a 70-ton marine Travelift was just placed into service. Just 3.5 miles from New Jersey's Great Egg Inlet, transients now have options to

stop should they need emergency service. The SJYS service center provides engine services, running gear, fiberglass, paint, canvas, electronics repair and installation service. They are planning on this facility to be their next location to showcase Vikings of all sizes. New for 2022, their service center is now an authorized dealer and installer of ElectroSea products as well exclusive dealer for Spot Zero products and parts for the New Jersey market. These two new additions complement on premises Seakeeper sales, installation and service. Providing these services ensures their Viking customers and owners have the necessary services and parts to make their time on the water the best possible.

The new South Jersey Yacht Sales Viking 64 Convertible demonstrator model, *Polarizer*, is powered with MTU M96X 2002 MHP. *Polarizer* will launch mid summer and head right to the tournament circuit. The team has charted many new destinations and tournaments for the fall, winter and spring of 2023. South Jersey Yacht Sales is very

proud to sponsor 17 tournaments and several fund-raising benefit events. Their feature event, the South Jersey Yacht Sales Offshore Showdown, is now a sanctioned event for the Sportfishing Championship.

SJYS corporate social responsibility plan includes a partnership with the Egg Harbor Township school district. This opportunity provides meaningful opportunities for young students to work in their Somers Point and Egg Harbor Township locations in a formal mentorship program. The mentorships encompass three disciplines, notably marine electronics, engine and boat repairs and digital marketing and communications.

SJYS is excited that President George Robinson has been selected as the Boy Scouts of America Garden State Council Cape May County Distinguished Citizen. Collectively, the South Jersey Yacht Sales Team strives to foster the next generation of passionate youth in the marine industry.
SouthJerseyYachtSales.com



For nearly 60 years, Staten Island Yachts has been the premier yacht and service company of the

Northeast. They are proud to be a Viking dealer for almost 40 years and welcome a new fleet to the area. In Montauk, they will be receiving a new Viking 68 Enclosed

Bridge along with the new Valhalla 33 *Kara Mia*. The Hampton Bay area will see three new Vikings, including the 72 *Lucky Four Us II*, the 54 Convertible *Two Doc's* and the 48 Sport Coupe *I'm Shore*. The Viking 44 Open *Reelaxin* will also be cruising around Norwalk. Other new deliveries include hull #2 of the Valhalla 55 to a customer who currently owns a V-41, as well as a new V-46 with a tower.

The annual Montauk Canyon Challenge (MCC) has grown every year. This July fishing tournament is a unique tournament that allows anglers to fish either one overnight trip or two one-day trips within a nine-day weather window. New this year is a separate, outboard-only center-console Calcutta. Visit SIYachts.com for more information about the tournament.
SIYachts.com



Valhalla Boat Sales is proud to report a steady flow of Valhalla Boatworks

models being delivered this spring and summer. The teams at both the New Jersey

and Florida locations have delivered almost 20 new Valhalla center consoles this year. The V-46 has been a tremendous success and they are looking forward to having hull No. 1 of the V-55 as a southern demo upon completion.

Anticipation is building for a new showroom across from the Viking Service Center in Riviera Beach, Florida and they are excited to expand the New Gretna, New Jersey, location with the addition of a showroom as well.
ValhallaBoatSales.com



VIKING BY THE NUMBERS

Viking 90 Sky Bridge



- 2 Salons: main salon and enclosed bridge salon
- 4 Decks: lower deck (accommodations); main deck (salon and upper mezzanine); enclosed bridge; and sky bridge
- 4 Resin-infused fiberglass fuel tanks
- 5 Hours needed to apply gelcoat to the hull mold
- 5 Multi-function displays at the enclosed bridge's forward control station
- 8 Boatbuilders required to carry out resin infusion of the hull
- 10 Heavy machines needed to de-mold the 90 plug and mold
- 23' 1" Overall beam
- 50 Minutes needed to complete resin infusion of the hull
- 150 Fiberglass parts needed to build the yacht
- 224 Square feet of space in the cockpit
- 3,801 Gallons of standard fuel
- 20,000,000 Dollars invested to develop the Viking 90

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2022

Viking Summer Calendar*

JULY

3-7	Bermuda Billfish Blast
6-9	Offshore Showdown
8-16	Montauk Canyon Challenge
9-11	Bermuda Release Cup
10-16	Quest for the Ring
13-17	Blue Marlin Grand Championship
14-18	Bermuda Big Game Classic
19-24	Lone Star Shoot Out
21-25	Sea Horse Anglers Club Billfish Tournament
25-28	Tri-State Canyon Shootout

AUGUST

3-7	Texas International Fishing Tournament
8-12	White Marlin Open
11-16	Ocean City Marlin and Tuna Club's Annual Overnight Billfish Tournament
15-19	Pirate's Cove Billfish Tournament
16-21	San Juan International Billfish Tournament
17-20	Beach Haven White Marlin Invitational
21-26	The MidAtlantic
24-27	Virginia Beach Billfish Tournament

SEPTEMBER

6-11	Cannes International Boat Show
8-11	Atlantic City In-Water Power Boat Show
15-18	Newport International Boat Show
22-25	Norwalk International Boat Show
22-27	Genoa International Boat Show

OCTOBER

12-16	Barcelona International Boat Show
13-17	Annapolis Powerboat Show
16-20	Los Cabos Billfish Tournament
26-30	Fort Lauderdale International Boat Show

Bermuda
Cape May, New Jersey
Montauk, New York
Bermuda
Atlantic City, New Jersey
Orange Beach, Alabama
Bermuda
Port O'Connor, Texas
Bermuda
Block Island, Rhode Island

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

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

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

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



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