

A PUBLICATION OF VIKING YACHTS

SUMMER 2026

Valhalla

EXPERIENCE VIKING HEAVEN

A LEGEND RETURNS

Gen II Viking 70

FOUR IN SIX

Galati's Los Sueños Run

OWNERS OF INTEREST

Stories from the Viking Family

STRONG START

50 Billfish Takes Off



JUST GETTING STARTED

The Viking 90 *Zatara* slips out of Key West and points offshore.





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SPECIAL THANKS TO

Mark and Rita Bachman, The Giorgio Family, Gregg and Heather Golin and Cameron Rhodes

PRINTING & DISTRIBUTION

The Standard Group
standardgroup.com

Valhalla is a publication of the Viking Yacht Company. Viking reserves the right to make changes to models. Some pictures may show optional equipment. Performance may vary depending upon conditions.
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A PUBLICATION OF
THE VIKING YACHT COMPANY



BEHIND THE COVERS

Front: Photographer Austin Sharkey retrieves the drone after a shoot that produced the cover image, the Valhalla 55 Sport Yacht.

Back: Introduced in 1996, the Viking 55 Convertible marked the start of 30 years of new-model development by the same core team.

INSIDE STORY



As I begin my 10th year at Viking, I find myself thinking about the people I work with and how much I appreciate

them. Let's start with the boatbuilders. They make it easy

for Marketing to do its job well, keeping us in the know as new models take shape, as boats move through the plant, and as milestones are reached – whether that means a hull coming out of Fiberglass, a boat moving into Mechanical, or an impending sea trial.

They are always willing to go the extra mile. Recently, I needed photos of the full-scale plugs being developed for new models, so I asked R&D Supervisor Bob Keller if I could shoot the area once everyone was gone for the day, and if his crew could tidy up a bit first. Bob and his people did far more than that. The area was immaculate.

That attitude shows up repeatedly. If a few minutes are needed to set up for a photo, they make the time. If a notepad or voice recorder comes out, they are ready to talk. If there is a technical question, someone is patient enough to explain it. The pride in their work is always front and center.

After an important sea trial on hull No. 1 of the 64 Sport Coupe, Design Manager David Wilson had a lot on his mind, including the report he needed to give Pat Healey. We had hoped to get marketing photos of the boat in the basin after the run. But the boat was already back in the well, sitting in the Travelift slings and ready to be hauled when I called Make Ready Dock Supervisor Wilber Blanco.

Wilber checked with David, and they paused the haul-out before the boat came out of the water. The crew took the boat back into the basin and gave us the chance to get the shots we needed.

That says a lot about how people here operate. They understand that details matter and that helping one another helps all of us.

There are plenty of stories to tell here. The 50 Series alone – the 50 Convertible, 50 Billfish, 50 Sport Coupe and 50 Sport Tower – gives you a sense of the heightened activity in the plant. Add the 64 Sport Coupe, the new 70 Convertible and the new 46 Sport Yacht, along with the continued evolution of the 55 Sport Yacht and V-55 and their variations, and you see just how much is taking shape at once.

Everywhere you look, there are new milestones. One boat is coming out of Fiberglass while another is receiving engines, plumbing, wiring or interior furnishings. Farther up the line, deckhouses are going on, bridges are being fitted and finishing work is underway. Enclosed bridge boats and sky bridge boats are all moving through the process, each one getting closer to the water.

Keeping all of that moving takes coordination across 36 departments, each depending on the next and each playing a role in turning a design on a computer into a finished Viking or Valhalla. And it goes well beyond the plant floor. There are great people in design, engineering, sales, accounting, purchasing, plant engineering and HR who are always ready to lend a hand and show their Viking pride.

Standing on the platform between the first and second halves of the production line offers a good view of it all. In one direction, the vast expanse of fiberglass – the canyons – stretches toward the molds for the 82 and 90. Turn the other way and the build unfolds in front of you, with boats at every stage – from bare structures awaiting major components to nearly completed yachts taking on their final look.

All of those boats are headed toward someone, and delivery day is simply unforgettable. You see it when people step aboard their first Viking or Valhalla and take it all in. That was certainly the case with Gregg and Heather Golin in New Gretna, where they were beaming as they admired their new boat dockside. Talking with them and Valhalla Sales Professional Justin Healey about their plans for the boat made clear just how much this means.

Those moments begin long before the owners arrive. They start with the people on the plant floor, including the crew at Viking Mullica, who build most of the Valhalla series. What stands out is not just the work, but the pride behind it and the number of people willing to do a little extra to make sure it is done right. ✎

Sincerely,

Chris Landry
Editor-in-Chief

WELCOME TO *Valhalla*, Summer Edition, the magazine for owners of Viking yachts and Valhalla center consoles.

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 and Valhalla 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.



viking REVIEW

At the Viking Yacht Company, this is more than just a workplace – it's a community driven by a shared passion and purpose. Together, we are committed to building the finest boats in the world.

That commitment extends far beyond R&D, production, engineering and sales. It includes purchasing, accounting, service and human resources – every role, every department, working as one. No matter the title, we all contribute to the same mission. We are all boatbuilders.

Beyond the work itself, we support one another – inside and outside the shop. This page is a tribute to the people behind the scenes – the individuals whose dedication, skill and teamwork power our success every day.





FROM THE FLYBRIDGE

The Viking Marine Group remains strong, especially given the geopolitical situation, the economy, regulatory pressure – including the federal vessel speed rule affecting boats 65 feet and larger – and global market uncertainty. Much of that is out of our hands, but our response is not. We can control how we plan, build, support our owners and move forward.

Our owners have been tremendous. They understand the product's value, the strength of the brand and the support behind every boat we build. The 70 Convertible leads a great year for product development. This is the second generation of the 70, and it will debut at the Fort Lauderdale International Boat Show. We will also showcase the 64 Sport Coupe, 50 Sport Coupe and Valhalla 46 Sport Yacht. Together, these models show how we continue to move forward in design, engineering, performance and boatbuilding. Lonni Rutt, Vice President of Design and Engineering, David Wilson, Design Manager, and their teams deserve credit for their hard work. The entire Viking team has supported that effort, and it shows.

The 50 Billfish, which debuted at the VIP event, has been a smash hit. All the great things about the 55 Sport Yacht continue, and nine boats have already been delivered. The 50 Series is also doing great as we roll out the new models: the 50 Convertible, 50 Billfish and 50 Sport Coupe, with the 50 Open to follow. The great thing is that we have four models – not one, but four. That gives our owners more choices and keeps us in a strong position.

Viking Mullica is running strong, and by the time this issue is out, we expect to have delivered around 650 Valhallas. The R&D pipeline remains active, and we will continue refining the product and applying what we learn from each design to the next.

Delmarva Marine Group, our new Viking and Valhalla dealer in Ocean City, Maryland, is a great addition. The Duffie Group understands

the importance of service because their business is built on it. They're experts in their field, and that is exactly the kind of representation we want for our owners.

Valhalla Yacht Sales' expansion into North Carolina is another important step and adds to our existing network. It gives owners in that region another strong resource for sales, service and support.

Government affairs remain a major focus. On the vessel speed rule and the North Atlantic right whale issue, technology is the way forward. By the time you read this, the comment period for the 2008 10-knot rule for boats 65 feet and larger will have ended, and we expect NOAA to move forward with modernizing the rule.

We have proven that technology can meet or exceed the rule's objectives, and it must be part of the long-term conservation strategy for North Atlantic right whales and all marine life.

There is a lot happening on the international stage of fisheries management, and we are working through ICCAT – the International Commission for the Conservation of Atlantic Tunas – on highly migratory species. Bluefin tuna and billfish stocks are at all-time highs, and in more than 40 years of billfishing, I have never seen the pelagic fishery doing as well as it is today. Not just in the Northeast, Bermuda, the Bahamas, the Dominican Republic and the Gulf, but in Panama, Costa Rica, Cabo, the Pacific and around the world.

We are seeing fish from small juveniles to full-grown fish, which is great, and the release protocol has never been better. There are many government-related developments underway. Our goal is to maintain access while protecting the stocks. John DePersenaire, our Director of Government Affairs and Sustainability, is doing an incredible job.

The VIP event had a record turnout and was incredible. The Viking Key West Challenge was absolutely the best ever. Tournament

momentum has also been outstanding. From Los Sueños to the Gulf and beyond, there are Vikings in the Winner's Circle in every tournament. You look at the leaderboards and read the tournament results in our Viking View e-newsletter, and it is Viking, Viking, Viking. *Team Galati*, with its continued success at the Los Sueños Triple Crown, and many of our owners and captains continue to do a great job. We are winning, people are having a good time and they are enjoying the boats.

Feedback from our owners and captains on the latest convertibles has been incredible. These are great sea boats that carry their speed through a tough seaway and keep you comfortable when it gets sloppy. The 74 will keep running when other boats have to pull back, and the boat stays remarkably dry. That performance comes from the technology we use, the experience of our design team and the decisions we make from one design to the next. We are building a better boat every day – and designing a better boat every day.

We're always working to improve our dealer network. A big focus now is on becoming more global – building on the success we've had in different parts of the world while increasing Viking's visibility in the international market.

We will keep improving, investing in the future and moving forward. Thank you to our owners, dealers, captains and vendors for your support, and to our boatbuilders and the entire Viking Marine Group for your hard work. Enjoy the summer with your family and friends, and we'll see you on the docks! 

Sincerely,



Patrick Healey
President & CEO

ENTER THE WORLD OF YACHTING WITH THE PRINCESS PASSPORT

Unlock the ultimate yachting lifestyle with the **Princess Passport**.

Crafted by Princess Yachts America and *Yachting* magazine, this exclusive resource offers expert insights into yacht ownership, safety tips, and more. Set sail with confidence—start your journey at yachtingmagazine.com/princess-passport.

Cruising the Netherlands

A cruise through the Netherlands lets visitors navigate an extensive network of inland waterways and historic canals.



Around the World: 5 Cruising Waypoints

From Thailand to Mexico, these five well-off-the-beaten-path waypoints are sure to excite. Dive in, island hop, and get away from it all.



A New Direction, the Princess C48

Meet the C48, the fastest Princess ever built. Redefining design, while maintaining its distinct attributes. Available in open or deck salon options.



Yachting On Board: Princess Yachts S80

Step aboard the Princess S80 as we explore its performance, luxury design, versatile layouts, and standout entertaining spaces.



Luxe Water Toys: Fun Off the Yacht

There's a water toy for virtually every occasion, from relaxing and lounging, to a round of virtual golf off the swim platform. Leisure meets luxury.



Brazil's Coastline, Beyond the Amazon

From Rio's granite peaks to Ilha Grande's emerald anchorages, Brazil's coastline is a pure paradise of rhythm and rainforest.




PRINCESS YACHTS AMERICA

JOIN THE CONVERSATION
YACHTINGMAGAZINE.COM/PRINCESS-PASSPORT





From a commanding presence along the waterfront in West Palm Beach to an unforgettable gathering of owners in the Florida

Keys and a forward-looking lineup of global premieres, 2026 is shaping up to be a truly defining year for Princess Yachts America.

As we look back on the spring season, I'm reminded of how special it is to bring our owners, partners and friends together – both on the docks and out on the water. We began the season with our annual Princess Private Preview in partnership with Palm Beach Fashion Week, held just ahead of the Palm Beach International Boat Show. What started as an exclusive first look at our newest yachts has evolved into one of the most anticipated social evenings of the Palm Beach season.

This year's event captured that spirit beautifully. Alongside our expanded nine-yacht showcase – featuring standout models like the S80, F58, Y80 and X80 – guests enjoyed a relaxed yet sophisticated evening that blended yachting with international fashion and lifestyle. The introduction of Nouvelle Silk 95 by Joanne Snodgrass and, for the first time, a men's collection from Hadleigh's Palm Beach added a fresh

dynamic to the experience and reinforced how seamlessly these worlds come together.

From Palm Beach, we made our way to Ocean Reef Club in Key Largo for our 2026 Spring Owners Holiday – always one of the highlights of our year. These gatherings are about more than just a destination; they're about connection. Seeing our owners come together, whether over a round of golf, kayaking through the mangroves or simply sharing a great meal, is what truly defines the Princess community.

We were especially proud of the balance this year – structured events paired with the freedom to enjoy Ocean Reef in your own way. From the opening night at Town Hall to the waterfront food truck evening and our closing celebration at Buccaneer Island, every moment reflected the lifestyle that brings us all together. I'd also like to extend my sincere thanks to our industry partners and dealer sponsors whose continued support makes these events possible.

Looking ahead, there's a great deal to be excited about. At the upcoming Fort Lauderdale International Boat Show, we'll be showcasing two very different but equally compelling new models. The global debut of the C48 Open will mark an exciting step forward with the introduction of our outboard-powered C Class – bringing a new level of performance and versatility to the

range. Alongside it, the North American premiere of the X90 will continue to push the boundaries of space and onboard living within the X Class series.

Beyond that, our future pipeline remains incredibly strong. The newly announced S74, set to debut in 2027, builds on the legacy of the S Class with enhanced outdoor living and a refined interior experience. At the same time, the F54 continues to progress toward its global and North American premieres in early 2027, representing the next evolution of our flybridge lineup.

As always, what makes all of this meaningful is the community behind it. Whether we see you at an upcoming show, at an Owners Holiday or simply out enjoying your time on the water, we are grateful to have you as part of the Princess family.

On behalf of all of us at Princess Yachts America, I wish you and your family a safe, happy and fun-filled summer and look forward to seeing you on the docks and on the water at one of our many events throughout the year. 🌊

Sincerely,

Tom Carroll Jr.
President



THE NEXT 70

HULL NO. 1 DEBUTS IN FORT LAUDERDALE

The new Viking 70 raises the bar with performance, fishability, engineering and luxury. Announced at the Palm Beach International Boat Show in March 2026, the second-generation 70 Convertible replaces the highly successful Viking 68 and sets the course for the next wave of performance-driven sportfishing yachts.

Its world debut – as an open bridge model with a Palm Beach Towers tuna tower – is scheduled for the Fort Lauderdale International Boat Show, Oct. 28-Nov. 1, 2026, with enclosed bridge and sky bridge versions also available.

Hull No. 1 is running through sea trials and will anchor Viking's demo program, continuing a role the 68 filled with six dedicated demo boats that ran extensively in tournaments.

On Line 2 in the plant, the 70 program is ramping up. Multiple boats are advancing through production, with hull No. 6 just beginning. The early mix is led by open bridge models, with an enclosed bridge

build already in the sequence and additional enclosed and open boats behind it. This is not a single launch. It's a model line moving forward with pace.

PROVEN LINEAGE

Viking delivered 62 boats in the 68 Series. The 70 also draws from a broader lineage that includes the 55 Convertible introduced in 1997, along with the 61 and 65 that helped define the modern sportfishing convertible. In total, Viking has delivered 220 yachts in the 68- to 72-foot range – experience that drove the design and build of the 70.

That experience comes from a core group – Design and Engineering, R&D and Production – along with leadership that actively fishes the boats and guides development firsthand.

“We have the best team in the business,” said Viking President and CEO Pat Healey. “Every time we challenge them to create a new model, they deliver. Together, this group has designed more than 80 models over the past three decades.”

HULL & PERFORMANCE

Drawing on the running surfaces of the 90, 82 and 74, the new 70 continues Viking's length-to-beam progression, delivering a hull that runs clean and efficient while maximizing interior volume. The 70 is three inches narrower than the 68, with refined deadrise, chine placement and strake geometry that contribute to a smoother, drier ride and improved efficiency.

“Each hull and running surface played a part in shaping this boat,” said Viking Design Manager David Wilson. “We started fresh, looking at what we did in this size range last time and how we could make it even better.”

The cockpit is longer, giving the crew more working room, but it was engineered into the hull and machinery layout from the start to maintain balance, trim and sightlines.

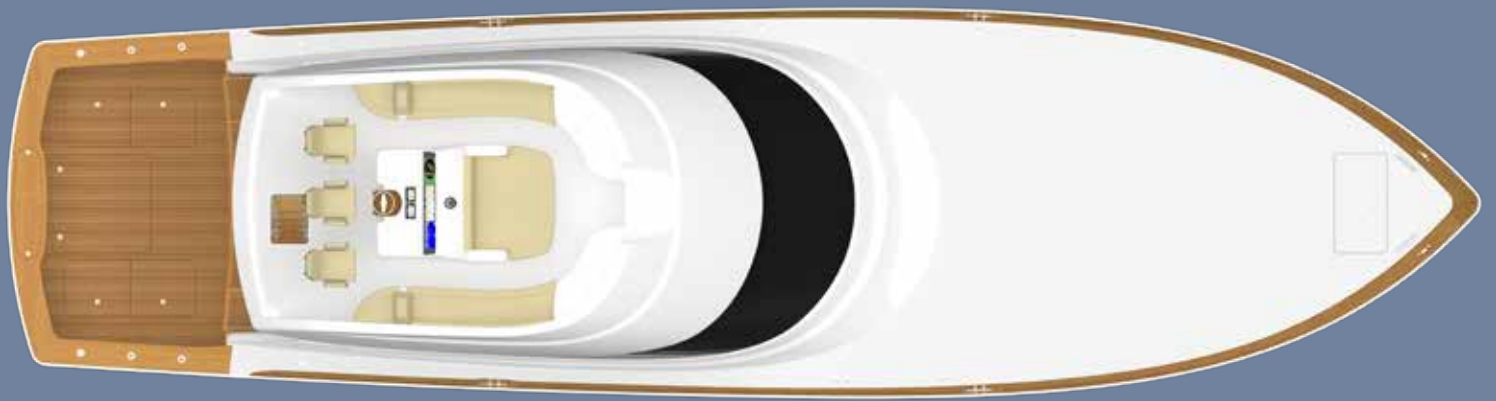
“You can't just add length to a cockpit and call it a success,” David said. “Every change in weight, structure and geometry affects how the boat runs – and it all has to be balanced from the keel up.”

“We have the best team in the business. Every time we challenge them to create a new model, they deliver. Together, this group has designed more than 80 models over the past three decades.”

– Pat Healey

Viking Yachts President & CEO

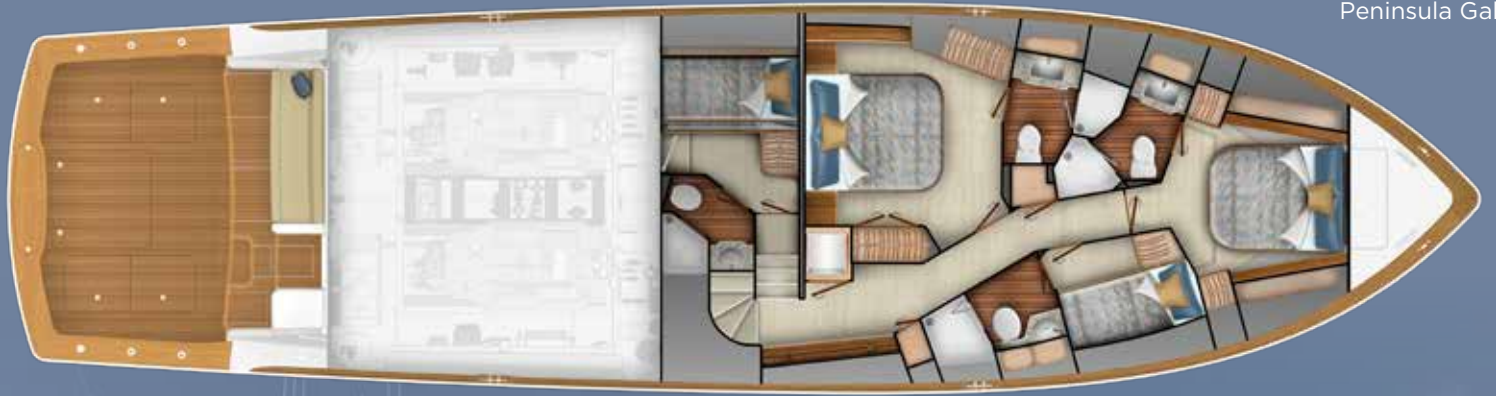




Open Bridge



Open Bridge Salon
Peninsula Galley



Lower Accommodations
Four Stateroom
Standard Queen Forward



The flybridge layout centers on visibility and control. A center console helm with flush-mounted electronics is paired with three helm chairs, forward lounge seating, dual port and starboard lounges with shared backrests and a brow with an integrated sink and freezer.

Power options include the MAN V12X 2200 and MTU 12V2000 M96Z, delivering 2,200 and 2,222 MHP, respectively.

Performance targets align with the latest Viking 68 demo, which reached about 43 knots with twin MAN 2200s and Viking's Advanced Propulsion System, including flow-aligned rudders and struts, propeller pockets and electronic power steering.

LIVING SPACES

Entering from the cockpit, the dayhead is immediately to starboard. The salon includes a portside L-shaped lounge with a

walnut table and a raised dinette to starboard with rod storage below and optional companionway rod storage. The galley can be configured with either a peninsula or island layout.

The peninsula extends to port with two bar stools and added counter space, while the island layout features three stools and a more open flow.

The interior is built in Viking's in-house Mill, where craftsmen produce cabinetry, moldings and joinery. Horizontal-grain walnut defines the finish throughout.

Below, the layout includes a large master stateroom, forward VIP and additional guest staterooms. The crew stateroom is positioned aft with direct access to the engineroom, supporting tournament teams and extended trips.

SYSTEMS

The engineroom is finished in Snow White Awlgrip for visibility and houses key systems including the Spot Zero Double Pass watermaker and purification system, the ElectroSea raw-water treatment system and integrated ventilation and fire suppression. All components are arranged for accessibility and serviceability.

The 70 is engineered for a Palm Beach Towers tuna tower, outriggers and omni sonar integration, reinforcing its role as a tournament winner.

From the 55 Convertible through the 68 and into today's lineup, Viking's approach has remained consistent – refine, improve and build forward. The new 70 continues that progression in a proven size range, shaped by tournament use, owner feedback and a team that builds and runs its boats. 





70|C SPECIFICATION HIGHLIGHTS

Length Overall	70' 10"	21.59 m
Length w/ Rub Rail	71' 2"	21.69 m
Length w/ Bow Pulpit	75' 7"	23.04 m
Length Waterline	62' 1"	18.92 m
Beam Overall	18' 11"	5.77 m
Beam Waterline	16' 2"	4.93 m
Deadrise at Transom	12.3 deg	
Draft	5' 6"	1.68 m
Freeboard Forward	7' 11"	2.41 m
Freeboard Aft	3' 1"	0.94 m
Height Waterline to Top of Flybridge Hardtop	18' 9"	5.72 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	20' 9"	6.32 m
Height Waterline to Top of Flybridge Console	15' 7"	4.75 m
Displacement Standard Fuel Load	118,500 lb.	53,751 kg
Fuel Capacity Standard	2,027 gal.	7,673 l
Fuel Capacity Optional	2,530 gal.	9,577 l
Water Capacity	345 gal.	1,306 l
Holding Tank Capacity	229 gal.	867 l
Cockpit Area	194 sq. ft.	18.0 sq. m

THE BOTTOM LINE

The 70 represents the next step in Viking's evolution in design and manufacturing, reinforcing its position at the top of the market.



STRONG START FOR THE 50 BILLFISH

**LARGEST BILLFISH IMPRESSES
WITH FISHABILITY, COMFORT,
MODERN STYLING AND LOW
MAINTENANCE**





The Viking 50 Billfish made its world premiere at the Viking and Valhalla VIP Boat Show in Riviera Beach, Florida, in late January 2026, giving owners, dealers and media their first look at the newest and largest model in the Billfish series. By the time the boat arrived at the Palm Beach International Boat Show two months later, hull No. 1 had evolved — outfitted with a Palm Beach Towers tuna tower, teak cockpit and a highly personalized fishing package built around a Hawaii blue marlin program.

The model builds on the success of the 37, 38 and 46 Billfish, carrying the same owner-operator philosophy that helped establish the series while adding more cockpit space, comfort and conveniences. The result is a boat that stays true to the Billfish concept — easy to fish, practical to maintain and built around cockpit function — while stepping into the 50-foot class.

Like the rest of the Viking 50 Series, the Billfish shares the same resin-infused hull, but the layout, weight distribution and overall arrangement were developed specifically around the Billfish mission. The emphasis is on visibility, accessibility and ease of operation, with strong access to mechanical systems and a layout designed for owners who spend serious time fishing.

The cockpit remains the focal point. At 170 square feet, it is one of the largest in its class, with mezzanine seating, refrigeration, freezer storage, fishboxes and tackle stowage. Hull No. 1 was further personalized for blue marlin fishing in Hawaii, with teak, a fighting chair and a custom tackle-and-rod storage arrangement.

The flybridge carries Viking's inset-style design and center-console walkaround helm, giving the captain clear sightlines to the cockpit and freedom of movement around the bridge while fishing. Belowdecks, the 50 Billfish balances comfort with practicality through a two-stateroom, two-head arrangement with a forward master, port guest stateroom, split galley and raised dinette with rod storage below. Owners can configure the starboard cabin area with upper and lower bunks or a dedicated rod-and-tackle center, depending on how they plan to use the boat.

AESTHETIC FACTOR

From a design standpoint, the 50 also pushes the Billfish series forward visually. Drew McDowell, General Manager of Palm Beach Towers, said the boat retains much of the classic Billfish character while incorporating larger curves and radii through the house, bridge and wings, giving the model a more modern profile without losing its fishing-boat identity.

Hull No. 1 was purchased by Brooks and Maria Smith for a Hawaii blue marlin program based in Kona. Brooks, an experienced tournament angler and captain whose company builds custom boats, chose the 50 Billfish for its cockpit size, maneuverability and practical ownership advantages in Hawaii, where marina space, haulout capability and service access can be limited. See accompanying story, “Choose Your Weapon,” page 18.





The transformation of hull No. 1 between the VIP event and Palm Beach show also highlighted the coordination between Brooks, Viking, Galati Yacht Sales, Palm Beach Towers and Atlantic Marine Electronics. Drew managed the tower installation and integration work alongside Brooks and Carmine Galati, helping turn the boat around in a tight timeframe before shipment to Hawaii. See accompanying story, “Above the Spread,” page 20.

Power on hull No. 1 comes from MAN 1200 MHP engines, with optional MAN 1550 MHPs and Scania 1150s also available. During sea trials, the boat showed the maneuverability, dry ride and visibility expected from the Billfish series while

adding the larger footprint many owners have been asking for.

The early response has been strong. Brooks’ boat was delivered in late, hull No. 2 has also been delivered and Delmarva Marine Group — Viking and Valhalla’s new dealer based in Ocean City, Maryland — is getting the third 50 Billfish. That boat is scheduled to be completed in mid-July. Slots on the line are filling up fast.

“We’re very excited about this boat,” said John Prather, Delmarva Director of Operations and Head Broker. “We’re outfitting this boat with upgrades we believe will be well received, including 1550 MHP MAN engines, Furuno omni sonar and a customized salon area.”

50 | BF SPECIFICATION HIGHLIGHTS

Length Overall	51' 8"	15.75 m
Length w/ Bow Pulpit	55' 10"	17.02 m
Length Waterline	44' 8"	13.61 m
Beam Overall	17' 1"	5.21 m
Beam Waterline	14' 3"	4.34 m
Deadrise at Transom	11.7 deg	
Draft	4' 10"	1.47 m
Freeboard Forward	6' 6"	1.98 m
Freeboard Aft	2' 11"	0.89 m
Height Waterline to Top of Flybridge Hardtop	17' 6"	5.33 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	19' 10"	6.05 m
Height Waterline to Top of Flybridge Console	13' 11"	4.24 m
Displacement Standard Fuel Load	64,306 lb.	29,169 kg
Fuel Capacity Standard	1,055 gal.	3,994 l
Fuel Capacity Optional	1,200 gal.	4,542 l
Water Capacity	180 gal.	681 l
Holding Tank Capacity	52 gal.	197 l
Cockpit Area	170 sq. ft.	15.80 sq. m

THE BOTTOM LINE

The 50 Billfish has already made its mark, giving the marine industry another quality Viking in the dayboat genre.

BROOKS AND MARIA SMITH SELECTED HULL NO. 1 FOR A RECORD-SEEKING HAWAII BLUE MARLIN PROGRAM

For Brooks Smith, the right boat for Hawaii had to do several things well.

It had to fit the marina. It had to be easy to maintain in a remote fishing destination. It had to have the cockpit, visibility and maneuverability needed for serious blue marlin fishing. And it had to be ready in time for the Kona season.

The Viking 50 Billfish checked those boxes.

Brooks, a longtime tournament angler and captain whose company builds custom boats, purchased hull No. 1 with his wife, Maria, for a Hawaii program built around blue marlin and world-record fishing. Like his previous boats, the 50 Billfish carries the *Uno Mas* name.

Kona is one of the world's great blue marlin destinations, but owning and maintaining a boat there takes planning. Like many marinas in Hawaii, Kona has size limitations and haulout capability can be restricted, with larger boats often requiring a 150-mile trip to Honolulu for service work.

"Custom boats require a whole lot more attention to detail," Brooks said. "The Viking is a bulletproof

product. The Billfish is simpler, a boat we can just turn the key and go. We don't have to be there every day."

Timing also became critical. Brooks originally expected to build hull No. 3, but delivery timing would have pushed the boat beyond the Hawaii season, which typically ramps up in late June and runs through the summer. Carmine Galati of Galati Yacht Sales helped make hull No. 1 available, while Drew McDowell of Palm Beach Towers coordinated the extensive changes needed to personalize the boat in time for shipment.

The boat arrived in Hawaii in late May after being loaded in Freeport, Bahamas, for a roughly 30-day transit through the Panama Canal and on to Honolulu.

"If it wasn't for Drew, we wouldn't have gotten it all done," Brooks said. "He took on a big project there."

The mission for the boat is specific: blue marlin fishing and world-record chasing. Maria currently holds the women's 50-pound-test Atlantic blue marlin world record with an 875-pound fish caught in the Azores in September 2024. The couple is now targeting the women's 30-pound-test record.

FISH FOCUSED

Brooks said the Billfish concept appealed to him because it leaned harder into fishing than a



traditional convertible while still retaining the comfort and accommodations needed for day-to-day use.

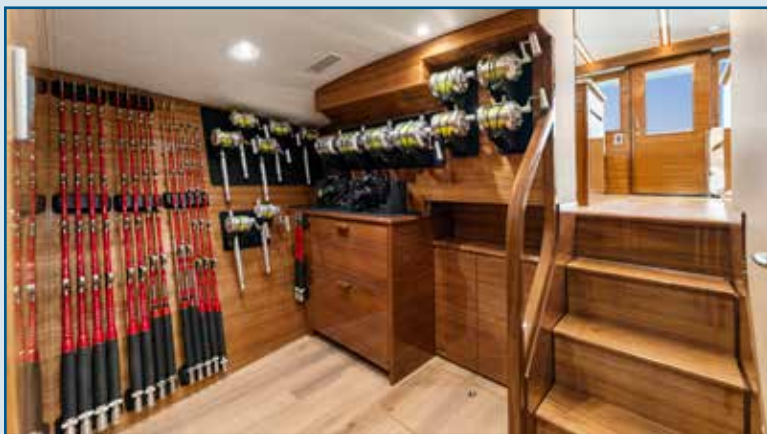
“The Billfish is kind of rolling back the clock a little bit,” Brooks said, “going back to the more hardcore fishing strategy.”

That meant fishability came first. Brooks wanted cockpit space, visibility, maneuverability and storage. He also wanted a boat configured for teaser/bait-and-switch fishing, the style he and his crew use while targeting world-record blue marlin.

Brooks runs the boat while Maria fishes from the chair, making visibility and movement critical around the cockpit and helm.

“The Billfish design enables a boat that we can actually go after a world-record fish because we have the right amenities there, the cockpit, the performance,” Brooks said.

The 170-square-foot cockpit became a major selling point. “The cockpit in the Billfish is as big as the cockpit in one of my 60-foot custom boats,” Brooks said.



One of the most distinctive details is the custom Release Marine bucket-style leaning-post helm seat, a design Brooks said he developed years ago with Release Marine's Sam Peters and now uses on his boats. The arrangement keeps teaser lines from hanging up around the helm while improving visibility and movement during fishing.

“Everything on this boat is focused on having the right tools to get the job done,” Brooks said.

FITTING OUT

The changes coordinated by Drew and the Palm Beach Towers team included converting the hardtop to a tuna tower, revising electronics, changing the sonar package and downsizing the Seakeeper from a 14 to a 10 after sea trials showed the smaller unit provided more than enough stabilization while reducing stern weight.

“From a competitive fishing perspective, backing down as fast as I can is very important,” Brooks said. “So the reduced weight is a big factor.”

The electronics package also reflects the fishing mission. Brooks specified Furuno omni sonar and commercial-grade Furuno radar, which he said helps spot individual birds from long distances — an important advantage when searching for fish.

The effort involved coordination between Brooks, Viking, Palm Beach Towers, Atlantic Marine Electronics and Galati Yacht Sales. The boat moved quickly from its VIP debut to Palm Beach before being prepared for shipment to Hawaii.

Brooks credited Viking for its willingness to adapt the boat around his fishing program.

“Anything we asked of Viking, they provided,” Brooks said. “They really pulled out all the stops to get this thing done.”

Brooks was also pleased with how the boat came together visually. He said the tower changed the look of the boat, the teak covering boards added a “big pop” and the custom tackle-and-rod storage center belowdecks “came out amazing.”

The final product reinforced his confidence in the concept.

“My company builds custom boats,” Brooks said. “And I could not build this boat for twice what Viking sells it for.”

For Brooks, the 50 Billfish ultimately came down to purpose. In Kona, the runs are short, the water gets deep quickly and the fishing starts almost immediately outside the harbor. He believes the ideal boat for that environment falls in the 50- to 55-foot range. The 50 Billfish gave him that size, the cockpit, the maneuverability, the easy maintenance and the dayboat convenience he wanted for Maria's record-seeking program.

“It's a weapon,” Brooks said. “It's a fishing machine.”



ABOVE THE SPREAD

A CLOSER LOOK AT THE PALM BEACH TOWERS TUNA TOWER ON UNO MAS

When the Viking 50 Billfish debuted at the Viking and Valhalla VIP Boat Show in Riviera Beach, Florida, the boat was still taking shape as a Hawaii blue marlin platform.

By the time the boat arrived at the Palm Beach International Boat Show, Palm Beach Towers (PBT) had removed the factory hardtop and completed a highly customized tuna tower package designed around visibility, teaser fishing and long days in the cockpit.

Drew McDowell, General Manager of Palm Beach Towers, coordinated the project alongside owner Brooks Smith, Galati Yacht Sales, Viking and Atlantic Marine Electronics.

Drew said the project moved quickly because the owner had a clear direction for how he wanted the boat outfitted and how he planned to fish it in Hawaii.

The work extended well beyond adding a tower. PBT removed the original hardtop and frame, filled the mounting locations and built a package around a molded-top tuna tower with a 5-foot gap, polished pipe, molded standing platform and 53-inch sport-style control box.

The package also included hydraulic Rupp outriggers, teaser-reel integration, dredge retrieve systems, molded radar pod, Starlink antenna pod, spreader lights, enclosure work and a bridge ladder fabricated specifically for the project.

“The tower gives them a spotter constantly looking from above, watching the spread and looking aft for bites,” Drew said. The hydraulic riggers were equally important for the fishing program. The system allows the crew to adjust rigger angles and deploy them quickly depending on conditions and spread configuration.



Drew McDowell

Atlantic Marine Electronics handled the electronics integration between the bridge and tower stations. The setup includes Furuno omni sonar, commercial-grade Furuno radar and Garmin displays at both helm locations, including a Garmin unit integrated into the upper control box (integrated seamlessly in the hardtop underside).

Drew said Brooks wanted the package streamlined and consistent with the look of his other boats, particularly the polished pipework and uncluttered profile.

Before fabrication began, Palm Beach Towers modeled the tower package in 3D to confirm proportions, visibility and overall fit with the new 50 Billfish profile.

“We were able to see everything from the 3D models before we started building,” Drew said.

Not many Billfish models have been fitted with towers. This was the first tower package for the 50 Billfish, and only a handful of 46 Billfish models have received them. The finished product, however, helped show how naturally the concept fits the Billfish platform. Hull Nos. 2 and 3 are also expected to carry towers.

By the time hull No. 1 reached Palm Beach, the transformation was obvious. The boat that debuted at VIP had evolved into a fully personalized blue marlin platform prepared for shipment to Hawaii and the Kona season ahead.



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50 SPORT COUPE

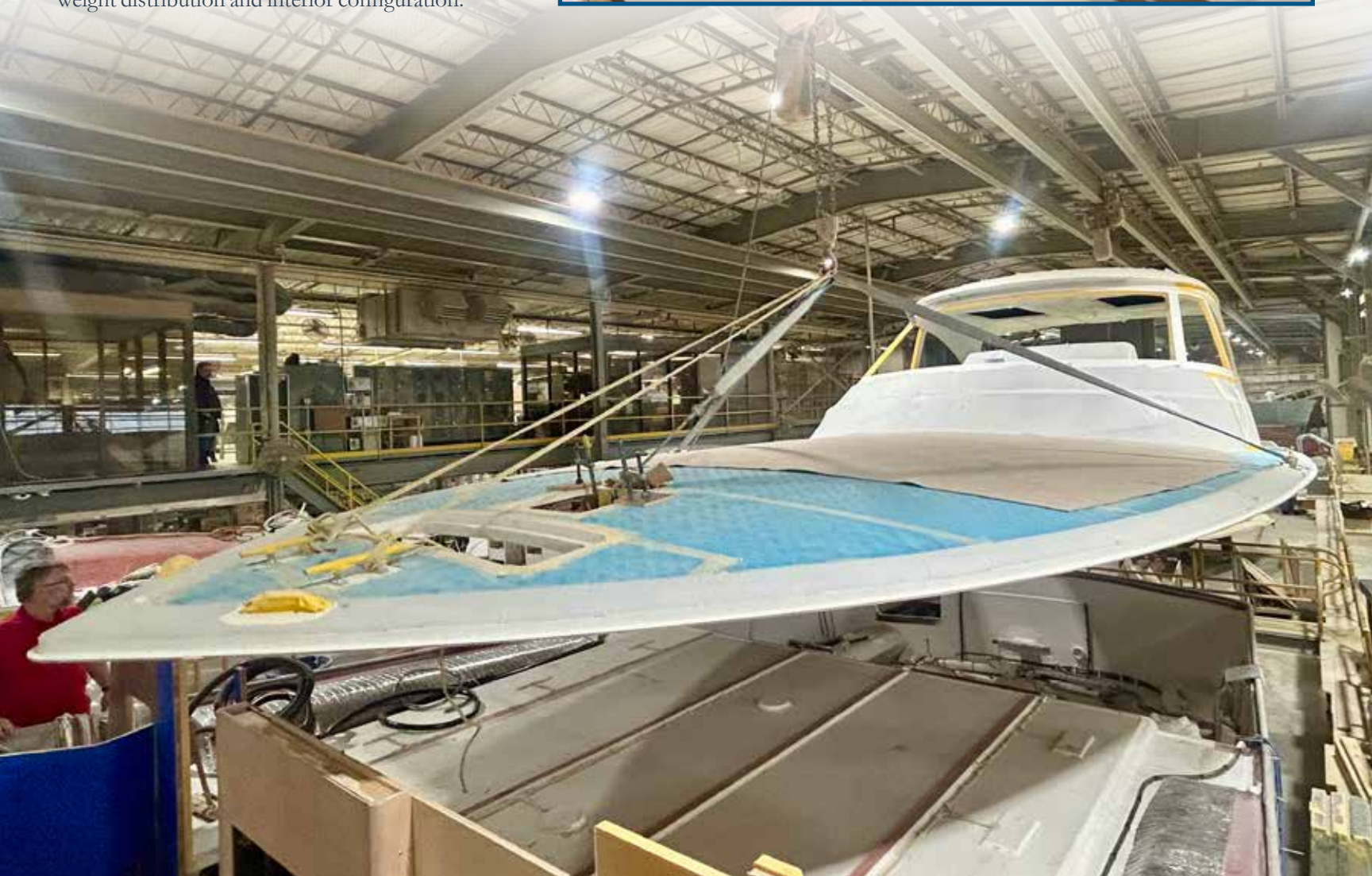
The third model in the 50 Series debuts this fall

Viking is deep into production on the newest member of its four-model 50 Series, a platform that showcases the company's ability to take one proven hull and engineer multiple boats with distinctly different personalities, layouts and missions.

The latest example is the 50 Sport Coupe, now moving through production in New Gretna, New Jersey. Built on the same hull as the 50 Convertible and 50 Billfish – two models already being delivered and making strong impressions with owners and captains – and the forthcoming 50 Open Express, the Sport Coupe brings a sleek, enclosed command-deck layout to the series while maintaining Viking's sportfishing DNA.

The series itself reflects the depth of Viking's in-house engineering, tooling and manufacturing capability. From CNC development and mold construction to mechanical installation and final assembly, the boats are designed and built under one roof with each model requiring its own systems approach, fuel arrangement, weight distribution and interior configuration.

CNC tooling shapes the 50 Sport Coupe's deck, cockpit and command area.



The massive 50 Sport Coupe mold is lifted after being pulled from the plug.



The 50 Sport Coupe is powered by twin MAN 1200s and designed for owners who want the comfort and protection of an enclosed command deck while maintaining a close connection to the cockpit. The climate-controlled space functions as a salon underway, with excellent visibility through a single-piece windshield and easy access to the action outside.

The command deck includes port and starboard seating, a dinette and a raised helm station that keeps the operator connected to the cockpit and the water ahead. Flush-mounted electronics and Palm Beach-style controls create an ergonomic helm arrangement designed for long runs and easy operation.

Below, the boat features a two-stateroom arrangement with a forward master, guest cabin, galley and dinette designed for extended trips and overnight capability. Owners can choose a Pullman-style berth or rod storage outboard of the dinette, while a day head or rod-and-tackle locker forward of the salon adds flexibility depending on the boat's intended use. Horizontal-grain walnut joinery carries Viking's fit-and-finish standards throughout the interior.



A MAN 1200 is lowered into the Sport Coupe's machinery space in New Gretna.

Twin MAN 1200s are installed as the engineroom comes together.

While all four 50 Series models share the same running surface, each serves a different purpose. The 50 Convertible is designed around tournament fishability while delivering convertible comfort. The 50 Billfish emphasizes fishing, low maintenance, accessibility and owner-operation. The Open Express delivers a traditional open command-deck layout, while the Sport Coupe offers a protected, climate-controlled environment with sleek styling and all-weather versatility.

This particular boat will be completed as a 50 Sport Coupe, though the platform can also be configured as the 50 Sport Tower with a Palm Beach Towers tuna tower installation.

The 50 Sport Coupe is scheduled to make its world premiere at the Fort Lauderdale International Boat Show, held Oct. 28-Nov. 1, 2026. 🌊

From the top counterclockwise:
Mechanical, electrical and interior
work continues before the deck
assembly is installed.

The one-piece foredeck, enclosure
and cockpit assembly moves from
Fiberglass to Carpentry.

The Sport Coupe's one-piece
assembly moves into position over
its hull on Line 4.



50|SC SPECIFICATION HIGHLIGHTS

Length Overall	51' 8"	15.75 m
Length w/ Bow Pulpit	55' 10"	17.02 m
Length Waterline	44' 11"	13.69 m
Beam Overall	17' 1"	5.21 m
Beam Waterline	14' 4"	4.37 m
Deadrise at Transom	11.7 deg	
Draft	4' 10"	1.47 m
Freeboard Forward	6' 4"	1.93 m
Freeboard Aft	2' 11"	0.89 m
Height Waterline to Top of Sport Coupe Top Masthead Light	16' 2"	4.93 m
Height Waterline to Top of Sport Coupe Top	11' 9"	3.58 m
Displacement Standard Fuel Load	67,584 lb. 30,656 kg	
Fuel Capacity Standard	1,200 gal. 4,542 l	
Water Capacity	180 gal. 681 l	
Holding Tank Capacity	52 gal. 197 l	
Cockpit Area	131 sq. ft. 12.20 sq. m	



Lower Accommodations with
Day Head and Standard Queen Layout



Lower Accommodations with
Day Head and Optional Crossover Forward

PRELIMINARY

MAN i6
730–850 hp



MAN V8
1000–1200 hp



MAN V12
1400–2000 hp



MAN V12X
2200 hp



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GETTING CLOSE

A progress update on hull No. 1 of Viking's largest Sport Coupe

In late April, hull No. 1 of the Viking 64 SC returned from sea trials, marking another step toward delivery of the largest Sport Coupe Viking has built.

The boat still had fitting out, finishing and final detail work ahead, but the design was already easy to read – a long foredeck, sweeping glass, clean house lines and the proven Viking 64 running surface below.

Viking Design Manager David Wilson and Naval Architect Joe Snodgrass were aboard for the run, focused on ride quality, handling, speed and the overall feel from the helm.

“This was a big milestone for us,” said David. “Until now, our largest sport coupe was a 54. We were anxious to run a sport coupe of this size and see how it felt from the helm. Visibility is always paramount on a lower-station boat, and everything checked out well.”

The 64 Sport Coupe rides on the proven 64 Convertible hull, with everything above the sheer designed specifically for this new model. The command deck is wrapped in glass, with a mullion-free windshield, raised centerline helm, companion seating and direct access to the cockpit.

The sea trial also gave the team a chance to evaluate the ZipWake trim control system, a first for this model.

“The system worked very well,” said David. “Once you’re up and running, it holds the boat at the trim angle you want. At a lower station, an automatic tab system that is efficient and works well is a welcome feature.”

Hull No. 1 is powered by MAN 1650s, an efficient package that delivered strong performance.

“The boat is doing about 40 knots, with a strong 35-knot cruise,” said David. “For a 64-footer with 1650s, that is fantastic.”

Hull No. 2 will be equipped with MAN 2200 MHP powerplants, and David is eager to see what that package brings to the 64 Sport Coupe.

Hull No. 1 is a sold boat built for double duty, with plans for summers in the Great Lakes and winters in Florida and the Bahamas. It features a galley-down layout with three staterooms and three heads, along with owner-requested details such as a bow rail, swim platform and stern thruster.

The layout supports an owner-operator who wants control, access and comfort. From the helm, the driver stays connected to the cockpit and the people on board. The accommodations are designed for extended cruising, family use and time spent on board.

By the time this issue reaches readers, hull No. 1 will have been delivered – but this late-April look captures the shape, scale and purpose of the new 64 Sport Coupe during final testing. 🚤



This first look at the 64 SC reveals the signature Viking Sport Coupe look in a 64-footer.

ACCOMMODATIONS

64|SC SPECIFICATION HIGHLIGHTS



Galley Down - Three Stateroom
Fore/Aft Master Optional,
Queen Forward Standard



Galley Up - Four Stateroom
Athwartship Master Standard,
Crossover Forward Optional

Length Overall	63' 7.5"	19.39 m
Length w/ Bow Pulpit	67' 8"	20.62 m
Length Waterline	54' 9"	16.69 m
Beam Overall	18' 10.5"	5.75 m
Beam Waterline	16' 1"	4.90 m
Deadrise at Transom	12.0 deg	
Draft	5' 5"	1.65 m
Freeboard Forward	7' 8"	2.34 m
Freeboard Aft	3' 0"	0.91 m
Height Waterline to Top of Sport Coupe Masthead Light	17' 11"	5.46 m
Height Waterline to Top of Sport Coupe Radar Pod	14' 0"	4.27 m
Displacement Standard Fuel Load	93,921 lb. 42,602 kg	
Fuel Capacity Standard	1,830 gal. 6,927 l	
Fuel Capacity Optional	2,185 gal. 8,271 l	
Water Capacity	302 gal.	1,143 l
Holding Tank Capacity	152 gal.	575 l
Cockpit Area	180 sq. ft. 16.7 sq. m	





INCREDIBLE FIRST YEAR

THE 55 SY SHINES WITH
PERFORMANCE, OPEN-AIR VERSATILITY
AND YACHT-LEVEL COMFORT

The Valhalla 55 Sport Yacht did not take long to make an impression. Unveiled at the Viking and Valhalla Dealer Meeting in Atlantic City in June 2025, the 55 SY quickly moved from new-model buzz to on-water results. It drew crowds at the 2025 Fort Lauderdale International Boat Show, where it made its world premiere and captured the Fox Sports Best of Show award. Since then, demand has kept New Gretna busy, with nine boats already delivered.

PERFORMANCE/COCKPIT

Built on the Michael Peters double-stepped hull with ventilated tunnel and powered by quad Mercury Verado V12 600-hp outboards, the 55 tops out at 60-plus mph and cruises from 35 to 55 mph, depending on the run and how hard the captain wants to push. Seakeeper stabilization, advanced systems and Viking-level execution are all part of the package, delivering speed, control and confidence.





The boat shown here is finished in Kingston Grey and powered by quad Mercury Verado V12s in Cold Fusion White. It is equipped with a bow thruster, Garmin electronics package, Seakeeper 10, ElectroSea, watermaker, underwater lights and an Arid dry bilge system.

A synthetic teak decking extends across the walking surfaces on deck and in the pilothouse; real teak is also available. The cockpit centers on a U-shaped aft lounge with a table, an L-shaped summer kitchen forward and a drop-down TV integrated into the hardtop. With the fold-down balconies deployed and the aft-extending sunshade out, the cockpit takes on a terrace-like feel.

The pilothouse gives the 55 tremendous versatility. Close it up, and it feels quiet and





climate-controlled, akin to the protection of a Viking enclosed bridge. Open the side doors, sunroof, aft bulkhead door and drop-down window, and air moves through the space while the cockpit and pilothouse become one open area.

The balcony doors have become one of the boat's signatures. The feature has since carried over to the V-55 center console, where several owners have requested the doors for new builds.

OPEN-AIR COMFORT

Forward, the wraparound bow lounge and sunpads create a second social zone, separate from the cockpit but still part of the day. The table, upholstery and deep seating give the bow a refined feel without making it formal. It is a place to ride, relax at anchor or stretch out.

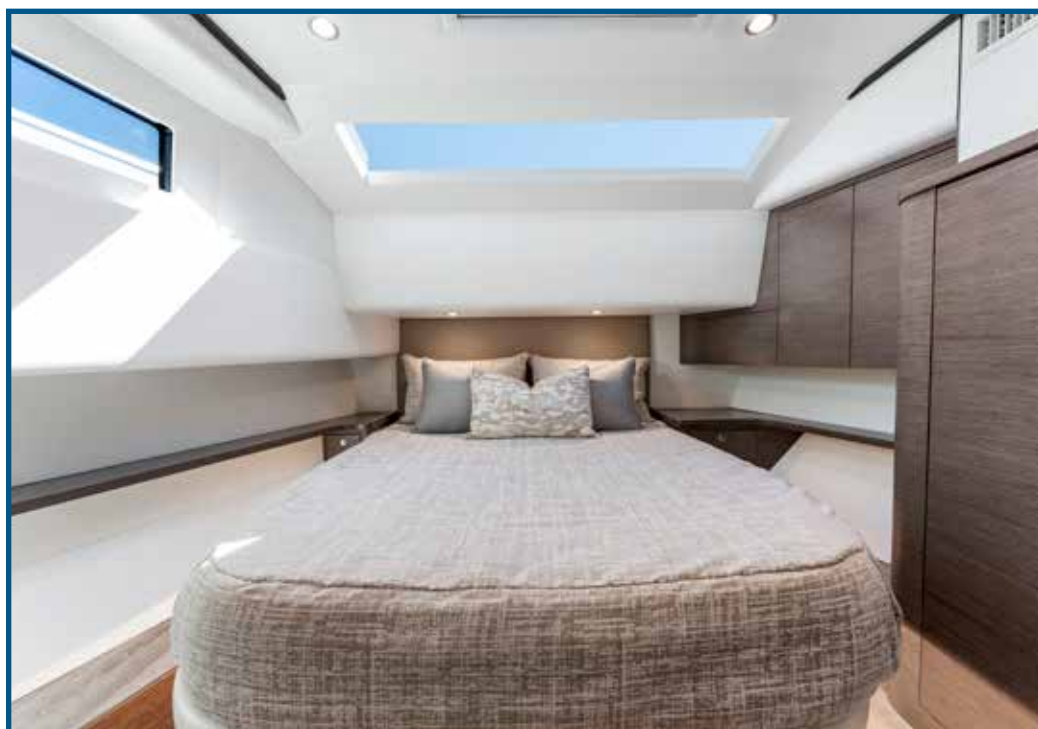


Inside the pilothouse, three helm chairs face three flush-mounted Garmin displays, with controls, switches and sightlines arranged for confident operation. The ProCurve windshield and side glass give the space its distinctive look, while the black acrylic helm panel neatly integrates the electronics.

The elevated aft seat in the pilothouse may be one of the best places to understand the boat. Sit there with the doors open, the sunroof back and the aft window down, and you are shaded and protected but still part of the day. The space stays remarkably quiet.

Aft, the docking station adds a practical layer, allowing the captain to control the boat from the cockpit when maneuvering in tight quarters. Joystick control, the bow thruster and good visibility help make a 55-foot yacht feel nimble around the dock.





Below, the boat moves from performance and day use to overnight comfort. The galley includes quartz countertops, a stainless steel sink, refrigerator/freezer, microwave and two-burner Invisacook induction setup. Opposite the galley, the dinette gives guests a quiet place to sit below, with the forward stateroom visible beyond.

The forward stateroom features an island queen berth with storage below, hanging lockers, a skylight and recessed lighting. Aft, this boat has side-by-side berths, providing a flexible layout for family, guests or crew. Two heads, finished with quartz vanity tops, Amtico flooring, mirrored medicine cabinets and stall showers, round out a layout designed for more than day use.

PERSONALIZATION

The first year has shown how flexible the 55 platform can be. The boat shown here emphasizes cockpit living, full overnight accommodations and the systems to travel. Other early builds have pushed the same platform in different directions, including a Sportfish Edition, a full-width summer kitchen with a solid bulkhead and washer/dryer, a high-gloss walnut

pilothouse and alternate aft-stateroom arrangements.

Jacob Addis, a Viking and Valhalla Sales Representative, also points to custom refrigeration setups in the aft deck seating modules, a custom overhead shower from the aft deck overhang, SpotZero systems and custom layouts inside the pilothouse.

Those differences matter because the 55 SY is not being delivered as the same

boat nine times. Each build reflects a specific way of cruising, fishing, entertaining or traveling. That is where the model's first-year success becomes more than a production number.

That momentum is now reaching beyond the 55. As you read this, the 46 Sport Yacht is being built in New Gretna, bringing the same sport yacht concept to another size. See page 38. 

THE BOTTOM LINE

Nine deliveries, one Best of Show award and a run of owner-driven builds have turned the 55 Sport Yacht into one of Valhalla's defining models.

55 SY SPECIFICATION HIGHLIGHTS

Length, hull

55' 7" (16.9 meters)

Beam, overall (B.O.A.)

15' 6" (4.7 meters)

Draft

engines up,

full load

37" (.9 meters)

engines down,

full load

48" (1.2 meters)

Weight

half load

47,500 pounds (21,546 kilograms)

full load

51,750 pounds (23,473 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

1,100 gallons (4,164 liters)

Water capacity

150 gallons (568 liters)

Holding tank capacity

50 gallons (189 liters)

Max engine HP

2,400 hp

Diesel Fuel

60 gallons (227 liters)

TO SEE THE ACTION, SCAN THE QR CODES



55 SPORT YACHT



55 SPORT YACHT
SPORTFISH EDITION



55 SPORT YACHT SPORTFISH EDITION



AN OWNER-INSPIRED BUILD THAT HELPED SHAPE A NEW VALHALLA MODEL

Ron Davis already had a larger Viking sportfisherman, so he was not looking for another big battlewagon – or a typical luxury sport yacht. He wanted something different: a 55 he could enjoy with his family, take to the Bahamas with one mate or his wife and still run offshore with the equipment, range and speed to chase blue marlin.

“I wanted to have a boat that I could use and take to the Bahamas with just one mate or my wife,” said Ron. “I sat down with Pat Healey himself, and we worked on how we would convert this boat from just a luxury sport yacht to a sportfisherman as well.”

That conversation became the foundation for the Sportfish Edition. The idea was to keep the comfort and protection of the 55 Sport Yacht while adding the fishing features needed for offshore work.

“You want to be able to take your wife, family, daughters and grandchildren on a boat that has all the amenities,” he said. “It’s very comfortable, very roomy. You’ve got the salon down, and you’ve got a pilothouse that you can also entertain in.”

Then the boat can change roles. “You can turn around and close those, go offshore, put your outriggers out and catch blue marlin,” he said.

The Sportfish Edition adds live wells, tuna tubes, outriggers and other fishing features to the 55 SY. At the bow, the layout converts from a table arrangement to one that accommodates a fighting chair. “We take our fishing very seriously, and this boat’s set up and built to do blue marlin fishing,” said Ron.

Speed is part of the appeal. “You’ve got an advantage out in the Gulf to get there first and fish,” he said.

But the boat’s appeal goes beyond speed. Ron said the layout, comfort and looks all mattered, but the deeper value came from how the boat performed in real conditions.

“There’s no doubt it’s a very pretty boat,” he said. “But the functionality, the range, the efficiency of the boat, the design and the seaworthiness really caught my attention.”

Ron said he can run in 3- to 4-foot seas at more than 40 mph, a level of performance he had not experienced in comparable boats.

The Sportfish Edition shows the versatility of the 55 SY platform – a 55 Sport Yacht shaped by one owner’s needs and developed into a package for owners who want family comfort, long-range protection and serious offshore fishing capability.





ESCAPE IN STYLE

The Valhalla 55 Sport Yacht brings
speed, size and luxury to the water.





Viking's Plant Engineering team guides the 46 Sport Yacht deck mold during a controlled crane lift in New Gretna.

VALHALLA 46

SPORT YACHT

IN THE WORKS

The 46 Sport Yacht is moving through the tooling process, from five-axis plug work to mold production

The Valhalla 46 Sport Yacht will debut at the 2026 Fort Lauderdale International Boat Show, Oct. 28-Nov. 1, but the work defining the boat is happening now inside Viking's R&D facility in New Gretna, New Jersey. This is where the shapes are proven, the tooling is built and the fiberglass team gets the production molds it needs. Every curve, edge, opening and nonskid surface must be right before the first production part is laminated.

The 46 follows the strong response to the Valhalla 55 Sport Yacht and expands the series in a smaller platform. It brings the same outboard-powered sport yacht idea into a 46-foot, 7-inch boat, with the performance, service access and layout flexibility that define the Valhalla line.

For this phase, the focus is on three main pieces of the tooling package: the pilothouse, the pilothouse lower liner

and the deck, which includes the cockpit, console and foredeck. The cutting stages for the large plugs all run through Viking's two 5-axis CNC routers, where design data becomes full-size master shapes. With plug work, there is little room for correction later because the mold reflects the plug, and the finished part reflects the mold.

In the pilothouse, R&D moves from bonded foam and epoxy-tooling paste surfacing to router work that establishes the final geometry. The five-axis machine defines the windshield openings, roof lines, radii and parting lines. From there, the team works through preparation, sanding, primer and surface detail before the mold is built and pulled for finishing.

The deck plug defines the walking surfaces, coamings, helm area, console/cabin, cockpit and foredeck. Nonskid is worked into the walking surfaces during the tooling stage,

so the texture is carried into the mold and reproduced on the part. Most owners never see this work, but it is one of the reasons a boat can be built with repeatable accuracy.

The removal of the deck mold from its plug was one of the major milestones. Built over the full-scale plug and reinforced with a steel superstructure, it is the production tool for the deck package, including the cockpit, console and foredeck. Pulling it from the plug required a coordinated lift by Viking's Plant Engineering team using two overhead cranes, six hoists and about a half-dozen team members.

The job was a measured move, with the mold supported, rotated and protected as it came free. The people around it mattered as much as the part itself. "You always want to protect not only the mold, but the people working around you," Plant Engineering Foreman Francisco Mitre said after the lift.

The five-axis router machines the pilothouse plug, translating design data into the full-scale geometry for mold construction.



Left: The R&D team transitions from CNC work to plug assembly.

Right: The finished deck plug shows the foredeck, console and nonskid surfaces that will be captured in the mold.



The deck plug includes the cockpit, console and foredeck, with nonskid built into the walking surfaces.

Another milestone is the pilothouse lower liner mold, built by R&D in New Gretna, before it receives its final buff and polish. It was then loaded for Viking Mullica, where the fiberglass team will apply wax as a mold release agent and begin building the part. Additional 46 Sport Yacht molds will follow the same route as the tooling package moves toward production.

The handoff from R&D to Viking Mullica shows how design, engineering, tooling, plant engineering and fiberglass production all work together in one integrated Viking–Valhalla operation.

When the boat reaches the Fort Lauderdale boat show, visitors will see the finished profile and layout. The tooling work in New Gretna explains how it got there.

Owners will be able to choose an open or enclosed pilothouse. The open version removes the aft bulkhead and side doors to connect the command deck and cockpit. The enclosed version adds powered side doors, climate control and an aft bulkhead



Left: The pilothouse lower liner mold is buffed and polished before the fiberglass team begins part production.



Right: The pilothouse lower liner mold leaves New Gretna for Viking Mullica, where the 46 Sport Yacht will be built.

with a summer kitchen and powered drop-down window. Both versions include a powered sunroof and raised seating aft of three helm chairs.

Performance comes from the Michael Peters double-stepped running surface used across the Valhalla lineup. The 46 will offer triple or quad Mercury V12 Verado outboards, 800 gallons of fuel and systems access under the cockpit sole. The cockpit has twin powered balcony doors, a U-shaped lounge and table, a portside dive door, integrated ladder and a boarding platform aft of the engines.

Forward, the bow has wraparound seating and a table, with a sunpad recessed into the console. Below, the layout includes a galley, a forward stateroom with a queen berth, a split head-and-shower arrangement and aft twin berths. The result is a sport yacht designed for day use, weekends and extended time on the water without getting away from the serviceability and performance that Valhalla owners expect.

At the show, the 46's profile, layout, fit-and-finish standards and overall quality will make the first impression, but the excellence begins in R&D.

46 SY

SPECIFICATION HIGHLIGHTS

Length, hull

46' 7" (14.20 meters)

Beam, overall (B.O.A.)

13' 4" (4.06 meters)

Draft

engines up, half load

36" (.91 meters)

engines down, half load

51" (1.30 meters)

engines up, full load

38" (.97 meters)

engines down, full load

53" (1.35 meters)

Weight

half load

35,600 pounds (16,148 kilograms)

full load

39,400 pounds (17,871 kilograms)

(1) Weight with

TRIPLE 600 engines

(2) Half Load, 50% liquids

Deadrise (at transom)

24°

Fuel capacity

790 gallons (2,990 liters)

Water capacity

85 gallons (322 liters)

Holding tank capacity

38 gallons (144 liters)

Max engine HP

2,400 hp

Diesel Fuel

46 gallons (174 liters)



Deck Layout



Lower Accommodations



You Need Cleaner Water

Mirror Finish Stainless
Spot Free Rinsing
Spot Free Windows
Pure Drinking Water
Deep Reflective Paint
Mineral Free Plumbing

The results speak for themselves:

Dull finishes. Cloudy stainless. It's not your crew, it's your water.

Standard softeners and filters can't compete. Only Spot Zero® delivers true double-pass reverse osmosis, the same process used in science, medicine, and luxury resorts, to give you the purest water on earth.

Brilliant shine, less elbow grease

Save your crew hours of cleaning.

Protect your investment

Stop corrosion and hard-water damage before it starts.

Elevate every experience

Serve pure, contaminant-free water, straight from your tap.

Spot Zero®. Because perfect water makes for a perfect day on the water.

Flagship System
Water Maker + Purifier



spotzerowater.com

LEADING THE CHARGE

Pat Healey honored with two of the industry's highest distinctions



Pat Healey's impact on sportfishing was recognized at the highest levels this past year – named *Marlin's* 2025 Person of the Year and selected for induction into the International Game Fish Association (IGFA) Fishing Hall of Fame.

Together, the honors reflect a career built at the intersection of boatbuilding, tournament fishing and advocacy.

The IGFA Hall of Fame is the organization's highest distinction, recognizing individuals whose leadership and dedication have made a lasting impact on recreational angling, conservation and the sportfishing industry. Pat will be inducted with the 2026 class at Johnny Morris' Wonders of Wildlife National Museum and Aquarium in Springfield, Missouri.

"I'm honored to be included in the IGFA Fishing Hall of Fame," Pat said. "To be mentioned alongside legends like Ernest Hemingway and so many others who shaped our sport is humbling. Fishing has always been a passion of mine, and this recognition reflects the incredible team at Viking who share that passion and work every day to support the sport and protect our fisheries."

MEASURABLE IMPACT

Marlin magazine introduced its Person of the Year award as part of a larger awards ceremony recognizing top captains, tournaments and industry leaders. Held at Sailfish Marina in Palm Beach Shores, Florida, the event brought together about 200 guests from across the big-game fishing community.

"I am so honored and flattered to be receiving this award," Pat said. "It's an exciting time for our sport – the fishing has never been better, from blue marlin to sailfish and white marlin – and it's all because this industry is coming together to make it even better for the generations that follow."



Viking was also represented on stage by Captain Chase Lake, who earned Gulf Coast Division Captain of the Year honors. (See article, page 133).

The recognition centered on Pat's leadership during the industry-wide response to NOAA's proposed vessel speed restrictions.

When the proposal surfaced in 2022, Viking moved quickly – submitting a formal request to extend the public comment period and organizing a major industry briefing at the Fort Lauderdale International Boat Show that drew several hundred attendees.

The effort brought together boatbuilders, engine manufacturers, tackle companies and marine-industry leaders. In total, it generated approximately 90,000 public comments, contributing to a deeper review of the proposal and its eventual withdrawal.

Pat and Viking also pushed for a constructive approach, requesting a technology workshop to evaluate solutions that could reduce whale-strike risk.

That work led to the WAVS (Whale and Vessel Safety) Taskforce, a collaborative effort focused on real-time detection systems and safer navigation technologies.

LEADERSHIP ON THE WATER

Beyond the policy discussions, Pat remains active offshore – fishing with the Viking team and staying connected to the sport. That balance – time on the water and engagement off it – has defined his role across the industry.

Pat will be formally inducted into the IGFA Fishing Hall of Fame in August 2026, joining a class of leaders whose contributions have shaped the sport.

We'll cover his IGFA Hall of Fame induction in the winter issue. 🐟





THE TRICKLE-DOWN EDGE

Todd Tally explains how AME brings top-tier technology across Viking and Valhalla models

An engineroom installation aboard hull No. 1 of the Viking 50 Billfish demonstrates how Viking boats are engineered to accommodate sonar tube installations.

As General Manager of Atlantic Marine Electronics (AME), Todd Tally has a front-row seat to the technology shaping Viking and Valhalla boats. He leads more than 90 people across six U.S. locations and brings more than 25 years of marine electronics experience to communications, navigation, entertainment, fishfinding and safety systems. Todd also stays active with industry groups including the National Marine Electronics Association (NMEA) and the Whale and Vessel Safety (WAVS) Taskforce. That combination of hands-on knowledge, industry involvement and a constant eye on innovation helps AME keep Viking and Valhalla on the cutting edge.

In this Q&A, Todd discusses how advanced systems – first refined aboard Viking sportfishing yachts – are moving into Valhalla models, from omni sonar and lightning protection to artificial intelligence, augmented vision and the connected future of boating.

VALHALLA: We've talked about the trickle down of advanced technology across Viking and Valhalla models. Why is that happening now, and what does it indicate about where owner expectations are headed?

TODD: It's happening now because the integrated systems we've refined on the Viking side have proven how much they can elevate the onboard experience. They make every trip more comfortable, efficient and intuitive, so it's a natural progression for owners to want that same experience when they step onto a Valhalla. As technology in general, and marine electronics in particular, accelerates, our customers' appetite for robust, integrated solutions has grown. They increasingly expect their center consoles to deliver the same seamless, tech-forward environment as larger sportfishing yachts, and we're leaning into that expectation.

V: Omni sonar is a good example of that trickle down. How has interest in omni sonar changed, and why is it becoming part of the conversation among more owners across the Viking and Valhalla product lines?

TODD: Omni sonar is probably the clearest example of how rapidly this trickle down is happening. Over the last eight years, as we've integrated these systems into most of our Viking projects, owners have seen firsthand how a true 360-degree picture around the boat can turn looking for life into catching fish, making every hour on the water more productive and intentional.

I hesitate to use the phrase game changer, but in terms of pure fishing efficiency, omni sonar is exactly that. It is the pinnacle of using technology to maximize the opportunity that each day's conditions present. As that value has become obvious, the conversation has naturally shifted to:



Clockwise: AME's Steve Mury (pointing) walks a customer through the V-41's electronics package during orientation, including the omni sonar system.

The V-41's sonar tube installation demonstrates how AME integrates omni sonar technology into a center console.

The team shows a customer the omni sonar screen aboard a Viking 72 in 2020, when the technology was primarily found on larger models. Today, AME is helping bring that same capability across the Viking line and into Valhalla models.



Why wouldn't I have this on my smaller boat as well? We're now engineering these systems into tighter spaces on our Valhalla models to deliver the same high-end experience and competitive advantage across the lineup.

V: Beyond omni sonar, what other electronics, systems or technologies are moving across the model lines or becoming more accessible to a broader range of owners?

TODD: There is a broad base of technology moving across the Viking and Valhalla lines and becoming accessible to more owners. On the systems side, a great example is Dinnteco's DDCE (Electromagnetic Charge Compensation Device) technology. We're actively engineering ways to integrate that same level of lightning protection into smaller boats as seamlessly as possible because owners increasingly see risk mitigation as part of the premium experience, not an option. We recently completed our first implementation on a 55 Sport Yacht.

At the same time, the emergence of nearly ubiquitous data connectivity, including Starlink and other low Earth orbit (LEO) constellations, is setting the stage for a true "Internet of Boating." As boats become connected assets, we can reduce friction for the owner, enhance safety and situational awareness, streamline maintenance and ultimately help preserve long-term value through smarter monitoring, updates and support.

Layered on top of that, we're going to see much more prolific use of optical and thermal sensors tied into real-time analytics and augmented-vision systems informed by artificial intelligence (AI). When you combine protection, connectivity and intelligent sensing, you start to see where marine technology is headed: boats that are not just more capable but more intuitive and supportive of the owner every time they leave the dock.

V: You noted that Dinnteco's system has now been installed on its first Valhalla, with the new DDCE Marine Mini creating more opportunities. What makes that significant?

TODD: In certain parts of the world, lightning is one of the biggest threats to a great day on the water. Boating and offshore fishing are already among the highest-risk activities for lightning strikes, and with the increased frequency and intensity of storms, we have seen strike incidents climb. In 2025, it was reported that 12,000 boats were struck in the U.S., a roughly 20% jump over previous years. That is not an abstract statistic to our owners. It is a very real concern about the safety of their families and the integrity of a significant asset.

That is why getting Dinnteco's technology onto its first Valhalla and introducing the DDCE Marine Mini are so important. It means we can deliver the same level of advanced lightning protection we've pursued on larger projects in a smaller footprint and across a broader price range, so more owners can benefit. Our priorities are clear: Do everything we can to protect people and the boat and avoid the kind of significant damage that can sour the ownership experience and erode confidence in going offshore.

Dinnteco has been incredible in its drive to innovate in this space. We're working closely with its engineers to identify every viable way to integrate this protection into more of our boats so we can make the biggest possible impact on a growing problem.

There's also a very tangible validation in how the insurance world is responding. Some insurers are starting to recognize this technology by offering reduced lightning-strike deductibles for boats equipped with Dinnteco systems. That sends a clear message: This is not just theoretical protection. It is a tangible benefit for owners.

V: You also mentioned a growing interest in AI and augmented vision systems, even though they are not yet widely used. Where do you see that technology today, and how could it improve the boating experience as it develops?

TODD: Right now, AI and augmented-vision systems in the marine space feel a bit like early automotive driver-assist technology did a decade ago. There are promising products on the market, but a lot of the development has been disjointed and compartmentalized.

What is changing quickly is the ecosystem around them. As optical and thermal sensors get better, processing power gets cheaper and connectivity becomes more ubiquitous, all the supporting technology is finally in place to let these "smart, unblinking eyes" do something truly meaningful for boaters.

We're watching what the automotive industry has accomplished with cameras, radar and AI, from lane keeping to collision avoidance and asking how we can expand on that for the marine environment. On the water, that could mean systems that help a captain avoid a beach, sandbar, jetty or unlit obstruction; highlight floating hazards like logs, containers and debris; better track other vessels in low visibility; and help us operate more responsibly around wildlife by recognizing and flagging marine mammals or other wildlife in our path.

As the applications mature and the training data grows, we see AI-driven, augmented vision becoming a significant enhancement to the boating experience. It can work quietly in the background to reduce avoidable incidents, lower workload and give owners more confidence every time they leave the dock. It will not replace seamanship, but it will be a powerful new tool that supports it.

V: Are there any other emerging products or technology areas that you think Viking and Valhalla owners should know about?

TODD: Beyond the headline products, one of the most exciting areas of development is the work on standards and connectivity, especially through NMEA. The association is not just a networking group for manufacturers, dealers and installers. It creates installation guidelines, training and communication standards that enable these systems to communicate reliably and predictably.

We've gone from the legacy NMEA 0183, a simple and robust binary interface, to

NMEA 2000, with its Controller Area Network (CAN) bus architecture for higher-speed, higher-traffic onboard networks. Now we're moving into NMEA OneNet, which pushes that scope further into an Internet Protocol (IP)-based world.

What really excites me is how this foundation enables the next layer of capability: sharing information across fleets, crowdsourcing data and turning individual boats into part of a much smarter ecosystem. In the same way your car can warn you about a reported road hazard ahead, we've been working with NMEA on its cloud initiative to bring that level of interaction to boats, delivering real-time, shared intelligence on the water instead of having every captain operate individually.

That effort grew out of our work with the WAVS Taskforce, where we were brainstorming technology to support conservation of the critically endangered North Atlantic right whale and realized the groundwork could also unlock broader safety and situational-awareness features for all boaters.

For us, it has been incredibly rewarding to help shape that future because it directly supports Viking's core philosophy from our founder, Bill Healey: "Build a better boat every day." These standards and cloud initiatives may be behind the scenes, but they are what will ultimately give Viking and Valhalla owners more informed, connected and responsible experiences on the water in the future. 🦋



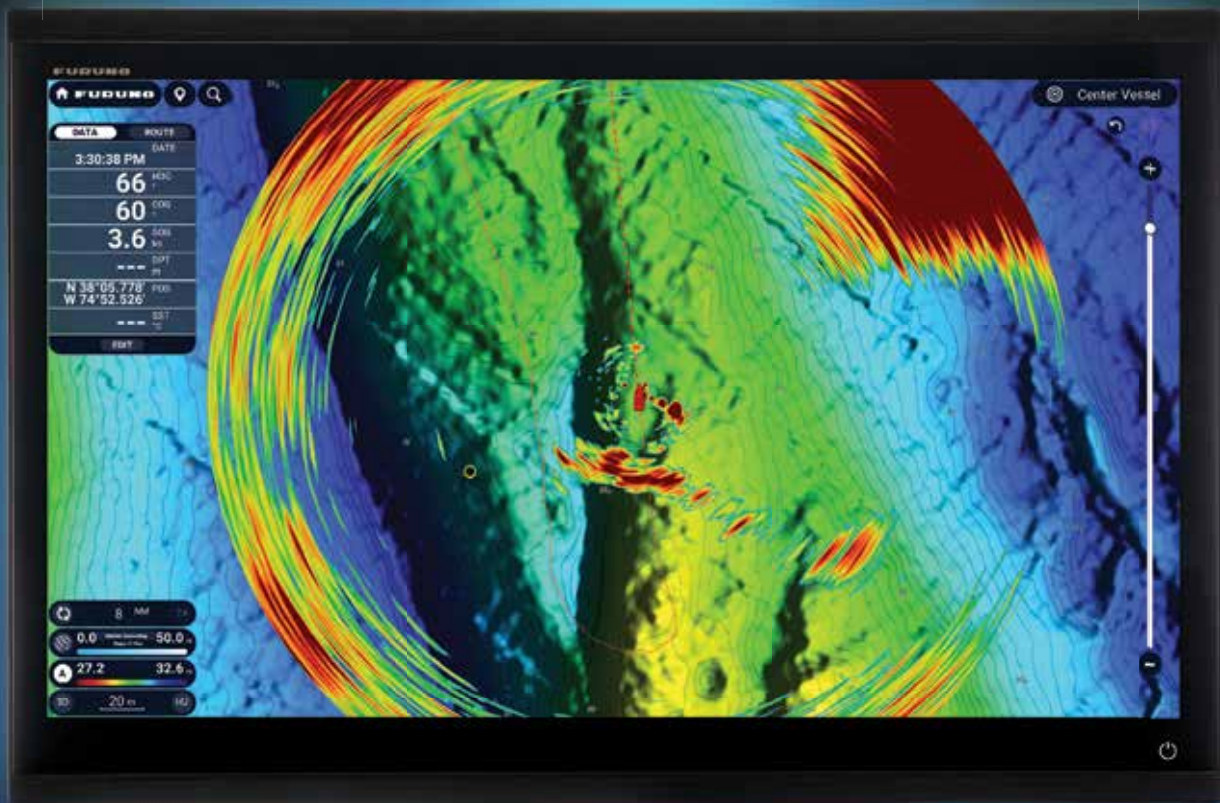
The small dome-shaped unit atop this 55 Sport Yacht's hardtop is the Dinnteco DDCE; the installation is part of AME's effort to bring advanced lightning-protection technology to Valhalla owners.



"That sends a clear message: This is not just theoretical protection. It is a tangible benefit for owners."

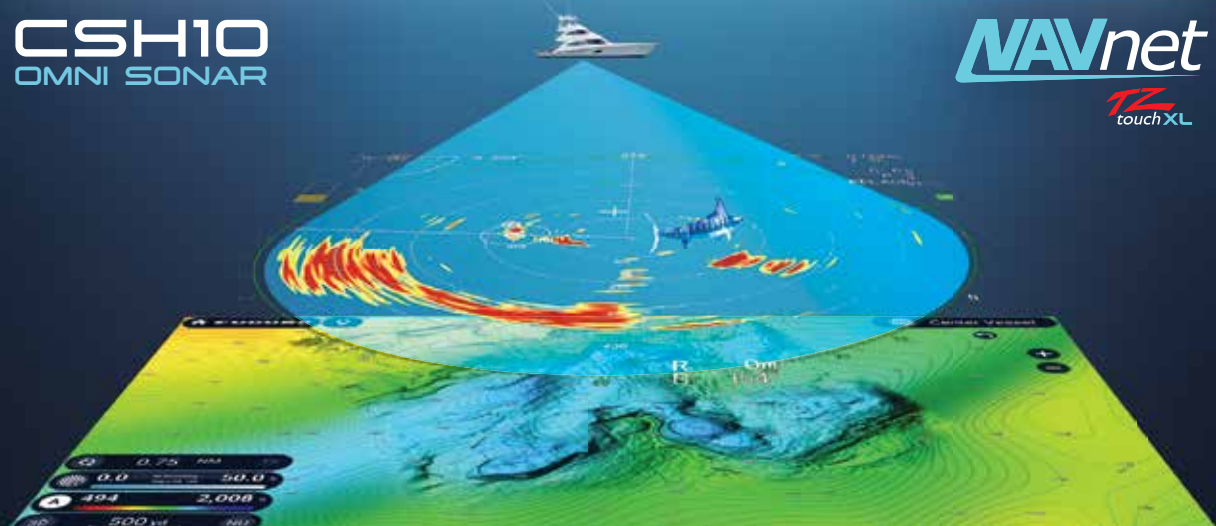
– Todd Tally
*General Manager of
Atlantic Marine Electronics*

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OWNER OF INTEREST:

MARK & RITA BACHMAN

THE GREAT LAKES COUPLE IS TAKING DELIVERY OF THEIR 10TH VIKING

For years, Mark and Rita Bachman's time on the water revolved around fishing, with charters during the week, tournaments on weekends and runs across Lake Michigan filling the calendar. That routine shaped how they used their boats and how they approached the next one.

These days, the pace is different, and that change is behind their latest build – a new

Viking 50 Convertible. It will be their 10th Viking, following nine boats from 37 to 56 feet that they've owned over more than two decades. The 50 brings them back to a layout they know, with the comfort they want now and the fishability they've always valued.

Their history with Viking started with a 50 Convertible in the early 2000s and has continued through a steady progression – a

52, a 54, a 56, two 55s, a 37 Billfish, two 46 Billfish and now back to a 50 Convertible. Each carried the name *Hour Time*. They weren't just taking delivery of boats; they were part of the build process, making decisions based on how they planned to use each one.

"We really enjoy putting the boat together," Mark said.

Mark and Rita Bachman aboard one of their Vikings, part of a boating history that now includes 10 Vikings over more than two decades.



It took shape early through Jefferson Beach Yacht Sales (JBYS) and the late Greg Krueger, who first connected the Bachmans with Viking, and has continued with Greg's son, Erik Krueger, and the Jefferson Beach team. The relationship has grown alongside the boats, built over time on the water and at the plant, and through a shared understanding of what each boat needs to do.

"They treat you like family," Rita said, referring to both Viking and Jefferson Beach.

"Mark and Rita are a perfect example of the relationships that matter most to Jefferson Beach Yacht Sales and Viking Yachts," Erik said. "They have been part of the Viking and JBYS family for over 25 years,

going back to their relationship with my father, Greg. They are loyal owners, great customers and fantastic people."

On the Viking side, Keith Monahan has worked with the Bachmans on most of their builds. "They're very hands-on owners," Keith said. "They know what they want, they pay attention to the details and they're always looking at ways to improve on the next boat."

That level of involvement comes from experience, built over 20 years running a charter operation on Lake Michigan. Mark captained and Rita worked the cockpit, balancing weekday charters with weekend tournament fishing, moving from port to port along the shoreline and competing at a high level.

They primarily target king salmon, lake trout and steelhead, species that define the fishery in that region and shaped their program over the years.

They also fished beyond the Great Lakes, with a 56 Convertible taking them to Mexico during a stretch when the sailfish bite was wide open.

Back home, their lineup evolved as their program changed, with a 37 Billfish offering a simple, easy-to-run platform, followed by a 46 Billfish, and later another. Throughout those builds, they stayed close to the process, making regular trips to the plant, walking through boats in progress and picking up ideas, sometimes pulling details from larger models and working them into their own.



Mark Bachman, left, with Greg Krueger of Jefferson Beach Yacht Sales at a Viking Key West Challenge.



Rita Bachman handles lines aboard the Bachmans' Viking 52 during a 2003 owners' rendezvous in Bay Harbor, Michigan.



From left: Erik Krueger of Jefferson Beach Yacht Sales, Rita and Mark Bachman and Keith Monahan of Viking Yachts at the Viking plant.



The Bachmans' Viking 52, *Hour Time*, reflects their long-running Great Lakes program, where fishing, charters and tournaments shaped how they used each boat.



The Bachmans' first Viking 46 Billfish, in New Gretna, New Jersey, before its delivery.

That same approach carries into the new 50 Convertible, which brings together what they've learned over the years while returning to a layout that fits how they want to use the boat now. "We love the Billfish, but we wanted to get back into a convertible and the comfort and accommodations it gives you," said Rita.

Each new model reminds the Bachmans how much the boats continue to improve. On a sea trial aboard the 50 Convertible in sporty conditions off Florida, Mark braced as the boat approached a large wave, but the impact he expected never came.

"It just went through there like a knife through butter," he said.

The move back to a Convertible is tied as much to lifestyle as it is to layout, as health challenges over the past few years have changed how they use the boat. Mark was diagnosed with Parkinson's and, more recently, with lung cancer, but the goal has remained the same – stay on the water.

They've adjusted, with longtime friend Captain Scott Gutschow, who also owns a Viking 48, now running the boat. This build also incorporates additional grab rails and safety features to make movement easier, all with Viking's input to maintain the boat's look and feel while improving function.

"It allows us to continue the boating and fishing season, just in a different way," Rita said.

Time on board now leans more toward family and friends, with less emphasis on schedules and tournament fishing and more on enjoying the boat itself, something that wasn't always possible during their charter and tournament years.

"We're still moving forward, and we're not letting anything stop us from doing what we love," Rita said.

Even with that shift, the fishing instinct remains. Last season, a great friend, Jason Schladweiler, who also owns a Viking 44, helped run the boat, giving Mark a chance to sit on the mezzanine with a Budweiser instead of running the bridge. When a fish came on, he went for the rod while friends and family offered advice from behind him.

"I told them, 'I sat up on that bridge for 20 years, and I watched you characters all make the mistakes,'" Mark said. "I know what I'm doing." 🐟



Rita, right, and Sue Pfeifer, a friend and fellow Viking owner, with a pair of king salmon.



PRINCESS S74

Princess Yachts announces the S74, a striking evolution of the iconic S Class set for a world premiere in 2027

Princess Yachts recently announced the all-new Princess S74 as the latest addition to its acclaimed S Class lineup and a bold evolution of the award-winning S72. Set to debut in 2027, the S74 refines the brand's signature balance of performance, elegance and intelligent space planning, introducing enhanced outdoor entertaining areas and a refreshed interior aesthetic designed for modern yachting.

Instantly recognizable, the S74 carries the unmistakable DNA of the S Class, where dynamic performance meets sophisticated design. Full-length hull windows emphasize her powerful profile, while an updated hull graphic underscores her sporty character. Every element of the exterior has been thoughtfully designed for owners who prioritize open-air living, effortless entertaining and a seamless connection to the water.

A newly designed cockpit offers generous, adaptable seating that can be configured as a large L-shaped lounge or two distinct social areas. An integrated sunpad sits above the spacious tender garage, which accommodates a 12-foot tender launched via the electro-hydraulic swim platform. Forward, the foredeck terrace creates a private retreat with expansive sunpads and fore-and-aft seating – ideal for quiet moments underway or relaxed afternoons at anchor.

Above, the sportbridge provides commanding views from the twin helm station, along with ample seating, folding tables and a well-appointed wet bar with barbecue – creating an elevated setting for casual dining and open-sky entertaining.

Inside, the S74 reflects a fresh evolution of Princess craftsmanship. Updated styling

introduces refined textures, elevated materials and carefully selected furnishings, including a sculptural Ligne Roset coffee table in the salon, a Frag Ponzia vanity chair in the owner's stateroom and enhanced bathroom finishes throughout.

The main deck is designed as an elegant social hub, featuring multiple lounge and dining areas, folding tables, dedicated bottle and glass storage, refrigeration, a 55-inch UHD LED television and a Naim audio system. The helm station includes advanced dual-station instrumentation, adjustable twin seats and a pantograph door to the starboard side deck for excellent visibility and ease of movement. A centrally located galley supports extended cruising with a four-zone induction cooktop, combination oven, full-height refrigerator/freezer, dishwasher and ice maker.





Below deck, the S74 accommodates up to eight guests across four beautifully appointed staterooms. The full-beam owner's stateroom, accessed via a private staircase from the main deck, offers a serene sense of privacy with an ensuite bathroom, dual sinks, dressing area, built-in wardrobes, vanity and a starboard-side sofa beside panoramic hull windows. A spacious forward ensuite stateroom and two twin guest cabins complete the guest accommodations, while a separate crew cabin with two single berths and ensuite facilities ensures comfort and privacy for all on board.

Powerful, exhilarating and beautifully executed, the Princess S74 captures the essence of the S Class while looking confidently toward the future. With its iconic design, advanced engineering and meticulous craftsmanship, it is a yacht created not only for performance but for the enduring pleasure of life on the water. 🌊



The Finish Mechanical team gathers at the dock during final system checks and delivery preparation.

DEPARTMENT PROFILE: **FINISH MECHANICAL**

COMFORT, CONTROL AND KEY ONBOARD SYSTEMS COME TOGETHER

Viking's Finish Mechanical Department touches far more of the boat than most people realize. The 15-person team handles a broad range of systems that shape comfort, function and everyday use – including air conditioning, refrigeration, dehumidification, freshwater and raw-water plumbing, helm controls, steering systems, tuna tubes, washdowns, refrigerated fishboxes and other finish-side mechanical work.

Supervisor Ryan Jenkins said the department is divided broadly between HVAC (Heating, Ventilation and Air Conditioning) and refrigeration on one side and plumbing, steering and finish-mechanical systems on the other. “We do a little bit of everything in this department,” Ryan said. “I make sure everything meshes so we can stay on track.”

Ryan brings a broad background to the role. He started at Viking in 2010 in Mechanical, working on running gear and engine installs,

then moved to the Make Ready Dock, where he handled engine startups, alignments and engineroom finish details. He later became a foreman in Finish Mechanical before becoming supervisor in 2023.

That experience matters in a department that works near the end of the build process, beginning around the finish electrical stage and continuing through delivery and sea trial preparation. By then, much of the yacht is already built. Systems must be integrated, custom equipment installed and final details completed without slowing the boat's path to the water.

Corey Keeffe, Assistant Foreman, focuses primarily on HVAC and refrigeration. He has spent 13 years in Finish Mechanical, beginning as an installer before moving into a master technician role and later assistant foreman. His work is increasingly tied to systems that are more integrated, more computerized and more dependent on multiple departments working together.

HVAC and refrigeration depend on several other systems working together, from electrical power and controls to plumbing and seawater flow. “Everything has to work with one another to get the whole system to work as designed,” Corey said.

That is especially true on larger Vikings with chilled-water HVAC systems, where chillers cool a freshwater/glycol loop that circulates through the boat while seawater carries heat away from the system. Smaller boats typically use direct-expansion systems, but the same basic rule applies – every part must work properly for the system to perform.

The department also tests seawater-cooled systems inside the plant before launch, using ground support beneath the production lines. The setup allows technicians to run the systems while the boat is still inside the building and verify performance.

Refrigeration is another area where owner expectations continue to grow.



Above: A dehumidification vent aboard the Viking 82 helps control moisture.

Below: Frigibar components support refrigerated and freezer systems throughout the boat.



A refrigerated mezzanine box aboard the Viking 82 Demo keeps ice ready in the cockpit.

Cockpit freezers, refrigerated fish boxes and cold-storage systems are now central to the way many owners fish and use their boats.

“Some of these boats have seven or eight refrigerated boxes or freezer boxes,” Corey said. “It’s one of those things you don’t notice until you need it.”

For owners loading the boat with bait, provisions and fish, reliability becomes essential. It is also one of the clearest examples of how Finish Mechanical’s work supports the yacht’s purpose without always being seen.

Dehumidification has followed a similar path. What was once more of an occasional custom request has become increasingly common on Vikings, with whole-boat dehumidification now available.

“Five years ago, maybe we did some type of custom dehumidification on one boat a year, if that,” Corey said. “I would say 80% of the Vikings now are getting dehumidification systems.”

On the Valhalla side, dehumidification is beginning to appear on larger models with cabin accommodations, reflecting a broader push for better moisture and climate control in enclosed living spaces.

The department’s scope goes well beyond climate control. On the plumbing and finish-mechanical side, Foreman Jose Cabrera oversees work on freshwater systems, raw-water systems, faucets, showers, ice makers, dishwashers, garbage disposals, cockpit showers, anchor wash systems, hot-and-cold washdowns and other owner-selected equipment.

Customization has become a larger part of the work as owners continue requesting more convenience and comfort features throughout the yacht.

“We have simple coffee makers,” Jose said. “But now we also have \$5,000 or \$6,000 espresso systems.”

The same applies to chilled drinking-water dispensers, custom washdowns and

refrigeration packages installed throughout the cockpit and accommodations.

The helm is another major responsibility for Finish Mechanical.

The department prepares and assembles helms for steering wheels, throttle controls, bow-thruster buttons and control heads. Mechanical installs much of the steering hardware, while Finish Mechanical bleeds and calibrates the Optimus electronic steering systems, verifies electrical hookup and ensures proper operation at each helm station.

The work requires constant communication with Electrical, Mechanical, Atlantic Marine Electronics, Palm Beach Towers, the Make Ready Dock and Viking’s service teams in New Jersey and Florida.

At the owner level, Ryan said one of the most important maintenance items is also one of the simplest: clean the filters. Dirty air filters and raw-water strainers can restrict airflow, reduce performance and create avoidable problems.

As the systems have become more advanced, the department still depends on people who understand the work and take pride in doing it right.

John Arcieri has worked at Viking since 1985, spending nearly all of his years in Finish Mechanical. Today he works primarily at the department's bench, the shop-area staging point where each boat's HVAC, refrigeration and plumbing components are prepared before installation. It is where air handlers are insulated, drains are fitted, refrigeration parts are organized and helm pods are drilled before going on board.

Standing beside a refrigerated cockpit box for hull No. 1 of our new Viking 50 Sport Coupe, John described how dramatically the department has changed since he started in the mid 1980s.

"It was different back then," John said. "Everything was copper. You took rolls of copper and had to bend everything by hand to make it fit. Now it's amazing how far everything has come."

Today's boats carry more refrigeration, more owner-selected equipment, advanced electronic steering and increasingly sophisticated climate-control systems. The pace has changed as well.

John also remembers working alongside Viking Co-founder Bill Healey. "You learned so much from him," John said. "He was amazing."

He was also at Viking during the luxury-tax years in the early 1990s, when production slowed and employees shifted into different roles to keep working. John spent time in service, traveled for Viking and helped wherever he was needed.

"We were all over the place," John said.

That attitude still runs throughout Finish Mechanical. Some technicians specialize in HVAC and refrigeration. Others focus on plumbing, steering and finish-mechanical systems. But the department relies heavily on teamwork, cross-training and shared knowledge to keep boats moving toward delivery.

"You have to like the job that you're doing," Ryan said. "The guys that are here, they like what they're doing. They like the environment. They like the product they build."

That pride shows in the finished boat – not through one obvious feature, but through dozens of systems working together as they should.

Owners may never see most of the work. But they feel it every time they cool the salon, open a refrigerated fish box, turn on a freshwater fixture or ease the throttles forward at the helm. 🌊



Ryan Jenkins shows the OctoPlex refrigeration screen for monitoring box temperatures.



John Arcieri, a Viking veteran since 1985, preps components at the Finish Mechanical bench.



From left: Jose Cabrera, Ryan Jenkins and Corey Keeffe oversee Finish Mechanical.



MULLICA'S ROLE

Finish Mechanical's work extends beyond New Gretna. At Viking Mullica, where Valhalla models from 28 to 46 feet are built, similar systems are handled through three departments, according to Viking Mullica General Manager John Leek IV.

Much of the mechanical and electrical prep is done by Melvin Bonilla's group, Department 601 (Stage 1 Mechanical and Electrical). This includes installing many of each boat's mechanical and HVAC components, rough wiring and plumbing.

Further down the line is where Finish Mechanical begins. Sergio Juarez's departments, 624 (HVAC and Refrigeration) and 628 (Finish Electrical, Engine Rigging and Electronics), finish, power up and assist with testing each system.

The V-46 shows how important that work has become at Mullica. The model includes direct-expansion air conditioning in the console/interior, a refrigerator/freezer, freshwater and saltwater washdowns, freshwater-system plumbing and available refrigeration for the mezzanine bench seat, aft fishboxes and in-deck drink boxes. As Valhalla prepares to build the 46 Sport Yacht, the sport coupe version of its 46-foot platform, those comfort, refrigeration and finish-side systems will play an even larger role in the owner experience. Other Valhalla models from 41 down to 33 feet also have optional refrigeration handled by the Finish Mechanical team.

Foremen Sergio Juarez (left) and Melvin Bonilla play key roles in the mechanical, HVAC and finish-system installation work at Viking Mullica.



A variety of areas on a V-46 that utilize systems from Finish Mechanical at Viking Mullica: climate-controlled cabin, refrigerated mezzanine box and helm platform drink box.

FACETIME

DEPARTMENT #24 FINISH MECHANICAL

Behind every finished Viking yacht is a team of skilled craftsmen. In the Finish Mechanical Department, experience, adaptability and pride in the work come together through the people who power it each day. From veterans who have witnessed decades of innovation to leaders who grew through the ranks, this team is defined not just by what they do, but by how they do it – working side by side and supporting each other. 🛠️



RYAN JENKINS
SUPERVISOR
START DATE: APRIL 19, 2010

With a background in criminal justice from Ocean County College, Ryan Jenkins switched gears to pursue his passion and enrolled in the

Marine Mechanics Institute (now the Universal Technical Institute) in Orlando, Florida. Fresh out of school, Ryan moved back to New Jersey and got his start working at a seasonal marina. He enjoyed the work, but knew something was missing – benefits, stable hours and real opportunity for growth. Determined to build a career, Ryan made the move to Viking Yacht Company, stepping into the Mechanical Department installing engines and working on running gear.

When the economy took a downturn in 2010 and Viking implemented rolling furloughs, Ryan stood out – he remained full-time. He transitioned to the Make Ready Dock, where, under the leadership of Carl Barbato and Wilbur Blanco, he absorbed everything he could. His drive and work ethic paid off, earning him a promotion to Lead. In 2015, he advanced again, moving into Department 24: Finish Mechanical.

Today, Ryan is a Supervisor with a deep, hands-on understanding of the entire build process – from the production line to the finished product. “I started 16 years ago as an hourly employee,” Ryan said. “Now I’m a supervisor, and I’ve seen this company from every prospective. I know what it’s like to be the new guy on the line – and I know what it takes to get the job done the right way at the end of the day.”

Ryan’s leadership style is rooted in recognizing people’s strengths and putting them in a position to succeed. “We appreciate different personalities and match people to the right role,” he explained. “Some like to focus and move from task to task. Others thrive on communication – coordinating with Engineering or sourcing parts. We make it work as a team, that’s why we succeed.”

That team bond runs deep. “Honestly, I spend almost as much time with this crew as I do with my own family,” Ryan added.

And family is everything. Ryan is a proud husband and father to a 12-year-old son and a 5-year-old daughter – both active in soccer.

On weekends, the Jenkins family is always on the move – fishing, camping or speed events with their energetic Boxer – while their senior black Lab enjoys a more relaxed pace on the sidelines.



HARRY MCMUNN
LEAD PLUMBER
START DATE: JULY 18, 2016

After graduating from Ocean County Vocational as a plumbing apprentice, Harry started his career at Viking as a Finish Plumber, quickly

proving his skill and adaptability. Just a year in, he transitioned to the Mullica facility, expanding his skills and experience. When Valhalla Boatworks burst onto the scene, Harry jumped at the opportunity to be part of something new. “It was a whole new animal, and I was excited to get my hands dirty,” Harry said.

Eventually, Harry made his way back to the New Gretna facility – but his expertise with the Valhalla series followed him. Today, he works across both Viking and Valhalla lines, including the refrigeration and air conditioning on the highly customized V-55 series.

“It’s been a tremendous experience working on the V-55s,” Harry said. “We worked on hull No. 1, and when we finished, we said,

‘Yes – we did it.’ Then we moved on to hull No. 2, and it was completely different. That’s the thing, these boats are so customized, it’s a constant learning process – and that’s what makes it exciting.”

For Harry, the challenge is the reward. “I love figuring things out,” he said. “Sometimes you look at something and think, ‘How are we going to pull this off?’ But we always do. We break it down, work through it and get the job done.”

Now a Lead, Harry is constantly on the move – shifting between production lines, solving problems and keeping progress on track. His ability to adapt and think on his feet makes him a key part of the team’s success.

Outside of work, Harry stays close to what he’s always loved: the water. Having grown up around it, it’s where he feels most at home. Whether he’s fishing in freshwater or saltwater, jet skiing or wakeboarding, Harry brings the same energy and passion to his time off as he does on the job. Even more meaningful to him is sharing those experiences with his son – making memories on the water and enjoying every chance they get to spend time together outdoors.



JOHN ARCIERI
PLUMBER
START DATE: JUNE 19, 1985

Back in 1985, John was working as a union carpenter at the Meadowlands Sports Complex when he made a decision that would shape his future – he joined Viking.

“I started in Department 01, Rough Mechanical,” John said. “I was there about a year before moving to Department 24 – and I’ve been here ever since.”

More than four decades later, John remains a steady presence in Finish Mechanical. Today, he works at the bench, preparing critical components that keep the production lines moving. “Wrapping boxes, prepping steering pods – whatever the team needs, that’s what I’m doing,” he said. “It’s about making sure everything is ready so they can keep moving forward.”

Over the years, John has witnessed firsthand the incredible evolution of boatbuilding technology. “When I started, we were using copper plumbing,” he said. “I’ve seen at least 15 different materials since then, but the PEX we use today is pretty incredible. And throttle controls? There were no pods – we had cables right out in the open. Today’s

systems are more efficient, more reliable and easier to use. It’s been amazing to watch that progression.”

A veteran of the dismal Luxury Tax, John recounts one of his worst days. “I came into work and there were 780 people employed that day. By lunch time there were just 17.”

But for John, it’s the people – not just the technology – that define Viking. One moment early in his career still stands out. “I was struggling with a heavy shaft, covered in grease,” John remembered. “Next thing I know, Bill Healey jumps off his bike and grabs it with me.”

That moment stuck. “He was the owner of the company, and he didn’t hesitate to jump in and help. I saw that kind of leadership again and again. It taught me what this company is all about – and it’s something I try to pass along every day.” That team-first mentality has guided John throughout his career.

When the workday ends, John trades the shop floor for the water. A lifelong outdoorsman, he’s most at home fishing aboard his center console – often alongside his Department 24 teammates, Ryan and Harry.

He’s also an avid bow hunter and frequently travels to Maryland, where he spends time with his daughter and grandchildren – something he values just as much as any day on the water.

After more than 40 years, John’s story reflects dedication, adaptability and pride in the craft. The company has evolved – but the core values that brought him to Viking remain unchanged.



COREY KEEFFE
ASSISTANT FOREMAN
START DATE: FEBRUARY 17, 2014

During high school, Corey got his start at Viking Yachts as a summer intern, already setting his sights on building a career in New Gretna. But timing had other plans.

“When I graduated in 2008, the economy was turning,” Corey said. “Viking wasn’t hiring, so I went to work with my uncle in HVAC.” What could have been a detour turned into an opportunity. Corey discovered he genuinely enjoyed the trade and decided to invest in himself, enrolling in college and HVAC courses to deepen his skills. When he returned to Viking, the door was wide open – and he was ready.

Now an Assistant Foreman, Corey hits the ground running every day, starting at 5:15 a.m. with a quick team huddle. “It’s important to get everyone together, map out the day and set clear goals,” he said. “When we’re aligned from the start, everything runs better.”

From there, Corey is on the move. “My first stop is always the dock,” Corey explained. “I like to get hands-on with each boat – see where we are, what’s needed and what’s next. Then I head back to the line to check in with the team and make sure everything is moving in the right

direction.” His role requires constant balance – overseeing builds while preparing boats for delivery—and staying connected across multiple teams and locations.

Throughout the day, calls come in throughout the Viking network – the Mullica dock, the Florida facility, even the Demo Team during tournaments as far away as Bermuda or Costa Rica. “A lot of departments finish their work when a boat moves to the next stage,” he said. “But we stay connected. Whether it’s an owner adding to their system or a service question from the field, we’re still part of that process.”

Like many at Viking, Corey worked his way up from an hourly position – and that perspective shapes how he leads today. “It’s been rewarding to grow here,” he said. “When I started, I had no idea what my supervisors were juggling behind the scenes – the emails, the coordination, problem-solving, the long days. I just knew they were supporting me. That stuck with me. I make sure my team knows I’m here for them – just like my supervisors were for me.”

Outside of work, Corey’s life has picked up speed in a different way. Weekends that once meant golf and relaxing beach days have been replaced with family time. With a toddler at home and another on the way, the pace is faster – and a lot more fun. “Golf doesn’t happen as much, and the beach is a whole production now,” he says, laughing. “Tents, chairs, coolers, sunscreen – you name it.” It may be busier and a little chaotic but Corey wouldn’t trade it. “It’s different,” he said. “But it’s great.”



FORT LAUDERDALE INTERNATIONAL BOAT SHOW

A show of serious scale

Get ready – this year’s Fort Lauderdale International Boat Show is shaping up to be nothing short of spectacular. With four new model debuts, an expanded 50 Series lineup, tournament-proven demo boats and a rare appearance by a 90 Open Bridge Convertible, Viking and Valhalla are bringing serious firepower to the docks.

Leading the charge are four exciting new models spanning multiple categories and lifestyles: the Valhalla 46 Sport Yacht, 50 Sport Coupe, 64 Sport Coupe and 70 Convertible. Together, they form a lineup impressive enough to headline a show on their own.

Kicking things off, the Valhalla 46 Sport Yacht delivers the ultimate blend of

versatility and enjoyment. Agile, stylish and purpose-built for relaxation, it’s equally at home hosting a laid-back weekend getaway or an evening cruise with friends.

The new 50 Sport Coupe strikes a perfect balance between modern design and serious capability. With its sleek profile and refined interior, it’s made for yacht-style cruising – yet still boasts a cockpit engineered for action, with tournament-level fishability and smart, functional space.

Moving up, the Viking 64 Sport Coupe combines striking performance with cutting-edge design. From the helm’s commanding sightlines to its aggressive, streamlined silhouette, every detail has been fine-tuned for visibility, balance and control.

At the top of the debut list, the second-generation 70 Convertible represents the next step in a legendary lineage. Purpose-built for serious anglers, this four-stateroom, five-head battlewagon delivers the performance, craftsmanship and fishability that define Viking’s tournament dominance.

The 50 Sport Coupe will be joined by its stablemates – the 50 Convertible and 50 Billfish – offering buyers multiple options within one of Viking’s most versatile platforms. Seen side by side, three of the four models offer a striking comparison, illustrating how Viking has tailored each design to meet different boating preferences.



Fresh off the tournament circuit, the Viking 74 and 82 demo boats will also be on display – fully rigged, battle-tested and ready to showcase their offshore pedigree. And in a rare treat, the Viking 90 Open Bridge Convertible will be featured – an uncommon opportunity to step aboard one of the brand's flagship models in this configuration.

Together with the full Viking and Valhalla fleets, this year's display promises something for every kind of boater – whether your focus is fishing, cruising or a seamless blend of both.

Make plans now to visit Viking and Valhalla on D-Dock at the Fort Lauderdale International Boat Show, running Oct. 28 – Nov. 1. For more information, contact your authorized Viking or Valhalla dealer. 🦋



HOURS

OCTOBER 28 - NOVEMBER 1, 2026

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Friday, October 30 • 10am - 7pm

Saturday, October 31 • 10am - 7pm

Sunday, November 1 • 10am - 6pm

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SMOOTH MOVES

PRECISION MOLDING FOR FLAWLESS VALHALLA FINISHES



At Viking and Valhalla, every part matters. From the largest hull to the smallest hatch, we bring the same dedication to craftsmanship that defines our brands. At Viking Mullica, the Small Parts team builds hatches, lids and doors for Valhallas from 28 to 46 feet using Light Resin Transfer Molding – LRTM. This process gives our parts a smooth gelcoat finish on both sides. By sealing fiberglass between two molds and carefully controlling resin flow and curing, we get strong, consistent pieces with clean surfaces inside and out.

Two precision molds are prepared with gelcoat and mold release. Dry fiberglass and core are set by hand, then the A and B molds are closed and sealed. A controlled vacuum pulls air from a dedicated channel between two gaskets – the VAC clamp – which locks the molds together with uniform force. Resin is injected at low pressure through the inlet. A regulated vacuum on the outlet sits around half vacuum to assist flow through the laminate and draw off excess resin for a clean, consistent part.

During LRTM the clamp line runs at full vacuum to keep the molds tight, while the outlet is held near half vacuum. That balance keeps resin moving at the right

speed through the fibers. Push too hard with full vacuum on the outlet and you risk cosmetic disturbance in the fabric or unnecessary stress on the mold. Hold it steady and you get predictable saturation and repeatable quality.

“You’re compressing the laminate between two hard shells, so the resin has to move evenly through the part,” says Frank Hancharuk, Viking Project Engineer of Composites/Chemical and Materials. “If you rush it, you lose control. At half vacuum the flow slows down, and you get a stronger, more consistent part every time.”

The team uses an MVP Innovator proportioning system to meter and mix resin at the correct ratio before injection. Ports are checked continuously. The goal is uniform, bubble-free wet-out from first shot to finish.

Many builders flip LRTM molds every 20 to 30 minutes to chase volume. We let parts sit in the molds under vacuum overnight. The chemistry reaches cure in roughly 20 minutes, but the controlled cool-down between two hard shells prevents movement and preserves the gelcoat. That patience pays off in fair surfaces and crisp edges – quality over quantity.

“This is where Viking takes a different path,” says Bill Hall, Viking’s Manager of New Product Development. “Leaving the part under vacuum overnight gives it the best container it could have as it cools. You don’t see the warping or surface distortion that can happen when you pull parts too quickly. It’s one more way we put quality ahead of speed.”

After demold, technicians verify each part with a light tap test using a composite hammer to confirm uniform bonding and the absence of voids. The results show on both sides: a smooth gelcoat finish, tight fit and lasting durability.

Dennis Garcia, Foreman of Small Parts/LRTM, leads a crew with decades of experience. Supervisor William Fabian – known around the plant as “Viglass” – sums up the mindset: “There’s no room for error. You have to be perfect every step of the way. This team is skilled and serious about getting it right.”

From aft live well lids to flip-down console doors and cooler lids, LRTM gives Valhalla parts the strength, precision fit and clean look owners expect. It’s one more way we are building a better boat every day. 🚤



TECH TALK:

- **GELCOAT** – the shiny outer layer that gives each part its smooth finish and protects it from the elements.
- **MOLD RELEASE** – a coating that keeps the part from sticking to the mold so it comes out clean.
- **CORE** – lightweight filler placed between fiberglass layers to add strength without extra weight.
- **A AND B MOLDS** – the two halves of the mold (top and bottom) that shape the part.
- **VAC CLAMP** – a vacuum system that locks the two molds together with even pressure.
- **LAMINATE** – the combined layers of fiberglass and core that form the part.
- **PROPORTIONING SYSTEM** – equipment that mixes resin with the right amount of hardener before it's injected.
- **PORTS** – small openings in the mold where resin flows in and air escapes.
- **DEMOLD** – the step when the finished part is taken out of the mold.
- **TAP TEST** – a quick check using a small hammer to make sure the part is solid with no hollow spots.
- **VIGLASS** – The name Bill Healey gave Viking's Fiberglass Department – a title also used at Viking Mullica.

"It's one more way we put quality ahead of speed."

– Bill Hall

Manager of New Product Development



PRINCESS

PRIVATE PREVIEW

Set against the backdrop of downtown West Palm Beach, Princess hosted its annual Princess Private Preview in partnership with Palm Beach Fashion Week™ - an elegant lead-in to the Palm Beach International Boat Show where refined design, craftsmanship and style converge.





The Palm Beach International Boat Show, which attracts nearly 60,000 visitors to the waterfront along Flagler Drive each spring and generates an economic impact exceeding \$1 billion, remains one of the most significant events on the North American marine calendar. Its location in the heart of West Palm Beach provides a natural stage not only for world-class yachts but also for a broader representation of the evolving luxury lifestyle.

Launched in 2021 to mark the global debut of the flagship X95, the Princess Private Preview offers owners, clients and invited guests an exclusive first look at the brand's latest lineup ahead of the show's official opening. Yet, while the yachts remain the centerpiece, the evening has grown into a signature social event, reflecting Princess Yachts America's ongoing partnership with Palm Beach Fashion Week™ and its commitment to celebrating iconic design in all its forms.

The Palm Beach Fashion Week™ – the only official fashion week in the Palm Beaches – serves as a celebration of the region's distinctive blend of style, culture and philanthropy. During the 2026 festivities, guests of the Princess Private Preview were immersed in an atmosphere that felt both relaxed and refined, complete with an informal fashion showcase that further expanded the international presence of Palm Beach Fashion Week™ with the introduction of Nouvelle Silk 95 by European designer Joanne Snodgrass, bringing a layer of modern sophistication to the runway. In a notable first, men's fashion was also prominently featured, highlighted by an Italian collection from Hadleigh's Palm Beach – adding depth and balance to the event's evolving aesthetic.

Princess Yachts America presented an expanded nine-yacht showcase, led by the Palm Beach premiere showing of both the Princess S80 and F58 alongside the Y80 and X80. The display also included the Y72, S65, V55, F50 and V50, offering a comprehensive perspective on the brand's design language – from performance-driven sport yachts to long-range cruising platforms – each defined by a meticulous attention to detail and craftsmanship.

Looking ahead, Palm Beach Fashion Week™ 2027 and its capstone event as part of the Princess Private Preview is poised to further strengthen its role as a platform where international fashion, luxury lifestyle and world-class yachting intersect in an event that has become one of the most anticipated social and cultural moments of the Palm Beach season. 🦋





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OWNER OF INTEREST:

NO BRAKES

GREGG AND HEATHER GOLIN TAKE DELIVERY OF THEIR VALHALLA 41

“It’s surreal. I don’t think they should build a boat any different than this boat. I don’t know what you could do to make it nicer.”



– Gregg Golin
No Brakes

**Gregg and Heather Golin aboard
No Brakes after taking delivery in
New Gretna, New Jersey.**

The Valhalla 41 *No Brakes* sat at the dock in New Gretna, New Jersey, as owners Gregg and Heather Golin arrived. Valhalla Boatworks Sales Professional Justin Healey made one last pass from bow to helm to cockpit, confirming everything was as it should be. Atlantic Marine Electronics was on hand as well, ensuring the custom package was dialed in – part of Valhalla’s turnkey delivery.

Gregg walked alongside the Flag Blue center console. “It’s surreal,” he said. “I don’t think they should build a boat any different than this boat. I don’t know what you could do to make it nicer.”

Heather reached for her phone and FaceTimed one of their daughters, giving

her a virtual walk-through. “I never would have thought it could be so incredibly beautiful,” she said. “I’m in shock. It hasn’t hit me yet.”

The reaction from the Golins – said everything. “This is what it’s all about,” Justin said. “It’s an exciting moment for them and very rewarding for us.”

With a name like *No Brakes*, you better have a fast boat. With quad V10 Mercury 425s, this Valhalla 41 can hit 70 mph.

They kept the look simple and consistent, also choosing Flag Blue for the underside of the hardtop and the mohawk on the engine cowlings. The single-color approach gives the boat a unified look.



**The Valhalla 41 *No Brakes* shows off her
Flag Blue hull in New Gretna, New Jersey.**



Inside the console, the Simrad SY50 omni sonar – the first installed in a Valhalla 41 – required in-house engineering and custom modifications, including a 3D-printed dam and a reworked console liner.



The stern features a faux teak transom, our trademark transom bustle a clean outboard installation.



With quad V10 Mercury 425s, this V-41 hits 70 mph.

At the helm, the Simrad SY50 omni sonar provides a real-time view below the surface. This is the first Valhalla 41 outfitted with the system, requiring in-house engineering to install the sonar tube (inside the console).

“We had to have the omni sonar,” Gregg said. “That’s a big deal.”

The rocket launcher in the cockpit is mounted to the Seakeeper hatch, with a teak table securely fastened to the launcher when installed, providing a great spot for gathering. This table can be quickly removed when it’s time to fish. A transom seat with armrests is positioned above the live well and can also be easily taken out. An important feature of this setup is that the rocket launcher's pedestal is offset, allowing the hatch to open without the launcher or table interfering with access.

Outriggers are internally rigged. Rod holders are placed where they need to be. It’s a straightforward layout that supports how they plan to fish.

“We use the boat for pleasure, but I’m a fisherman,” Gregg said. “When we want to fish, that stuff comes off and we’ve got the best fishing rig.”

Forward, the layout opens. A lounge seat sits on the front of the console,

leading into U-shaped seating with teak backrests in the bow.

Faux teak on the transom and toe rail adds contrast, while synthetic teak decking covers walking surfaces, tying the layout together underfoot.

The boat is also equipped with an optional Seakeeper Ride system, which automatically improves stability and comfort while running.

The plan is to run the Mid-Atlantic canyons throughout the season, starting south and working north through Washington, Wilmington and the Hudson. The focus is tuna, with long runs and time spent covering water. “We’re tuna, tuna, tuna,” said Gregg. “We have a great crew – George Barnard, our captain. He’s the guy.”

Gregg expects the sonar to play a role, especially on bigeyes. “That’s one thing that’s really hard without it,” he said.

The boat will be kept in Somers Point, New Jersey, and see steady use with family. The Golins plan to run to Ocean City, Maryland, head north to New York and spend as much time on the water as they can.

“We’re going to really use it extensively,” Gregg said. “No doubt about it.”



The V-41 reflects how Gregg and Heather Golin plan to use the boat – fishing and cruising.



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PRINCESS FORT LAUDERDALE PREVIEW

Princess Yachts to Headline 2026 Fort Lauderdale International Boat Show with Landmark Premieres

With its premiere location along the Bahia Mar Yachting Center Face Dock, Princess Yachts will again command one of the most coveted positions at the 2026 Fort Lauderdale International Boat Show (FLIBS) presenting an expansive showcase of its latest models. Anchoring this premier display are two highly anticipated debuts: the global premiere of the all-new Princess C48 Open and the North American premiere of the groundbreaking Princess X90—a compelling statement of the brand's continued evolution across performance, design and luxury.

A NEW ERA OF PERFORMANCE: THE PRINCESS C48 OPEN

Marking a defining moment in the brand's history, the Princess C48 introduces the entirely new C Class – Princess Yachts' first venture into outboard-powered yachts. Designed to deliver exhilarating performance without compromising the craftsmanship synonymous with the marque, the C48 Open sets a new benchmark in the high-performance cruising segment.

Developed through an elite collaboration between naval architect Michael Peters, Bernard Olesinski Limited and Princess'

in-house design team led by Andy Lawrence, the C48 blends advanced hydrodynamics with refined aesthetics. At its core is the patented SVVT (Stepped-V Ventilated Tunnel) hull, engineered to enhance efficiency, stability and ride comfort by channeling air beneath the hull – resulting in reduced drag and superior handling in all sea conditions.

Power comes from triple outboard configurations, with options ranging from Mercury V10 400hp engines to the formidable Mercury V12 600hp package, delivering projected top speeds exceeding 50 knots.





The C48 Open, making its global debut at FLIBS, is purpose-built for those who embrace open-air freedom. Its expansive main deck features a sculpted cockpit with adaptable seating, an aft sunpad, and a fully equipped wet bar for seamless entertaining. Forward, the foredeck offers additional lounging space, while below deck, a flexible layout allows owners to tailor accommodations – from a lower salon to optional stateroom configurations – suited to both day cruising and extended escapes.

REDEFINING SPACE AND LUXURY: THE PRINCESS X90

Making its North American premiere, the Princess X90 represents the next evolution of the acclaimed X Class “super flybridge” series. If the C48 Open speaks to freedom and exhilaration, the Princess X90 represents an altogether different, yet equally compelling, philosophy – one centered on space, light and the art of living well at sea.

Positioned between the X80 and flagship X95, the X90 elevates onboard living through expansive volume, innovative spatial design and an uncompromising approach to luxury.

From the aft deck’s open, water-level connection – enhanced by a glass transom and fold-out balconies – to the seamless transition into the main deck salon via curved patio doors, the X90 is designed to blur the boundaries between interior and exterior living. Aft dining for ten merges

effortlessly with the cockpit, creating a truly immersive entertaining environment.

One of the yacht’s defining features is its main deck owner’s suite, offering uninterrupted 180-degree forward views and a private foredeck terrace accessed via an optional gullwing door – an architectural innovation that underscores the X90’s forward-thinking design.

Above, the enclosed skylounge on the flybridge provides a refined retreat complete with optional large-format entertainment, while the expansive outdoor areas offer multiple configuration possibilities – from spa installations to tender storage. Below deck, flexible guest accommodations and dedicated crew quarters ensure comfort and privacy for extended cruising.



A DEFINING SHOWCASE FOR PRINCESS YACHTS

Together, the C48 Open and X90 embody two distinct yet complementary visions of modern yachting – one driven by high-performance innovation and open-air exhilaration, the other by space, versatility and elevated luxury living. Their premieres at the 2026 Fort Lauderdale International Boat Show underscore Princess Yachts’ commitment to pushing boundaries across every segment of its portfolio.

Set against the dynamic backdrop of the iconic Bahia Mar Yachting Center, this showcase will not only introduce two transformative models to the market but will also reaffirm Princess Yachts’ position at the forefront of global yacht design and engineering. 





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TAGGING FOR TOMORROW

Viking and Valhalla's longstanding relationship with The Billfish Foundation (TBF) continues through satellite tagging efforts in the Dominican Republic, South Florida and Nantucket

For Viking, conservation is part of fishing. That commitment was clear in recent tagging efforts in partnership with TBF across three different fisheries: blue marlin in the Dominican Republic, sailfish off South Florida and white marlin off Nantucket. The boats, locations and partners may have changed, but the purpose stayed the same - community-led conservation. When the sportfishing community comes together to better understand and protect a species, the benefits strengthen not only the resource itself, but the future of the entire sport.

Viking's relationship with TBF is rooted in the offshore world of recreational sportfishing. Billfish are why Viking owners, captains and crews travel, prepare and compete – and why these boats are designed

and built. With that purpose comes a profound responsibility: to help conserve the sport for generations to come.

For 40 years, TBF has led global billfish conservation through groundbreaking research, policy wins and community-driven science. To celebrate its 40th Anniversary in 2026, TBF has launched a 40 for 40 Campaign, with a goal of committing 40 satellite tags to advance billfish research. This campaign honors the organization's history while accelerating the work still ahead.

Each of the 40 satellite tags will be deployed through one of five TBF Groundswell Projects (community-focused, community-backed research initiatives in billfish hotspot regions around the world) to help

unlock critical data that informs fisheries management, supports coastal communities and protects some of the ocean's most iconic species.

“We're grateful for Viking's continued support because conservation works best when the people closest to the fishery are actively involved,” said Peter Chaibongsai, Director of Conservation Programs for The Billfish Foundation. “The boats, owners, captains and crews fishing these waters aren't just participants in the sport, they're often some of the most important contributors to understanding and protecting it. Partnerships like this help turn time on the water into meaningful science and that ultimately benefits both the species and the future of the sport.”





The work being done through these Groundswell Projects and this 40 for 40 Campaign is all the more important because of how billfish move through our ocean systems. As any good captain and angler can attest, billfish do not remain in one place. They move across broad ranges, through different depths, water temperatures and jurisdictions. Through these satellite tagging efforts, TBF and company can better understand the broader picture of billfish movement. And through this science, collectively, we can better protect them.

“Billfish are extremely migratory,” said John DePersenaire, Viking’s Director of Government Affairs and Sustainability. “They’re in our waters for a period, but they also move north toward Canada, south into the Caribbean and out into the high seas. That’s why tagging is so critical from a management perspective. It helps us understand where they’re moving, where they’re coming from and where they may be encountering fishing pressure.”

“Billfish are among the most iconic species in offshore fishing, but there is still a lot we do not fully understand about where they go once they leave the spread,” said Peter. “We see them in different parts of the Atlantic, but we’re still learning how connected those fish populations may be. Tagging helps close those knowledge gaps and supports the long-term health of the species and the sport.”

While conventional tags can help document important information such as growth trends and recapture location, satellite tags add another layer. Satellite tags are not dependent on a fish being recaptured and reported. Instead, satellite tags release from the fish after a set period and transmit recorded data to satellites, which is then sent to researchers for analysis. This data can include depth, dissolved oxygen, location and water temperature, which can be cross-referenced with oceanographic features to answer detailed questions about behavior and activity. For each of the three recent Groundswell Projects, supported by Viking and Valhalla, TBF researchers and scientists are looking into different species, different regions and diving into different questions altogether.



IN THE DR

The Caribbean Project effort took place in late November 2025 out of Cap Cana, Dominican Republic, aboard Viking's 68 demo. Viking Yachts, Costa Del Mar and TBF came together for a three-day, science-driven pursuit of blue marlin.

The fishing obliged. The first day produced a dozen hookups, including nine blue marlin. The second day was even stronger, with 17 blues and five sailfish. More importantly to the mission, the team deployed two satellite tags and six conventional tags.

The Dominican Republic (DR) also gave researchers insight into blue marlin size differentiation and habitat usage. The blue marlin encountered in the DR during the fall season are often smaller in size, with many under about 200 pounds. That makes the fishery useful for learning more about younger blue marlin, a size class that can be underrepresented in tagging data.

Off South Florida in January 2026, the Valhalla 55 demo carried the effort into the winter sailfish season. Over three weeks off Haulover Inlet and Palm Beach, five satellite tags were deployed on Atlantic sailfish.

The V-55, one of the boats called on for duty, fit the assignment. With 360-degree deck access, outboard performance, a wide cockpit, fishboxes, dual 65-gallon transom live wells and the size and beam

to work efficiently offshore, the flagship Valhalla gave the crew room to fish, handle sailfish and ultimately support the tagging mission.

Since launching in 2024, Viking and Valhalla's work with The Billfish Foundation also extends north through The Skillie Project, a satellite-tagging effort focused on white marlin, locally known as "Skillies," off Nantucket and southeastern New England. Viking and Valhalla have supported the project for the past two years.

The Skillie Project was created to better understand the migration, habitat use and population dynamics of a short, seasonal white marlin fishery. Each year, these fish may only show up for a narrow window, with weather tightening that timeframe even further.

During the 2024 and 2025 seasons, The Skillie Project was able to successfully deploy seven tags on Nantucket "Skillies." TBF also reported a milestone from the project: one white marlin tag completing a full, 12-month deployment and marking a meaningful step in billfish conservation efforts.

Regardless of the location, there is one common thread throughout these research projects. This is not conservation from a distance. This is conservation from the cockpit – where anglers, captains, mates, scientists and partners all have a role in conserving the fish and sport we love.



VENDOR PROFILE: **J.R. BEERS MARINE SERVICE**

At the push of a button



Inside the Valhalla 55 SY, the powered pilothouse side doors open the helm deck to the sidedecks.

It is one of those features that quickly becomes second nature. Press the button, and the salon door opens. Move from the cockpit or mezzanine into the salon, and it does its job – smooth and quiet. On a Viking yacht, the powered salon door is not treated as an afterthought. It is part of the way the boat works.

Behind that convenience is J.R. Beers Marine Service, the Hampstead, North Carolina, company behind Marine Power Door.

The company's powered sliding door systems are installed by Viking and concealed within the bulkhead, delivering controlled operation without exposed hardware. The system is used on nearly every Viking yacht, and the relationship has evolved from early customer-requested installations to full-time use at the factory.

Jay Beers first began working with Viking after Paul Slason, Viking Hardware Engineer, contacted him in 2016 with interest in the product. Between 2016 and 2018, Marine Power Door systems were installed on a few boats at the factory at the customer's request. In August 2018, Viking moved to permanent use of the system.

Austin King of Viking's Purchasing Department said the system gained traction after those early installations and use on Viking demo boats gave engineering and production a closer look.

"Once production got their hands on them, it seemed like a much easier installation," said Austin "All around, it was just a good fit for us."

In those first months, Jay visited the New Gretna factory to help train the production line team.

"Paul Slason has always been our main contact within engineering, and he has always been a pleasure to work with," said Jay. "We thank him for his support as he was crucial in getting the relationship started."

Valhalla magazine caught up with Jay at the Viking and Valhalla VIP Event, where he had a working display and walked through the system, its development and the company behind it.

Like many useful marine products, Marine Power Door started with a challenge.

"I was working at a boatyard and we needed a door opener," said Jay. "There really wasn't anything out there that worked the way we wanted. So, I went home, thought about it and built one. We put it on, hit the button and it worked."





A Marine Power Door system on the bulkhead of a Viking 82 before final finish work conceals the components.



On this 54 Convertible, the powered door button is mounted on the inboard side of the tackle cabinet module.



The Valhalla 55 Sport Yacht at the Newport International Boat Show, with its powered pilothouse side door open.

The first system took about a year and a half to develop. Production started slowly – one or two units a year, then five, then 10. “From there it just kept growing,” said Jay.

Today, Marine Power Door produces more than 300 systems annually, with Viking representing a significant share of that work. “We’re very proud to be working with the Viking family,” Jay said.

The company is small by design. Jay, a longtime marine electrician, works alongside his son, Brad, a graduate of the University of New Orleans in naval architecture and marine engineering. Together, they handle design, fabrication, manufacturing and support.

Jay wired boats for three custom sportfishing builders before starting the company and worked as a master electrician in the commercial and residential fields.

He also holds a captain’s license, as does Brad, and has spent years running his own boats.

That background matters. Marine Power Door is not a generic automation system adapted for boats. It was developed by people who understand how boats are built, used and maintained.

The system is a belt-driven actuator designed for sliding doors in a marine environment. Marine Power Door also builds the track-and-roller system used by Viking. The key is control. An electric braking system holds the door in place, even in rough conditions.

“It will hold that door secure in any boat condition,” said Jay. “You don’t have to worry about it moving or hearing that crash downstairs.”

For Viking, that reliability is key. “Working with Marine Power Door has been great since day one,” said Paul. “Jay and Brad have an excellent product that is built to last.”

Paul said the Beers team has also been strong on support, whether Viking is working through a new application or needs assistance on an existing boat.

“Anytime that I have asked for help with a new project or support on an existing boat, they are available, and they always go the extra mile to make sure that we’re satisfied,” he said. “At the end of the day, both Jay and Brad, along with their door system, are reliable. Having a vendor like that makes a world of difference.”

That responsiveness also matters from the purchasing side, where lead time and consistency are critical.

“I send him a purchase order, and the product is here in three days,” said Austin. “Jay gets the order, and he ships them right out. They’re on the ball.”

That kind of relationship becomes especially important when the work moves beyond a proven application.

What began with salon doors has now extended to the Valhalla 55 Sport Yacht, where Marine Power Door developed the powered pilothouse side doors. The application required a different approach. The doors are large, heavy panels – more than 300 pounds each – and the system is fully integrated inside the door.

Working with Viking’s engineering and R&D teams, Brad led the design of the pilothouse door system, developing a solution that could handle the size and weight of the panels while remaining contained within the door structure.

“The whole system lives inside the panel,” said Jay. “We put it together so the installers could drop it in as one piece.”

Testing took place on hull No. 1 of the Valhalla 55 Sport Yacht. “We went out on sea trial and tried to break it,” said Jay. “From zero to 60, crossing wakes, running through it – it just kept working.”

Since then, the system has been refined through ongoing collaboration between Marine Power Door and Viking as production has progressed.

For Jay, the goal is simple. The door has to work every time. It has to hold securely, operate smoothly and stay out of the owner’s mind because it does its job without drama.

That is the value of the system – and of the relationship behind it. Marine Power Door remains a family-owned company with a direct line between the people designing the product, building it and supporting it in the field. Jay plans to retire in 2027, with Brad taking over the business.

“He’s going to carry it forward,” said Jay. “And I know he’ll do a great job.”

Jay Beers at the Viking and Valhalla VIP with a Marine Power Door display showing key components.



Viking convertibles at a boat show, where doors get a steady workout throughout.





SCAN ME

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Cummins Onan



KOHLER



PRINCESS F54

With development firmly on track, the all-new F54 from Princess Yachts is progressing steadily toward a series of highly anticipated unveilings in early 2027, signaling the next evolution of the brand's acclaimed flybridge range

PRINCESS YACHTS F54 ON COURSE FOR GLOBAL DEBUT IN 2027

Building on a legacy of iconic flybridge yachts, the F54 showcases a striking new exterior profile paired with a suite of enhancements that elevate both form and function. The design introduces, for the first time in this size segment for the brand, an optional hardtop – offering greater flexibility for varied cruising climates while maintaining the open-air appeal that defines the F Class experience.

At the water's edge, the aft deck has been thoughtfully reimagined. A new linear bathing platform, capable of accommodating a Williams TurboJet 285

tender, enhances both practicality and visual flow. The innovative walkaround transom design improves access, while a cleverly engineered seating arrangement with a movable backrest transforms the cockpit from a sociable U-shaped lounge into either an aft-facing sofa or a sunbed – adapting effortlessly to the rhythm of the day.

Forward, the foredeck becomes a private retreat. A redesigned sunpad with adjustable headrests, paired with forward-facing seating and an optional teak table, creates an inviting space equally suited for quiet relaxation or casual entertaining. Above, the expansive flybridge continues the theme of versatility, offering companion seating that converts to a sunpad, a generous dining area

with a folding teak table, and an aft unit that can be specified with a fully equipped wet bar – complete with refrigeration, grill, and sink – making it an ideal setting for elevated outdoor living.

Inside, the F54 distinguishes itself with a rare feature for its class: an aft galley configuration complemented by a separate dinette. This layout enhances both circulation and social interaction, creating a more open, residential feel throughout the main deck. Contemporary finishes and refined detailing define the interior aesthetic, including newly designed helm seating upholstered in eco-friendly materials as standard.





Below deck, accommodations are thoughtfully arranged across three guest staterooms. The full-beam owner's suite offers a private, luxurious retreat with an ensuite bath, while a forward VIP stateroom features a walkaround berth. A third guest cabin provides twin berths with the flexibility to convert to a single berth at the touch of a button. For owners requiring additional crew capability, an optional aft cabin with private access from the transom can be specified.

Performance remains at the core of the F54's DNA. Powered by twin Volvo D13-900 engines, the yacht delivers confident handling and exhilarating

capability, complemented by a suite of advanced technologies including standard bow thrusters, optional stern and variable-speed thrusters and gyro stabilization. Integrated Garmin navigation and a Fusion sound system – with an optional NAIM audio upgrade – ensure both precision and onboard enjoyment.

Further enhancing ownership is Princess Connect, the brand's advanced telemetry and remote monitoring system. Providing real-time access to critical systems – from GPS tracking and engine diagnostics to tank levels and maintenance schedules – it transforms the ownership experience into one of seamless connectivity and peace of mind.

With a world premiere scheduled for the 2027 edition of the Düsseldorf Boat Show, the F54 is already well advanced in development. Looking ahead, anticipation will continue to build toward its North American public debut at the Miami International Boat Show in 2027, preceded by an exclusive showcase during the Viking VIP Preview in Riviera Beach just weeks prior. Together, these milestone appearances will introduce a refined, forward-looking yacht that blends contemporary design, innovative features and the hallmark performance synonymous with Princess. 





A SMARTER COURSE

Viking continues its push to modernize the 2008 vessel speed rule with technology-based solutions

Viking continued its advocacy on the North Atlantic right whale vessel speed issue this spring as NOAA opened a public comment period on the 2008 rule. The effort was another step in a campaign Viking has been driving since 2022 – one focused on protecting whales, preserving safe access and making sure federal rules reflect the boats and technology on the water today.

The rule, adopted 18 years ago, limits operators of most vessels 65 feet and larger to 10 knots in designated seasonal management areas along the East Coast. In some areas, those restrictions remain in place for up to six months. Created to reduce the risk of vessel strikes on North Atlantic right whales, the rule has long raised concerns across the recreational marine industry about safety, access, enforcement, vessel-specific risk and economic impact.

NOAA Fisheries issued an Advance Notice of Proposed Rulemaking this spring, seeking public input on potential changes to the rule. The comment period, which closed June 2, gave boat owners, captains, marine businesses and coastal communities an opportunity to put real-world information into the record.

For Viking, the message was clear: protecting the North Atlantic right whale and maintaining safe, practical boating access should not be treated as competing goals.

"This review was long overdue," said Viking President and CEO Pat Healey. "We are grateful that NOAA has taken this step. We needed to put real-world information into the record – vessel technology, navigation tools, offshore operating conditions, vessel-size risk, safety concerns and the economic impact on coastal businesses."

Viking's spring campaign included a press release, e-blast, social media outreach and communication with dealers, owners, captains and industry partners. The effort encouraged stakeholders to comment through NMMA's Boating United platform or directly through the Federal Register.

The campaign was not about eliminating whale protections. It was about improving how those protections are developed and applied.

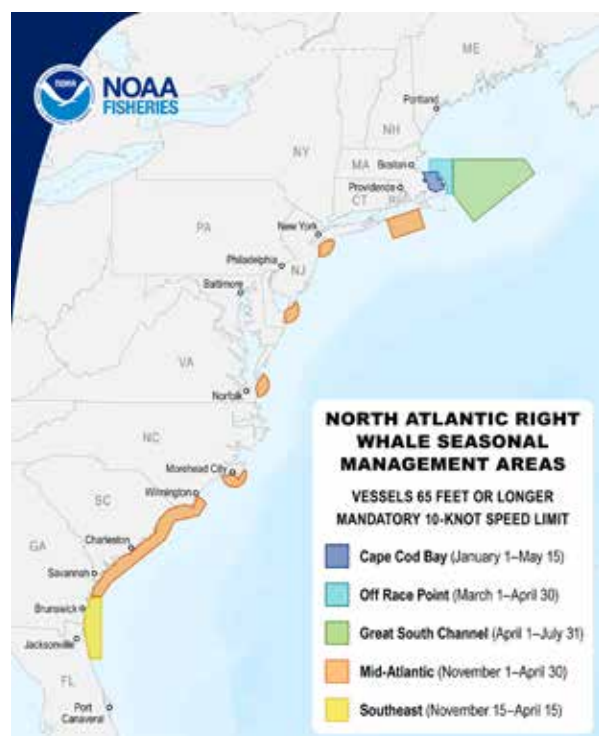
Viking has urged NOAA to modernize the 2008 vessel speed rule by considering today's vessel technology, real-world operating conditions, safety, vessel-specific risk and economic impact.



THE RULE AT A GLANCE

- The 2008 vessel speed rule limits most vessels 65 feet and larger to 10 knots in designated seasonal areas along the East Coast.
- Some restrictions remain in effect for up to six months.
- NOAA opened a public comment period this spring to gather input on potential updates to the rule.
- Viking urged NOAA to consider modern vessel technology, safety, vessel-specific risk, offshore operating conditions and economic impact.
- Viking's position is clear: whale protection and safe, practical boating access can move forward together through technology-based solutions.
- The rule carries real enforcement consequences, with civil penalties that can reach thousands of dollars per case.

NOAA's 18-year-old vessel speed rule limits most vessels 65 feet and larger to 10 knots in the designated seasonal areas.



In the 2008 rule, NOAA recognized that technology-based solutions to reduce vessel-strike risk represented the preferred long-term approach. Since then, those technologies have advanced significantly. Modern recreational vessels now carry better detection, awareness, navigation, communication and risk-mapping tools, along with the maneuverability to act on real-time information. Viking believes that progress should be central to any modernized rule.

NOAA's 2026 announcement continues that discussion. The agency said it was seeking information that could help modernize the rule, reduce unnecessary regulatory and economic burdens and support responsible conservation practices for endangered North Atlantic right whales. For Viking, the review gives the industry a needed opportunity to show how today's technology, vessel-specific risk and real-world operating conditions should shape the next version of the rule.

That technology-based approach has been central to Viking's work through the Whale and Vessel Safety Taskforce, known as WAVS. For more than a year, WAVS has used a 24-foot Contender as a research and demonstration platform equipped with real-time detection, predictive risk mapping, information sharing and onboard alert systems designed to reduce the risk of vessel strikes while maintaining safe navigation.

Many of those technologies were demonstrated at the 2026 Miami International Boat Show, where NOAA officials and industry representatives

saw the systems aboard the WAVS research vessel. Viking has remained engaged with NOAA, the National Marine Manufacturers Association, the National Marine Electronics Association and other stakeholders to push for a regulatory approach that reflects how modern boats are built, equipped and operated.

The review also carries broader implications for the marine industry. In 2022, NOAA proposed expanding speed restrictions to boats 35 to 64 feet, a proposal the agency withdrew in January 2025. Viking believes updating the existing rule can help prevent that proposal, or similar broader restrictions, from being reintroduced.

The rule also carries real enforcement consequences. NOAA assessed \$950,306 in civil penalties across 56 vessel-speed cases in 2022 and 2023. That impact, combined with questions about safety, access and enforcement practicality, underscores why the industry pushed for a more modern, data-driven approach.

"This is not about eliminating protections," said John DePersenaire, Viking's Director of Government Affairs and Sustainability. "It is about moving forward with NOAA's preferred way of mitigating vessel-strike risk – technology. Conservation and safe vessel operation are not mutually exclusive."

For Viking, the goal remains practical and consistent: protect the North Atlantic right whale while ensuring the rule reflects today's technology, today's boats and operating conditions.



"This is not about eliminating protections. It is about moving forward with NOAA's preferred way of mitigating vessel-strike risk – technology. Conservation and safe vessel operation are not mutually exclusive."

– John DePersenaire

Viking Director of Government Affairs and Sustainability

VIKING 82

EVOLUTION OF A CHAMPION

When Viking introduced the 82 Convertible, it stepped in for one of the most successful 80-foot sportfishing yachts ever built. The Viking 80 produced 54 boats and built a strong tournament record. It proved that a large sportfisher could compete and win while still delivering the comfort owners expect.

The Viking 82 carries that forward. On the water, the 82 is quick, stable and predictable. The resin-infused hull runs efficiently and stays dry when conditions turn. Crews see it in the way the boat tracks and backs down. Owners feel it in the ride.

Performance is only part of it. The 82 is built for time on board. The layout includes five staterooms with a full-beam master and six heads with a day head. The spaces are open and practical, set up for fishing trips, travel and family use.

The Viking 82 builds on the success of the 80, which served as Viking's demo platform six times in the same number of years. Viking has delivered eighteen 82s to date. Three have run as demos, producing multiple tournament wins, including the

2024 Bermuda Triple Crown. Another 82 will serve as the Viking team's boat this summer.

Viking offers three models at 80 feet – the Open, the Enclosed Bridge and the Sky Bridge.

The Open Bridge is the traditional setup. The center console helm sits on a raised platform with a clear view of the cockpit and spread. There's room to move around the console, with seating to port and starboard and teaser reels overhead within reach.

The Enclosed Bridge adds protection and another living space. The helm stays quiet and controlled in any weather, with strong sightlines. Many owners pair it with a Palm Beach Towers tuna tower for added height when searching.

The Sky Bridge gives you both. An enclosed helm below with an open station above. Run in the air or inside depending on the day.

Systems are straightforward and well thought out. Atlantic Marine Electronics outfits the boat with omni sonar, Starlink and lightning protection. A centralized

seawater system with ElectroSea helps manage growth in raw-water circuits. Spot Zero and a watermaker support longer runs. Digital switching keeps systems easy to manage.

Construction follows Viking's approach. The hull is resin-infused with end-grain balsa coring and engineered laminates, with carbon fiber in key areas. Interior components use lightweight composites to reduce weight without giving up strength.

The profile is unmistakable, with an unbroken sheerline, clean proportions, teak cockpit and a finish that holds up over time. Twin 2,635 MHP MTUs provide the power. Paired with the refined running surface, propeller pockets and Viking's Advanced Propulsion System with flow-aligned rudders and struts, the 82 reaches 42-plus knots. She's a powerful battlewagon.

The 82 builds on what worked and moves it forward. It's a serious fishing boat that also lives well. And with three bridge configurations, we have an 80-footer that fits your fishing program, your family and your lifestyle. 





82 Enclosed Bridge



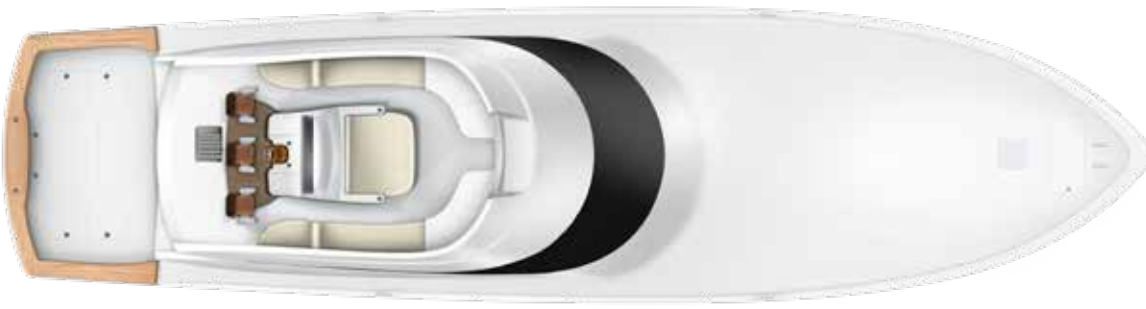
82 Sky Bridge



82|C

SPECIFICATION HIGHLIGHTS

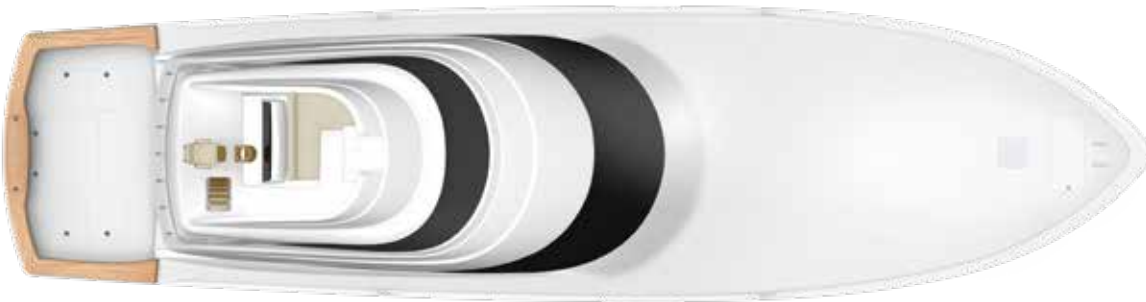
Length Overall	82' 11"	25.27 m
Length w/ Bow Pulpit	87' 8"	26.72 m
Length Waterline	71' 9"	21.87 m
Beam Overall	21' 5"	6.53 m
Beam Waterline	17' 10"	5.44 m
Deadrise at Transom	12.1 deg	
Draft	5' 9"	1.75 m
Freeboard Forward	9' 6"	2.90 m
Freeboard Aft	3' 2"	0.97 m
Height Waterline to Top of Flybridge Hardtop	20' 8"	6.30 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	23' 2"	7.06 m
Height Waterline to Top of Flybridge Console	17' 3"	5.26 m
Displacement Standard Fuel Load	154,647 lb. 70,147 kg	
Fuel Capacity Standard	2,671 gal. 10,111 l	
Fuel Capacity Optional	3,330 gal. 12,605 l	
Water Capacity	425 gal.	1,609 l
Holding Tank Capacity	252 gal.	954 l
Cockpit Area	229 sq. ft. 21.3 sq. m	



Open Bridge



Enclosed Bridge



Sky Bridge



Open Bridge Salon



Enclosed Bridge Salon



Lower Accommodations
(Optional Forward
Crossover Layout
Also Available)



ELITE FLEET FROM BAY TO CANYON

The Viking and Valhalla fleets continue to grow with fresh designs, new innovations and a broad range of models built for the way owners use their boats. From the versatile Valhalla 28 Bay to the Viking 90 Sky Bridge, every model carries the same fishing DNA, performance pedigree and attention to detail that define our company.

These are boats built with purpose – whether it's a family day on the bay, a

canyon run, tournament competition or long-range cruising. Across the lineup, owners see the same level of craftsmanship, engineering and quality that comes from a vertically integrated company now in its 63rd year of family ownership.

From design and engineering to construction, outfitting and delivery, Viking builds and supports every boat with one goal in mind – building a better boat every day. 

Valhalla 28 Bay



V-28 BAY



The ultimate inshore platform – big-boat features with a shallow draft.

LOA: 28' 1" (8.56 m)

BEAM: 9' 3" (2.82 m)

DRAFT

Engines Up, Full Load: 18" (.46 m)

FUEL CAPACITY: 130 g (492 l)

WATER CAPACITY: 28 g (106 l)

MAX ENGINE HP: 600 hp

LIVE WELL: Aft (2) 25 g each, (95 l)
Fwd (1) 28 g, (106 l)

V-29 HYBRID



The Hybrid is for the special angler looking for a myriad of fishing assignments.

LOA: 29' 6" (8.99 m)

BEAM: 9' 8" (2.95 m)

DRAFT

Engines Up, Full Load: 21" (.53 m)

FUEL CAPACITY: 180 g (681 l)

WATER CAPACITY: 40 g (151 l)

MAX ENGINE HP: 600 hp

LIVE WELL: Aft (2) 25 g each, (95 l)

V-33



The boat features the same robust standard equipment list as its larger stablemates, with 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



Fast, fun and a fishing powerhouse, this model delivers exceptional performance and versatility for both tournament action and family cruising.

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): 30" (.76 m)

FUEL CAPACITY: 541 g (2,048 l)

WATER CAPACITY: 49 g (185 l)

MAX ENGINE HP: 1,600 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): 35" (.9 m)

FUEL CAPACITY: 757 g (2,866 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" (.9 m)

FUEL CAPACITY: 1,211 g (4,584 l)

WATER CAPACITY: 125 g (473 l)

MAX ENGINE HP: 3,000 hp

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

Valhalla 55



VALHALLA SPORT YACHTS

46 SY



Offered with an open or enclosed pilothouse, she blends luxury and performance – perfect for weekend escapes.

LOA: 46' 7" (14.20 m)

BEAM: 13' 4" (4.06 m)

DRAFT

(Engines Up, Full Load): 38" (.97 m)

FUEL CAPACITY: 790 g (2,990 l)

WATER CAPACITY: 85 g (322 l)

MAX ENGINE HP: 2,400 hp

55 SY



The ultimate high-performance sport yacht designed for luxury cruising.

LOA: 55' 7" (16.90 m)

BEAM: 15' 6" (4.70 m)

DRAFT

(Engines Up, Full Load): 37" (.9 m)

FUEL CAPACITY: 1,100 g (4,164 l)

WATER CAPACITY: 150 g (568 l)

MAX ENGINE HP: 2,400 hp

55 Sport Yacht



46 Billfish



46|BF

The 46 delivers tournament-level performance, comfort, and fishability in a versatile, easy-to-handle package.

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 (13.00 sq m)

50|BF



Largest Billfish yet, with a massive 170-square-foot cockpit, convertible-level comfort and a proven walkaround helm design.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

DRAFT: 4' 10" (1.47 m)

FUEL CAPACITY: 1,055 g (3,994 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 170 sq ft (15.80 sq m)

VIKING SPORT YACHTS

50|O



Command deck keeps the captain connected to the cockpit; wraparound windshield and hardtop provide protection, available with PBT tower.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

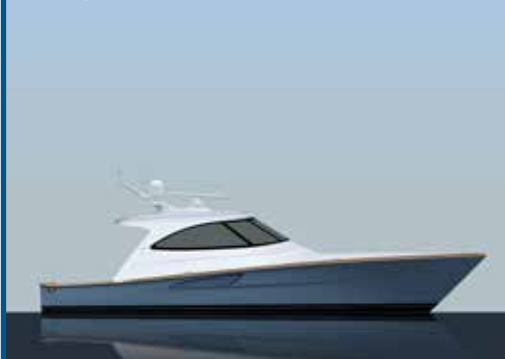
DRAFT: 4' 10" (1.47 m)

FUEL CAPACITY: 1,200 g (4,542 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 131 sq ft (12.20 sq m)

50|SC



Merges express style and tournament DNA – fast, sleek and made to fish, cruise and explore.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

DRAFT: 4' 10" (1.47 m)

FUEL CAPACITY: 1,200 g (4,542 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 131 sq ft (12.20 sq m)

50|ST



Pairs offshore performance with cruising versatility and a tower-ready design – ideal for chasing fish or new horizons.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

DRAFT: 4' 11" (1.50 m)

FUEL CAPACITY: 1,200 g (4,542 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 131 sq ft (12.20 sq m)

54|ST



Powerful, comfortable, fast, and fishy, the 54ST delivers Viking performance in a sleek package. The model is also available as a Sport Coupe and an Open Express.

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 (14.30 sq m)

64|SC



Sleek express styling, command-deck galley or salon, and three- or four-stateroom layouts deliver luxury and performance in all conditions.

LOA: 63' 7.5" (19.39 m)

BEAM: 18' 10.5" (5.75 m)

DRAFT: 5' 5" (1.65 m)

FUEL CAPACITY: 1,830 g (6,927 l)

WATER CAPACITY: 302 g (1,143 l)

COCKPIT: 180 sq ft (16.70 sq m)

64|ST



Combines the performance and versatility of the convertible with the striking looks of a coupe – fish, cruise and explore in style.

LOA: 63' 7.5" (19.39 m)

BEAM: 18' 10.5" (5.75 m)

DRAFT: 5' 5" (1.65 m)

FUEL CAPACITY: 1,830 g (6,927 l)

WATER CAPACITY: 302 g (1,143 l)

COCKPIT: 180 sq ft (16.70 sq m)

VIKING CONVERTIBLES

50|C



Third generation of a legendary model, delivering a sleek ride, advanced engineering and unmatched build quality.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

DRAFT: 4' 10" (1.47 m)

FUEL CAPACITY: 1,000 g (3,785 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 131 sq ft (12.20 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 (14.30 sq m)

58|C



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

LOA: 58' 11" (17.96 m)

BEAM: 17' 9" (5.41 m)

DRAFT: 5' 0" (1.52 m)

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

WATER CAPACITY: 207 g (784 l)

COCKPIT: 165 sq ft (15.30 sq m)

64|C



The 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 (16.70 sq m)

70|C



Brings next-generation performance, a large cockpit and four-stateroom comfort to Viking's tournament-proven convertible lineup.

LOA: 70' 10" (21.59 m)

BEAM: 18' 11" (5.77 m)

DRAFT: 5' 6" (1.68 m)

FUEL CAPACITY: 2,027 g (7,673 l)

WATER CAPACITY: 345 g (1,306 l)

COCKPIT: 194 sq ft (18.00 sq m)

74|C



The new 74C continues Viking's legacy of innovation, performance, and luxury in this size range.

LOA: 74' 8" (22.76 m)

BEAM: 19' 9" (6.02 m)

DRAFT: 5' 11" (1.80 m)

FUEL CAPACITY: 2,030 g (7,692 l)

WATER CAPACITY: 360 g (1,363 l)

COCKPIT: 216 sq ft (20.10 sq m)

82|C



A five-stateroom, six-head fish-raising machine with industry-leading performance, engineering and accommodations.

LOA: 82' 11" (25.27 m)

BEAM: 21' 5" (6.53 m)

DRAFT: 5' 9" (1.75 m)

FUEL CAPACITY: 2,671 g (10,111 l)

WATER CAPACITY: 425 g (1,609 l)

COCKPIT: 229 sq ft (21.30 sq m)

90|C



The 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)

90 Sky Bridge



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Pat Healey, President and CEO, Viking Yachts

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PRINCESS OWNERS GATHER AT OCEAN REEF FOR A CURATED SPRING ESCAPE



At the northern edge of Key Largo, within the gates of the Ocean Reef Club, Princess Yachts America once again brought its owners together for a Spring Owners Holiday that balanced structured programming with the freedom of a private resort setting. The 2026 edition unfolded over several days with a clear objective: create an experience that reflects not only the destinations owners cruise to, but the lifestyle that surrounds them.

Arrivals began midweek, with yachts lining the marina and guests filtering into Carysfort Town Hall for check-in. The process was intentionally seamless – concierge staff on hand, golf carts staged for immediate use and dockside deliveries of signature “Reef Cup” cocktails and welcome packages setting the tone. For those arriving by sea, the transition from passage to event was immediate; lines secured, drinks poured and the weekend underway.

The opening-night cocktail party and dinner established the rhythm for what would follow. Held at Town Hall, the evening blended live music, a casino-style social element and a full dining program into something that felt closer to a private club gathering than a staged production. Owners reconnected, new relationships formed and the shared identity of the Princess community came into focus early.

From there, the schedule expanded into a mix of competition, exploration and open time. A golf tournament served as the primary competitive anchor, drawing players for a modified-format round that emphasized team play without slowing pace. Nearby, a croquet tournament offered a more relaxed counterpart – low-impact, social and well suited to the setting.

Much of the event’s appeal, however, came from what existed beyond the

formal agenda. Ocean Reef Club’s range of activities – deep-sea fishing, diving, tennis, pickleball, spa treatments and more – allowed owners to shape their own days between scheduled events. The flexibility is part of the format’s success: structured enough to engage, open enough to feel personal.

As the weekend progressed, the focus shifted toward the natural environment that defines the Upper Keys. Guided eco-kayak tours moved quietly through mangrove tunnels and shallow flats, offering a different perspective on the surrounding waters. Bike tours extended that access inland, tracing routes through hardwood hammocks and dense tropical vegetation. Both activities were well attended, reflecting a growing preference among owners for experiences that go beyond the marina.





For those inclined toward a slower pace, a Paint & Sip session with Florida artist Tripp Harrison provided a creative alternative. Hosted at Town Hall, the class paired instruction with a social atmosphere, resulting in finished pieces that often made their way back aboard as mementos of the weekend.

Evenings shifted tone without losing momentum. A standout was the waterfront food truck gathering, where seven distinct kitchens – from Italian and Indian to barbecue and raw bar – created a more casual, high-energy dining experience. Open-air seating, live music and a fully hosted bar made it one of the most social nights of the event.

Another highlight came offsite, with an optional outing to Alabama Jack's. Equal parts local institution and waterfront hangout, it offered a contrast to the polish of Ocean Reef – live music, fresh seafood and a setting that felt unmistakably Keys. Some owners opted to arrive by tender,

reinforcing the connection between the event and the cruising lifestyle that defines it.

By the final full day, the emphasis shifted toward group participation. A property-wide scavenger hunt brought teams together in a mix of strategy and light competition, while smaller activities, including a needlepoint class, provided quieter options. The balance between high-energy and low-key remained consistent throughout.

The event concluded with a beachfront closing dinner at Buccaneer Island. Set against the water, the evening combined a freshly prepared grill menu with tropical cocktails and live steel drum music. Awards from the weekend's competitions were presented, but the focus remained on the collective experience rather than individual results. It was a fitting close – relaxed, social and rooted in the setting.

Integral to the success of the event was the continued support of key industry partners,

including Atlantic Marine Electronics, BlueWater Chairs, Canvas Designers, Christi Insurance Group, Complete Marine Freight, Harrington Marine Services, Marine Solutions, Quickstep Marine, Scarano Marine (MAN Engines), Spot Zero, Volvo Penta USA, Williams Tenders and *Yachting Magazine*, all of whom were on hand throughout the weekend.

Additional recognition goes to HMY Yacht Sales, Galati Yacht Sales and SI Yachts for their generous sponsorship of the opening, Friday evening and closing events – support that continues to elevate the overall experience for owners and guests alike.

The Ocean Reef edition of the Princess Owners Holiday underscores the strength of the format. It is not built around spectacle, but around consistency – well-chosen locations, a balanced schedule, and an emphasis on community. For owners, it's less about a single event and more about an ongoing calendar that connects them to both the brand and each other.



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TRIPLE CROWN FISHES

DECISIONS UNDER PRESSURE DEFINE A CHAMPIONSHIP SEASON

There's no guarantee in fishing – but you can control your preparation. *Team Galati* aboard the Viking 64 did exactly that, capturing the Los Sueños Triple Crown Championship a record four times and delivering an extraordinary season in Costa Rica.

One of the world's premier fishing destinations draws elite international teams, where fast-paced action and tight leaderboards leave little margin for error. This is a true pressure test for captains. Heavy boat traffic, close standings and rapidly shifting bites mean every decision matters – where you set up, when you move and how long you commit.

“Captain Tony Carrizosa is incredibly attuned to the water, the team and the vibe,” said Carmine Galati of Galati Yacht Sales. A key member of *Team Galati*, Carmine was sidelined this season with a hip injury. “It was tough sitting out, but I had total faith in Tony and the team. Even though I couldn't be there physically, I was definitely along for the emotional roller coaster.”

“And knowing my buddy, ‘Left Flat’ Pat, was in the cockpit was reassuring,” said Carmine. “Pat Healey has a way of setting the tone of the boat with calmness and positivity. If someone misses a fish, he's the first to say, ‘It's OK – that will put us in place for a double or triple.’ He's focused, aware and he brings a level of skill and confidence that benefits us all.

“We really have a special team,” said Carmine. “There is no yelling, the entire team is always working together.”

The season kicked off strong at the 10th annual Pelagic Rockstar Offshore Tournament. A record 117 boats hit the water.

Owned by Chris and Laura Jessen, the Viking 64 *Team Galati/Fish Tank* rebounded from 22nd Place after Day 1 with a powerhouse performance, finishing second in the Release Division. The team released two blue marlin and 46 sailfish over two days. Captain Ben Horning led anglers Chris and Laura Jessen, Tony Carrizosa, Thomas Garmany, Drew McDowell and Casey Roohan through a blistering bite.

“A two-time Rockstar champion, this team is a perennial contender and a fixture on the awards stage,” a tournament official said. “Always a class act and one of the best professional angling teams in the world, they compete hard to the final bell.”

The international fleet represented 14 countries and released an astonishing 2,338 billfish. The tournament awarded \$2.93 million in prize money, cementing its reputation as one of the most competitive and electrifying offshore events in the sport.

Fueled by Rockstar momentum, *Team Galati* came out swinging in Leg I of the Los Sueños Triple Crown. Captain Tony set the tone with 34 releases on Day 1. The crew maintained the pace through Days 2 and 3, adding two marlin and 82 sailfish to secure a second-place finish. Anglers included Pat Healey, Thomas Garmany, Drew McDowell, Eric McDowell and Dan Pettit.

The team carried that energy into Leg II, where the Viking 64 claimed 1st Place with one marlin and 82 sailfish. Tough conditions separated the field – and experienced teams like *Team Galati* rose to the top.

“We've got a strong team,” Tony said. “They dig in and get the job done. I've stood on the Triple Crown podium with Pat Healey and Carmine Galati 20 times.”

Team Galati switched gears and fished the International Game Fish Association Open



Four-time series champions



"We've got a strong team. They dig in and get the job done. I've stood on the Triple Crown podium with Pat Healey and Carmine Galati 20 times."

– Tony Carrizosa
Captain, Team Galati



in Quepos where they secured 3rd Place. With Captain Tony, the team released a blue marlin and 67 sails over two days of intense competition. In the cockpit were Pat Healey, Justin Healey, Sean Dooley, West Rivers, Thomas Garmany and Lance Hightower.

Team Galati entered Leg III with history in its sights. Sitting in 2nd Place Overall, the team faced a stacked leaderboard filled with proven competitors.

On the final day, they trailed by nearly 900 points – far from a situation where incremental gains would suffice. To win, everything had to shift: strategy, positioning and execution.

Early on, the fleet concentrated over productive water. Bites came – but so did pressure. “Boats were stacked, lines crossed and maneuverability dropped as conditions became increasingly disrupted,” Tony said. He made a bold call to leave. “I just wanted clean water,” he said.

In a tournament where information spreads quickly and most teams follow the fleet, breaking away isn’t always the obvious move. But experienced captains understand that control – of space, presentation and timing – often matters more than proximity. Tony chose separation over saturation. It changed everything.

Once clear, the day transformed. Singles turned into doubles. Doubles into triples. Sporadic bites became a steady rhythm.

Late in the day, with time running out, Tony made one final calculated move, running several miles to new water. In the final hour alone, *Team Galati* released about 15 sailfish. What began as a push to close the gap became a lead they never relinquished.

“We were down in both the series and the leg going into the final day,” said Viking President and CEO Pat Healey. “And we turned it around. It was an unbelievable run – we just crushed it. We won the leg by 13 releases and the series by nine.”

The surge secured *Team Galati*’s fourth Triple Crown title and capped one of the most dominant performances at Los Sueños in recent years.

“Great work by the entire team – from Brad Kicklighter in the tower to Captain Tony Carrizosa at the helm,” angler Thomas Garmany said. “Tony put us on the fish. He made moves, and every one paid off. I wouldn’t want to fish with anyone else.”

Carmine also credits mates Arturo and Fernando. “They’ve been a key part of our team for over 20 years,” he said. “Their experience, dedication, and work ethic play a huge role in our success.”

For Tony, the win went beyond strategy. “It’s teamwork – we’re a brotherhood,” he said. “The competition was incredible this year. They pushed us hard, but we were on a mission.”

Across the Viking fleet, other standout performances added to the story. The

Viking 76 *Black Hawk* took fifth overall, while the Viking 64 *Fish Tank* finished sixth. The Viking 64 *Lucky 7* released an impressive 44 sailfish on Day 2 of Leg III to earn the Daily High Point Boat award.

“It was another incredible year competing in one of the most challenging tournament series in the world,” said Viking Sales Representative Joe Coyle, who fishes aboard *Fish Tank*. “The leaderboard changes by the minute, and this season showed all the highs and lows. I’m thrilled for *Team Galati* – and already counting down to next year.”

But as Pat Healey emphasized, success extends beyond the cockpit. “We have the best boats and the best team in the industry,” he said. He credited the

championship to a complete package – the vessel, the captain and crew, the anglers and the people behind every Viking build. From engineering and design to manufacturing and skilled craftsmanship, each plays a role in producing a better boat every day – and delivering results on the water.

The victory continues a remarkable run for *Team Galati* at Los Sueños, with four Triple Crown titles in the past six years – 2020, 2021, 2023 and 2026. Notably, those wins came aboard three different Viking models – a 62, a 58 and two separate 64s – highlighting both team consistency and the evolution of Viking performance.

And the season wasn’t over yet. *Team Galati*/*Fish Tank* closed out its

Costa Rica run at the inaugural Bisbee’s Costa Rica Offshore Tournament. With Captain Ben Horning at the helm, the team tallied one blue marlin, one black marlin and 54 sailfish to take 2nd Place, along with 2nd Place captain and crew honors.

“Great way to end our season in Costa Rica,” Laura Jessen said. “We started and finished fishing with our friends from Galati.”

“This isn’t luck,” Carmine said. “It’s a sequence of decisions made under pressure – each one building on the last. *Team Galati* went from chasing the leaderboard to standing on top of it.”



It’s a win for Leg II.



Pat relishes the moment with Thomas Garmany, left and West Rivers, right.



Second Place at the Pelagic Rock Star



VIKING KEY WEST CHALLENGE

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More than just fishing!



The 12th annual Viking Key West Challenge wrapped up with record participation, a steady bite and nonstop action, bringing 55 boats and more than 500 guests to the Southernmost Point for four unforgettable days.

From the first lines-in to the last awards handed out, the energy never let up.

“This is what it’s all about,” said Viking President and CEO Pat Healey, summing up a week defined by camaraderie, competition and a shared love of the sport. “Great boats, great people and time on the water doing what we all love. That’s what makes it so special.”

Presented by Christi Insurance Group and Travelers Insurance, the Challenge

showcased a powerful mix of Viking sportfishing yachts and Valhalla center consoles, with ideal weather and postcard perfect Key West scenery setting the tone. From V-37s to a Viking 90 Enclosed Bridge, the fleet turned heads.

And the fish cooperated in a big way.

Over two fishing days, anglers tallied 194 billfish releases, the second highest total in tournament history. Day one saw 93 releases, followed by a solid 101 on day two. The all time record – 214 releases set in 2017 – remained untouched, but just barely.

The highlight on the scale? A potential women’s world record blackfin tuna, weighed by Leonie Barry aboard the Viking 61 *Salt Dang*. At 34.2 pounds, the fish is

pending certification and already etched into tournament lore.

The leaderboard featured familiar names performing once again. For the third consecutive year, the Viking 61 *Right Choice* claimed Overall Grand Champion and Top Sailfish Boat, releasing 16 sails and boating a tuna to seal the deal. Close behind, the Valhalla 46 *Relentless* released 13 sailfish, followed by the Viking 46 *Don Diego* with 10.

Jennifer Persinger of *Don Diego* delivered one of the tournament’s most impressive performances, earning Top Angler and Top Female Angler honors with 10 sailfish releases and a tuna.

Youth anglers shined as well. Colin Dicembrino, fishing aboard the Viking 64 *Team HMY*, earned Top Junior Angler after releasing the tournament’s first blue marlin – plus a sailfish and two dolphin – proving the next generation is already making its mark.

Across the angler meatfish categories, the action stayed intense:

- Wahoo: Mark Busch, *Headin South* (Viking 66) – 60.2 lbs
- Tuna: Leonie Barry, *Salt Dang* (Viking 61) – 34.2 lbs
- Dolphin: Jared Sporrer, *TripleHeader* (Viking 54) – 17.8 lbs
- Kingfish: Chris White, *Wingman* (Valhalla V 55) – 27.6 lbs
- Cobia: Cooper Crouch, *#Lucky Enough* (Viking 58) – 39.6 lbs
- Bottomfish: Collin Richardson, *El Jefe* (Viking 64)

Team honors stacked up just as strong, with *Salt Dang*, *Cubera Libre*, *#Lucky Enough* and *Wingman* each topping their respective divisions.

While the results told one part of the story, the heart of the Viking Key West Challenge showed in the moments between weigh ins.

“This is our second year, and it was an easy decision to come back,” said Leslie Rickman, who returned with her family aboard the Viking 64 *Dear Rodeo*. “It’s like a community – a family. The boys really love it.”



There was no shortage of horsing around at the Duval Street Poker Run.



TEAM AWARDS			
	FIRST	SECOND	THIRD
Sailfish	Right Choice 1,600	Relentless 1,300	Don Diego 1,000
Tuna	Salt Dawg 81.2 lbs.	Sari Victoria 70.2 lbs.	Heartlander 68.8 lbs.
Dolphin Mahi-Mahi	Cubera Libre 63.8 lbs.	TripleHeader 52.8 lbs.	Team HMY 27.4 lbs.
Kingfish	Wingman 27.6 lbs.	#Lucky Enough 25.4 lbs.	Pipe Dreamer 22.4 lbs.
Cobia	#Lucky Enough 39.6 lbs.	Wingman 24.2 lbs.	

GRAND CHAMPION

Right Choice 1,606.8



ANGLER AWARDS			
	FIRST	SECOND	THIRD
Sailfish	Jennifer Persinger 1,000 Don Diego	Marian Kapusta 1,000 Right Choice	Lance Doire 900 Relentless
Tuna	Leonie Barry 34.2 lbs. Salt Dawg	Nick Scigliano 34.2 lbs. Backlash	Mike Casten 30.8 lbs. Papa's Pilar
Dolphin Mahi-Mahi	Jared Sporrer 17.8 lbs. TripleHeader	Morgan Mielke 14.6 lbs. Cubera Libre	Collin Richardson 12.0 lbs. El Jefe
Kingfish	Chris White 27.6 lbs. Wingman	Cooper Crouch 25.4 lbs. #Lucky Enough	Dante Caruso 22.4 lbs. Pipe Dreamer
Cobia	Cooper Crouch 39.6 lbs. #Lucky Enough	Ransom Welsh 24.2 lbs. Wingman	
Bottomfish	Collin Richardson 21.2 lbs. El Jefe		
Wahoo	Mark Busch 60.2 lbs. Headin South		

	FIRST	SECOND	THIRD
Top Angler	Jennifer Persinger 1,017.8 Don Diego	Marian Kapusta 1,006.8 Right Choice	Steven Psillos 913.4 Bimini
Top Female	Jennifer Persinger 1,017.8 Don Diego	Christina Henry 600 Rehab	Pamela Fay 400 Right Choice
Top Junior	Colin Dicembrino 521.6 Team HMY	Hayden Rickman 416.8 Dear Rodeo	Cooper Crouch 165 #Lucky Enough





Three generations, one crew. The Viking 54 Whiteheads prove great fishing runs in the family.

Longtime Viking owner Jacqueline Hinden, fishing aboard her 1998 Viking 58 *Bimini*, echoed the sentiment. “I’ve made every Key West Challenge. It’s great being part of something where everyone feels so valued.”

Friday’s lay day proved the event’s reputation as “More Than Just Fishing.” A pool party lunch at Dante’s, a Kids Dock Tournament at the Galleon Fishing Pier, and a Duval Street Bar Crawl Poker Run kept the momentum high.

The Kids Dock Tournament, sponsored by The Billfish Foundation (TBF), drew smiles all around – including from TBF President Ellen Peel. “You see that enthusiasm,” said Ellen. “That’s the real magic. It gives you hope for the future of the sport.”

Add in the Kentucky Derby themed Poker Run, complete with jockey silks, seersucker suits, fascinators and even a few horses, and the Key West

Challenge delivered style to match the substance. This year, the poker hands were tallied at Papa’s Pilar where the players were treated to live music from Kurt Stevens.

Each fishing afternoon, Conch Harbor Marina became the epicenter of excitement as boats returned to the weigh station. Spectators lined the dock. Fish came in one after another. Crews cheered. Cameras snapped.

Viking’s Pat Healey celebrates with the anglers following a fun-filled Kids Dock Tournament.



At the Awards Dinner at the Opal Key Sunset Pier, Pat matched the room's energy – offering handshakes, high fives and nonstop praise as winners stepped onto the red carpet.

For Justin Whitehead, the Key West Challenge was more than just a tournament – it was a family milestone. Attending the event for the first time, Justin said the week lived up to every expectation. “Food, family and fishing truly defined the week,” he explained, noting that the event provided the perfect opportunity to break in his family's new Viking 54 Convertible, *TripleHeader*. Viking, he added, has long been woven into his personal story, tracing back to his father's 43 Express in the late

1990s – a boat that first sparked his love of the sport.

“Fast forward 25 years, now – alongside my father and brother – we're fortunate to bring another Viking yacht into the family. This time, a third generation gets to be part of the fun. Having the whole family involved was probably the best part of the week. It's a full circle moment to see your kids experience and enjoy the same things you did at their age. We can't wait for next year!”

More than 80 partners helped shape the week, from dealers including Galati Yacht Sales, HMY Yacht Sales, Oyster Harbors Marine, South Jersey Yacht Sales and Valhalla Yacht Sales to sponsors such as

Foley CAT, MAN Engines and Johnson & Towers/MTU.

In a drawing, *TripleHeader* won a GOST Apparition Security & Monitoring Package valued at \$7,500. First-place team *Right Choice* received a Spot Zero Mobile Pro Unit valued at \$7,000, while Top Angler Jennifer Persinger received a \$6,000 Switlik Coastal Passage Raft. Airmar, Atlantic Marine Electronics, ComMar, FLIR, Furuno, Garmin, KVVH, Seatronx, Simrad and SiriusXM provided other prizes.

The Viking Key West Challenge returns April 14 – 17, 2027 – and if this year was any indication, the next one will be even bigger. 🐟



The Poker run wrapped up at Papa's Pilar Rum Distillery where everyone finished a winner.



Top Boat was the Viking 61 Right Choice with 16 sailfish releases.

THANK YOU TO OUR SPONSORS!



Colin Dicembrino, flanked by Viking's Pat Healey (left) and his grandfather, HMY's Steve Moynihan, landed the event's first blue marlin – earning Top Junior Angler honors in style.

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OWNER OF INTEREST: **GOODBYE ORDINARY**

The Giorgio family's V-55 *Adios* says hello to tight lines and good times

When the Giorgio family set out to build their Valhalla Boatworks V-55 *Adios*, they wanted more than ordinary. Their vision was a boat that could entertain on the Great Lakes in summer and fish hard offshore in the winter. The result is one of the most personalized V-55s on the water – and after her first Great Lakes season, she's proven to be every bit the hybrid they hoped for.

From day one, the design had to flex between cruising and competition. The centerpiece is a fully personalized aft summer kitchen – the first of its kind on a V-55 – with a bi-level fiberglass module accented in faux teak. It houses dual refrigerators, dual sinks, liquor bottle storage, drink holders, USB ports and a two-tier island counter with cutting board

inserts. Integrated live wells and a custom transom seat ensure the space works as well for rigging baits as it does for cocktails.

"The Valhalla is super," said Nick Giorgio. "We wanted a space that could comfortably fit a lot of people without taking away from our live well capacity."

Personalization continued with the second-row seating. Instead of five individual seats, the family worked with Jefferson Beach Yacht Sales and the Valhalla factory team to create a continuous lounge, upholstered in Sunbrella Horizon fabric by Costa Marine. "The seat base is still one structure, but we treat it like a lounge – it's more relaxed, it fits more people, and it's more us," he said.

Other highlights include fold-down transom corner seats, Release Marine teak backrests

at the bow, twin hi-lo tables, and a full teak deck running bow to stern.

FAMILY-DRIVEN

Every decision was a family decision. "At the end of the day it's a blend of comfort and performance," Giorgio said. "We needed a boat that could travel quickly with a layout for entertaining, but still have all the bells and whistles for chasing billfish, mahi and tuna."

They even tapped marine artist Monique Richter to personalize the engines and refresh the family's logo. "Helping the Giorgio family bring this build to life was one of the most rewarding experiences I've had," said Jefferson Beach Yacht Sales Professional Matt Huyge. "They had a clear vision, a passion for the details and trusted us to execute."

The Giorgio family aboard *Adios* in New York Harbor



While the V-55 was completed at the Viking facility in New Jersey, the family's first encounter with their finished masterpiece came at a dock in Manhattan. They spent three days exploring the New York waterways and Long Island Sound before beginning the delivery trip home.

It was the trip of a lifetime:

- An Erie Canal transit in just two days
- A scenic layover in Toronto, complete with time to explore the city
- A journey split into two parts: the first leg with 15 family members aboard, the second with just four passengers and their offshore fishing team

After disembarking in Albany, New York, the boat continued through the Welland Shipping Canal, stopped briefly on Lake St. Clair, cruised up to Mackinaw and ultimately reached Bay Harbor for the summer season.



From the top:
***Adios* passing beneath the bridge to Canada; departing Toronto;**
cruising the Great Lakes with another Valhalla; family lunch around the summer kitchen



***Adios* fishes the Viking Key West Challenge**



Fishing action in the Bahamas

KEY WEST AND BAHAMAS

Adios made her presence known at the 12th Annual Viking Key West Challenge in April 2026, turning heads on the docks before the lines ever went in the water. Dressed in her striking Flag Blue hull, the V-55 was one of 55 boats — a record fleet — competing in one of the sportfishing world’s most celebrated events. Valhalla Boatworks took notice too, featuring *Adios* on social media as one of the marquee entries in the field. The fishing proved tough for the team that week, but for a boat built to chase billfish, mahi and tuna, the 12th Annual was just the opening chapter.

The offshore credentials didn’t stop in Key West. Just a month later, *Adios* was back at it in the Abacos, Bahamas, delivering what Valhalla Boatworks called “an action-packed 48-hour stretch” that produced blue marlin and dolphin over back-to-back days. The outing earned a feature on Valhalla’s official Instagram — proof that for the Giorgio family, this boat isn’t just built for the dream. It’s living it.

Today, the Giorgio’s V-55 is equal parts family hub and fishing weapon — teak-trimmed comfort one weekend, tournament-ready the next. “It’s not just a boat,” Nick said. “It’s an extension of how we live — and how we connect as a family.”





VIKING YACHT SERVICE CENTER

Viking's Southern Arm



Owni
Valhalla means more than running one of the industry's finest boats – it means having unmatched support

behind you. At the heart of that experience is the Viking Yacht Service Center (VYSC) in Riviera Beach, Florida. Conveniently located just minutes from Palm Beach Inlet, this premier facility serves as a one-stop destination for service, maintenance and upgrades.

The VYSC is a key part of Viking's vertically integrated operation – an approach that allows the company to oversee every detail, from design and construction to distribution and service. The result is a seamless ownership experience, backed by a team that knows these boats inside and out.

What truly sets Viking apart is its commitment to owners long after delivery. The VYSC stands alone in the industry as a dedicated, strategically located satellite service center built specifically to support its fleet. With nearly 200 skilled professionals, 50 in-water slips, two 150-ton Travelifts and dual waterfront locations, the facility is equipped to handle projects of any scope with precision and efficiency. Much of the work takes place inside its expansive 18,750-square-foot shop, ensuring year-round productivity and protection from the elements.

At its core, the VYSC is about preserving the integrity and performance of every vessel that passes through its yard. "Every project is executed with the same care and attention that went into building the boat," said Dan Mueller, General Manager of the VYSC. "From routine maintenance to major refits and technical upgrades, owners can feel confident their boat is exactly where it belongs. When Viking sets the standard, the service should meet it."

From bottom painting and fiberglass repairs to engine replacements, running gear alignment and advanced system installations, the VYSC delivers a full spectrum of services. Specialized offerings include performance coatings, air conditioning systems, custom electrical work and Seakeeper installations – all completed with a sharp focus on timing, quality and value.

Supporting these capabilities is the nearby Viking International Yacht Center – known as the "I Yard" – located just blocks away. This additional facility expands service capacity and is home to Viking subsidiaries Palm Beach Towers and Atlantic Marine Electronics, further enhancing the comprehensive support network available to Viking, Valhalla and Princess owners.

Together, these resources form a level of service that is as refined and reliable as the boats themselves – ensuring every owner enjoys the full Viking experience, on and off the water.





VIKING SERVICE DEPARTMENT

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VikingYachts.com

VIKING YACHT SERVICE CENTER

1550 Avenue C
Riviera Beach, Fla. 33404
561.493.2800
VikingServiceCenter.com

VALHALLA YACHT SALES

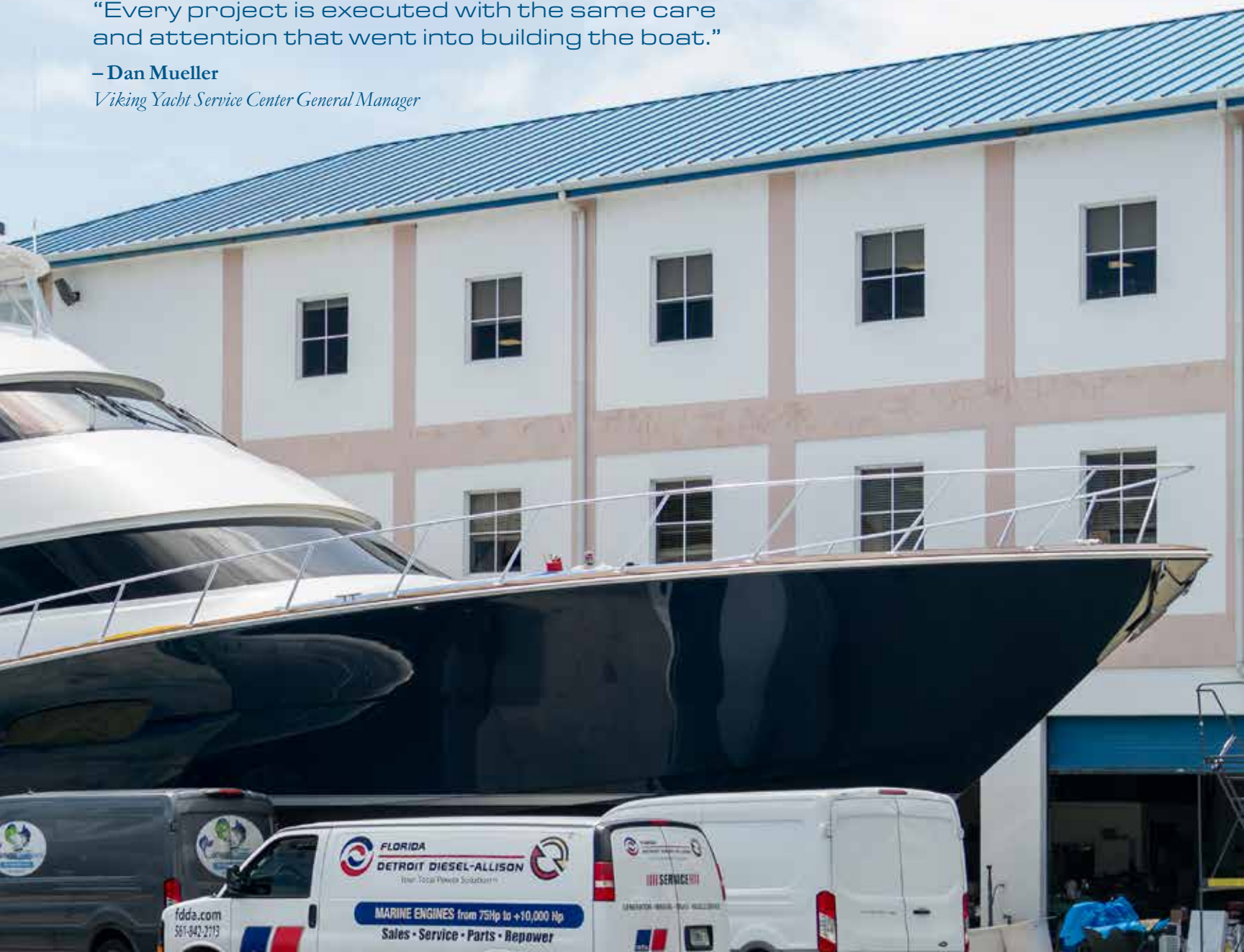
1500 Broadway
Riviera Beach, Fla. 33404
561.881.1127
ValhallaYachtSales.com



"Every project is executed with the same care and attention that went into building the boat."

– Dan Mueller

Viking Yacht Service Center General Manager



DREW DAVALA

VIKING EXECUTIVE VICE PRESIDENT

HIRED: 1987

RETIRED: 2025

After a remarkable career defined by relationships, trust and the courage to take a chance, Drew Davala is stepping into retirement with a legacy that extends far beyond his years at Viking. His story is not just about where he ended up – but how he got there.

Drew's path began with hard work and determination long before Viking entered the picture. While attending Temple University, he was already laying the foundation for his future – commuting, working nights and doing whatever it took to move forward.

"I worked at New Jersey Manufacturers – NJM Insurance – right out of high school," he said. "I took a summer job there as a file clerk. Then I worked throughout college at nights because I commuted to Philadelphia."

When he graduated, the opportunity to stay was there. "Upon graduation, they offered me full-time employment." It was a good job, a stable job. The kind of place you build a career. And for a while, that's exactly what he did. But life has a way of introducing something unexpected.

Through his work at NJM, Drew was assigned to Viking. The moment he walked through the door, something clicked. "I came in here and connected immediately," he said. It wasn't just business – it was people. Drew built strong relationships early on with leaders who would become central to his story, including Bill Healey, Jerry Straub Sr. and Pat Healey.





Having some laughs during a Clam Bake setup

Then came the opportunity that would change everything. Viking approached Drew about joining the company to help develop its Human Resources Department. For some, it might have been an easy decision. For Drew, it was anything but. He had stability. He had security. And at 26 years old, that mattered.

“I thought, ‘This is really risky. My son Justin was just an infant.’” It wasn’t just a career decision – it was a life decision. “I went home and talked to my wife, Cindy,” he said. “And she said, ‘You’ve got to take a shot.’”

Still, Drew wasn’t all in just yet. When he returned to Viking, he laid out what he thought might be a deal breaker. “Jerry, that’s going to be a long commute,” Drew said. “And I have a nice expense account at NJM.”

Jerry’s answer was simple, “No problem – you’ll join the carpool.” Drew paused and then made the decision that would define his career. “I took the shot.”

Drew immediately went to work building Viking’s Human Resources Department. A key part of that effort was expanding the company’s medical services. “When I started, we had a nurse,” he said. “I convinced a local doctor to come onboard, and we grew that department into what it is today.” Today, that team handles between 8,000 and 10,000 cases annually – everything from routine care to more complex needs. “They handle migraine headaches, allergy shots, sutures, flu diagnoses – you name it.”

At the same time, Drew was helping bring structure to a company still finding its footing. “My other challenge was creating a handbook,” he said. “There really weren’t

strong policies or procedures in place.” He paused and smiled. “It was the wild, wild west back then.”

Just two years into his Viking career came one of the most difficult moments – the luxury tax era. “That was tough,” Drew said. “We instituted wage freezes. I’m letting go people who had been here for 20 years. And we didn’t know what our future would look like – or even if there was one.” It was horrible. But we worked through it.”

What stayed with him most wasn’t just the hardship – but the leadership. “I remember Bill was with me at every meeting,” Drew said. “He would tell the groups being furloughed, ‘We’re going to get you back.’”

That mindset shaped how Drew and Viking would navigate adversity moving forward. “We kept the medical clinic open,”



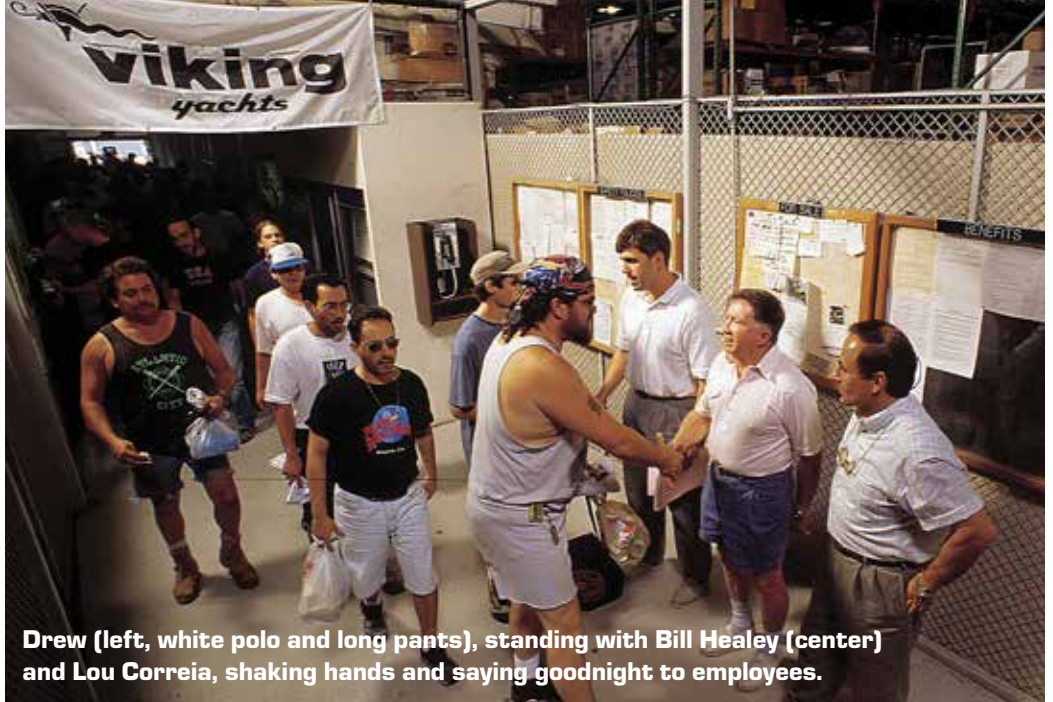
Drew with HR’s Michael Donahue and Medical’s Bileny Rivera





– **Drew Davala**
Viking Yachts
Executive Vice President

“There really weren’t strong policies or procedures in place. It was the wild, wild west back then.”



Drew (left, white polo and long pants), standing with Bill Healey (center) and Lou Correia, shaking hands and saying goodnight to employees.

Drew said. “We learned life lessons – how to deal with crisis. Through every downturn, we’ve done it the same way. Keep people attached to the company. Bring them in for free medical care and advice. And then when we ramp back up, they will come back. We learned how to keep our people.”

Even in the toughest times, there were moments of levity. “And it was Bill that kept R&D and production going,” Drew said. “Pat was building the dealer network while Bill focused on boats. And when we came out of it, Bill staged a mini boat show right here at the factory.” Drew laughed at the memory. “He had me setting up plants. I was set up in the cockpit but also walking around giving tours. I guess I was made for HR, not sales – I was never asked back to a boat show.”

Another defining chapter came during the 2007–2009 recession. “In 2008 or 2009, Pat, John Kasinski and I made a decision,” Drew said. “‘We will never be beholden to bank debt again.’ That was Pat’s mission – and we fulfilled it. We had zero debt within eight years.”

At the same time, Drew helped reinforce one of Viking’s most meaningful philosophies – its approach to profit-sharing. “It’s something I designed with John in 1993,” he said. “And it still holds true today.” The Healey brothers’ principle was simple, “Take 10% of the profits and give it to the people.” So John and I created an equation to fulfill that.”

After 39 years, Drew reflects on what kept him going. “From the first day to the last,

every day was a new challenge,” he said. “That’s what keeps you going. I never looked at the clock. I’d look up, and it was six o’clock already.”

Those long days were shared with the people around him – especially in the carpool. “With Bill in the carpool, we’d put in 14-hour days,” Drew said. “He’d spend the whole day in the plant, then go upstairs at night and return every phone call. It was a long day for all of us.”

Drew credits Bill Healey as one of his greatest influences. “Bill was truly my mentor on labor relations,” he said. “He knew how to treat good people well – and the not-so-good people, well, they got what they deserved.”



On a sea trial with his team in Riviera Beach in the early 2000s



Drew with the ladies of HR: Amy Jo Mikesh, Marilyn Acosta and Patti Carpenter



Drew (center) at an awards dinner in the mid 2000s

For Drew, the reward was always about people. “Seeing people progress and elevate is rewarding,” he said. “I enjoy promoting good people – seeing that progression.”

Through every challenge – recessions, the luxury tax, even COVID – Drew saw the same thing time and again. “I think this company responds incredibly well in times of crisis,” he said. “Everyone rallies. Looking back at COVID, we had tragedies, but given the circumstances, the team was amazing. Everyone stepped up. Our health services department did an exceptional job.”

Even in retirement, Drew remains connected. He continues to serve on the Viking board of directors, is a trustee of the William J. Healey Foundation and supports special projects.

“Bill always wanted a foundation to take care of his employees,” Drew said. “So, we brought that vision to life.” Today, the foundation supports dozens of children

of Viking employees through scholarships. “We have 45 children benefiting from it,” he said. “It’s very rewarding to be a part of.”

As for retirement? Drew is still figuring it out. “I’m enjoying golf,” he said. “But I miss the people a lot. There are days I miss the routine. I look around and think, ‘Okay... what am I going to do?’”

From day one, Drew brought something invaluable to Viking – an understanding of people. His background in risk, claims and personnel gave him a unique foundation, but it was how he connected with others that defined his impact.

Over the years, he became a steady, trusted presence. Drew understood not just the business, but the people behind it.

And in many ways, that is his true legacy. Not just the work he did – but the way he did it. Not just the decisions he made – but the way he showed up every day.

Looking back now, the risk that once felt overwhelming tells a different story.

“I really was hesitant to jump off that ledge of safety,” he said. “But I took the shot.” Now, as Drew enters retirement, that simple idea says it all.

Sometimes the biggest moments come from the hardest decisions. Sometimes growth requires courage. And sometimes the right opportunity is the one that feels just a little uncertain.

Drew leaves behind more than a career – he leaves behind relationships, respect and a culture he helped shape. He leaves behind a standard.

We thank Drew for everything he’s given – his dedication, his leadership and the chance he took that made it all possible.

Because in the end, it all comes back to one moment. “You’ve got to take a shot.” And he did. 🦋



Somers Point's new Valhalla Yacht Sales facility is expected to open in early fall 2026.



VALHALLA YACHT SALES EXPANDS INTO NORTH CAROLINA

North Carolina location marks a major move for this Viking subsidiary. Somers Point opens soon, adding another layer of customer support along the Jersey Shore.

Valhalla Yacht Sales (VYS) has expanded into North Carolina with a new location in Wrightsville Beach, representing Viking Yachts and Valhalla Boatworks in one of the Southeast's most active boating and fishing markets.

The operation will be based at Bridge Tender Marina, placing Valhalla Yacht Sales in the center of one of the region's most active boating and fishing markets along the North Carolina coast. Sales Professional Clark Sneed, a 26-year boat broker in the region, leads the Wrightsville Beach location.

Valhalla Yacht Sales has locations in Riviera Beach, Florida; New Gretna and Brick,

New Jersey; and a new facility in Somers Point, New Jersey, set to open soon. The growth reflects a focused effort to build a consistent sales and service platform in key boating markets, supported by Viking's commitment to building a better boat every day.

"We're continuing to build on the strength of Valhalla Yacht Sales," says Pat Healey, President and CEO of Viking, the parent company of VYS. "This is about growing in the right places and making sure we're positioned to support our customers. This is a natural fit for us."

The Wrightsville Beach location will represent Viking Yachts and Valhalla

Boatworks, with plans to expand over time. Initial operations will include in-water slips and display space for Valhalla boats, giving customers a chance to experience the product locally. Additional inventory, staffing and service capabilities are expected to follow as the location develops.

"Valhalla Yacht Sales has built a strong foundation, and this is a logical next step," says Lucas Harth, VYS Operations & Business Development Manager. "We know the market, we know the product and this puts us in a position to better connect the two. It brings us closer to the customer and allows us to stay focused on what we do best."



VALHALLA YACHT SALES

NEW JERSEY

5724 N. Route 9,
New Gretna, NJ 08224
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29 Mantoloking Road,
Brick Township, NJ 08723
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500 Mays Landing Road,
Somers Point, NJ 08244
609.296.2388

NORTH CAROLINA

1418 Airlie Road,
Wilmington, NC 28403
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FLORIDA

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Riviera Beach, FL 33404
561.881.1127

ValhallaYachtSales.com

CLARK SNEED

910.669.1304

csneed@valhallaboatsales.com

**Clark Sneed leads the new
North Carolina location.**



Clark brings more than two decades of experience in the region, having worked across North Carolina, Virginia and Maryland. He joined Valhalla Yacht Sales earlier this year and is already working with customers.

“There’s a lot of opportunity here,” says Clark. “This is a strong boating and fishing market, and people have the chance to see these boats up close on a consistent basis. When you put the product in front of them, it speaks for itself.”

“We’re going to do it right,” says Pat. “Take care of the customer, support the product and build it the way we know how.”

Valhalla Yacht Sales will begin with sales, in-water slips and display space for Valhalla boats, with plans to add inventory, staffing and service capabilities as the location develops. Over time, the goal is to broaden the North Carolina operation to include Princess Yachts America, a Viking sister company.

SOMERS POINT

Valhalla Yacht Sales is also preparing to open its new facility in Somers Point, New Jersey. Located at 500 Mays Landing Road, the two-story, 7,500-square-foot building will serve as a satellite sales and service location with approximately 5,000 square feet of showroom space,

a service bay, offices and a conference room.

The facility is expected to open in early fall 2026, adding another layer of customer support along the Jersey Shore. It will extend Valhalla Yacht Sales’ New Jersey presence, joining existing operations in New Gretna and Brick, and give customers another local point of contact for sales, service and support.

Together, the Wrightsville Beach and Somers Point locations reflect Valhalla Yacht Sales’ continued focus on growing in key boating markets and staying close to its customers. 🦋



DESIGN CENTER AND DOCK OFFICES UPDATE

Viking's new Make Ready Dock expansion brings design and delivery support under one roof

Viking's new Dock Offices Building is on track for completion this summer, adding a dedicated Interior Design Center above a modernized home for the Make Ready Dock Department.

The two-story, 7,000-square-foot building at the New Gretna Make Ready Dock brings two important parts of the delivery process together – the team that finishes, tests and sea trials each yacht before delivery and the interior design staff that helps owners personalize their yachts.

The second floor gives Viking Interior Designer Cullen Moser and her team a permanent design center with workstations, a conference area, material displays and

large windows overlooking the water. The location also keeps the design team close to the boats, allowing customers to step outside, look at different models and draw ideas directly from the product.

The project made strong progress through the winter despite difficult weather conditions, according to Corporate Facilities Engineering Manager Jeff Staub, who oversees construction.

“We had a tough winter, but the project kept moving,” Jeff said. “Once it’s complete, this building is going to make a real difference for the design team, the Make Ready team and our customers.”

The lower level supports the Make Ready team with offices, break areas, lockers, bathrooms and dedicated mechanical, detailing, wood and fiberglass patching shops. The new space replaces the metal structures the department had used for years and gives the team a cleaner, more organized and more efficient place to work.

The building is part of Viking's continued investment in the company, its people and its customers. It strengthens the final stages of delivery, gives owners a better design experience and reflects the same philosophy that drives every model, every department and every improvement across the operation: building a better boat every day. 



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WINTER SHOWCASE

VIP WRAP UP

The Viking and Valhalla VIP Boat Show made waves this year, headlined by the world premiere of the highly anticipated Viking 50 Billfish and record-setting attendance at the Viking Yacht Service Center in Riviera Beach, Florida. Owners, enthusiasts, dealers and media gathered for two action-packed days filled with nonstop sea trials, dockside tours and hands-on experiences.

“This is what the VIP is all about – getting owners on the water, showcasing the full lineup and letting the product speak for itself,” said Viking President and CEO Pat Healey. “We have an exceptional team, strong dealer and vendor partners, and the best boats in the industry. This event brings it all together.”

The showcase featured an impressive fleet of 24 Viking Yachts and Valhalla Boatworks models, ranging from 28 to 90 feet, along with three yachts from Princess Yachts America. More than 1,500 registered guests attended – setting a new VIP record – while an incredible 80 sea trials were completed across the Viking and Valhalla fleets. Dock traffic remained steady throughout the event,

and strong sales activity carried well beyond the show.

The ever-popular Vendor Village once again proved to be a highlight. More than 75 companies participated, creating a vibrant hub where guests connected with equipment manufacturers, service providers and Viking Marine Group companies between time on the water.

Celebrating its 30th year, the VIP Boat Show reaffirmed its role as a cornerstone event – fueling owner engagement and driving dealer momentum as the industry heads into the spring selling season. “It takes a team effort, and we have a great one,” Pat added. “We’re all in – and we have been since 1964.”

Valhalla Boatworks carried that VIP momentum into the Miami International Boat Show, showcasing models from 28 to 46 feet at the Miami Beach Convention Center, along with the V-55 center console and 55 Sport Yacht in-water at the Miami Beach Marina. The winter show season closed on a high note at the Palm Beach International Boat Show, capping off a successful and energetic start to the year. 🌊



THANK YOU TO OUR 2026 VIP VENDORS

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Aqua Air	Maclaren
Arid Bilge Systems	MAN Engines
A-Sea Lifted	Marine Exhaust
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Axalta	Marine Tables
BlueWater Chairs	Matrix Coatings
Bluewater Desalination	Melton Tackle
Canvas Designers	Mercury Marine
Carling Technologies	Minn Kota
Centek Industries	Nautical Cross
Channell Glass	Octoplex
Christi Insurance Group	Outrigger Yacht Products
Costa Marine Canvas & Enclosures	Palm Beach Towers
Creations by Monique	Parker Hannifin
Cummins Power Systems	Precision Prop Technology
DNA Concepts	Quick Step
Dometic Marine	RAP Apparel
Dragonfly Boatworks	Release Marine
DRSA	Rite Aire Marine
ElectroSea	Roffs
Fisherman's Center	Ross Yacht Management
FLIR	Rupp Marine
Foley/CAT	Seakeeper
Frigibar	Seatronx
Furuno	Shimano
Garmin	Simrad Navico
Gemlux	Smooove Products
GOST Global	Sportfish Outfitters
Handcraft Mattress	Spot Zero
Hooker Seachest	Switlik
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TOURNAMENT NEWS IN THE WINNER'S CIRCLE



Montego Bay Marlin Tournament

Montego Bay, Jamaica – September 20 - 25, 2025

Safe Passage won the Montego Bay Yacht Club's 64th annual Marlin Tournament. Fishing on Chris Berry's Viking 62, the team released six blues. Kevin Mann was the Top Angler. In addition to Kevin, Chris, Mark Berry, Brian Pengelli and Bob Rawe each added a blue to the tally.

"The highlight of the tournament was a triple header hookup with two successful releases," said Chris. "During the triple header, there was a fourth marlin in the spread, but we decided to focus on what we had." And it paid off!



Bisbee's Los Cabos Offshore

Los Cabos, Mexico – October 15 - 17, 2025

No Limits Fishing, a Viking 61, took top billfish honors at the Bisbee's Los Cabos Offshore tournament. Captain Jeffry Villarroel put Brian Spicer on a 432-pound black marlin on the final day of fishing. That fish translated to a six-figure check.

A total of 139 teams and 880 anglers competed and fished out of both the Pacific Ocean and Sea of Cortez off Baja California's southernmost tip. During the three days of fishing, 369 billfish were tallied including 99 blue marlin, 116 sails, 148 striped marlin and six blacks.



Stuart Light Tackle Sailfish Tournament

Stuart, Fla. – December 17 - 20, 2025

Alan Sadler's Viking 62 *Intents* won the 72nd annual Stuart Light Tackle Sailfish Tournament with eight releases. Anglers Alan, Jake Flynn, Michelle Keeney and Jason Votzi angled the sails. Jason also weighed the Heaviest Mahi and earned Top Angler honors. Rhett Bailey led the team and was named the Top Captain.

Jaclyn Fields, fishing on the Viking 64 *Inconclusive (Oil Slick)*, weighed the Heaviest Wahoo.



Silver Sailfish Derby

Palm Beach, Fla. – January 7 - 10, 2026

A 50-boat fleet enjoyed classic South Florida sailfishing action during the 89th Silver Sailfish Derby. The Viking 48 *Priceless* took 2nd Place Overall, with captain Jorge Sanchez leading the team. Matthew Rodriguez delivered a standout performance with five sailfish releases, earning him the Top Angler honors and anchoring the team's strong run.





CAPE MAY MARLIN AND TUNA CLUB'S 2025 TOP ANGLER OF THE YEAR

Congratulations to our own Pat Healey for being honored as the Cape May Marlin and Tuna Club's (CMMTC) 2025 Top Angler of the Year. In August, Pat released an incredible 55 white marlin.

"We call him 'Left Flat Pat'," said Captain Sean Dooley, referring to his angling position in the cockpit. "He is always focused and driven and is an exceptional role model for our entire demo program."

Viking's 82 demo team also picked up some hardware. They earned the Most White Marlin Releases award with 125. The demo team also won the club's Labor Day Overnight Tournament. Anglers Pat Healey, Tyler Beckford, Joe Coyle, Thomas "Smalls" Garmany, Drew McDowell and West Rivers released 40 white marlin for the honors.



Operation Sailfish

Palm Beach, Fla. – January 14 - 18, 2026

Priceless, a Viking 48, wasted no time taking control of the leaderboard at the Operation Sailfish tournament based out of Palm Beach, Florida.

Captain Jorge Sanchez and his crew released nine sailfish to secure 2nd Place, while angler Matthew Rodriguez powered the effort by earning Top Angler honors.

The Valhalla 41 *Viva* kept the momentum rolling, with a 3rd Place finish.

The 68-boat fleet released 183 fish in the opening showdown of the three leg sailfish series.



Pelagic Rockstar Offshore Tournament

Quepos, Costa Rica – January 15 - 18, 2026

The 10th annual Pelagic Rockstar Offshore Tournament exploded into action as a record 117 boats hit the water, and the Viking fleet wasted no time making its presence known.

The Viking 64 *Fish Tank/Team Galati*, owned by Chris and Laura Jessen, delivered a powerhouse performance to claim 2nd Place in the Release Division with two blue marlin and 46 sailfish. Captain Ben Horning led the team of Chris and Laura Jessen, Tony Carrizosa, Thomas Garmany, Drew McDowell and Casey Roohan through a blistering bite that kept them on the leaderboard from start to finish.

Rounding out the podium, Bill Nesbit's Viking 64 *NsatiaBill* locked in 3rd Place after tallying 53 sailfish releases. *Dealer's Choice*, a Viking 64, won the Dorado Division.

The international fleet, representing 14 countries, released a staggering 2,338 billfish. When the final lines came out, the tournament awarded \$2.93 million in prize money, cementing its status as one of the most competitive and electrifying offshore events in the world.



Buccaneer Cup Sailfish Tournament

Singer Island, Fla. – January 20 - 24, 2026

Todd Willard's Viking 48 *Fish On* charged hard, claiming 2nd Place Overall Billfish Releases and Live Bait Releases at the Buccaneer Cup Sailfish Tournament. Captain Andrew Dotterweich kept the team locked on the bite, putting them on 11 sailfish for the honors.



Right behind them, *Day Sea*, Robert Desmond's Valhalla 55, powered into 3rd Place Overall Releases and Live Bait Releases with 10 sailfish. Robert ran the cockpit, earning Top Angler with eight of those fish.

Kateric, a Viking 55, was the 3rd Place Dead Bait Billfish boat with three releases, while Paul Robertson on his Viking 58 *FFMD* weighed a 26.5-pound kingfish to take 3rd Place Meatfish.

Beyond the leaderboard, the tournament made a meaningful impact. The 46-boat fleet raised \$14,000 for The Billfish Foundation, supporting their 40 for 40 tagging program – a push to tag 40 billfish in celebration of their 40th anniversary. The Buc Cup is owned and produced by the Fisheries Conservation Trust, a Viking-founded 501(c)(3) dedicated to sustainable fisheries, scientific advancement and community support.

Los Sueños Triple Crown Leg I

Herradura Bay, Costa Rica –
January 21 - 24, 2026

The Viking 64 *Team Galati* came out swinging in Leg I of the Los Sueños Triple Crown. Captain Tony Carrizosa wasted no time setting the pace with 34 releases on Day 1. The crew kept the heat on through Day 2 and 3 stacking up a pair of marlin and 82 sailfish to lock in a 2nd Place finish. On the rods were Pat Healey, Thomas Garmany, Drew McDowell, Eric McDowell and Dan Pettit.

This was no casual affair – forty-two powerhouse programs converged in Costa Rica for the prestigious big game series.



Sir Henry Morgan Marlin Tournament

Port Antonio, Jamaica –
January 22 - 24, 2026

Chris Berry's Viking 62 *Safe Passage* won the 62nd Annual Sir Henry Morgan Marlin Tournament, off eastern Jamaica. *Safe Passage* set the tone on Day 1 with three blue marlin releases. They kept the momentum rolling on Day 2, tapping into a hot bite and adding five more blues.

Safe Passage closed out the tournament with nine total marlin releases – a record – securing Most Points and Most Marlin Releases. Chris' four releases earned him Top Angler, while Dominic Gordon landed the first marlin.

This year's event carried added meaning. After Hurricane Melissa forced a reschedule, organizers and anglers united in a powerful gesture: All cash prizes were donated to hurricane relief efforts. "I applaud the sponsors and anglers who were onboard with this arrangement," said Maxim Rochester, chair of the event.



ATLANTIC RECORD HOLDERS

Congratulations to the Viking 68 Demo, which set a new Atlantic record with 30 blue marlin releases in a single day. Captain Sean Dooley, fishing out of Marina Cap Cana in the Dominican Republic, went 30 for 35 on Dec. 1 to claim the title, previously held by the Viking 68 *Gun Powder* with 27 releases.

It took an army to crank in 30 blues, all singles outside of a pair of doubles. Anglers included Viking 64 *Half-A-Buc* owner Daniel Brown, Harley Smegal, Dominick Shaw, Jose de Veer, Dan Pettit and Doug Donahue. Mates West Rivers and Thomas "Smalls" Garmany assisted in the cockpit.

Doug, a Viking Yachts Specialist with HMY Yacht Sales, said he, "was fortunate to fish with the crew in Cap Cana last year and release 21 blues. Never in my life did I think we would see those numbers again. Well, I stand corrected. The Viking Demo crew is top notch."



A BLUE FOR GREEN

Country music star Riley Green traded the stage for the cockpit releasing his first blue marlin aboard a Viking in Costa Rica. The trip was organized by Galati Yacht Sales.

Fishing out of the Los Sueños Resort and Marina, Riley, a Country Music Association Award winner and Billboard Hot Country Songs chart-topper, was aboard the Burr family's Viking 68 *Ohana*, with Captain Luke Hickey at the helm.

Conditions were rough but Riley hooked up and was ready for the fight. "It whooped me," said Riley.

An avid outdoorsman, Riley is a regular angler on the Viking 70 *Smooth Rider*, based out of Panama City, Florida. Back at the dock he asked, "When can we do this again?"



Sailfish Challenge

Palm Beach, Fla. – February 18 - 22, 2026

The Viking 48 *Priceless* surged from seventh place to the top of the Sailfish Challenge leaderboard after a dramatic final minute rally.

The team ended Day 1 with six sailfish releases and started Day 2 by running south, a move called by Captain Jorge Sanchez. The shift paid off as *Priceless* steadily climbed the standings.

With lines out approaching, two teams were tied at 17 releases and *Priceless* sat in third with 16. In the final minute, with one fish on, the team hooked up with a double. All three were released, giving *Priceless* 19 total sails and the tournament win.

The crew included Zeb de Tuya, Noah Wildstein, Johnny Vilorio, Esteban Bruna, Alex Alvarez, Marcello Pares, Matthew Rodriguez, Raymond Romero, Jeffrey Fiorentino, Bernie Perez, Jordan Gruber and Eddy Pulles – named Master Angler of the event.

Prime conditions and a steady bite produced 358 sailfish releases across a record 62-boat fleet. The Sailfish Challenge was the second of three legs in the Quest for the Crest Sailfish Series.



Los Sueños Triple Crown Leg II

Herradura Bay, Costa Rica – February 25 - 28, 2026

After a 2nd Place finish during Leg I of the Los Sueños Triple Crown, the Viking 64 came back and won Leg II with one marlin and 57 sails. Conditions were tough which led experienced teams like *Team Galati* to rise to the top of the fleet.

"We've got a strong team," said Galati Captain Tony Carrizosa. "They dig in and get the job done. I've stood on the Triple Crown podium with Pat Healey and Carmine Galati 20 times, and we're always on the hunt for the daily."

Team Galati anglers are Thomas Garmany, Pat Healey, Drew McDowell, Eric McDowell and Dan Pettit.

"The bite was spotty," said Viking Sales Representative Joe Coyle, who fishes on the Viking 64 *Fish Tank*. "On Day One we were grinding it out all morning. Then Captain Ben Horning put us on some fish and we jumped from 10th Place to 2nd Place to end the day. We fished hard all week, but the sporty conditions had us really working. Now we've got our eyes set on Leg III and a spot on the podium."



Jimmy Johnson's Quest for the Ring Championship Fishing Week

Hollywood, Fla. – March 3 - 7, 2026

Priceless, a Viking 48, brought the energy to the 15th Jimmy Johnson's Quest for the Ring Championship Fishing Week, Florida.

Fresh off a victory at the Sailfish Challenge, the crew released 13 sailfish to secure 2nd Place Overall, 3rd Place Release Team and 1st Place Big Boat.

A regular on the Fish Week podium, the Viking 90 *Just Chillin* flew 11 flags to take 3rd Place Overall and 2nd Place Big Boat.



Chub Cay Classic

Chub Cay, Bahamas – March 12 - 14, 2026

The Viking 68 *Top It Off* won the Chub Cay Classic, and Amy Dupree was the Top Lady Angler. “Being able to accomplish this with my husband Chris and our three boys made it extra special,” said Amy.

Lit Up, Todd Struyk's Viking 68, claimed 2nd Place with a pair of blue marlin releases. *Fins*, a Viking 74, rounded out the standings in 3rd Place with a blue and three sails.



Los Sueños Triple Crown Leg III

Herradura Bay, Costa Rica – March 18 - 24, 2026

Team Galati, a Viking 64, arrived at Leg III of the Los Sueños Triple Crown in 2nd Place Overall entering the final event of the Los Sueños Series. The team released 34 sailfish on Day 1 putting them in 5th Place for the leg. Never willing to back down from a fight, the team focused and released 36 sails on Day 2 and 41 on Day 3 to win the leg and the series for a historic fourth Series Championship. For more on this incredible feat see page 100.



Chub Cay Invitational

Chub Cay, Bahamas – April 11 - 13, 2026

The dock was buzzing about the Viking 58 *Waterlines* at the 6th Chub Cay Invitational. Rob McCall battled a yellowfin tuna for more than five hours on a Talica 25 with 40-pound main line, 60-pound leader and a 7/0 circle hook. The fish ate a ballyhoo on the right long 'rigger. Captain Jake Griffith raced back to the weigh station to a waiting crowd. Once on the scale, the tuna weighed 140 pounds, winning not only the heaviest meat fish of the tournament but also the largest game fish in Chub Cay Resort's tournament history. The team also weighed a 38-pound dolphin to sweep the game fish categories. Weather played a big factor forcing multiple boats to sit out.



Bisbee's Costa Rica Offshore

Quepos, Costa Rica – April 15 - 17, 2026

Team Galati, fishing on the Viking 64 *Fish Tank*, took 2nd Place in the inaugural Bisbee's Costa Rica Offshore. With Captain Ben Horning at the helm, the team tallied one blue marlin, one black marlin and 54 sailfish for the honors. They also earned 2nd Place Captain and Crew.

Chris and Laura Jessen own *Fish Tank*. "Great way to end our season in Costa Rica," said Laura. "We started and ended our season fishing with our friends from Galati."

Howler, a Viking 38 captained by Jean Carlos Segura Serrato, captured the biggest bull dorado at 60.91 pounds. Nikita Timmermans, fishing on *Salochankita*, a Viking 74 run by Captain Andrew Mason, was the Top Lady Angler with 18 sailfish releases.

"What a great tournament," said Director of Operations Blake Bisbee. "I'm proud of how this came together and honored by the level of teams. The fishing was incredible, the sportsmanship was top-notch and it set a strong tone for what this event can become."

Seventy-nine boats competed from Marina Pez Vela in Quepos in the first-ever Bisbee's tournament outside of Mexico. The catch totals included 1,722 Pacific sailfish, 33 blue marlin, two black marlin, 55 tuna and eight dorado.



Abaco Beach Invitational

Abaco, Bahamas – April 15 - 18, 2026

SandboB won the inaugural Abaco Beach Invitational. Bob Moss' Viking 74, run by Captain Chris Correia, raised four blue marlin, two whites and four sailfish for 1st Place Overall, 1st Place Release and Top Captain and Crew. Chad Moss was the Top Angler with three blue marlin and a sailfish. Other anglers included Sean Dunnuck, Chase Higgins, Justin Lord (one blue, two whites and three sails), Juliana Van Lannew, Margo Volman and Allen Winchel.

Manuel Ortiz topped the dolphin leaderboard with a 44.4-pound bull. He was fishing with Captain Zane Andrews on the Viking 64 *Time Out*. Bill Wrede hooked the 2nd Heaviest Dolphin at 36.2 pounds on his Viking 62 *Lovin Life*. And Third Place went to Hunter Petrakis' 24.4-pound fish. Hunter was fishing on the Viking 92 *Sweetums*.

Kristina Lasserre, fishing on the Viking 92 *Kennel Up*, scored a slam of a blue marlin, white marlin and sailfish to earn the Top Lady Angler award.

"What a great way to start a new tradition," said Tournament Director Sherry Santino. "We had beautiful weather, outstanding fishing and a fun time. I'm ready to build on this success next year."

Twenty-eight teams competed over three days. The fleet released 30 blue marlin, 32 white marlin and 36 sailfish. Two white marlin were weighed.



IGFA Walker's Cay Shootout

Walker's Cay, Bahamas –

April 22 - 25, 2026

Congratulations to the Viking 55 *Kateric* on their win at the IGFA Walker's Cay Shootout. The team released a blue, a pair of whites and four sailfish to earn Top Overall Boat. Brett Jamison was the 2nd Place Angler with his blue marlin and sailfish. Other anglers included Gabriel Guzman (white marlin, two sailfish), Brian Vaughn (white marlin) and Nick Taniones (sailfish).



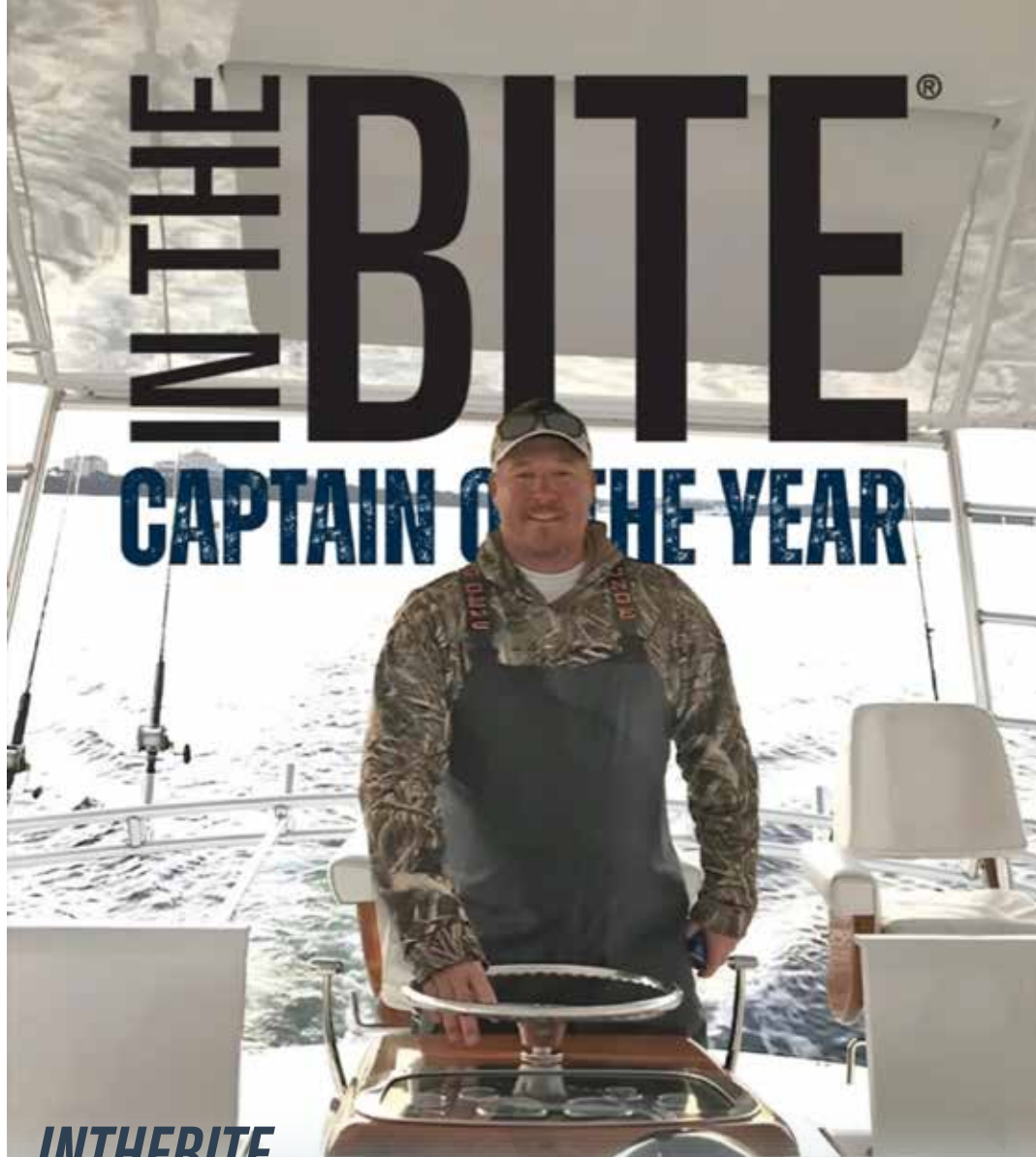
Louisiana Gulf Coast Billfish Classic

Venice & Grande Isle, La. –

April 28 - May 2, 2026

The Gulf Coast tournament season got off to a red-hot start! *Metal Masher*, a Viking 72, topped the Louisiana Gulf Coast Billfish Classic's Blue Marlin Release division with five releases. Parker Smith and Jacob Hayles each released two fish, while Townsend Tinney added another to seal the win.

Claiming 2nd Place, the Viking 62 *Bonjee Marlin* had a strong showing with four releases – all angled by Gregg Trenor. Rounding out the podium, the Viking 58 *Rising Son's* secured 3rd Place with Jaselyn Berthelot's pair of blue marlin releases.



IN THE BITE GULF COAST CAPTAIN OF THE YEAR CHASE LAKE

He's done it again. Captain Chase Lake has been named the *InTheBite* Gulf Coast Captain of the Year for the third time. At the helm of the Krake family's Viking 72 *Team Supreme*, Chase delivered four wins and a pair of 3rd Place finishes across their six-tournament season, securing his three-peat honors.

A victory in the Louisiana Gulf Coast Billfish Classic set the tone early. "We prefished and stumbled on an oil rig no one seemed to be fishing, our 'secret rig' in the Gulf off Louisiana," Chase says. "Having it to ourselves was a big edge, especially with a slow bite east of

the river. We camped there and stacked releases. Fishing alone matters."

Team Supreme's roster included owner-anglers Allen Krake, his wife Lisa and their sons Allen Krake Jr. and Alex Krake – the latter also serving as sonar operator – along with mates Hunter "GAM" Smith, Seth "Cray/Crayola" Brennan and James "Tuesday" Arnold.

Looking ahead, the team's north star is clear: put in the time, keep the mechanics sharp and chase a 100-blue season. "It's doable," Chase says. "First to seven still usually wins, but we're always hunting eight, nine and 10."

Baker's Bay Invitational

Abacos, Bahamas – May 6 - 9, 2026

Carl Allen's Viking 80 *Frigate* won the Baker's Bay Invitational with 10 billfish releases. Captain Ian Weber put the team on six blue marlin and four whites to secure Top Release Boat.

Mama Seata, a Viking 64, weighed the Heaviest Mahi at 52 pounds. The Heaviest Tuna was caught aboard the Viking 54 *Sea Wolfe* and registered 28.8 pounds.

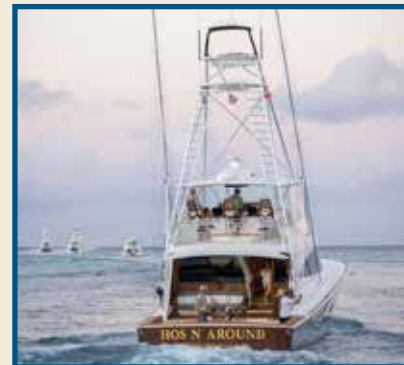


Hurricane Hole Invitational

Grande Isle, La. – May 7 - 9, 2026

Hos N Around topped the leaderboard at the Hurricane Hole Invitational. The Viking 80 released four blue marlin for 1st Place Release Boat honors. Jacob Hornbeck led the team with two releases, while Matt Nardi and Daniel Griggs each added one. Jacob Davis weighed the 2nd Heaviest Tuna at 66 pounds.

Captain Trip Curry led the Viking 64 *Mountain High* to 2nd Place Release Boat. Chris Hall and Kenney Tam each released a blue marlin. El May caught the 3rd Heaviest Tuna, a 60-pounder, aboard the Viking 74 *Wasted It*.



Orange Beach Billfish Classic

Orange Beach, Ala. – May 12 - 16, 2026

A record 62 boats chased \$1.6 million at the Orange Beach Billfish Classic – and a fleet of Vikings dominated the leaderboard.

Set A Course, a Viking 64, was the Tournament Champion Boat. Captain Billy Teems put David Pearson on a 117-inch blue marlin that tipped the scales at 595.8 pounds. Another Viking 64, *Block Time*, secured 3rd Place Tournament Champion, with Thomas Boothe landing a 475.4-pound blue marlin.

The Viking 72 *Metal Masher* earned Second Place Release Boat, with Baker Tinney releasing four blue marlin. Baker also took home Top Junior Angler honors. *Never Surrender*, a Viking 72 was the 3rd Place Release Boat with four blue marlin – based on time.

In the tuna division, Pat Tierney weighed the tournament's heaviest fish – a 591.2-pound bluefin – aboard the Viking 55 *Diane Kay*. Jim Murdica took 2nd Place with a 556.6-pound tuna on the Viking 80 *Never Settle*. Teammate Dylan Doubleday added to the tally with the heaviest dolphin at 31.8 pounds.

Mateo Jaramilla landed the 3rd Place Dolphin at 27 pounds on the Viking 61 *Crawgator*. The Heaviest Wahoo was caught by Haywood Sanders and weighed 32.2 pounds. He was fishing on the Viking 64 *Easy Trigger*.

The Orange Beach Billfish Classic serves as a significant fundraiser for The Billfish Foundation, an organization dedicated to billfish conservation. Since its inception, the tournament has raised more than \$1 million in support of conservation efforts.



Walker's Cay SFC Blue Marlin Open

Walker's Cay, Bahamas – May 14 - 17, 2026

Taylor Jean was the 2nd Place Overall Points Boat at the Walker's Cay Sport Fishing Championship Blue Marlin Open. The team on the Viking 62 released a pair of blues, two white marlin, two sails and weighed the Heaviest Mahi at 44.6 pounds. Third Overall was the Viking 72 *Anakalea* with two blue releases.

The Viking 72 *Amigo* caught the 2nd and 3rd Heaviest Mahi at 22.6 and 14.4 pounds. *Marlin Brando*, a Viking 68, angled the Heaviest Tuna at 42.8 pounds.



IT'S BEYOND WHAT WE BUILD.

It's what we stand for.

Release
MARINE






DEALER SPOTLIGHT SHARED VALUES

A new dealer built on service, family values and tournament experience

A Viking and Valhalla dealer must understand more than the product. The right dealer knows the people, the lifestyle and the standards behind the boats, with the service capability, regional knowledge and commitment to support owners before, during and after the sale.

Delmarva Marine Group checks those boxes and then some.

Based in Ocean City, Maryland, Delmarva Marine Group is Viking's newest authorized dealer for Viking Yachts and Valhalla Boatworks, representing the brands throughout Maryland, the Chesapeake Bay region and sharing Delaware. The dealership is led by Jon Duffie, founder and president of Duffie Boatworks; his brother, Jeremy Duffie; and John Prather, a longtime yacht broker and former fishing guide who serves as director of operations and head broker.

The appointment is new, but the relationship behind it is not.

"The Duffie family and the Healey family go back 25, 30 years," said Viking President and CEO Pat Healey. "We've known each other forever."

The connection grew naturally – through fishing, time on the docks and years of working around the same boats and people.

For years, Viking's demo boats and the Duffie family's boats crossed paths in the same fishing grounds, from Ocean City to Palm Beach to Costa Rica. The relationship grew through dock talk, tournament days and the shared understanding that boats are only part of the equation. The real measure is how well you take care of the people who own and run them.

"Our friendship began on the water," Jon said. "Everything my family does, we do it together as a family. It's the same with the Healey family and the same with Viking."

Pat watched the Duffie family grow its presence in Ocean City, first through fishing and then through the steady development of Duffie Boatworks.

"What they have built in the last 10 years in Ocean City – building a custom boat, building the service, doing it and doing it right – that was the impressive thing to me," Pat said.

Duffie Boatworks has long serviced Viking yachts in the Ocean City area, supporting both new and legacy boats throughout the region. Delmarva Marine Group now builds on that foundation, operating as a separate sales and brokerage business affiliated with Duffie Boatworks.

That service base is central to the dealership. Duffie Boatworks operates from a 25,000-square-foot construction facility with about 60 boatbuilders. Its service operation includes 10 technicians working daily, an 85-ton marine Travelift capable of hauling yachts up to 82 feet and infrastructure to support Valhalla's outboard-powered models. The company is also an authorized Seakeeper dealer.

In Ocean City, that matters. The season is compact, the boats are heavily used and owners need support that is close, capable and responsive. If a boat travels, the service must travel with it.

"We work on the same boats year in and year out in Ocean City," Jon said. "If their boat travels, we're flying in and out and helping them fix things or provide service."

John Prather brings another layer: sales experience shaped by time on the water. He and Jon have known each other since they were about 20 years old, working, fishing and building businesses around the same docks.

"We've worked together for years, we've fished together and we've both built businesses in this industry," Prather said. "When Viking became available in this region, it created an opportunity that made sense for both of us."

Delmarva Marine Group's sales office is located on Sunset Avenue in Ocean City, with Viking and Valhalla inventory and service operations based at Sunset Marina. The setup allows sales, service and customer support to work together in an active sportfishing market on the East Coast.

The early momentum is already there. Delmarva Marine Group has a new Viking 50 Billfish on the way as a stock boat, another 50 under contract and a Valhalla 37 with the first omni sonar installation.

"Service is a huge part of this," Jon said. "We're already familiar with the systems that go into these boats. The plan is to keep investing in training and people so Viking and Valhalla owners get the level of support they expect."

For Pat, that support is especially important in tournament fishing, where owners, captains and crews depend on preparation, teamwork and trust.

"The neat thing is seeing the joy between the mates, the captains and the owners when they have success in the tournaments," Pat said. "When you see those faces when they come back to the dock, we know we've done our job."

That is the larger purpose behind the partnership. Delmarva Marine Group is not simply selling boats; it is helping customers move through the next stage of their boating and fishing lives – from fun fishing to tournaments, from a first serious boat to a larger platform and from local use to traveling programs that need support beyond Ocean City. 🐟

DELMARVA

MARINE GROUP
— YACHT SALES —

“Our friendship began on the water. Everything my family does, we do it together as a family. It’s the same with the Healey family and the same with Viking.”

— Jon Duffie

Founder and President of Duffie Boatworks



From left: John Prather, Pat Healey and Jon Duffie.



DEALER NEWS

The best in the world



At Artemisa Yachts, the team is committed to delivering

exceptional boating experiences while setting the standard for quality and service in the industry. Anglers understand that a competitive edge often comes down to the quality of their vessel – while for families cruising through challenging seas, reliability and performance are essential.

With more than 31 years as a dedicated Viking dealer, Artemisa Yachts has proudly introduced a significant number of Viking yachts to its market. The team's expertise helps ensure Viking yachts remain

a prominent force on the tournament circuit. It is especially rewarding to see so many Viking vessels continue to deliver consistent, high-level performance.

Whether navigating the waters of the Caribbean – Curaçao, Aruba or Bonaire – owners can count on their Viking yacht to stand out and make every journey memorable. Artemisa extends its thanks to customers for making Viking yachts a highlight at regional events.

With summer underway, customers are enjoying both family cruising and peak fishing season. This is a critical time for Artemisa's service team, which excels at preparing vessels for any adventure. The

crew stands ready to assist, ensuring each boat is fully commissioned for both leisure and competition. Artemisa Yachts deeply values the continued trust of its customers and remains committed to supporting every journey.

The team also maintains close communication with Viking Yachts, ensuring customers benefit from the latest updates and factory support. From its main office in Caracas, Artemisa stays closely connected to new developments from Viking and Valhalla Boatworks, continually exploring new opportunities and horizons for its valued clientele.

ArtemisaYachts.com



This year, CFR Yacht Sales celebrates 30 years as the exclusive dealer for Viking Yachts in

Puerto Rico. As a family-run business, CFR Yacht Sales takes pride in building lasting relationships – every customer becomes part of the CFR family. Much of their

success is rooted in this personal approach, and they look forward to many more years in the boating industry.

The 72nd International Billfish Tournament was held in Puerto Rico. They are proud to share that in the Sonar Category, the Viking 54 *Fishing Time*, owned by Manuel Arroyo, earned 2nd Place, while the Viking 64 *Picara*, owned by Rhamses Carazo, secured 3rd Place. In the Non-Sonar Category, the Viking 72 *Sari Victoria*,

owned by Manuel Saavedra, claimed 1st Place.

Additionally, the 21st Cap Cana Classic International Billfish Tournament took place in the Dominican Republic. In the Sonar Category, the Viking 68 *Ambar*, owned by Miguel Barleta, achieved a 3rd Place finish.

CFR looks forward to the upcoming summer season and an exciting lineup of fishing tournaments ahead.

CFRYachtSales.com



As the season gets underway, Galati Yacht Sales' focus remains where it

matters most – on the water and alongside our customers. Galati is proud to represent Viking and Valhalla, and to build on a partnership spanning more than 30 years, grounded in a shared commitment to quality and customer support. To customers, thank you for your continued trust and for allowing Galati to be part of your journey.

Galati is redefining how yachts are bought and sold with a smarter, more connected platform built entirely in-house. For the past eight years, the focus has remained clear – delivering better information, stronger exposure and a clearer view of the market.

For buyers, that means seeing the right opportunities at the right time. With Yacht Shopper®, you can track boats, receive real-time alerts and stay ahead of new listings and price changes – so you're not chasing the market.

For sellers, more accurate sold-boat data provides stronger market comparisons and pricing guidance from the start. Combined with Yacht Shopper®, you can see how your boat is marketed, where interest is coming from and how it stacks up so you can make informed decisions with confidence.

With more than 4 million annual website views, the No. 1–followed yacht dealer on social media worldwide and more than 9,200 active Yacht Shopper® users, your boat is seen by the right audience – not buried in a crowded marketplace. Backed by more than



\$3 million in annual marketing, it comes down to this: listings reach serious buyers, and customers have the insight to move forward with confidence.

That same focus on informed decision-making carries into Galati's demo program. The best way to understand a boat is to spend time on it – on the water, in real conditions – with a team that uses it the same way you plan to.

A new Viking 64 demo is currently in production and will head to Costa Rica this winter to compete in the Los Sueños series, building on its reputation as a proven tournament performer.

The Viking 74 Convertible demo is set for the 2027 summer tournament circuit, giving firsthand experience to share with customers. These demo models will also be available for purchase, offering the opportunity to own one of our latest, fully outfitted builds.

The 2026 Viking 64 demo delivered a standout season with *Team Galati* under Captain Tony Carrizosa. The momentum started early, with a Leg II win at the Los Sueños Triple Crown and a third-place overall finish at the IGFA Open, where the team released 67 sailfish and one blue marlin over two days.

At Leg III of the Triple Crown, the stakes were even higher. Entering the final day nearly 900 points back, Tony made the decisive call to break away in search of cleaner water – a move that changed everything. By lines out, the team had released 41 sailfish, capturing Leg III and securing the overall series championship. It came down to decision-making and executing under pressure.

Customers continue to deliver outstanding results across the tournament circuit. Congratulations to *Fish Tank*, a Viking 64, at the Pelagic Rockstar Offshore Tournament for winning the Day 2 Daily, Day 2 Marlin Daily and Marlin Overall, while climbing from 22nd place to finish 2nd Place Overall. Bill Nesbit's Viking 64 *NsatiaBill* secured 3rd Place.

Team Galati also turned in a strong performance at the inaugural Bisbee's Costa Rica Offshore, earning 2nd Place Overall and 2nd Place captain and crew honors aboard the Viking 64 *Fish Tank*. Back in the Gulf, Captain Chase Lake on the Viking 72 *Team Supreme* was named Gulf Coast Division Captain of the Year – a testament to consistent performance at the highest level.

The schedule fills quickly this time of year, and Galati fishes alongside customers throughout the Gulf Coast circuit, including the Mississippi Gulf Coast Billfish Classic, Pensacola International Billfish Tournament, Emerald Coast Blue Marlin Classic, Bay Point Billfish Open and the Blue Marlin Grand Championship. The season continues west into Texas with the Lone Star Shootout and Texas Legends Billfish Tournament.

Beyond the Gulf, the team will also be active throughout the year in the Bahamas and Cabo, supporting events such as the Walker's Cay Invitational, East Cape Offshore, Los Cabos Billfish Tournament, Bisbee's Los Cabos Offshore and Bisbee's Black & Blue.

For those entering this lifestyle – or ready to step up – having the right team makes all the difference. From the first conversation to time spent offshore, Galati brings real-world experience and a hands-on approach, supported by a service team that stays with you long after the sale.

When you're ready to take the next step, Galati is ready. Tight lines this season.

GalatiYachts.com



As HMY Yacht Sales builds on more than 45 years of leadership, including over three decades as an authorized

dealer for Viking Yachts, the company extends its sincere appreciation to Viking for consistently redefining the industry benchmark. By repeatedly pushing boundaries, Viking provides opportunities for partners like HMY to remain at the forefront of innovation and growth in the sportfishing world.

HMY is honored to stand alongside Viking as they unveil the highly anticipated Viking

70, a model that represents the latest leap in performance and luxury. HMY is especially thrilled to be working with multiple returning clients in the construction of the new 70 model, including the first 70 Enclosed Bridge. Additionally, HMY is involved in one of the first 64 Sport Coupe builds, further reinforcing their hands-on role in bringing groundbreaking yachts to market.

HMY's presence at major industry events remains stronger than ever. The team celebrated the incredible debut of the first Viking 50 Convertible at the Fort Lauderdale International Boat Show before delivering that vessel directly to its new owner immediately following the show – a powerful showcase of the demand

surrounding the new model. In January, at the Viking & Valhalla VIP Boat Show, HMY had the opportunity to experience hull No. 1 of the 50 Billfish firsthand and is proud to already have several of the earliest hulls in build with valued clients. These milestones reflect HMY's deep involvement in Viking's newest and most exciting innovations.

This past season, HMY's demo program once again proved to be a cornerstone of client engagement and on-the-water performance. The team competed across an impressive tournament schedule, including the Pirate's Cove Sailfish Classic, Stuart Light Tackle Tournament, Pelican Yacht Club Billfish Tournament, Buccaneer Cup Sailfish Release Tournament, Chub Cay Classic, Viking Key West Challenge, Sea

Spray Billfish Tournament, The Shootout: Production vs. Custom, Baker's Bay Invitational, Walker's Cay Blue Marlin Invitational and the HMY Lowcountry Cup. Among the highlights of the season, a truly memorable moment came when Steve Moynihan's grandson, Colin Dicembrino, secured a historic junior angler victory by catching the first-ever blue marlin in the Viking Key West Challenge. The team also celebrated a strong showing with a 2nd Place daily finish at The Shootout: Production vs. Custom tournament.

HMY Yachts hosted the 4th annual HMY Lowcountry Cup this season, an event that embodies southern hospitality while

fostering a competitive and welcoming environment for anglers and crews alike. As part of the South Carolina Governor's Cup Series, the HMY Lowcountry Cup has grown into a premier tournament with a strong and expanding Viking presence. HMY is proud of the event's growing success and is excited to build on its momentum year after year.

Looking ahead, HMY remains focused on supporting its clients both on and off the water. From tournament participation to new deliveries and service support, the team is dedicated to ensuring every owner enjoys the full Viking experience. As the summer season progresses, HMY

is looking forward to cheering on its customers across the circuit while continuing to deliver the finest sportfishing boats in the world.

To its clients, industry partners and the entire Viking team, the HMY family extends heartfelt appreciation for their unwavering trust and commitment. With an outstanding lineup of new models, standout tournament moments and meaningful client relationships, HMY Yachts is poised for another outstanding year, and they look forward to seeing everyone on the docks and out on the water.

HMY.com



Jefferson Beach Yacht Sales (JBYS) is building momentum across the

Great Lakes and beyond, with a strong pipeline of new builds and a steady pace of deliveries already underway in 2026.

Looking ahead, JBYS currently has seven Valhallas, two Vikings and two Princess yachts on order for upcoming delivery cycles – a clear reflection of continued demand for high-performance, owner-driven platforms across the region.

That momentum is already translating on the water. Since the start of the year, the team has delivered three Valhallas and one Princess, with additional projects actively progressing toward completion.

The Great Lakes fleet continues to evolve, driven by strong interest in several standout models, including the highly anticipated arrival of the first Viking 64 Sport Coupe – a yacht the JBYS team has been eager to introduce to the region. Demand for the Valhalla 55 Sport Yacht remains exceptionally strong following its debut and the first delivery this past spring. Looking ahead, JBYS is preparing to introduce the Valhalla 46 Sport Yacht to the Great Lakes market in spring 2027. Across the lineup, Viking Yachts continues to impress with innovative designs that strike a natural balance between offshore capability and refined versatility for owners cruising closer to home.

Beyond the boats, JBYS remains closely connected with its clients through a full calendar of events, shows and time on

the water. The team is gearing up for a major moment in the Midwest market with the inaugural Informa Markets Windy City Boat & Yacht Show in Chicago – an exciting step forward and a signal of continued growth for Great Lakes boating.

With more than 50 years of heritage, multiple locations and a team built on experience and long-standing relationships, Jefferson Beach Yacht Sales continues to deliver a full-service yachting experience, from new builds and brokerage to service, support and long-term ownership guidance.

At JBYS, the focus remains simple: keep people on the water – and keep pushing what's possible in the Great Lakes market.

JBYS.com



As an award-winning leader in the world of

luxury yachts and boats, Maspor Marine takes you beyond the shoreline.

For 25 years, they have been at the forefront of the marine industry, providing unparalleled expertise and a commitment to excellence. Their team of experts is available to guide you through

your journey, delivering the same trusted service and passion for boating that has defined them for a quarter of a century.

Maspor-Marine.com



Based in Panama, Novey Marine is dedicated to guiding clients

through the world of yachting with professionalism and integrity. Their mission is to ensure complete satisfaction and enjoyment as you embark on your maritime adventures. They want to simplify

your yacht purchasing journey. Their structured process guides you from selection to purchase, ensuring expert support every step of the way.
NoveyMarine.com



Since 1987, Oyster Harbors Marine has been serving customers with the highest level of

to help you with all your boating needs and to promote and maintain the boating lifestyle.

Beginning with the original full-service marina and sales office in Osterville on Massachusetts' Cape Cod, Oyster Harbors Marine has added a network of sales offices in Falmouth, Marion, Hingham and Danvers, Massachusetts, as well as Newport, Rhode Island, Essex, Connecticut and York, Maine.

Recognized as one of the top performers in the boating industry, Oyster Harbors sells only the highest quality yachts. With a Five Star Dealer Certification and adherence to the Marine Industry Consumer Bill of Rights, they match every customer with the right yacht at the best possible price; and service and maintain that yacht in the best condition.

OysterHarborsMarine.com

professionalism in yacht sales, brokerage and service.

Their award-winning team of dedicated sales and service professionals stands ready



PW Marine is proud to offer Bermuda's best

products is reflected in the world-famous brands they offer, such as Viking Yachts and Valhalla Boatworks.

Their highly experienced and professional service team is the best in the business.

Whether you need repairs, rebuilds, clean installs or existing maintenance, they make it simple for you. PW Marine is a one-stop-shop that does it all.

PWMarine.bm

selection of boats, engines, parts and supplies. Their insistence on quality



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 amenities from sales and 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

SHORT MARINE

At Short Marine, their vision is to make boating

easy and enjoyable. Owners Ryan and Sam Short want to enable people to create more memories and live better lives. Their mission is to deliver the best boating experience in

the world. They build and maintain strong relationships with their customers, suppliers and fellow teammates.
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



South Jersey Yacht Sales (SJYS) could not be more excited about what is shaping up to be one of the most

exciting summer tournament circuits the Northeast has seen in years. From Manasquan, New Jersey, to Ocean City, Maryland, the lineup represents the very best of competitive sportfishing, and their team is thrilled to once again be part of it. They are grateful, as always, to esteemed clients, the Viking Yacht Company and Valhalla Boatworks for making this region the heart of offshore fishing.

The SJYS demo, Viking 64 *Polarizer*, will be back on the tournament trail this summer with a schedule packed through September. The action kicks off in mid-June with the Beach Haven Tuna Open, then rolls into a stacked July – the SJYS Offshore Showdown at the Canyon Club in Cape

May, New Jersey, and the Cape May Marlin Tournament. August brings four major events, including the Ocean City White Marlin Open, the Ocean City Marlin Tuna Club Gold Star Offshore Open, the Mid-Atlantic in Cape May, and the Manasquan River Marlin & Tuna Club Offshore Open in Brielle, New Jersey. The season wraps with the Challenge Cup in mid-September. Whether you are competing, spectating or just walking the docks, please stop by the *Polarizer* and say hello. The team loves nothing more than talking fishing and meeting fellow members of this great community.

SJYS is proud to once again sponsor a number of events supporting the captains, crews, families and clubs that make tournament fishing what it is. They are especially looking forward to the Ocean City Marlin Tuna Club Special Kids Fishing Day in Ocean City, New Jersey, now one of the most cherished traditions on their calendar. Giving back to the community that has supported SJYS for decades

remains one of the most meaningful parts of what they do.

Off the water, they continue investing in what matters most: keeping clients on the water. They are pleased to announce a significant expansion of the Somers Point service operation, which now runs a full fleet of ten mobile service vans ready to roll at a moment's notice. Whether you need a routine check before a tournament weekend, an emergency repair dockside or technical support to get you back out fishing, mobile technicians can be on your Viking faster than ever. This expansion reflects what has always been the foundation of SJYS – a great boat deserves great support, and your time on the water is too valuable to spend waiting on service.

SJYS cannot wait to see everyone on the docks, in the marinas and at the weigh-ins this summer. To every captain, crew, owner and family that makes this circuit what it is – thank you. Tight lines for the 2026 season.

SouthJerseyYachtSales.com



SI Yachts is looking forward to another great fishing and boating season in the Northeast. Time spent with friends

and families while on the water provide great moments and memories that last a lifetime. Their Viking team has been busy closing on their 64 Convertible demo, helping clients build a pair of 46 Billfish,

a 50 Billfish and recently delivered four Valhallas. They are taking delivery of their new 58 Convertible – right in time for the season.

They are excited for another great Montauk Canyon Challenge, presented by SI Yachts. This year's Challenge is shaping up to be the biggest ever with more boats and prize money. This tournament is the fastest growing in the Northeast. SI Yachts is proud to be a sponsor and looks forward to seeing friends at the Awards Dinner. Last year's total prize

money exceeded \$1 million. Sign up at MontaukCanyonChallenge.com.

Don't forget to also sign up for everyone's favorite end-of-summer tournament, the Hamptons Shootout – Aug. 9-14. Register at HamptonsShootout.com. SI Yachts is proud to once again be a top sponsor.

Looking to move up? Visit SIYachts.com and ask about the brand new Viking 82 Convertible that's available for delivery this year.

SIYachts.com



Valhalla Yacht Sales announced in May that it has expanded into

North Carolina as a Viking and Valhalla Boatworks dealer. The team is also looking forward to a new showroom and service

facility in Somers Point, New Jersey, scheduled to open this fall.

With locations in Florida, New Jersey and North Carolina, Valhalla Yacht Sales offers a strong selection of new and pre-owned boats, backed by knowledgeable sales, service and parts departments.

Valhalla Yacht Sales is an authorized dealer for Valhalla Boatworks, Contender, Sportsman, Monterey and Phenom at its locations outside North Carolina. The team values the opportunity to build long-term relationships with customers by providing the best customer service available.

ValhallaYachtSales.com

RAP

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*We make sure your crew
looks as good as your boat!*

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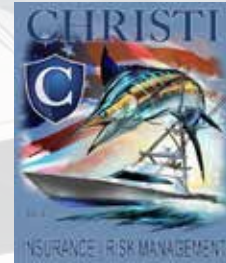
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NEWS AND NOTES

Manuel Perdomo, center front, alongside Viglass Supervisor Juan Beltran and team.

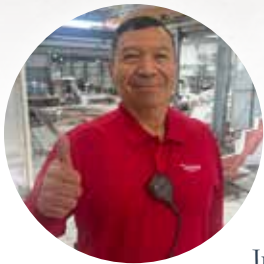


40 YEARS STRONG

Manuel Perdomo is retiring after 40 years at Viking – a career built on consistency, skill and pride in the work.

“Viking has been like a family to me. I’m proud of the work we’ve done.”

– Manuel Perdomo
Foreman of Small Parts in Viglass



Originally from El Salvador, Manuel came to the United States and joined Viking in 1986. His cousin, Juan Beltran, currently Supervisor of the Fiberglass Department, had followed a similar path. After relocating from Texas, Manuel walked into Viking on a Sunday, filled out an application and started the next day in fiberglass post-finishing.

Manuel spent his entire career in fiberglass, building his experience on the line before moving into management. He served as Foreman of Small Parts in Viglass, a position he held for the past 25 years.

Manuel trained crews, solved problems and helped keep production moving. Through the ups and downs – including the luxury tax years – he remained focused on quality, organization and doing the job the right way.

He credits Viking’s culture and leadership for shaping that approach. The lessons were

simple and lasting – stay organized, take responsibility and deliver quality. Those standards – rooted in Viking Co-founder Bill Healey’s belief in building a better boat every day – carried through his work and the teams he led.

“I’m thankful to everyone here – Pat Healey, Drew Davala, Rudy Dalinger, Juan Beltran and so many others who helped me along the way,” Manuel said. “Viking has been like a family to me. I’m proud of the work we’ve done and grateful for the support they gave me and my family all these years.”

Viking's John DePersenaire spoke at Rutgers University about the East Coast vessel speed rule.



SPREADING THE WORD

Our director of Government Affairs & Sustainability, John R. DePersenaire, recently took the stage as the keynote speaker during Rutgers University–Newark’s Research Week. His talk, “Unlikely Bedfellows: Whales, Yachts, and Criminologists,” walked students and faculty through how a regulatory crisis around North Atlantic right whales brought together an unexpected mix of boatbuilders, scientists, policymakers, and criminologists to look for better answers than a one-size-fits-all speed rule. John outlined why traditional tools like broad speed limits and rerouting are only loosely connected to actual strike risk, and how they can disrupt how we build and run fast boats without necessarily delivering the conservation gains everyone wants.

He then shifted to the work of the Whale and Vessel Safety (WAVS) Task Force, which he chairs, and the role Viking and other partners are playing in developing practical risk-reduction tools. From below-surface detection and a citizen-science research fleet, to risk-terrain modeling that adapts crime-mapping techniques to whale-vessel interactions, the focus is on technology that targets the true hotspots where whales and vessels overlap. As John put it, “It’s not whales versus boats—it’s how we work together to solve the problem,” a message that fits the spirit of Rutgers’ Research Week and reflects the way Viking is approaching this challenge on behalf of our owners and the offshore environment we all rely on.

ONBOARD WITH JOHN GRADY

After several years working at a seasonal marina in New Jersey, John Grady found himself at a crossroads: relocate to Florida for steady work in the same field or take a new path entirely. Choosing to stay rooted in New Jersey, John pivoted – enrolling in the police academy and beginning a career in law enforcement.

John went on to serve 25 years with the Westville, New Jersey, Police Department, ultimately retiring as a sergeant in May 2024. While he closed that chapter without a job lined up, he knew he wanted to find his way back to the water.

That opportunity came quickly. After discovering a position with Atlantic Marine Electronics, John secured an interview and joined the team in June 2024. He began in the Fabrication Department, where his strong work ethic and attention to detail immediately stood out.

It wasn’t long before his “great attitude, reliability and organization” earned him a promotion to Customer Service Advisor – a role that puts him at the forefront of client interaction and project coordination. “He’s very hands-on,” said Todd Tally, Atlantic Marine Electronics’ General Manager. “John is driven to deliver the best possible outcome. Moving him into Customer Service allows him to build on those strengths while playing a key role in guiding customers through their projects from concept to completion.”

For John, the transition has been both natural and rewarding. “It’s been great,” he said. “I really enjoy what I’m doing. There’s something special about working closely with a customer and our team, then seeing their vision come to life.”

Outside of work, John remains deeply connected to his passion. On weekends, you’ll find him and his wife Rayne, along with their Australian Cattle Dog, Roxy, out on their center console chasing fish. “I love boats and fishing – it’s truly my passion,” he said.



John Grady with a nice catch.

Stan surrounded by his biggest supporters – his family.



GOING THE DISTANCE

Navy veteran Stan Jackson is Viking's Sales Quality Control Delivery Coordinator – but outside of work, he's an endurance athlete in every sense of the word. Most recently, he proved just how far that drive goes, winning the Old Six Day 24-hour endurance race by running continuously for a full day.

And he didn't just compete – he set a goal and surpassed it. "I did a similar race before and was just focused on finishing," Stan said. "I learned a lot from that experience, so this time I wanted to push myself. My goal was 100 miles in 24 hours – and I ended up at 104.26. That was a big win for me." The closest competitor finished nearly half a mile behind him.

Preparation was everything. Stan followed a disciplined 17-week training program, building up to 90–100 miles per week before tapering ahead of race day. Nutrition was equally critical. "I'd eat 3,500 calories and then go out for a 10-mile run," he said. "I

had to train my body to handle the stress, the fuel and the conditions I'd face during the race."

So, did he really run non-stop for 24 hours? "Let's just say I never stopped moving," he said. "Whether it was running, jogging or walking, I kept going the entire time." To stay sharp through the mental grind, Stan kept his mind working. "I'd do math in my head – figuring out my pace, calculating what I needed to hit my goal. It kept me focused and pushed me forward."

But for Stan, the finish line is the next starting point. His upcoming challenge is a 200-mile run from High Point, New Jersey to Cape May, which he plans to complete over three days. More than just a personal test, the run is driven by purpose. Stan is the founder of Striding Forward, a nonprofit dedicated to expanding access to athletic opportunities for kids and veterans across New Jersey.

"We don't want families choosing between putting food on the table or paying for sports," Stan said. "Striding Forward helps provide sponsorships, training, community programs and events so more people have a chance to participate."

At home, Stan's biggest supporters keep him grounded. He and his wife, Katie, are raising four children, ages 5 to 14, who are already inspired by their dad's determination. "My kids think it's pretty cool that I run farther than anyone they know," he said with a smile. "And my wife – she's incredible. She picks up a lot of the slack when I'm out logging those long hours."

Whether he's coordinating deliveries at Viking, logging miles on the road or giving back through his nonprofit, Stan brings the same relentless mindset to everything he does. For him, it's not just about going the distance – it's about using every step to make an impact.

COURAGE MEETS THE CURRENT

A team from the Viking Yacht Service Center recently took on The Crossing for Cystic Fibrosis – a grueling, one-day, 80-mile paddle from Bimini, Bahamas, to Lake Worth Beach, Florida. Inspired by the ocean’s therapeutic benefits for those living with cystic fibrosis, this endurance challenge demands both physical strength and determination. Debra Brown, Ryan Higgins, Payton Morse and Ray and Theresa Connolly rose to the occasion.

The event began in the summer of 2013, when Travis Suit and a group of friends completed the first crossing to raise awareness and funds after his four-year-old daughter, Piper, was diagnosed with cystic fibrosis. Since then, The Crossing has raised nearly \$5 million and supported more than 1,500 families.

Debra and Payton joined Piper as part of the Viking Crusaders relay team, while Ryan Higgins took on double duty as both paddler and boat captain. “It was brutal,” Ryan said, “but incredibly rewarding, knowing it’s for such an important cause.”

Ray and Theresa Connolly contributed as part of the support team. For Theresa, the mission is deeply personal: “This is especially meaningful to me, as I was diagnosed with atypical cystic fibrosis two years ago.”

Following the event, participants gathered at Valhalla Yacht Sales’ Riviera Beach location for an awards ceremony honoring their extraordinary effort and impact.



From top: Ryan Higgins, Debra Brown and Theresa and Ray Connolly; crossing the finish line; Debra Brown looking strong.





BY THE NUMBERS

Success on the Water

Team Galati continued a wave of domination at the 2026 edition of the Los Sueños Triple Crown, winning the series for a historic fourth time. The team also fished other tournaments in Costa Rica with much success. For more on the season see page 100.

- 3 Different Viking demo models to have won the Triple Crown series (58, 62, two different 64s)
- 4 Triple Crown Championship Series wins
- 7 Times on the podium over the winter 2026 season
- 9 Total fish days of the Triple Crown series
- 14 Different countries represented at the Pelagic Rockstar Offshore Tournament
- 22 Place *Team Galati/Fish Tank* was in after Day One of the Rockstar before rebounding into a 2nd Place finish
- 117 Boats fished the 10th annual Pelagic Rockstar Offshore Tournament
- 260 Sailfish released during the nine days of Triple Crown Tournament fishing
- 746 Hull number of this year's Viking 64 Convertible *Team Galati*
- 2200 Metric Horsepower produced by *Team Galati's* MAN V12 2200CRM engines
- 2491 Sailfish released during Leg III of the Triple Crown

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2026 VIKING SUMMER CALENDAR*

JUL

3-7	Bermuda Billfish Blast	Hamilton, Bermuda
3-21	Bermuda Triple Crown	Bermuda
4	World Cup Blue Marlin Championship	Worldwide
8-11	South Jersey Yacht Sales Offshore Showdown	Cape May, New Jersey
10-14	Bermuda Big Game Classic	Hamilton, Bermuda
10-18	Montauk Canyon Challenge	Montauk, New York
12-18	Jimmy Johnson's Quest for the Ring	Atlantic City, New Jersey
14-19	Blue Marlin Grand Championship	Orange Beach, Alabama
17-21	Sea Horse Anglers Club Billfish Tournament	Hamilton, Bermuda
20-23	Tri-State Canyon Shootout	Block Island, Rhode Island
21-26	Lone Star Shootout	Port O'Connor, Texas
23-26	Cape May Marlin Tournament	Cape May, New Jersey
29-Aug 2	Texas International Fishing Tournament	South Padre Island, Texas

AUG

3-8	White Marlin Open	Ocean City, Maryland
8-14	Pirate's Cove Billfish Tournament	Manteo, North Carolina
9-16	Ocean City Marlin and Tuna Club Gold Star Offshore Open	Ocean City, New Jersey
10-15	Beach Haven White Marlin Invitational	Beach Haven, New Jersey
16-21	The MidAtlantic	Cape May, New Jersey & Ocean City, Maryland
19-22	Virginia Beach Billfish Tournament	Virginia Beach, Virginia

SEP

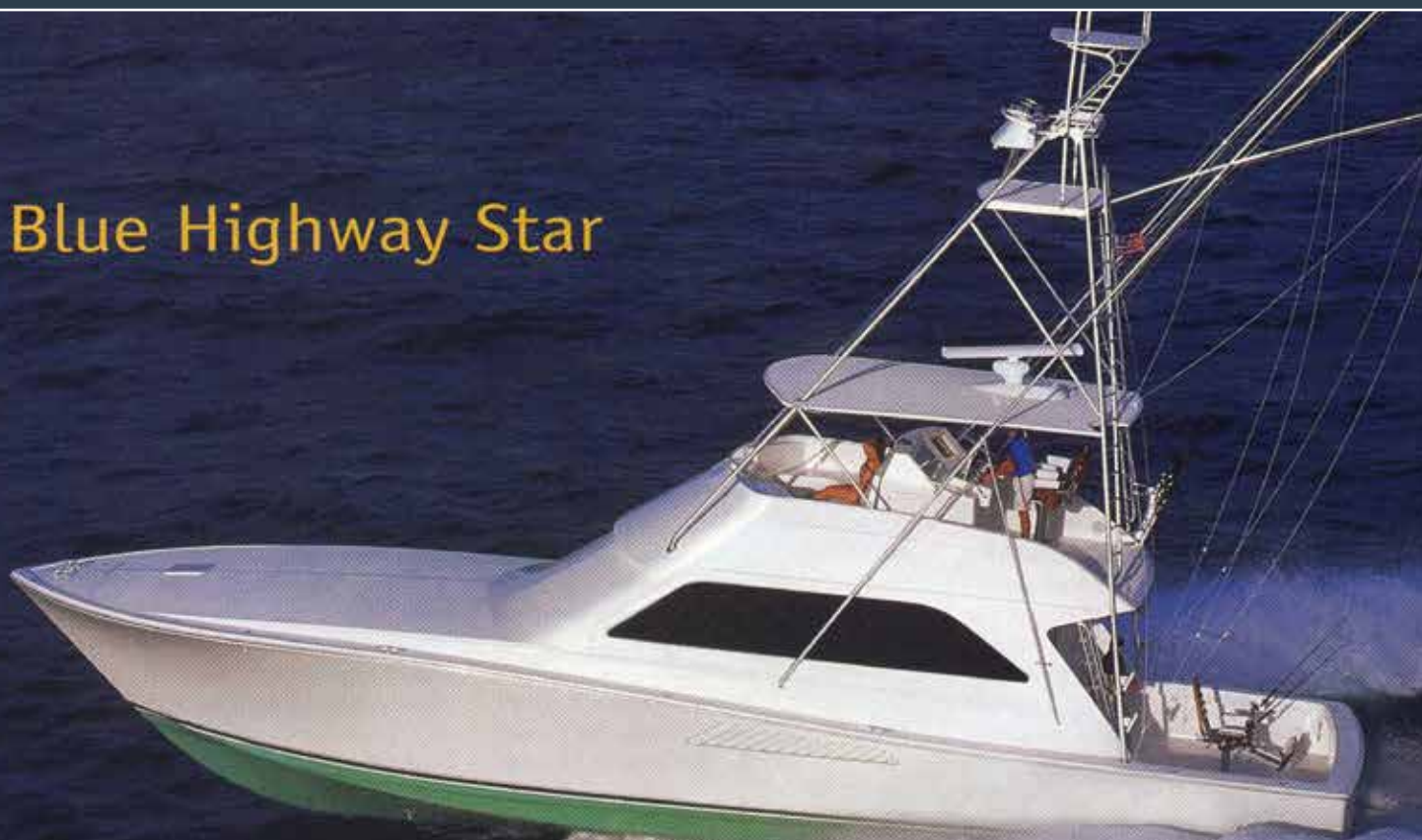
8-13	Cannes Yachting Festival	Cannes, France
10-13	Atlantic City In-Water Boat Show	Atlantic City, New Jersey
17-20	Newport International Boat Show	Newport, Rhode Island
24-27	Norwalk International Boat Show	Norwalk, Connecticut

OCT

1-6	Genoa International Boat Show	Genoa, Italy
7-11	Los Cabos Billfish Tournament	Los Cabos, Mexico
8-11	Annapolis Powerboat Show	Annapolis, Maryland
14-18	Barcelona International Boat Show	Barcelona, Spain
28-Nov 1	Fort Lauderdale International Boat Show	Fort Lauderdale, Florida

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

Blue Highway Star



Viking 55 Convertible

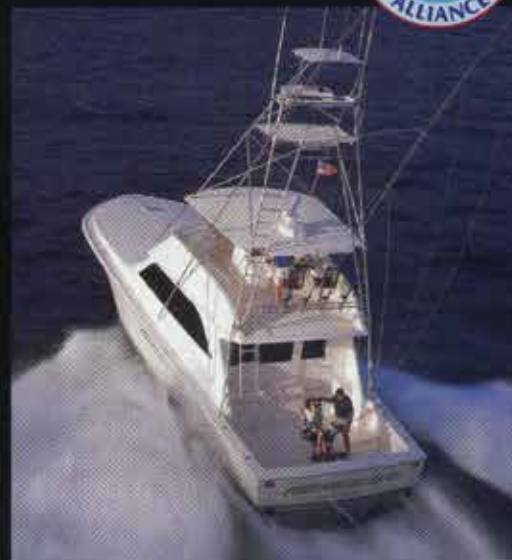
From her raked stem to the 153-square-foot cockpit, the Viking 55C is hard-body beautiful. Fast and agile, she is tournament tuned to out maneuver a marlin or strong-arm a bluefin for fast, safe release.

Like the waters she was designed to fish in, her beauty runs deep. The hand-fitted teak joinery is stunning. Her salon and galley are spacious and her three-stateroom, two-head accommodations are inviting and well proportioned. Visibility from the flying bridge is superb.

Peerless engineering abounds in the full-height engine room. Powder-coated structural steel engine beds assure drive train alignment for smooth, seamless performance. Mechanical accessibility is top shelf. No wonder the 55C is our best selling Viking in our 37-year history.

See the Viking 55 Convertible at your dealer soon.

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