



Valhalla

WINTER 2022

EXPERIENCE VIKING HEAVEN

GREATNESS REDEFINED

Viking 90

FAST TRACK

64 Convertible

KEEPING IT FRESH

Valhalla Nuances

SEASON TO REMEMBER

Tournament News

A PUBLICATION OF VIKING YACHTS

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A PUBLICATION OF
THE VIKING YACHT COMPANY



BEHIND THE COVER

Viking Media Specialist Kyle Juall captured the cover from a helicopter, and then jumped into Florida's chilly November water for the magazine's final image.





You're sitting in a conference room in New Gretna, New Jersey, with a team of Viking designers and engineers who are discussing the

development of the new 90 Convertible. At the table you have VP of Design and Engineering Lonni Rutt, Design Manager David Wilson, Engineering Manager Paul Raposa, Interior Design Manager Steve Walker as well as the vice presidents of finance and human resources. This is one of a half dozen critical meetings about the next flagship of the Viking fleet. So where is President and CEO Pat Healey?

Pat is in Ocean City, Maryland, at the White Marlin Open. It's a lay day, and he's sitting in the salon of the Viking 80 with demo teammates Mark Waldron (Vice President of Sales), Ryan Higgins (Southeast Sales Manager), Don Gemmell (Field Support Engineer) and Drew McDowell (Palm Beach Towers General Manager). And all of them are very much a part of the meeting (via Zoom video conferencing).

This dynamic scenario exemplifies why the Viking Yacht Company is the No. 1 semi-custom production boatbuilder of sportfishing yachts in the world. The team is in the midst of providing feedback to the group in New Jersey about new hydrodynamic running gear technology being tested on the 80 during the tournament in anticipation of application on the Viking 90. This type of real-world experience gathered aboard our demo boats by the company leaders helps fuel the innovation of the next Viking – and gives us the edge over the competition. Thus, the meeting and the tournament are of equal importance.

MATTER OF INCHES


Three hours pass before the discussion wraps up. There have been several long 90 design meetings before this one, and there will be several more. Bringing the next greatest large sportfishing yacht to the market is no easy task, but an exercise Viking has executed countless times since Bill and Bob Healey founded the company in 1964.

Scrutiny of the smallest details can mean the difference between designing a good boat and a great one. Viking always sweats the details. Never was this more apparent than when the group spent more than an hour discussing the design of the salon window chamfer – the symmetrical sloping edge between window and deckhouse.

“We weren't debating the profile of the window or deckhouse itself, it was a detail of one to three inches around the window,” explains David Wilson. “But to make the right decision we needed to see it life-size.” So Viking put its 5-axis CNC router to work, creating a 30-foot-long and 10-foot-high part – the entire side of a 90-footer's deckhouse. The effort made, the resources used and the time invested were all well worth it. Sitting in on those meetings was a privilege and shed light on the extent to which the entire team – designers, engineers, salespeople, executives – goes to build a better boat every day.

REBIRTH

It may be winter, but this issue feels like spring because it's full of rebirth and evolution as we welcome new faces, boats and products. You'll meet the Viking 90 and our new Viking demo team. We'll tell you about Caterpillar's new 2433MHP triple-turbo diesels and introduce you to new players in the Omni sonar market. In our article on the 64 Convertible, you'll see our latest gelcoat color – “Nardo” Grey – and lay eyes on the updated design of our interior walnut joinery for the first time.

As usual, it's an exciting time here and we have lots to share in this issue of *Valhalla*. 

Editor's note: The passing of Viking Co-Founder Robert Healey Sr. occurred as Valhalla was going to press. Bob's life will be celebrated in the 2022 Summer issue.

Sincerely,

Chris Landry
Editor-in-Chief

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



Valhalla

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

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

ROCKET SHIP

The Viking 64 is ready for takeoff.





VIKING GROUP'S ROBERT HEALEY JR. ANNOUNCES **CANDIDACY FOR CONGRESS IN NEW JERSEY'S 3RD DISTRICT**

**Businessman and Philanthropist
Will Fight for Change in Washington**



The Viking Yacht Company is excited to announce that Robert Healey Jr. is running for U.S. House of Representatives in New Jersey's 3rd Congressional District.

"As someone who employs over 1,000 South Jersey residents, I am in touch with the challenges people are facing," says Bob, a resident of Moorestown in Burlington County. "This country is headed in the wrong direction, and I intend to do something about it – for my country and the state of New Jersey, for my employees, for my family and most importantly for the future of my 5-month-old daughter."

Currently, Bob is the Executive Co-Chairman of the Viking Group, which manages Viking Yachts, Viking Investments, Viking Associates, Viking Residential and Viking Developers.

"Bob stepping back from day-to-day operations to pursue elected office is bittersweet," says the candidate's father, Robert Healey Sr., Co-Founder of the Viking Group and Viking Yachts. "But he

is pursuing something he really believes in – a calling that's very much rooted in his continued mission to serve and provide a better future for those around him."

Aside from his corporate responsibilities, Bob's extensive philanthropic activities include Board positions on the Healey Education Foundation, which helps Catholic schools become self-sustaining while fostering the enrollment of children from low-income backgrounds, and the Gleneayre Equestrian Program, which helps children and teens overcome personal challenges through a love of horses.

Bob is also the Co-Founder and President of the Healey International Relief Foundation, which was established to improve the quality of life of individuals and families in the war-torn country of Sierra Leone in West Africa through medical assistance, food banks, healthcare education, clean water, work programs for amputees and basic essentials for orphaned children so they can reach their full potential.

"The people and their needs are my priority," says Bob. "I'm committed to protecting the people in our family businesses, those who we help through our organizations, and now all of the residents in the 3rd District of New Jersey. They want change, and I'm going to fight for it."

"The Healey family has a long history of working for the best interests of our boatbuilders and the marine industry in New Jersey, going back to my father (Viking Co-Founder Bill Healey) and Uncle Bob's efforts that resulted in the repeal of the Luxury Tax," adds Viking Yachts President and CEO Pat Healey. "We're fighters, and my cousin Bob has continued the tradition of political action with the Viking Group. Now he's ready to take his commitment to the next level. We applaud and support his efforts. He has incredible insight and knowledge about the issues that most affect the businesses and hard-working people of New Jersey."



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FROM THE FLYBRIDGE



The resilience we've shown over the past two years has been amazing. We're proud of our accomplishments in these trying times, but also realize they would be impossible without your support.

The health and safety of our boatbuilders remains our top priority. We have a very high vaccination rate, but our goal is for all of our people to be protected. This virus is aggressive. It will find you, whether it's Delta or a new variant like Omicron. We've seen only 15 breakthrough cases, and by the time you read this our Health Services Department will have administered more than 200 COVID-19 booster shots. Viking will continue to fight the virus in every way possible, and we're hopeful that by spring daily COVID cases in New Jersey will be at their lowest since summer 2020.

We've done a good job managing supply chain issues, but they have forced parts of the production process out of their proper order. Fortunately, we have incredible boatbuilders and managers who have adapted and overcome constantly changing obstacles. Our Purchasing Department is relentless in their pursuit to secure the products and materials we need to keep production moving – now, and down the road.

COVID and the supply chain crisis are still affecting our delivery dates. Knowing the great passion you all have for your boats, we do apologize and thank you for your patience. We plan to be fully back on schedule by July and remain committed to providing you with the industry's best customer service.

Viking had a tremendous Fort Lauderdale International Boat Show, with the 64 Convertible and 54 Open Series making their world premieres. With 20-plus boats already sold, the 64 has gotten off to an incredible start. We've seen a great response to the 54, too, with the first 10 boats sold. We have significant backlogs and inventory is at an all-time low, and yet production slots (for delivery in about a year) are available, so please check with your dealer.

We also announced the Viking 90 at the Fort Lauderdale show. Our design and engineering team has done a great job with Viking's new flagship, which will have the same incredible accommodations of our 92 with new design features. Offered as an open bridge, enclosed bridge or sky bridge, the 90 will have greater performance and increased versatility and technology, including innovations to the rudders, propellers and struts. Coming out of the show, we sold a dozen 90s, including several open bridge models. The first boat – a sky bridge model – will make its world premiere at the 2023 Miami Yacht Show. Our Marketing Department will follow the fascinating 12-month build process. So please stay tuned through our digital newsletter and social media. Not connected? See page 138 to stay up to date.

With our sister company Princess Yachts of America, we have the absolute best the industry has to offer in sportfishing yachts, center consoles and motor yachts. Valhalla Boatworks has been more successful than we imagined, with our dedicated boatbuilding plant – Viking Mullica –

running exceptionally well. The product that is coming out of that facility is phenomenal. We're going to keep pushing the envelope, as you'll learn at our VIP event February 4-5 at the Viking Yacht Service Center in Riviera Beach, Florida.

Viking's new demonstrator team has gotten off to a strong start. Captain Sean Dooley and mates West Rivers and Thomas Garmany are very good fishermen, and the greatest part is they love what they do. We had some great days on the Viking 80 Demo, including Most Points Overall in The MidAtlantic tournament, which celebrated its 30th anniversary, and a Labor Day weekend tournament where we released three big blue marlins in the space of 3-1/2 hours. The team followed that up with a successful four-week trip fishing the 68 demo (with the new 2433 MHP Cats) in the Dominican Republic where we grabbed a double grand slam and had several double-digit blue marlin days.

On behalf of the entire Healey family, I'd like to once again thank all of our Viking and Valhalla owners for their support and loyalty. We'll see you in 2022! 🦋

Sincerely,

Patrick Healey
President & CEO



viking REVIEW

The Viking Yacht Company would like to thank all its team members for being the best boatbuilders in the world. From fiberglass to woodwork, accounting to plant engineering – every person contributes to our success. You are the reason we continue to hold true to Viking Co-Founder Bill Healey’s mantra – build a better boat every day. 🐉



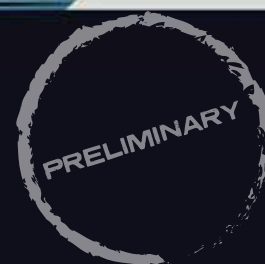


90 CONVERTIBLE



HEIR TO THE THRONE

Meet the Viking 90



The Viking 92 was arguably the greatest large sportfishing yacht of all time, with 21 boats delivered in seven years of production. The six-stateroom world-traveler merged convertible performance and fishability with megayacht luxury, proving that a Viking of its size could excel on the tournament circuit while providing the pinnacle of comfort.

Driven by its mantra to build a better boat every day, here comes Viking again with another example of excellence in boatbuilding design, engineering and innovation. The legendary New Jersey boatbuilder is proud to announce the all-new Viking 90, a yacht that will redefine the capabilities of the luxury convertible

sportfisher and become the new benchmark in the genre.

“We’ve taken all the incredible qualities of the 92 – the interior layout, the accommodations, the style, the amenities – and merged them with greater performance, technology and versatility,” says Viking President and CEO Pat Healey. “The 92 was the Bentley. This is the Ferrari.”

LEAN AND MEAN

The 90’s profile represents a synthesis of design traits from the 92, 80 and other modern Viking sportfishing yachts, as well as subtle motor yacht influences. “We designed the 90 to be as sleek as possible, stressing a low profile and clean lines,” says Viking Design Manager David Wilson. “We

also brought several refinements to the exterior that enhance that lean, sexy look.” Carefully placed feature lines, deckhouse windows and portlights with chamfered edges and Viking’s signature hull-side vents are just a few of the 90’s aesthetic high points.

Viking will offer three models of the 90 (Open Bridge, Enclosed Bridge and Sky Bridge), all utilizing a spacious six-stateroom accommodation plan highlighted by a full-beam master suite. “We feel the open bridge 90 is going to be a huge hit, particularly with our 80 owners,” says Pat. “We’re providing a larger Viking that fishes just as well as their 80 and has the same type of performance and nimble maneuverability.”





ENCLOSED BRIDGE



SKY BRIDGE



The Open and Enclosed Bridge 90 can be outfitted with a tuna tower from Palm Beach Towers (PBT), and all three models can be equipped with a custom electronics, communications and entertainment package from Atlantic Marine Electronics (AME). Both Viking subsidiaries, AME and PBT ensure turnkey delivery.

DUAL MEZZANINE

The cockpit and dual mezzanine stress a sense of togetherness with a focus aft — where the action is. From the salon, a 40-inch-wide electric-powered single door opens with a touch of a button. The upper mezzanine's port side is home to an L-shaped aft-facing lounge with available air-conditioned backrest and a teak table. On the starboard side, there's a versatile cooking and refreshment hub (with an additional aft-facing seat) that can be personalized to the owner's liking with a grill and icemaker or refrigerator.

A large lounge on the lower mezzanine looks upon the cockpit, with its shapely

fiberglass module holding storage underneath and tackle drawers on each side. The mezzanine provides centerline engine access to the crew quarters and engineroom, and is also home to an oversized freezer (port) and two refrigerated boxes (starboard).

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

ELITE LUXURY LEVEL

Viking owners and enthusiasts will be enamored with the accommodations of the new Viking 90. The combination of interior volume, a flowing open layout and several design nuances create a fresh soothing ambiance throughout the vast

living spaces. Stepping into the salon, a new horizontal grain natural walnut interior greets you with warmth and style. Interior doors featuring both horizontal and vertical grains as well as ebony inlays add to the visual appeal. Guests will appreciate the spacious lounge that begins at the salon door and wraps around the port side. A starboard-side entertainment center features a 65-inch pop-up HD TV. Forward, the large starboard wraparound galley is open to a raised U-shaped dinette to port (with rod storage below).

The Viking 90 offers five guest staterooms, each with its own private head and shower, crew quarters with immediate access to the engineroom, a pantry with an additional crew berth and a day head. Spanning the 23-foot, 2-inch beam, the owner's suite boasts a king walkaround bed, a walk-in closet, a vanity, a lounge area, a full-size credenza under a bulkhead-mounted 65-inch HD TV and his-and-hers private facilities with separate access.

The enclosed bridge functions as an air-conditioned second salon, complete with a raised L-shaped lounge, cocktail table and pop-up HD TV. The captain commands the yacht from a centerline control station with a wraparound helm. There's also a docking station with full controls on the aft bridge deck, along with a lounge that provides a nice view of the cockpit.

MIAMI 2023 DEBUT

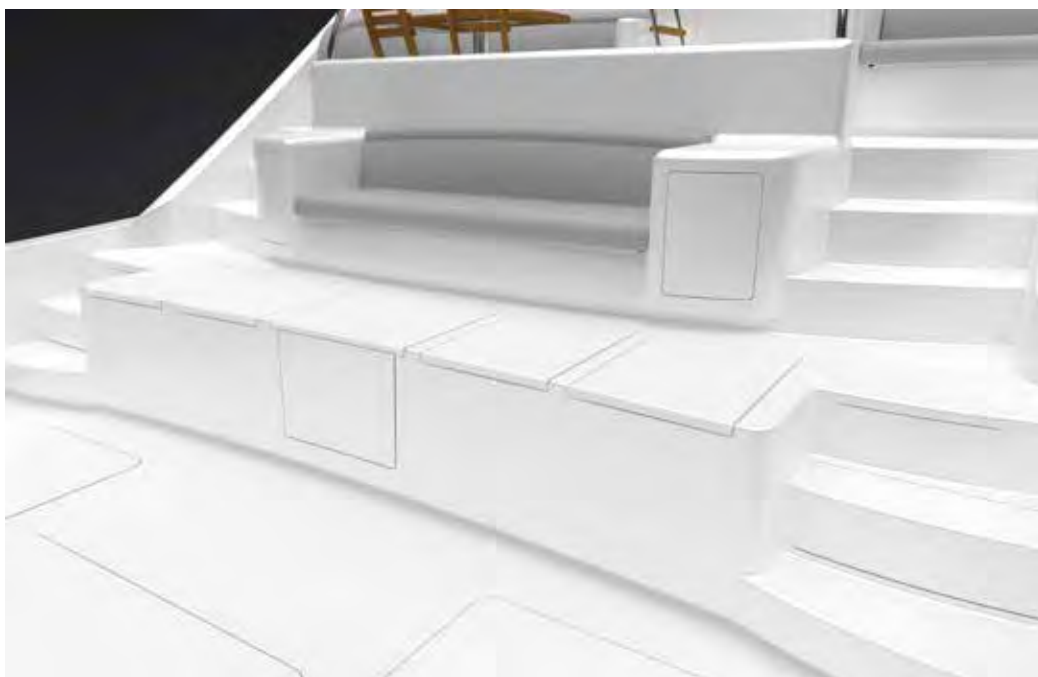
Standard power for the 90 will be a pair of Caterpillar C32A diesels (1925MHP). Optional powerplants consist of the new Caterpillar C32B diesels (2433MHP) and MTU's Series 2000 V16 M96L (2635MHP). Preliminary projected top speed with the MTUs is 38 knots.

"Constantly looking to the future, we embarked more than a year ago on this design," explains Pat. "It came at a time when international regulations would be taking effect that required Selective Catalytic Reduction (SCR) in the enginerooms of yachts with a 'load line length' greater than 24 meters.

"Understanding that suitable engine and SCR technology for this market was unavailable, the U.S. Coast Guard announced in March 2021 a three-year suspension of the regulations in North America. But the development of the 90, which does not require SCR, was already well underway and we'll proudly present the next flagship of the Viking sportfishing fleet at the 2023 Miami Yacht Show. "This new 90 proves once again that we do have the best team in the business, one that rises to the challenge time and time again."

THE BOTTOM LINE

Viking's new flagship is poised to become the next king of large sportfishing yachts.



SPECIFICATION HIGHLIGHTS

90|C

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



Enclosed Bridge



Enclosed Bridge Salon



Lower Accommodations

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Our job is to help you find the fish - Putting them in the boat & winning the big check is up to you!

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VIKING 64

Winner Takes All

Even before making its world premiere at the 2021 Fort Lauderdale International Boat Show, the Viking 64 had already been sold to 15 owners. Given the pedigree of Viking – particularly in the 60- to 70-foot sportfisher market – the early success should come as no surprise. In the past 20 years, Viking has come to the market with eight different models in this size range (60, 61, 62, 64, 65, 66, 68 and 70) and delivered a combined 550 yachts.

“Each Viking is a series of refinements of its predecessors, and this is particularly evident with the 64,” says Viking Design Manager David Wilson. “All of the changes and modifications enhance the appeal of the boat for our owners.”

The new 64 comes on the heels of the Viking 62, a powerhouse on the tournament circuit that was utilized a half dozen times as our demonstrator boat. “The 62 was something special,” says Viking Vice President of the Sales Mark Waldron, a member of the Viking demo team. “We delivered 70 of them, which in itself says something. The ride was incredible – fast, smooth and dry. I spent a lot of time on several 62s. Not only was its performance exceptional, the boat raised a lot of fish.”

Using the boats that you build and listening to your customers are two critical factors to designing world-class

sportfishing yachts. “We focus so much on taking our knowledge from the demo program and applying it to the yachts we design and build,” says Ryan Higgins, Viking’s Southeast Sales Manager, former 15-year Viking demo captain and current Demo Program Manager. “Our key people – designers, sales professionals and, of course, the Healey family – are all using the boat and determining what we can do better. We also spend a lot of time on the docks listening to customer feedback at the tournaments, which plays a huge role in the design process. You will really see a lot of the feedback and what we’ve learned over the years when you step aboard the 64.”





REFINED DESIGN

The Viking 64 builds upon all of the 62's effective design traits, incorporating subtle modifications to the running surface in a completely new model for an even more impressive ride. "The refinements in the hull form include the chine angle of attack and a softer radius transitioning from the deadrise to the chine," explains David. "We've lowered the strakes in the bow slightly for increased spray deflection. Moving aft, the chines widen and together with the strakes they provide excellent lift. We also carried out changes to the shaft angle and the propeller pocket diameter, length and entry for better water flow to the props and to minimize draft."

On the flybridge, the 64 features a modified center console, with a black acrylic helm dash that's home to a trio of flush-mounted touch-screen displays (the design utilizes

elements of our Valhalla Boatworks center console helms). "We raised the entire console for easier access into the radio boxes flanking the teak helm pod," says David. "We tweaked the angle of the dash, too, bringing the helm panel closer to the operator for improved accessibility."

Additional electronics and displays are mounted inside a drop-down box in the hardtop, so the captain can easily monitor the autopilot, Seakeeper and other systems. There's also room for a Garmin 12 inch display. Visibility aft is excellent, giving the operator a clear view of the cockpit. Beneath the helm pod, another storage box houses the Omni sonar controller.

The layout of the flybridge includes port and starboard lounges with forward-facing backrests, and a new extended lounge on the forward portion of the console that doubles as a 76-gallon freezer for bait or

food. Toekick space around the console and lounges optimizes deck space while increasing safety. There are two drink boxes on the starboard side, one forward and one aft – so everyone has easy access to their favorite beverage. Storage space is plentiful with large compartments under the lounges for rods and other gear.

BUSINESS END

Taking advantage of its greater LOA, the 64's 180-square-foot cockpit is 6 inches longer than the 62's. Anchored with a 90-gallon live well, the cockpit is equipped with in-deck boxes that can be used as fish boxes or plumbed as live wells. The cockpit boasts a new single centerline lazarette hatch (available with power actuation) that opens nearly 90 degrees for full viewability and access to the available Seakeeper 26. "We first started using the single hatch on our Viking 80 demo, and it is extremely effective at keeping water out with a nice tight seal,"



says Ryan. “Even while backing down hard with water coming into the cockpit, that area is going to stay dry.” An aluminum backing plate is laminated into the cockpit sole for a fighting chair, rocket launcher or table.

Protection from the flybridge overhang keeps the observation mezzanine cool and dry. Balancing form and function, the mezzanine is designed with attractive radiused areas under the lounge and step that provide toekick space. The equipment and amenities fulfill all of the needs of a traveling tournament boat – and then some. The mezzanine houses ample refrigeration and freezer space under the starboard seat and step. The port-side step serves as a receptacle for the optional crushed ice machine, and there’s a tackle cabinet above that can be utilized for an optional grill.

The 64 is also equipped with a number of the latest technologies that impact



everything from performance and operator ease of use to fishability and maintenance. The Optimus Electronic Power Steering gives the captain fingertip control with race-car maneuverability; the boat is designed and engineered for the installation of game-changing Omni-directional sonar systems as well as the ElectroSea CLEARLINE system

to keep raw-water lines clean; the Spot Zero water maker and water purifier combo unit provides a compact, integrated system for creating truly spot-free water from seawater anywhere in the world; and the engineroom has a dedicated location for a second 21.5 kW generator.





INTERIOR DELIGHTS

Walking into the salon, guests will immediately notice the inviting open layout. The port-side walkway extends from the salon door to the forward VIP stateroom, bringing visual depth and providing ease of access. The interior features a new horizontal grain natural walnut for a fresh modern look that accentuates the joinery's beautiful radiused sections, which is particularly noticeable in the galley with its curved upper cabinetry face.

The 64's living arrangement has a natural flow, promoting socialization while providing separate gathering areas. The home theater with its 50-inch pop-up HD TV and four-person raised dinette (with pull-out rod storage below and optional HD TV above) are on the port side, while the L-shaped lounge and walnut cocktail table and galley are on the starboard side.

The peninsula-style galley comes with Amtico flooring, engineered stone counters and an overhang that creates a bar area with two stools. Under-counter Sub-Zero refrigerator (2) and freezer (1) units with deep pull-out drawers, a four-burner cooktop and a microwave/convection oven are some of the galley's standard amenities. As an alternative, we also offer an island galley layout for those who prefer a full walkaround design.

The 64's beam spans nearly 19 feet, and the Viking design and engineering team has made every inch count. With four staterooms and three heads, no other sportfisher in this size range has more interior space. The master and forward staterooms each feature queen-size walk-around berths with custom inner-spring mattresses and storage underneath, HD TVs and ensuite heads. A crossover berth

arrangement in the forward cabin is also an option. The owner has two choices for the master stateroom layout. The first puts the queen berth athwartships, providing a large area for his-and-hers hanging lockers. Alternatively, the berth can be placed in a fore-aft orientation, which maximizes walkaround space and provides a large entry credenza.

Both on the port side, the guest stateroom (aft) is appointed with side by side bunks with a private entrance to the guest head, while the forward stateroom provides upper and lower bunks. Maple-lined hanging lockers, speakers in the headliner and decorative rope lighting can be found in both of these staterooms. All three heads have custom Amtico flooring, upper and lower vanities, LED lighting, engineered stone countertops and walk-in showers with satin nickel fixtures.

PERFORMANCE/ ENGINE ROOM

With the Viking 62 – and the 60 before that – Viking brought the capabilities of a world-traveling competitive convertible to this size range. The 64 continues that tradition, delivering speed and the range to put your team in the Winner's Circle. With a 2,201-gallon fuel capacity and powered with the optional MTU Series 12V 2000 M96X (2002MHP) engines, hull No.1 topped out at 42 knots with a 400-nautical-mile range at a 36-knot cruise. When it comes to performance and ride quality, “the boat is an absolute beast,” says Ryan, recalling one of his first sea trials of hull No. 1. “We were running in 3- to 5-foot seas with it blowing 15 knots out of the East/Northeast, and the boat just ate it up, with the bow splitting the waves and the strakes immediately knocking down the spray. It was bone dry running in every direction to the sea. The maneuverability is excellent, and the shape of the transom backing down really rolls the water off the corners nicely. It's going to be a pleasure to fish!”

Like all Vikings, the 64's engineroom is a showpiece of mechanical expertise, coated with a durable Snow White Awlgrip polyurethane enamel for enhanced visibility and access.



As you make your way around the 12-cylinder powerplants, you will notice the exceptional headroom of 6 feet, 3 inches and the meticulous labeling of all components. Some of the mechanical equipment includes engineroom ventilation, fire suppression and oil changing systems. Batteries are expertly mounted in custom fiberglass storage boxes, and the engineroom is also home to a pair of battery chargers and an Onan 21.5 kW E-QD (electronic quiet diesel) Series genset with an option for a second.

The Viking subsidiaries of Atlantic Marine Electronics and Palm Beach Towers stand ready to install custom tower and electronics installations so the owner can enjoy turn-key delivery. Our 64 will also be offered as an Enclosed Bridge (EB) model, featuring an attractive staircase joining the salon and bridge. The air-conditioned EB has plenty of room for its own salon area, as well as an expansive forward control station and docking station on the aft bridge deck. 

Following the Build

Forget “Yellowstone,” “Breaking Bad” and “Billions.”

Have you binge-watched the build process of the Viking 64? That's what's up.

There was a buzz this summer and fall in the marine industry, which grew louder as the 2021 Fort Lauderdale International Boat Show (FLIBS) drew near. A series of Viking videos was documenting the construction of the first 64 as she traveled down the production line in New Gretna. Featuring insightful interviews with key Viking personnel, viewers were treated to multiple segments that brought them inside the design and build process.

The story began with Viking President and CEO Pat Healey introducing the 64 as he stood inside the first boat's resin-infused hull. Lonni Rutt, Vice President of Design and Engineering, followed with a two-part deep dive into the construction materials and methods used to build the

big battlewagon. Steve Walker, Interior Design Manager, took viewers through the four-stateroom, three-head accommodation plan, highlighting exciting new materials and layout options along the way. Viking's Southeast Sales Manager Ryan Higgins – the former Viking demo captain and current Demo Program Manager – talked about the 64's fishability, focusing on the equipment and design of the 180-square-foot cockpit. And Viking Design Manager David Wilson described the hull design traits that give the 64 industry-leading performance and introduced several nuances on the flybridge.

Throughout the combined 25 minutes of footage that culminated with the world premiere at FLIBS, Viking's commitment to building a better boat every day rings true. Scan the QR code on this page – and let the binging begin.



THE BOTTOM LINE

Viking delivers yet again with the 64 Convertible, the latest example of our commitment to building a better boat every day.

64|C SPECIFICATION HIGHLIGHTS

Length Overall	63' 10"	19.46 m
Length w/ Bow Pulpit	67' 8"	20.62 m
Length Waterline	55' 0"	16.76 m
Beam Overall	18' 11"	5.77 m
Beam Waterline	16' 2"	4.93 m
Deadrise at Transom	12.0 deg	
Draft	5' 7"	1.70 m
Freeboard Forward	7' 5"	2.26 m
Freeboard Aft	2' 11"	0.89 m
Height Waterline to Top of Flybridge Hardtop Radar Pod	18' 7"	5.66 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	20' 10"	6.35 m
Height Waterline to Top of Flybridge Console	15' 0"	4.57 m
Displacement Standard Fuel Load	99,738 lbs. 45,240 kg	
Fuel Capacity Standard	1,850 gal. 7,003 l	
Fuel Capacity Optional	2,201 gal. 8,332 l	
Water Capacity	302 gal. 1,143 l	
Holding Tank Capacity	152 gal. 575 l	
Cockpit Area	180 sq. ft. 16.7 sq. m	



Flybridge



Standard Layout



Optional Layout

54

OPEN MINDED

54 Open Series Proves Bigger is Better

OPEN SERIES



With the new 54 Open Series, Viking delivers another versatile owner-operator express-style sportfishing yacht – but with more size and greater performance.

The 54 is the largest express we’ve ever built. The fleet is comprised of three models: the 54 Open (O), the 54 Sport Coupe (SC) and the 54 Sport Tower (ST). The series made its world premiere at the 2021 Fort Lauderdale International Boat Show with a Buc Blue Sport Coupe (hull No. 3), which proved to be one of the most popular Vikings at the five-day event.

The first two 54s were snatched up and put into action immediately in the Northeast where their owners fished an epic tuna bite over the summer and fall. Both were sold by Staten Island Yacht Sales (SIYS).

“These boats are perfect for owners with small crews who want to be close to the action,” says SIYS broker Rich Lucas,

who sold hull No. 2, a Sport Coupe. “The owner can jump from the wheel and get to the cockpit quickly to assist his crew, or he’ll go out by himself. The boat is that straightforward to run.

“[The owner] does a tremendous amount of local striped bass fishing and bottom fishing around New York. The beautiful thing this year was, he did numerous trips out to Ambrose Channel to catch bluefin tuna. I actually went with him one day; you could see the Verrazano Bridge from where you were catching fish; it was amazing.”

This 54 runs long distances, too, blasting 90 nautical miles from Staten Island to fish the Coimbra Wreck off of Long Island’s Moriches Inlet. “He’s there in two hours,” says Rich.

The owner of hull No. 1 is also quite pleased with his 54’s performance. “He loves the speed and range of the boat, taking it

100-plus nautical miles offshore from New York City to the Hudson Canyon,” says SIYS’ Steve Messenger, who brokered the deal for the Shark Grey 54 ST. “I think he put 150 hours on the boat in the first couple months. He’s fishing his way down the East Coast and the boat will spend the winter in southeast Florida.”

The 54 Open Series can be powered with the same MAN V12 1550CRM (1550 MHP) engines as our 54 Convertible. “That’s a lot of horsepower for this size and style of boat,” says Viking Senior Project Engineer Bill Gibbons, who has sea trialed hundreds of new model Vikings in his 45 years with the company. “Performance was very good – as expected.” The optional power package pushes the 54 Open Series to a top speed of 42 knots and a 36.5-knot cruise. “Having that kind of speed has all kinds of advantages, including the ability to out-run weather,” adds Bill.





THREE MODELS

The 54 Open's one-piece wraparound windshield is an integral part of the design, providing the flexibility of adding a Palm Beach Towers hardtop and tuna tower. The 54 O can also be ordered without a tower, making her a sleek sport cruiser with hardtop.

The 54 Sport Tower and 54 Sport Coupe both feature a three-sided fiberglass enclosure with integrated windshield that provides excellent weather protection. Soft or hard aft bulkheads are available, essentially turning the command deck into a climate-controlled living area with 360-degree viewability similar to the enclosed bridges of our convertibles.

The 54 ST's tuna tower provides maximum fishability while contributing to this model's aggressive profile. The 54 SC is just as impressive, shining as the ultimate sleek Viking sport yacht with an eye-catching radar pod and optional radar mast.

TOURNAMENT-READY

All three models in our Open Series utilize the same cockpit and command deck and layout. The cockpit measures 154 square feet, and is designed with the same innovative design features found on all of our sportfishing yachts such as toekick space for balance and safety, rounded coamings for comfort and optimal freeboard heights. A transom live well, recessed in-deck fish boxes and a transom door with lift gate are just some of the standard features. The boat is engineered and built with a mounting plate laminated in the cockpit sole for installation of a fighting chair, rocket launcher or table.

A single hatch provides access to the lazarette which houses the gyro-stabilizer (Seakeeper 9, 16 and 18 are available). The hatch lid provides protection against water intrusion, and is held open wide with a pair of stainless steel gas pistons. For convenience, the lid can also be powered.

The observation mezzanine features port and starboard seating with a centerline walkway to the command deck. This portion of the mezzanine also provides access to the engineroom. The mezzanine steps house coolers, and each seat serves as insulated storage or optional freezers.

The aft area of the command deck functions like an open-air salon, with dinette with wraparound seating (and underneath storage) to port and a large fiberglass module holding more storage to starboard. There's also a drink box aft of the port companion seat, and an HD TV can be added as an option.

COMMAND CENTRAL

Just a few steps from the cockpit, the centerline helm provides excellent visibility with its pedestal seat on a raised platform. The stainless steering wheel is mounted on a fiberglass pod (with faux teak finish) or a teak pod. The standard Optimus Electronic Power Steering provides fingertip control and precise maneuverability.

The 54 Open Series includes our most recent helm design refinements, including flush-mounted multi-function displays in a recessed black acrylic panel with a surrounding integrated fiberglass visor. Bocatech switching, VHF radio, trim

tab indicators and various controls and monitors are held neatly inside a port-side recessed radio box with split lid. It makes for an extremely clean, streamlined control station. The hardtop's underside features an integrated area for the engine and instrument displays. The captain's chair is complemented by port (double) and starboard (single) companion seating.

2 OR 3 STATEROOMS

The 54 Open Series features a new horizontal walnut interior that brings a contemporary feeling and a fresh look to the layout. Midship on the starboard side is a well-appointed galley with Amtico flooring, a full appliance package, an engineered stone countertop and under-counter refrigeration/freezer units (with varnished horizontal-grain walnut faces).

All three models in the 54 Open Series are available with either a standard two-stateroom layout or an optional three-stateroom arrangement. Both feature a large forward master stateroom with a queen-size walk-around bed with storage and drawers underneath, a hanging locker, a 32-inch HD TV and an ensuite head.

The port side is home to either one or two staterooms (depending on the chosen layout) appointed with upper and lower bunks, a hanging locker and an optional HD TV.

Opposite the galley in the two-stateroom model is an L-shaped lounge and table, while the three-stateroom version makes use of booth seating. A 50-inch HD TV mounted in the upper galley faces aft so it can be seen by all.








CONVENIENCE AND UTILITY

In the engineroom, you'll find all the top-shelf mechanical and electrical equipment you've come to expect from Viking, such as a Delta-T ventilation system with supply and discharge fans for proper fresh air supply and water suppression; an oil changing system for the engines, transmission and generator; and a fire suppression system. The engineroom is painted with a Snow White Awlgrip for maximum visibility and ease of maintenance.

The 54 also comes standard with an Onan 21.5 kW E-QD (electronic quiet diesel) Series generator, two independent 24V banks of batteries, two battery chargers and Glendinning cablemaster with three-wire ground cord and one additional 50 amp 220V inlet with 50-foot cord.

Popular options include an Eskimo ice machine and a 700 GPD water maker. Our 54 is also available with the ElectroSea CLEARLINE system to keep raw-water lines clean; the Spot Zero water maker and water purifier combo unit; and a second generator (13 kW). The boat is engineered for the installation of today's 360-degree Omni-directional sonar with a designated location for a sonar tube in the engineroom. 



THE BOTTOM LINE

Bigger and better than ever, the 54 Open Series has the diversity, quality and style to meet every owner's needs.

SPECIFICATION HIGHLIGHTS

54|0

Length Overall	54' 6"	16.61 m
Length w/ Bow Pulpit	58' 8"	17.88 m
Length Waterline	47' 4"	14.43 m
Beam Overall	17' 8"	5.38 m
Beam Waterline	14' 7"	4.45 m
Deadrise at Transom	12.0 deg	
Draft	4' 10"	1.47 m
Freeboard Forward	6' 3"	1.91 m
Freeboard Aft	3' 1"	0.94 m
Height Waterline to Top of Command Deck Hardtop Radar Pod	12' 4"	3.76 m
Height Waterline to Top of Command Deck Hardtop Masthead Light	13' 10"	4.22 m
Height Waterline to Top of Command Deck Windshield	11' 4"	3.45 m
Displacement Standard Fuel Load	70,230 lbs.	31,856 kg
Fuel Capacity Standard	1,230 gal.	4,656 l
Fuel Capacity Optional	1,430 gal.	5,413 l
Water Capacity	198 gal.	750 l
Holding Tank Capacity	59 gal.	224 l
Cockpit Area	154 sq. ft.	14.3 sq. m



Command Deck



Two Stateroom Layout
(Standard)



Three Stateroom Layout
(Optional)



Yacht engine
MAN V12-2000



A TRUE LUXURY IN THE **LUXURY CLASS.**

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Yacht engines from MAN Engines accelerate with ease. They bring both yachts and hearts racing up to full speed. True aficionados will therefore enjoy the trendsetting design throughout, right down to the engine compartment. They will love the engineering ingenuity, which goes far beyond the smooth acceleration response, familiar smooth running and impressive power delivery of MAN engines. And anyone wishing to round off the external appeal of their luxury yacht with its inner qualities can choose gold cylinder head covers for their MAN engines. Lust for personal luxury?
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MAN Engines



GIDDY-UP

Like a thoroughbred, the V-46 needs to run.





BUILDING A BETTER CENTER CONSOLE

New Features and Options for the V Series

The Valhalla Boatworks (VBW) V Series continues to grow at a rapid pace, and in the spirit of building a better boat every day, our design, engineering and sales teams have been consistently bolstering the optional equipment and features for our fleet of center consoles.

As members of the Viking demo team, the leaders of the Viking Yacht Company are able to use their real-world experience to develop and improve the product. The same holds true for Valhalla Boatworks.

Key personnel spend a significant amount of time fishing and cruising Valhallas, including Viking President and CEO Pat Healey and his sons, Sean and Justin; Design Manager David Wilson; Southeast Sales Manager Ryan Higgins; Mike Samuels, Vice President of Customer Service; Field Support Engineer Don Gemmell; and others. Their input and feedback from our dealers and owners have fueled the evolution of the V Series, and will continue to do so.

HAVE A SEAT

VBW's Justin Healey helped us catch up with the many nuances that are now part of the Valhalla experience. "As a semi-custom builder, we're more than happy to help our owners personalize their boats as much as possible," says Justin. "With their help, we've introduced some really exciting and valuable features, equipment and enhancements that have become options or will become options in the near future."





We'll start with seating – and there's lots to talk about it. The V-33, V-37 and V-41 are available with a fiberglass insert that converts the bow into one large U-shaped settee by joining the port and starboard forward bench seats. The insert is removable so you can switch between one wraparound or two individual seats. In addition, the V-41 is now available with a one-piece U-shaped seating module for those looking for a permanent, full bow seating solution.

Another new option for the V-41 is the addition of a second helm seating module, which holds three forward-facing Release Marine or Llebroc chairs and an aft-facing fold-down GG Schmitt mezzanine bench. "Owners can have two rows of helm seats as well as a mezzanine seat, just like on our V-46," says Justin. The first V-41 with this option was on the production line at press time, so look for photos in the summer issue.

IN-HOUSE TOOLING

The double-row seating on the Valhalla 46 has been a big hit, and we've begun offering this model with aft-facing seats in the second row. "This allows you to stay in the shade and still keep an eye on your baits or just watch the action in the cockpit," says Justin. More than a simple row reversal, this configuration required our Design and Engineering Department to create alternative forward and aft seating modules. The forward module holds both rows of seating as well as ample tackle and drawer storage, while the aft unit serves as the mezzanine with refrigerated boxes below and a row of cup and rod holders on the backrest.

VBW utilizes Viking's \$1 million five-axis CNC router to create new plugs to build seating module molds such as these and other large shapely parts. "Our in-house design and tooling gives us the ability to take different ideas and execute them with precision," says Justin. "These seating variations are excellent examples of this." The V-41's second row of seating also required the development of another set of plugs and molds.





From the expansive transom and mezzanine benches to the forward lounge and bow sunpad, the V Series has a comfortable spot for everyone.



SUN AND SHADE

Moving aft, the seating options continue. On all four models, a transom bench (that spans the beam) and integrated GG Schmitt seats in the cockpit corners are available. “It’s all about giving our owners the most versatility and flexibility as possible,” says Justin. “The GG Schmitt seats fold up, and the bench seat is removable so you can transition easily between full fishing mode and full cruising mode.”

The cruising crowd will also appreciate a new option for a hi-low table to accompany the bow seating. Soak up the sun and

incredible views while enjoying lunch, snacks or drinks with friends and family. The fiberglass table features custom-positioned cupholders and can be finished with a faux teak top. Lower the table and add a filler cushion to make one large sunpad. If you need to cool things down, a Costa Marine sunshade is available for the bow as well as the cockpit.

COLOR ME BAD

Valhalla owners are already taking advantage of their freedom to coordinate colors, shades and tones for the hull, hardtop, upholstery, pipework, antennas and exterior

appendages. They can take their color compatibility to an even higher level with new custom outboard paint packages and gelcoat options for the deck liner, console, seating modules and deck boxes. Oyster White, Whisper Grey, Shark Grey and Valhalla Black are just a few examples of the different topside choices already chosen by Valhalla owners.

A new gelcoat choice – Nardo Grey – has been added to an already diverse family of hull colors. Custom colors are also possible. The Valhalla 41 *Rosa Maria* created quite a stir on social media this

Custom outboard paint packages allow owners to coordinate their hull and engines, while a variety of choices keep things interesting on deck.



summer with its Neon Aqua Blue exterior matching outboards and hardtop underside. Comments were in the thousands: “Wowzer, gorgeous.” “Knocked it out of the park!” “Damn ... those 450s.” “I’m not a boat person at all but this is amazing.”

While *Rosa Maria* was a social media darling, the Valhalla 41 *Miss Victoria* was the talk of the docks at the Fort Lauderdale International Boat Show. The V-41 attracted a steady stream of show-goers with its black-grey-and-red palette for the hull, topsides, engines, hardtop and upholstery. In particular, people were buzzing about

the boat’s grey stain adorning the Release Marine teak helm chairs as well as the faux teak toerail and transom.

WALK THIS WAY...

A few Valhalla owners have gone with SeaDek or similar alternatives for the deck and surfaces inside of the console. These durable easy-to-maintain materials are typically available in a myriad of styles (teak patterns are most popular), colors and textures. All walking surfaces of a recently completed V-33 received MarineMat decking. Owners of all four models – including *Miss Victoria* – have seen SeaDek

used for the flooring in the console and its forward dry storage area.

One of the more popular options on the V-46 has been a teak-clad raised helm platform and forward step-up. One owner took it to the next level, and requested teak for the entire deck from bow to transom. The result was spectacular, drawing comparisons to the teak cockpits and mezzanines of the Viking sportfishing yachts, with beautiful hand-crafted workmanship especially evident around the console and seating modules.



UTILITY AND FISHABILITY

Our ever-expanding menu of options goes beyond creature comforts and aesthetic enhancements. Equipment and accessories that bring greater utility have also been introduced. Macerator pumps for the holding tanks on each model are available, which adds convenience and versatility. You can also refrigerate your Valhalla's fish boxes, with the number and configuration varying depending on the model. Fish-focused owners can now opt for a 2 kW transducer with their factory-installed Garmin and Simrad packages. Teak pedestal-mount cockpit rocket launchers are also on the menu for each Valhalla, available from BlueWater Chairs and Release Marine.

On the Valhalla 46, a 12 kW generator option joins the existing 9 kW option. The latter allows for additional electric-powered equipment such as an Eskimo ice machine and a 170 GPD water maker, giving the V-46 sustainability akin to larger yachts.

We've added optional fuel capacity for the V-46, as well. Dual 40-gallon fuel tanks can be installed in lieu of the port and starboard amidships fish boxes, raising overall fuel capacity from 694 to 774 gallons. Valhalla 46 owners have two choices for their transom live well design. For maximum capacity, go with a single 133-gallon unit. Live-baiters who want the ability to have more than one species at the transom will appreciate our dual 54-gallon option.

AME & PBT

The Viking subsidiaries of Palm Beach Towers (PBT) and Atlantic Marine Electronics (AME) have played a big part in expanding the choices for Valhalla owners. Hull No. 7 of the Valhalla 46 serves as a prime example, receiving the first custom PBT marlin tower and a killer electronics package from AME that includes a cockpit-facing Simrad electronics display mounted in a custom pod in the PBT hardtop.

"We already have an impressive amount of choices," says Justin. "And when you add PBT and AME into the mix, we're truly giving our owners every means necessary to make it their boat for their specific fishery."

What's on the horizon? "We're developing a removable transom fillet/bait/rigging table," adds Justin.

The durable high-density polyethylene table will feature cup and tool holders; knife holsters; a slotted back for drainage; a tape measure etched into the surface and drawer storage with dividers. It has a custom polished anodized aluminum frame that slides into the coaming rod holders for a sturdy installation. "All four models will have a table option," says Justin. "Like many of these new features, this one was a combination of customer feedback and in-house brainstorming. Teamwork!" 🦋





Triple Play

V-46 WITH THREE MERCURY 600S

When the Valhalla 46 made its debut at the Viking and Valhalla VIP event in January 2021, Mercury's new 7.6-liter V12 600-hp Verado outboard was still a well-kept secret. Behind the scenes, Mercury and Valhalla Boatworks had been working for 18 months to bring the V12 outboards to the world's newest center console superstar, the Valhalla 46. In fact, the V-46 was actually designed and engineered for the installation of these engines – in both quad and triple installations. Hull No. 2 with four of the new Verados (shown above) was one of six boats from different manufacturers chosen to showcase the new powerplants at their unveiling in February 2021 at Mercury's iconic Lake X.

We've already delivered three V-46 center consoles with quad 600s. And now Valhalla 46s with triple 600s are starting to hit the water. The first triple-600 boat, the Valhalla 46 *Skid Row* (hull No. 15), delivered to its south Florida owner in mid-November.

As expected, performance was excellent, as the trio of 600s pushed the boat to a 67.5 mph top end with acceleration from 0-20 in 5.25 seconds. In comparison, hull No. 2 of the V-46 with quad 600s hit 75 mph at WOT, blasting from 0-20 in 4.77 seconds. The quad setup will certainly appeal to owners looking for maximum speed and power, while the triple 600s are ideal for those who're less concerned with top end and still want the performance and new features of Mercury's game-changing engine.

The benefits of these engines go well beyond performance. Their design allows for easier maintenance, beginning with an innovative top cowl service hood. The engines are capable of operating for 200 hours before requiring routine service, including oil changes, and basic maintenance can be done



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

Another unique trait of the new Mercury is its steering system. The steering occurs underwater, using a steerable gearcase that pivots the contra rotating props to the right and left. The entire engine remains static, with the gearcase being the only component that moves. The driver can easily monitor the gearcase position or rudder angle via the Mercury engine display at the helm. Advantages include the elimination of a boat-mounted steering system and enhanced handling and maneuverability (especially in joystick mode).

The gearcase can pivot up to 45 degrees under joystick operation, which provides more authority to effectively maneuver a large boat like the V-46. And with the static engine position, the boat's center of gravity is maintained for even better control.

The V-46 is also offered with quad Mercury 450Rs and quad Mercury Verado 400s for a total of four different propulsion choices, each available with joystick steering control. For more information about the V-46 and which propulsion option is right for you, please contact your authorized Valhalla Boatworks dealer.



FINAL DELIVERY

Epic Exit For the Mighty Viking 92

FAST FACTS

- 6 Staterooms
- 8 Heads
- 3 Decks
- 24' 1" Beam
- Open, Enclosed Bridge, Sky Bridge
- First To Use MTU's M96L Engines
- 5,270 Combined Metric HP
- 36-Knot Top Speed
- 30-Knot Cruise
- Resin-Infused Construction
- Hand-Finished Walnut Joinery
- Viper Gen II Steering
- Seakeeper SK 35

Introduced at the 2014 Fort Lauderdale International Boat Show, the Viking 92 was much more than a groundbreaking, trend-setting sportfishing yacht. She represented a combination of size, speed, engineering and luxury that had never been seen before in a sportfishing yacht of this size and type.

A lineage of large Viking sportfishing boats set the stage for the 92. The Viking 74 that premiered in 2004 made tracks to the Winner's Circle on the tournament trail, dispelling any notion that its size made it less effective to compete with smaller fish boats. The Viking 82 Convertible, which launched in the fall of 2008, continued the trend. Its success – both as an open bridge and enclosed

bridge – made the 92 Convertible a natural addition to the world famous product line.

Making the jump from 82 to 92 was no easy feat, but Viking was more than up to the task, designing a much larger yacht while matching the smaller vessel's performance. "It was not just 10 feet longer," says Lonni Rutt, Viking Vice President of Design and Engineering. "The 92 was exponentially larger overall than our 82. For the 92 to be able to perform at similar speeds was just a homerun."

Equally impressive was that Viking designed and engineered its largest-ever sportfishing yacht during an economic recession. "There wasn't a person in the

country that would've thought that we'd be developing the 92," says Design Manager David Wilson. "It was all in the timing."

The trailblazing 92 has remained the alpha predator in a rising sea of competition for more than six years now, with 21 yachts delivered – that's an average of more than three annually.

"The fact that Viking has built 21 of these on a production boatbuilding schedule seems unbelievable," says Jeff Moser, editor of the marine industry magazine *Soundings Trade Only*. "But when you visit Viking's boatbuilding facility and see its enormity and the great workforce, it's very much believable."





It has been an amazing run for the 92, one that would have continued into 2021 if not for international emissions regulations that took effect January 1, 2021. These IMO Tier III standards necessitate the installation of bulky catalytic reduction systems in the 92 Convertible and 93 Motor Yacht as well as many other diesel inboard-powered recreational vessels throughout the marine industry between roughly 90 and 150 feet. Faced with a lengthy list of negatives (increased purchase and maintenance costs, decreased performance and reduced engine access and interior volume), Viking opted to discontinue the 93 MY and 92 C.

“We’ve spent a combined \$18 million in R&D on these two yachts,” Viking President

and CEO Pat Healey said during a press conference at the 2019 Fort Lauderdale International Boat Show. “We will not compromise the engineering integrity of our yachts with a technology that would have so many negative effects. We would not be building a better boat by using this technology in its current state.”

As the impending mandate drew closer, it became clear that the marine industry’s attempt to extend the emissions deadline so engine manufacturers could develop the SCR technology for this market segment was going to fall short. The mandate took effect on January 1, 2021. Recognizing the lack of available SCR engine technology for this market segment, the U.S. Coast Guard stepped forward in March 2021

and suspended enforcement of the Tier III Emissions in North America through December 31, 2023. But at this point Viking had already moved forward with its next innovative large sportfishing yacht – the Viking 90. (See *Heir to the Throne*, Page 10.)

Jeff Frieden was well aware of the SCR mandate and Viking being forced to terminate production of its largest-ever sportfishing boat. “I did not want to miss out on the opportunity to own a Viking 92,” says Jeff, who took delivery of hull No. 21 in spring 2021. “It’s a one-of-a-kind yacht, and we’ll likely never see anything like it ever again. It’ll be very special owning such a legendary boat.” 🦋

“I’ve photographed the 92 on several occasions – and each time I was amazed at its size, speed and beauty. The 92 Enclosed Bridge *Scooter* [hull No. 1] was the first, and my favorite. With the immense cockpit all wetted down, the Shimmering Blue hull and the proud bow charging ahead, it was really a beautiful sight to see – and photograph! I’ll never forget that boat.”

— *Forest Johnson, veteran marine photographer and videographer*





They Said It: Remembering the 92

“I started with the Viking Yacht Company back in 1964 and never in my wildest dreams did I ever think we would build a boat at 92 feet. When we built the 82 it was amazing, but this? This boat was a monster. From the start of this project I admired the design and innovation of these massive parts. Don’t get me wrong, it was a challenging yacht to build but the pride on our faces when the first one completed said it all. I will miss the 92.”

— Rudy Dalinger, *Manager of Custom Design & Manufacturing Engineer*

“The 92 was the first boat in which we used walnut as the interior wood, and it was also the model that really prompted us to look at more contemporary furnishings and interior design. It posed some challenges, but we succeeded in developing new design concepts that were passed on down to other Vikings like the 80 and 72. For me, one particular part of the boat that stands out is the master stateroom’s dual head with its walk-through shower. It was a great accomplishment – something we had never done before. You walk in that head and you forget you’re even in a boat. The level of luxury was something akin to a mansion.”

— Steve Walker, *Viking Interior Design Manager*

“We re-designed and updated the entire VIPER steering system for this boat – everything was new except the steering wheel. We even developed custom hydraulic steering cylinders. I will always remember that first sea trial in the ocean and thinking, ‘wow, this boat is awesome.’ The maneuverability, the response, the size of the boat – it really all came together. It was pretty remarkable, and I consider myself fortunate to have been a part of it.”

— Eric Metz, *Vikings Assistant Manager of Production Engineering*

“The 92 introduced the world to the modern MTUs we enjoy today. Hull No. 1 was powered with the very first pair of M96L engines. My father, Bob Shomo Sr., worked closely with Pat. It was certainly a memorable time in our long history with Viking Yachts. Viking really told MTU what they were looking for – better acceleration, no smoke and quiet operation. And MTU came through. That first sea trial was super successful. It was truly a benchmark on both the engine side and the boat side.”

— Bob Shomo Jr., *Senior Vice President of Indel Power Group Companies, which includes MTU distributor Johnson & Towers*

“When I saw the first drawings of the boat I figured it was going to be a motor yacht with outriggers. With the massive volume and numerous staterooms, I thought I’d be running a mothership. The sea trial proved me wrong. Although *Scooter* was incredibly comfortable regardless of the conditions, she could also raise fish. Considering the size of the 92, she is very agile and can back up on a fish in a hurry. One of my favorite things on that boat was chasing cobia off Jupiter, Florida. I’m sure people chuckled watching this huge boat running after pods of cobia in 10 feet of water off the beach.”

— Rob Spano, *Captain of 92101 Scooter*

“After witnessing Viking new model debuts for 25 years, I stepped aboard this massive 92-foot boat not knowing what to expect. I pushed the button for the double wide electric doors to open, looked into the salon and thought, ‘Wow, this boat is a whole new level.’ I spent a lot of time running 92s, and whether we were the biggest yacht in a small marina or trying to hold our own with megayachts, we were always the center of attention.”

— Mark Beach, *Viking Delivery Captain*



“For the owner, the 92 was a mixture of motor yacht luxuries and sportfish performance and abilities. The amount of space and livable area was perfect for him and his frequent guests. As a captain, I was blown away with the performance. The speed and range were incredible – and not just in your average snotty weather days. Nasty seas were no longer nasty in the 92. It ate the ocean alive, even at high cruise speeds. It’s sad to see the 92 go, but I am sure Viking will surprise us all with a new monster that will again set a new standard!”

— Chris Gallagher, former Captain of 92116 Lucky Dick



“My boss, Frank Rodriguez, was thinking of moving from a Viking 70 to the 92 Enclosed Bridge. He and his wife Mary Ellen were at their home in South Africa, so I flew to the Viking Dealer Meeting in Atlantic City, New Jersey, where hull No. 1 of the 92 debuted. I sea trialed her and it was fantastic. My wife and I stuck around to hang out with the boat. We ended up being featured in the first photo shoot of the 92 and I guess those pictures sealed the deal for Frank. What I remember the most about that boat was the looks we got. Everywhere we went (and we went to a lot of places!) she turned heads. The first time we took her to Los Sueños the buzz was all about a new custom build. We pulled in and not only dwarfed her but stole the show. The 92 is truly the most favorite boat I ever ran, and I put 4,000 hours on that boat! We had her in every condition you could possibly imagine, and she always performed well beyond our expectations. If you want performance and comfort, she is the next level of yachting - it just doesn’t get any better. Frank and Mary Ellen switched up their fishing and boating program and hated to see the *Fa La Me* go, but I sure hope the next family loves her as much as we all have.”

— Rob Moore, Captain of 92104 Fa La Me



“I fell in love with the 92 from the minute I saw her early line drawings. Pat Healey gave me a photo of the first artist renderings. I attached it to my bathroom mirror in my home and looked at it every day for a year before I placed the order. The *Fa La Me* was the greatest fishing and traveling boat we’ve ever owned.”

— Frank Rodriguez, owner of 92104 Fa La Me



“I had a Viking 82. When the 92 came out, I knew I needed that boat. Our 92 was highly customized to accommodate our large family. And when I say large, it’s not just extended family – my boys are 6’4” and 6’5”. We split the master so each son had plenty of room. This was one of many interior modifications Viking did for us to make the boat a perfect fit for our family. We have a lot of fun on this boat. Summers are me, my wife and dog, kids, nieces and nephews – I think about eight of us all together. We are in our own little bubble just enjoying fishing, each other’s company and life on the water. Family and fishing, that’s what this boat is designed for. The 92 gives us all the luxuries of a yacht without the headaches of a yacht. I can call my brother and say, “Let’s go fishing tomorrow with the families — and the boat is easy enough that we can. We just go.”

— Michael Rothberg, owner of 92114 Double Barrel

“The 92 Convertible was really driven by the fact that we wanted to have the amenities of a motor yacht, but the performance of a sportfish. We were looking to build a world-cruising fishing-capable boat. We effectively bridged the gap between megayacht and sportfisher.”

—Lonni Rutt, *Viking Vice President of Design and Engineering*







“The additional square footage allows us to better organize the manufacturing space for increased efficiency.”

— John Leek IV
Viking Mullica General Manager



ROOM TO GROW

Update: Mullica Expansion

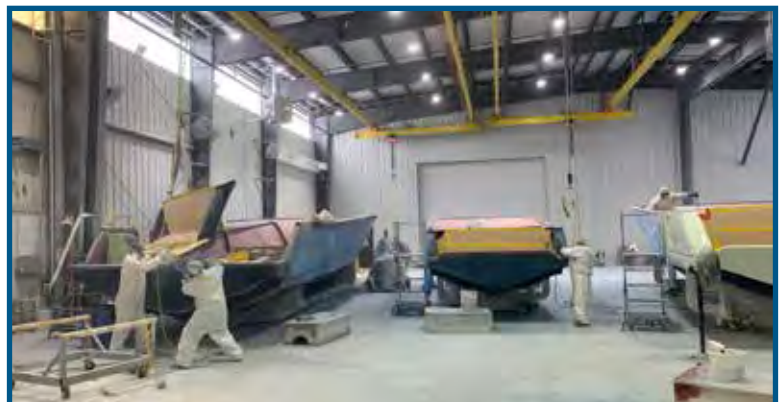
The first of a two-phase expansion project at Viking Mullica has been completed, with the addition of a 6,000-square-foot structure that physically connects Buildings 2 and 3, creating one contiguous manufacturing area.

Viking Mullica consists of three manufacturing buildings located on six acres in the Pinelands of New Jersey, just 11 miles from the mothership Viking facility in New Gretna. The two projects combined add another 16,000 square feet to the 88,000 manufacturing footprint, increasing boatbuilding efficiency, capacity and output.

“This first project expanded our hull, stringer and egg crate area,” says Viking General Manager John Leek IV. “The additional square footage allows us to better organize the manufacturing space for increased efficiency.” In addition to providing more production capacity for the resin-infused stringer grids for each of the four Valhalla models, the area will also be used for transom bustles and fishboxes.

The extra space has already improved workflow, which in turn has helped Viking Mullica’s 200-plus-strong team of shipwrights build a better boat every day. A portion of the extra real estate increases the size of the egg crate area to prep and install fuel tanks, internal bulkheads and other components after each hull is pulled from its mold. An existing overhead crane system was extended into the new area, further facilitating the space’s flexibility and utility.

Phase II will commence with utility and site preparation, with ground-breaking on target for Spring 2022. This project will extend the backside of Building 1, adding 12,000 square feet of space consisting of 6,000 square feet on the ground level and second floor of 6,000 square feet. “This addition will give us the space we need to produce certain fiberglass parts (hatch lids and doors) that are built in New Gretna utilizing Light Resin Transfer Molding.” Phase II is scheduled to be completed by the end of summer. *Valhalla* magazine will keep you up to date with photos and information as work progresses. 🚧



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TO THE TOP

Valhalla Towers Taking Off



The first Valhalla 46 with a marlin tower heads out for a sea trial in New Gretna.

The first Valhalla 46 with the combination of a gap tower and quad Mercury 600s nears completion at Palm Beach Towers in Riviera Beach, Florida.



In just over two years, Valhalla Boatworks (VBW) has become a dominating force in the center console industry. With Viking subsidiaries of Atlantic Marine Electronics (AME) and Palm Beach Towers (PBT), we are able to delivery turnkey-ready Valhallas personalized to each owner's liking.

PBT marlin and gap towers have become a highly coveted option for fish-focused V Series owners. Their demand was especially apparent on a visit to the bustling PBT facility in Riviera Beach, Florida, where several V Series center consoles were being fit with towers in November, including two Valhalla 41s with gap towers and the first Valhalla 46 with the combination of a gap tower and quad Mercury 600s.

Palm Beach Towers is one of several subsidiaries that are part of Viking's industry-leading vertically integrated company. Our corporate strategy allows us to maintain control of design, manufacturing, distribution and service of our products for the very best customer experience.

PBT is located at the Viking International Yacht Center a block and a half away from the Viking Yacht Service Center. The



waterfront facility, referred to as the “I Yard,” is anchored by a large fabrication and installation building and is equipped with a 150-ton Travelift, a crane truck and other machinery.

Towers have been popular on all models of the V Series, which includes the V-33, V-37, V-41 and V-46, with the Valhalla 41 leading the way with eight gap tower and three marlin tower installations. We’ve also seen three gap towers and a pair of marlin towers on the Valhalla 46, which is particularly impressive because the new flagship



debuted only about a year ago. A trio of Valhalla 37s have received marlin towers.

Each tower is custom designed, fabricated and installed by the experts at PBT. Their work includes the entire package, including the hardtop, outriggers and antenna, lighting and speaker installations. The first marlin tower on a Valhalla 46 received lots of attention, and rightfully so. The boat featured more than 50 rod holders, including nine welded onto the tower. This V-46 also featured a custom cockpit-facing molded pod on the aft portion of the

hardtop to serve as the home to a Simrad electronics display.

PBT marlin and gap towers push the fishability of the V Series to an entirely new level while enhancing aesthetic appeal with attractive lines and balanced proportions. PBT also operates out of our New Gretna, New Jersey, facility. Both locations have full-time experienced welders, fabricators, carpenters, installers, fiberglass repair and mechanical technicians that provide the industry’s best service. 🛠️

A Trio of Choices

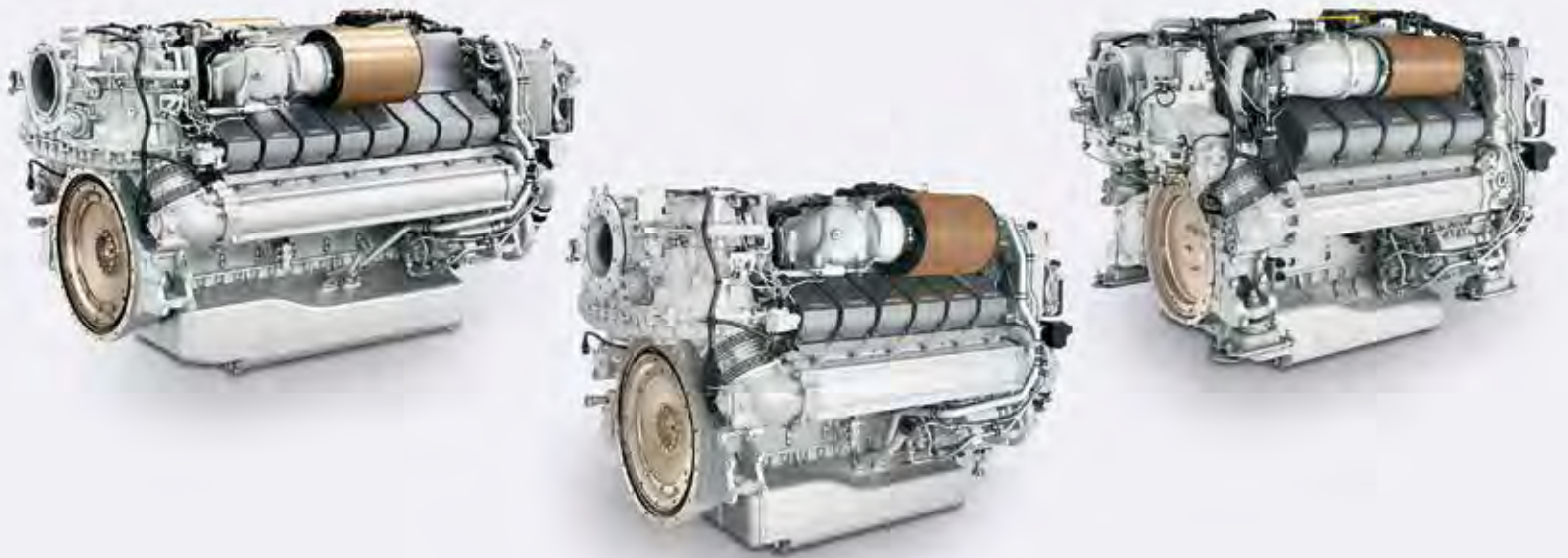
Valhalla owners have three choices when it comes to custom top options for their V Series center console. All four models are available with a factory-installed package consisting of a fiberglass hardtop with a polished aluminum frame, molded-in Lumitec spreader lights, a six-rod rocket launcher, overhead lights and electronics pod and a molded-in radar pod. Alternatively, each V Series model is available with a custom fabricated fold-down marlin tower with a removable sunshade. A third option is open to Valhalla 46 and 41 owners – a custom gap tower. All three selections include a resin-infused hardtop and various options for outriggers, light bars, teaser reels and other appendages from top-shelf manufacturers such as Gemlux, Lumitec and Miya Epoch.

The marlin and gap towers are designed, fabricated and installed by Palm Beach Towers, a Viking subsidiary and the world's leading tower manufacturer. They both increase fishability, visibility and versatility with their elevated second helm stations, but there are a few key differences. A marlin tower utilizes the hardtop as a standing platform, essentially creating the equivalent of a flybridge on a convertible. Our marlin towers can be folded down, and their sunshades are removable, adding flexibility and convenience for transportation.

Gap towers are designed and built with a separate standing platform above the hardtop. The “gap” refers to the distance between the hardtop and standing platform. A center console's gap tower functions much like a tuna tower on a convertible, providing maximum height. Because they are not used as standing platforms, the hardtops on gap tower installations have the space for electric teaser reel boxes. Their radar pods can also be directly located at the center of the hardtop. In contrast, a marlin tower's radar pod is located forward on the hardtop because the helm is positioned aft.

Both types feature high-quality anodized aluminum pipe, fiberglass control boxes (with a black satin finish), bench seating and a sunshade. There are a multitude of rod holder installations, options and enhancements available thanks to PBT. For instance, the sunshade underside of a marlin tower can be used to hold a recessed teaser reel and a center rigger can be mounted to the backside of the bench seat frame.





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Towers and Hardtops For Every Viking



Installing a variety of custom designed and fabricated towers and hardtops, the world-class work of Palm Beach Towers (PBT) can be seen throughout the Viking fleet – from the 38 Open Billfish to the 90 Sky Bridge. “Our lineup is the most extensive in the industry,” says Viking Vice President of Sales Mark Waldron. “And PBT plays a huge role in our ability to offer so many different choices of sportfishing yachts.”

Their diverse skill set is particularly evident when you look at Viking’s three largest yachts. The Viking 72, 80 and 90 can all be outfitted with a PBT tuna tower for both the open and enclosed bridge versions. In addition, PBT also takes care of the sky bridge installation on the SB models for these Vikings. Each bridge and tower configuration possesses its own set of specific design and fabrication highlights and features.

The open bridge utilizes a custom hardtop with radar pod; tuna tower with aft bridge rail and rod holders; buggy top with standing platform and sunshade; and upper helm station with a custom control box topped in satin black. The package also includes a safety rail around the ladder opening to the mezzanine. (If a customer wants a boat without a tower, PBT has you covered with installations of hardtops and frames, electronics appendages and fishing equipment for all Vikings.)



The EB model utilizes a centerline ladder (sided by separate safety rails) leading to the upper helm that requires a custom U-shaped aft cut-out in the enclosed bridge overhang. The EB tower configuration features many of the facets of the open bridge tower, including a radar pod, buggy top and aft bridge rail with rod holders. "Our goal is to design an attractive highly functional structure that's perfect for the boat," says Brett Standen, PBT's Senior CAD Designer. "We want it to fit like a glove."

The design of the sky bridge versions of the 72, 80 and 90 provide the height advantages of a tower – without a tower. It's still a PBT job, though, with a radar pod on a custom hardtop, an anodized aluminum frame and aft bridge rail.

The open, enclosed and sky bridge models also feature custom teaser reel boxes integrated into their hardtops. Every PBT project benefits from the fishing knowledge and tournament experience of PBT General Manager Drew McDowell, a former Viking demo captain and member of the current team of anglers. Rod holders, outriggers installations and antenna pods for lighting and navigation are all part of the equation when Drew discusses the tower and hardtop design with the Viking dealer, the boat's owner and captain.

"Communication with the owner is essential," says Drew. "We really want to understand how and where the boat will be used so we can provide the absolute best customer experience."

With locations at the Viking plant in New Gretna, New Jersey, and at the Viking International Yacht Center in Riviera Beach, Florida, Palm Beach Towers has been the industry leader in the design, fabrication and installation of custom tuna tower/hardtop packages for nearly two decades. Created in 2002, this Viking subsidiary is an integral part of Viking's vertically integrated company that provides our owners with turnkey-ready yachts. 🦞



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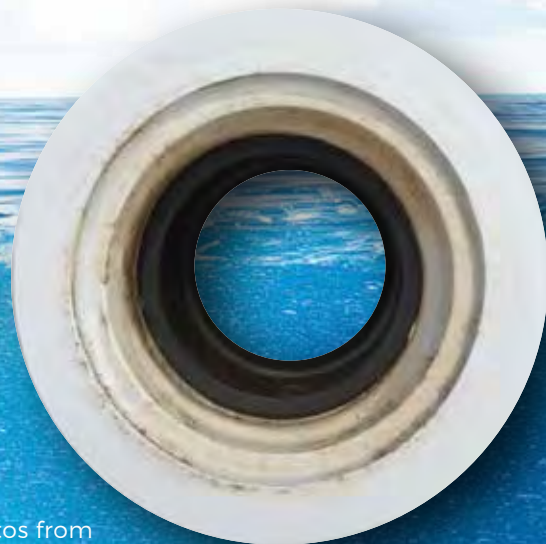
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MAINTENANCE CLEAR SOLUTION

Maintenance Game Changer: ElectroSea's CLEARLINE System

In the winter 2020 issue of *Valhalla*, we introduced you to a new company called ElectroSea, founded by Dr. Louis and Daniel Cosentino, owners of the Viking 72 *Judith Ann*. The father-and-son team had just come to the market with an intriguing new product addressing a growing maintenance problem in our industry – marine debris clogging seawater conduits. Barnacles, biofilm and other marine growth can cause major headaches for yacht owners, choking their raw-water lines used for air conditioning, chillers, refrigeration and hydraulics.

“When the seawater system in a marine air conditioning environment becomes clogged or has growth, it will slow down or stop the flow of the seawater, which then renders it impossible for the unit to work,” says Mike Samuels, Viking Vice President of Customer Service. “And failure occurs not only with highly fouled

systems; one barnacle can cause a lot of problems.”

The increase of marine growth – especially in warmer climates – has been forcing boat owners to have their seawater systems cleaned and flushed several times a year. This raises their maintenance costs and keeps them off the water. Dr. Louis Cosentino was one of those owners. “We were experiencing first-hand the need for constant flushing of the seawater system,” says Louis. “We thought, there has to be a better way. We applied our background in electrochemical systems, sterilant and filtration technologies and came up with an answer for us, for Viking owners and for the entire marine industry.”

Louis and Daniel, who combined have more than 100 patents in the medical device field, introduced the CLEARLINE System in February 2019. The patented CLEARLINE

System uses electrochlorination technology to create an environment where barnacles, biofilm, algae and marine growth simply can't live. CLEARLINE keeps raw-water lines for A/C, chillers, refrigeration and hydraulics free of debris to maintain peak performance levels with maximum flow rates.

The product consists of two key components, the Control Unit and the ClearCell. When seawater enters the ClearCell, which is plumbed into the raw-water lines, an electrochemical process generates a consistent, low level of chlorine similar to what you'd find in tap water. The Control Unit monitors the vessel's raw water demand and dynamically delivers the precise amount of chlorine to prevent growth. Chlorinated water flows through the air conditioner, refrigeration and other systems, and a secondary flow of chlorinated water runs back through the strainers.





CLEARLINE helps owners and captains spend less time in the engine room. The ClearCell and Control Unit (inset) are the system's two main components. The ELECTROSEA team worked closely with Viking to ensure optimal system performance.



PROVEN PERFORMANCE

“Once the CLEARLINE System is installed, the boat will never need descaling again,” Daniel was quoted as saying in our 2020 article. Since then, CLEARLINE has certainly lived up to that claim, proving its effectiveness in several hundred Viking installations.

“I would absolutely recommend CLEARLINE on a new build and as a retrofit,” says Lonni Rutt, Viking Vice President of Design and Engineering. “It’s going to prolong the life of your Viking and reduce the maintenance. Viking and ElectroSea have worked together very well. ElectroSea integrated our control requirements with their system, and it can function independently, which has really made a big difference in the application of the product in our boats. Because of the success of the system and its reliability, we decided to move forward with making it a component of the design, engineering and build process. We’re actually designing and engineering the boats for CLEARLINE.”

About 250 Vikings – ranging from a 37 Billfish to a Viking 92 – are protected with the CLEARLINE System. This includes more than 70 new builds and 135 retrofits. CLEARLINE has also been installed on four Valhalla Boatworks V-46 center consoles. Viking President and CEO Pat Healey puts it in perspective: “It has been an

absolute game-changer for the maintenance of sportfishing boats.”

The Viking Customer Service Department and the Viking Yacht Service Center have also endorsed CLEARLINE. “It’s safe to say that we’ve retrofitted over 50 boats with the system,” says Mike. “We don’t just bolt in the system. We make sure to measure flow rates and keep plumbing in line with Viking engineering guidelines so it’s done right.” (Please see the accompanying maintenance Q&A with Mike on Page 58.)

AHA MOMENT

“We first learned about CLEARLINE about 3-1/2 years ago,” remembers Lonni. “They came up with the system, introduced it into their Viking 72, did some testing and presented their findings to us at our service center in Florida. It was an aha moment. We said, ‘this is really a good idea.’ The fact that their system requires very little user interface was a big positive for us.”

The CLEARLINE System is customized to your vessel’s seawater intake demand and is recommended for watercraft from 25 to 200 feet. The System operates automatically 24/7/365 and is built for flawless and reliable performance.

The system takes about a day to install and is virtually maintenance free. “About every three to five years the component

that generates the chlorine will need to be replaced,” says Daniel. “But there is no scheduled maintenance.” Daniel and Louis spent two years developing the technology in the lab, making sure their product not only prevented marine growth but also had no effect on the integrity of the conduits it cleaned. They generated several prototypes and tested the system for one year on *Judith Ann*.

Their understanding of Viking mechanics allowed them to come up with a design that’s tailored specifically for Vikings that utilize a dual-pump control in which the unit is wired to the boat’s centralized seawater box and automatically alternates the pumps, which is crucial for maintenance. CLEARLINE is available for Vikings that utilize its centralized seawater system and those with independent pumps, which adds to the versatility of the technology.

Viking and ElectroSea continue to work together closely. “We’re looking to improve, they’re looking to improve,” says Lonni. “We’re collaborating as we plan for the future.”

“There are many companies that design and build good products for the marine industry,” adds Pat. “But only a few build great products. We look for greatness in the people that are behind what they design and what they engineer.”



Seawater System Maintenance



In his role as Viking's Vice President of Customer Service, Mike Samuels runs the Viking Yacht Service Center in Riviera Beach, Florida,

our strategically located satellite facility dedicated to the service and maintenance of Viking and Valhalla boats. The Service Center has been a dealer of the ElectroSea

CLEARLINE System "right from the get-go," fully endorsing the product and working with ElectroSea to ensure proper installation. In this Q&A, Mike discusses the marine growth maintenance issue in the industry, the options open to yacht owners and the benefits of the CLEARLINE System.

Q: Why has marine growth increased so rapidly over the past few years?

A: That's a million-dollar question, but from what we've seen seawater temperatures are warmer. People are using their boats in warmer climates longer. There are probably more scientific reasons behind it, but I can

say that it's gotten worse. Another factor is today's boats have more creature comforts and conveniences that rely on systems that utilize seawater for proper functioning.

Q: How does a boat's air conditioning, refrigeration and other systems use seawater?

A: These systems utilize seawater as a heat exchanger to keep the components cool and running properly; to generate the required amount of cooling, the proper flow of seawater is critical. As seawater flows through the coils in an air conditioning system, it accelerates and decelerates depending on the path of the coil; growth

CLEARLINE automatically alternates a Viking's centralized seawater pumps.



has a chance to form when that seawater slows down turning corners.

Q: What happens when the lines become obstructed with growth?

A: The flow rate slows or stops and it becomes virtually impossible for the unit to work. And failure occurs not only with highly fouled systems; just one barnacle can cause a lot of problems.

Q: How is descaling done?

A: When we descale a system, it's done the right way, the Viking way. We take all the manifolds out of the seawater system. We clean them on the bench because you can't clean them properly in the boat. Then we go ahead and hook up our system and we'll circulate biodegradable, environmentally-friendly cleaning solution through the rest of the system and then reassemble the manifolds. It's very labor intensive and many times we find that hoses cannot be cleaned, so we have to replace them, which increases the cost. Flushing and treating a system multiple times each year leads to degradation of the components, whether it be hoses or plumbing or the actual coils in the refrigeration systems.

Q: Is descaling part of a Viking owner's annual service?

A: Yes. We see a tremendous amount of growth in the systems on today's boats, which makes getting to every inch physically impossible. So after a descaling we sometimes will get a phone call for follow-up service. It has been frustrating for us because we want to eliminate problems for our customers, but really all those issues can be eliminated with the ElectroSea CLEARLINE System.

Q: Have you seen the CLEARLINE System preventing the growth, and are systems benefitting?

A: Yes. The CLEARLINE System has eliminated the need for descaling multiple times a year. And in that respect, it's also prolonged the life of the equipment, because constantly cleaning is going to take its toll on the system's physical characteristics. With CLEARLINE, we're seeing extended life in the air conditioning units, in the manifolds and in the pumps. You can see it working over the years. It's easy for us to recommend to our

customers because, when you look at the cost of cleaning a system two or three times a year and you look at the cost of the CLEARLINE system, it's really a no-brainer that will pay for itself.

Q: Has the Service Center ever inspected a system after CLEARLINE has been in use for some time to check its effectiveness?

A: Yes. We've proactively done that a few times. And what we find is just tremendous results. It eliminates the need to have to recommend to the customer that we take the system apart yearly. What we're recommending for CLEARLINE-protected boats is an inspection every two years; we're finding that hoses may need to be replaced based on their service life, not because of the growth in the hose.

Q: Is there anything on the market similar to CLEARLINE?

A: We've tried other systems and they don't work to the same degree. And one thing that everybody forgets is, other than inhibiting growth in the seawater system, CLEARLINE is also alternating a Viking's centralized seawater pumps, keeping the pumps fresh in a sense. One of the worst things you can do is not operate a pump. The CLEARLINE System on a Viking does it all for you. So it's much more than just a system to keep barnacles out.

Q: When did you become an authorized CLEARLINE dealer?

A: Right from the get-go. Don Gemmell, our Field Support Engineer, and I actually were consulted while they were developing the system. And based on our experience and the experiences of our customers, we strongly recommend the CLEARLINE system. One thing that we're very proud of is we work very closely with ElectroSea staff to make sure that the system is installed not only to work as it's intended but to work effectively within the seawater system designed by Viking. Certain flow rates have to be maintained throughout the seawater system's components, and that's executed and verified through the expertise of Viking and CLEARLINE working together.

Q: Can you explain the flow rate threshold and why you have to set that and what that does for the boat?

A: Flow rates are essential because certain systems in the boat need to have a certain amount of flow of seawater to operate properly. Too much flow can erode the coils in a system, not enough flow can overheat a system. And when you retrofit a CLEARLINE system, you are affecting how it's plumbed into the boat. What we do here is, we measure those flow rates and we make sure that we are maintaining the designed flow rate while implementing the CLEARLINE system.

Q: Are there boats that simply don't need the CLEARLINE system?

A: I have yet to find a boat that would not benefit from a CLEARLINE system, especially in a saltwater environment. Any boat that spends any amount of time in a saltwater environment, especially in a warm or tropical environment, will 100% benefit from a CLEARLINE system.

Q: Have you seen a lot more boats coming from the Viking factory now with CLEARLINE?

A: Yes. It's nice to see how many boats are coming from the factory in New Gretna with the CLEARLINE system installed. Not that we don't like to install them and retrofit them here, but it's good to see a new boat coming fresh out of the factory with the system because that means to me that the customer will not have to worry about growth or system shutdown because of growth. So right out of the box, they're going to be enjoying their boat more.

Q: Describe the retrofit of a CLEARLINE System in a Viking?

A: Having the CLEARLINE system from day one obviously is a great start because you never give the growth a chance to get going. But a service center retrofit is just as effective; what makes our retrofit plan different from others is that we don't just install the CLEARLINE System. We're going to take the seawater system apart and evaluate it first. And if we need to replace hoses and manifolds, that's what we do. So essentially, when a customer comes to the Viking Yacht Service Center for an ElectroSea CLEARLINE system retrofit, they're going to have the same experience as a customer of a new Viking.

BASIN BEAUTIES

Walk the Runway

The basin in the Bass River is our Broadway – the place where completed Vikings pause and pirouette for the camera before heading downriver for turn-key delivery. Check out these beauties taking their final walk on the red carpet. 🌊







NEW YORK STATE OF MIND

It was a delivery day to remember! The owners of *Tag Team*, a Viking 80 Sky Bridge, enjoyed their maiden voyage on this jaw-dropper with a cruise around the New York Harbor. After their stay in the Big Apple, they headed south to the Viking Yacht Service Center for some finishing touches. This beauty now calls Cabo San Lucas her homeport.





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WINTER SHOWCASE

VIP Preview and Miami International Boat Show

Coming off a wildly successful Fort Lauderdale International Boat Show, our team is pumped to show off our elite fleet in the coming months.

First up is the VIP Preview boat show featuring the full line of Viking Yachts and Valhalla Boatworks V Series center consoles at the Viking Yacht Service Center in Riviera Beach, Florida. We are going back to our traditional two-day format

running Friday, February 4 and Saturday, February 5, 2022. This exclusive event is a preview to the Miami International Boat Show in a relaxed, intimate setting. We will again be hosting a vendor pavilion with displays and personnel from preferred Viking and Valhalla business partners.

The Miami International Boat Show will look a little different this year as it

has joined forces with the Miami Boat Show. The show will have several locations around the city but the Viking Yachts and Valhalla Boatworks display will remain at One Herald Plaza in Miami Beach. This show is moving to a Wednesday through Sunday format with opening day kicking off on February 16 and running through February 20, 2022. 🚤

For more information on either the VIP Preview or the Miami International Boat Show, please contact your authorized Viking or Valhalla dealer.





VENDOR PROFILE RISING TO THE OCCASION

Supply Chain Challenge Has Strengthened Relationships

We like to recognize the contributions of our business partners, and have done so for many years now in *Valhalla* magazine by featuring one of our vendors in each issue. But this time around we are dedicating our vendor profile to the many companies that have worked tirelessly with us during the supply chain crisis to keep their materials coming through the door so our boats continue going to the water.

“So many of our suppliers have stepped up to the plate during this difficult period,” says Viking Chief Financial Officer John Kasinski, Jr. “It hasn’t been just a few – it has been many. The relationships we have with our vendors have always been critical

for us. They are our partners. If you do not have reliable suppliers, you cannot build boats. This belief goes back to Bill and Bob Healey, the founders of our company, and continues to this day. We see the benefit of these relationships in times like these, and they become even stronger.”

“You work together in good times and bad times – that’s what partners do,” adds Viking Purchasing Manager Rick Carroll. “I don’t know that anyone has been exempt from what we are dealing with right now. It has just been widespread. Everybody’s feeling this, but we’re all working together to get through it.”

The shortage of petrochemicals and resins, transportation delays, COVID issues, and supplier workforce retention have squeezed the supply chain of products, goods and raw materials.

“Every aspect of building the boat has been affected, from the raw materials that are used to build the products that we purchase, to the materials that we actually utilize to build the boats,” says Viking Vice President of Design and Engineering Lonni Rutt.

PERFECT STORM

Concerns about the availability of materials began shortly after COVID-19 was declared a pandemic. With plant shutdowns and





Resin has been one of the materials most affected by the supply chain crisis, but Viking has managed by working with suppliers and utilizing bulk storage capacity.



personnel issues being reported globally, Viking was proactive with its suppliers to ascertain the availability of products. A series of events – including the February 2021 Texas Freeze and ship stuck in the Suez Canal – further disrupted the supply chain and triggered a global plastics shortage.

“You had manpower and material shortages and transportation delays occurring at a time of rising demand for our boats,” says Rick. “It was the perfect storm of circumstances.”

But Viking and its network of vendors have weathered the storm by keeping in constant communication and assessing the status of products and materials on a day-by-day – and even an hour-by-hour – basis. “We have a lot of squeaky wheels around here,” says Bob Pharo, Viking Materials Manager, referring to his team of diligent purchasers. “We’re constantly on the phone for updates, finding out why there may be delays, working on potential remedies and seeking alternative sources. I’ve never experienced a supply-chain challenge so widespread in my 29 years at Viking.”

CONSTANT CONTACT

“Throughout this entire time, the difference that has really stood out with Viking has been communication,” says Marine Exhaust Systems Vice President Sheila Prieschl, which provides mufflers, risers, surge tubes and related components for Viking propulsion systems. “Viking has done a great job of explaining the circumstances,

their expectations and their plans. That has been a huge benefit, and we are very appreciative of those efforts.”

Viking is equally thankful to its partners who have kept the communication lines open. “I give a lot of credit to our vendors who have been proactive with their information and kept us up to date,” says Rick. “Communication is an absolute key to navigating this ever-changing situation.”

Extensive planning and forecasting have also taken on an even higher level of importance, particularly with securing boatbuilding materials and resins. “We really worked on nailing down our build schedule so we could commit to the materials that we would need,” says Lonni, who has headed up Viking’s effort to manage the resin distribution for Viking Yachts and Valhalla Boatworks.

“In the height of the supply crisis we were having weekly meetings to understand which resins Viking needed and when,” says Anne Sieve of INEOS Composites, Viking’s primary resin supplier. “Rick and Lonni did a fantastic job managing Viking’s production schedule with incoming resin orders. Often they had to get creative and share resin between the New Gretna and Mullica facilities, or share resin between

production and R&D. We threw them a lot of curve balls, but they were able to come up with creative solutions in order to keep production running.”

Viking’s vertical integration has played a major role in its ability to manage the supply chain. “Because we control so much of the production process we have the ability to make adjustments as needed to keep things moving,” says Lonni. “We have the capability to buy in high volumes and store in bulk. In the case of resin, we could bring in a tanker, fill our storage silos and effectively transfer resin to Viking Mullica as needed.”

In today’s world, Viking realizes a certain level of flexibility is necessary to build a better boat every day. “The situation changes daily, so you have to be open to alternative solutions and really work with vendors,” says Lonni. “We’re asking our suppliers to make good on their commitments to us during a very volatile time with many unknowns, and they have certainly risen to the occasion.”

Our suppliers and vendors describe the keys to managing today's supply chain issues, highlighting the importance of loyalty, trust, communication, planning, flexibility and teamwork. Here's what they said...



Anne Siewe
INEOS
Account Manager

INEOS COMPOSITES/RESINS

"This has been an incredibly challenging year for the composites industry as a whole. All suppliers have been managing raw material and carrier shortages, COVID related staffing issues, and very strong demand across all market segments. The INEOS Composites team has been working closely with Viking's planning team to understand resin and gelcoat needs for both current production and future projects. We have all had to be more flexible this year, but we are very thankful for the strong partnership with the Viking team and look forward to continuing to support Viking's business moving forward."

In the height of the supply crisis we were doing weekly meetings to understand which resins Viking needed and when. Rick Carroll and Lonni Rutt did a fantastic job managing Viking's production schedule with incoming resin orders. Often they had to get creative and share resin between the New Gretna and Mullica facilities, or share resin between production and R&D. We threw them a lot of curve balls, but they were able to come up with creative solutions in order to keep production running."



Richard Sutton
Cummins Sales and Service
East Territory Manager

CUMMINS INC./GENERATORS

"The job that Viking has done with its forecasting and keeping us informed about their exact needs has been phenomenal. That's really been the difference-maker and the reason why all of our orders have come through in a timely fashion."



Sheila Prieschl
Marine Exhaust Systems
Vice President

MARINE EXHAUST SYSTEMS

"We were directly impacted by the resin shortage in the United States. It was a frustrating time where we would be promised resin only to find out that it went somewhere else or did not exist. Viking was not only instrumental in helping us source companies that produced resin that would work for our purposes, they put us in contact with the people who could actually get us the resin we needed. Viking even took their support for us a step further by working with INEOS Composites to secure a large quantity of resin that we were able to utilize."

Throughout this entire time, the difference that has really stood out with Viking has been communication. Viking has done a great job of explaining the circumstances, their expectations and their plans. That has been a huge benefit, and we are very appreciative of those efforts."



Paul Posluszny
Cobra Wire
National Sales Manager

COBRA WIRE

"We've been dealing with unprecedented demand while working through supply chain issues that have seen lead times grow by five times. Due to our close partnership with Viking, we have worked to increase our supply by bringing on additional manufacturing. We have even sourced material from competitors to ensure that Viking's production can continue. As we move into 2022, we are starting to see lead times come down a bit. We should see that continue as manufacturing moves to 24/7 production in January of 2022."



Bob Shomo Jr.
Johnson & Towers
 Senior Vice President

JOHNSON & TOWERS/ MTU ENGINES

“With our typical forecasting, we were ordering engines from four to six months in advance for Viking. After the pandemic, we proactively increased that lead time to a full year to ensure the delivery of the engines. When Viking’s business increased, we went ahead and extended our ordering to an even greater degree. It’s a matter of trust and teamwork. When Viking says they’re going to need more engines, there is absolutely no hesitation on our part. They’ve done a great job sending frequent production schedules and outlining any new additions or changes, which has helped tremendously. The supply chain crisis has certainly been a challenge, particularly with ocean shipping delays. But we’ve worked through it, even utilizing air freight. You do whatever it takes when you have a partner like Viking.”



Mike Brennan
Mahogany Company
 Vice President of Operations

MAHOGANY COMPANY/ COMPOSITE BUILD KITS

“Like Viking, we are a family business and we take great pride in our personal relationship with Viking. Our collaborations span over 50 years, and we remain committed to serving Viking’s needs. We understand the volatile and dynamic market changes and engage in active forecasting to mitigate supply shortages. We have worked hard with our suppliers to manage and procure raw materials for Viking so we can guarantee them availability of product. We continue to build manufacturing capacity and expand our extensive inventory with our suppliers, like 3A and Vectorply. We credit open and constant communication with our suppliers as a key element in achieving safety stock levels for Viking’s materials.”



Seth Holman
Vectorply
 National Sales Manager

VECTORPLY CORPORATION/ CONSTRUCTION FABRICS

“Even though 2021 has been extremely challenging, our relationship with Viking couldn’t be better. The team at Viking is very informed and in touch with the industry, and this has fostered a very reasonable approach to solving the problems we have faced this year.

In 2021 several products became very tight in supply, but we’ve met these obstacles head-on with regular communication and contingency plans always in the works. The discussions typically revolve around product development, updates on the current state of the composites industry as well as long-range planning to avoid potential disruptions in supply on various E-glass and carbon materials.

Viking provides our team with a detailed long-range build schedule that allows Vectorply to plan for and procure raw materials well in advance to assure continuity of supply. This detailed forward schedule also drives capacity adjustments needed to supply increases in demand.”



Richard E. Knipe Jr.
3A Composites
 Sales Director

3A COMPOSITES/CORE MATERIALS

“We base our supply priorities on our long-term relationships. When it comes to our priorities, loyalty and friendships are at the top of the list. In the marine market, there is no greater partner than Viking. To insure Viking gets all that they need and on time, we had to turn away new customer demand. This was a painful sacrifice but one that we felt was our best answer to a difficult time. To me, the Viking people are family and you NEVER let your family down.”



VIKING CAREERS

Join Our Team

With our premium product in high demand, the Viking Companies are actively recruiting employees who share our commitment for excellence. Careers are open for skilled workers as well as those who are eager to enter training programs and learn valuable skills.

When you join one of our companies, you have the opportunity to begin a rewarding career. See page 72 and read about Carl

Barbato's retirement after his 45-year history with Viking Yachts and Valhalla Boatworks. And there's Rudy Dalinger who is still going strong as a 56-year Viking veteran.

Unlike many employers in coastal towns, a career with Viking is year-round – not seasonal. Most team members enjoy a four day/40-hour week with exceptional benefits which include health, vision and dental

insurance with prescription plan, matching 401k and life insurance. Plus, Medical Services is on-site at the New Jersey location and offers vaccinations, routine medical screening and health support.

All educational backgrounds are encouraged to apply to join the Viking teams. College isn't for everyone, and student debt certainly isn't something anyone wants to accrue. Vocational skills are a lifelong education



without the price tag of a private institution. Take Justin Praschil. Justin began his tenure with Viking Yachts in 1998 when he began his senior year in high school. He entered a Cooperative Industrial Education (CIE) program that permitted him to attend school in the morning and receive on-the-job-training with Viking in the afternoon. Justin learned valuable electrical skills while also gaining his education. Upon his high school graduation, he was hired in an advanced position in the Electrical Department due to his extensive training.

Justin worked in all the electrical departments including Wiring. He was promoted to Lead, Assistant Foreman then Foreman. Today Justin is the Supervisor of Electrical overseeing all departments. Not only has Justin succeeded through his vocational skills he has also shown the opportunity for upward mobility within the company.

Alicia Brendel is another perfect example of Viking's upward mobility. "I was

working in the restaurant business and heard Viking's Warehouse Department needed help," says Alicia. She took an entry level position in March 2015 expecting "to be an assistant filing in an office." Quick on her feet and driven, Alicia was promoted within six months to Warehouse Lead. Alicia says, "I knew nothing about boats, manufacturing or running a warehouse. But my managers were very supportive and encouraged me. Don't get me wrong, I've worked really hard, but I love what I do and the team I'm surrounded by."

Today Alicia is the Warehouse Forewoman and training for an advanced position. She is working more with the Design and Engineering team and the Sales Department. "I never thought taking that Warehouse position would lead to my career with Viking," says Alicia. "March 2022 will mark my 7th year here and I'm proud to say I've just bought my first house."

VIKING COMPANIES

- Viking Yachts
- Valhalla Boatworks
- Princess Yachts of America
- Atlantic Marine Electronics
- Palm Beach Towers
- Viking Yacht Service Center
- Viking Yachting Center
- Valhalla Boat Sales

For more information about joining the Viking team and starting your career visit vyccareer.com.



“ I never thought taking that Warehouse position would lead to my career with Viking. March 2022 will mark my 7th year here and I'm proud to say I've just bought my first house. ”

– Alicia Brendel
Warehouse Forewoman





VIKING FAREWELL “THE WAY WE ROLL”

Carl Barbatto Retires After 45 Years of Building a Better Boat Every Day

Happy trails to Carl Barbatto, who is retiring after 45 years of “building a better boat every day.” Carl has held several important positions at Viking over his nearly half a century with the company, including serving for 30 years as the Supervisor of the Make Ready Dock, ensuring the safe delivery of more than 2,000 yachts.

“You have to be able to roll with the punches,” says Carl. “Because at Viking, there are always changes and advancements. And if you’re not on top of them, you’re going to get held up. But we don’t get held up – because that’s the way we roll. When I rolled into Viking back in 1976 I found an atmosphere of team spirit. Everyone had the same goal in mind – to build the world’s best boats. That teamwork and camaraderie are why Viking is where it is today. Our boats just keep getting better and better.”

“When you work that close with someone for so long you really get to know their personality and work ethic,” says Jim McLaughlin, who was Carl’s Make Ready Dock Foreman in the 1990s. “Carl always put forth his best effort every day and wasn’t afraid to ruffle a few feathers along the way to get the job done – and done right.”

Jim was one of several boatbuilders who Carl over the course of his career took under his wing and trained, instilling the skills they needed to lead their departments. “Carl was excellent at grooming young talent and teaching them the Viking way of doing things,” says Vice President of Manufacturing Al Uhl. “He was instrumental in developing Wilber Blanco as the next Make Ready Dock Supervisor and Ryan Jenkins as the Foreman of HVAC.”



Carl got his start at Viking building deckhouses in the Rough Carpentry Department, and after getting some electrical training and education he worked his way to become the Electrical Department Foreman. He remembers developing a number-and-letter system for every wire on every model, ensuring that “the installations were accurate and consistent from boat to boat.”





Carl has always prided himself on his organizational skills and ability to devise systematic efficient procedures. In 1986 as Foreman of Electrical/Mechanical/Plumbing, Carl wrote a memo to Rudy Dalinger, Production Manager at the time, explaining that he had developed a personnel schedule “to keep quality at its peak, production schedules in tact and cost to its minimum.” He still has a copy of the hand-written letter (above) and diagram showing the workflow.

Carl also spent time in the Quality Control Department and was the Supervisor of Air Conditioning and Plumbing. Most recently, he was instrumental in the development and growth of Viking Mullica, helping to usher in the Valhalla Boatworks era.

“When I moved to Viking Mullica as Production Manager in 2017, I requested that Carl come with me because we needed his get-it done attitude and desire to make things happen,” says Jim. “So he became one of the many great team member we have at Mullica and helped get us where we are today.”

Adds Viking Mullica General Manager John Leek IV: “There’s a certain wisdom that comes with going through so many ups, downs, challenges, changes in positions, seeing others come and go and managing people for all that time. I truly appreciate having the opportunity to work with Carl. I’ve absorbed some of that long-term view of things and it’s made me a better boatbuilder.”

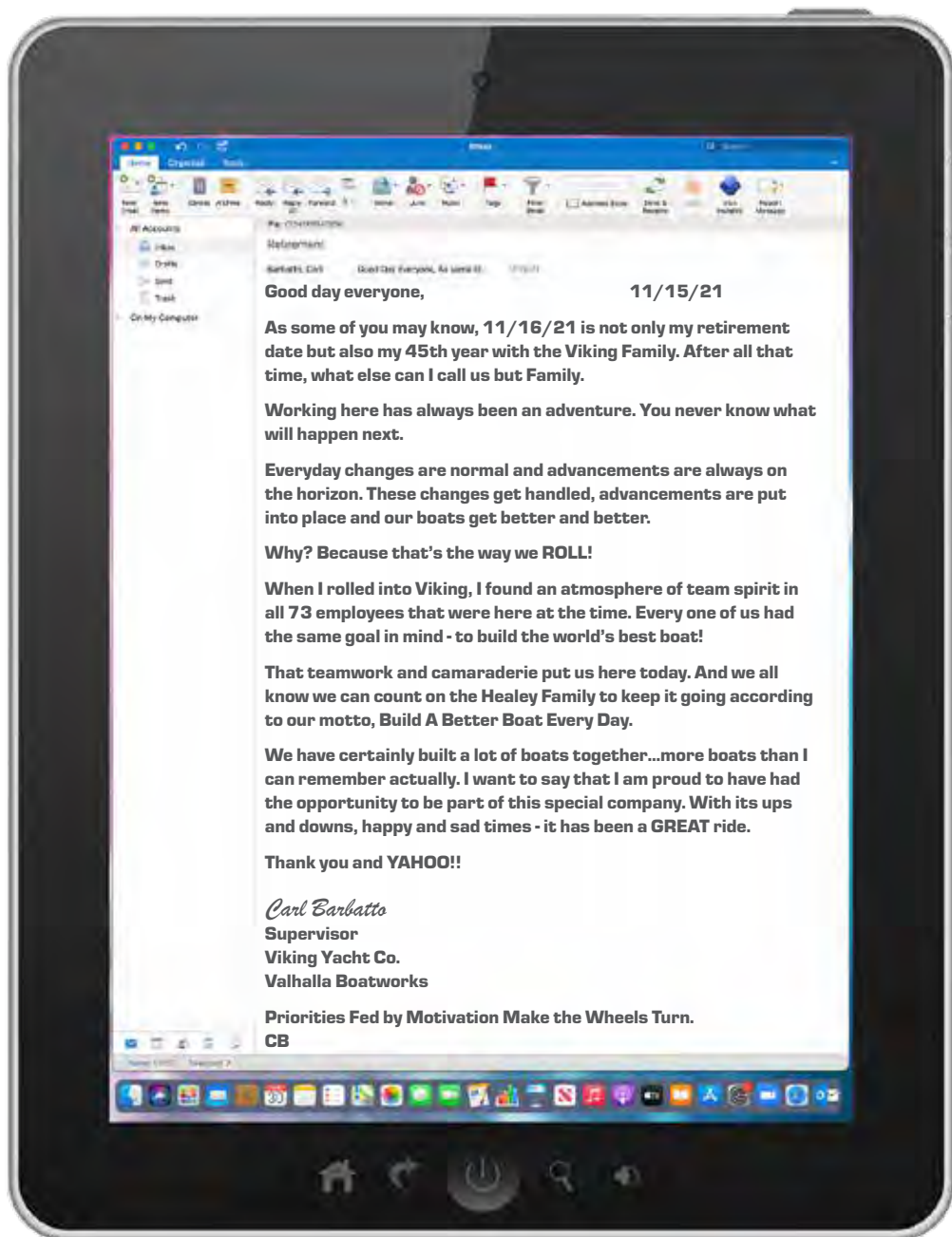
Another quality that has been apparent throughout his long tenure at Viking is his relationship with his fellow boatbuilders. “Carl genuinely cares about his people,” adds John. “Of course, he’s always got production in the forefront, making sure everybody’s busy and working, but he really cares and makes sure everybody’s okay. He appreciates them.”

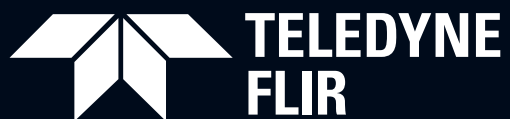
The Barbatto family has a long history with Viking. Carl’s father, Bob, worked at Viking back when the company was building wooden boats. In fact, Carl got his first taste of boatbuilding at the tender age

of 17, when he got a summer job (through his father) driving a dump truck and then building boats.

“It was a long time ago but I remember pulling hot oak ribs out of the steam box, bending and nailing them to the jig. After that, you’d start putting the mahogany planks on – you drill and drive, and screw them to the ribs,” says Carl. “It was tough but I was never afraid of hard work.”

Neither is his son, Carl Jr., who is currently the Carpentry Department Working Foreman at the Viking Yacht Service Center in Riviera Beach, Florida. “My father took tremendous pride in his work and he’s passed these values on to me,” says Carl Jr. “Thanks, Dad.” And Viking thanks you too, Carl.





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A person wearing a white long-sleeved shirt is operating a Furuno electronic device, likely a sonar unit, on a boat. The device is mounted on a wooden surface, and the person's hands are visible adjusting the controls. The background shows a blurred view of the water and the boat's structure.

AME: ATLANTIC MARINE ELECTRONICS OMNI SONAR

More Options Available Through AME

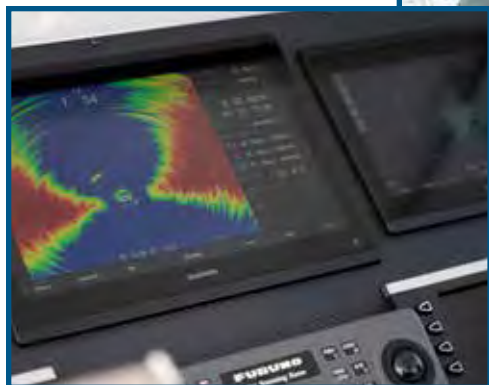
O mni-directional sonar is the talk of the docks on the tournament circuit these days – and for good reason. The technology pushes fishfinding to new levels, providing teams with the ability to examine the entire water column (360 degrees) in real time. “Instead of looking at historical information you’re looking at active targets,” says Atlantic Marine Electronics General Manager Todd Tally. “The technology has been around for a long time, but its adoption into the sportfishing market has really taken off recently. It has proven to be a game-changer and continues to be one of our most sought-after electronics product in the sportfishing world.”

AME has installed 237 of Furuno’s Omni sonar: the CSH-8L. Its popularity has risen exponentially for five consecutive years. In 2021 alone, AME installed 89 systems in boats from 54 to 92 feet. “Installation methods have advanced in recent years and Omni sonar has made its way into smaller boats,” says Todd. “We have even installed one on a Valhalla 46 center console.”

Increasing demand for Omni sonar has spurred market growth, bringing more brands into the picture and expanding the options for the consumer. “The Furuno product has been fantastic, and we certainly are continuing our installations of the 8L,” says Todd. “But in addition to the Furuno, we’re also offering the Simrad Fisheries brand from Kongsberg Maritime in Norway, MAQ Sonar out of Ontario, and the JFS-280 from the Japan Radio Company (JRC).”

“We’ve done a few Simrad Fisheries installations in the past,” says Todd, noting that it is a different Simrad brand than offered by the electronics company Navico (recently acquired by Brunswick). “They make commercial quality, large-scale video sounders. But they developed a formidable option for the Omni sonar market. Their SY50 is brand new. We’ve got 32 of these systems ordered, with several refit projects for Vikings, and the first new Viking build to receive the SY50 will be hull No. 4 of the Viking 64 Convertible.”

Increased demand has led to new players joining Furuno in the Omni sonar market, increasing choices for owners.



The SY50 is an easy-to-install compact omni-directional sonar that features an operational frequency band, USB controllers for remote operation and full-beam stabilization (opposed to directional stabilization). It can also operate on DC power. "You have a lot of flexibility with this product, and it's ideal for smaller boats," says Todd. "And there are some really impressive features that we are eager to experience, including vertical mode that presents the image from above and as a slice through the school of fish."

The MAQ Sonar is offered in 90 KHz and 60 KHz versions. "It requires the most installation space – and they are working on reducing sizes in all aspects – but it is really a great value," says Todd. MAQ Sonar in 1978

designed and built the first Omni Sonar for the commercial fishing industry, according to the company's website. Like the SY50, it offers 360-degree stabilization for fish tracking in rougher seas and its own set of operational features such as Rotational Directional Transmission, which allows the operator to see targets at further distances in shallow water and dual display mode.

Atlantic Marine Electronics will be with you every step of the way to guide you to the best possible system for your Viking. "We know that this technology is here to stay and will likely only get better, with more options, flexibility and features," says Todd. "It's an exciting time to own a sportfishing yacht, and more and more owners are now able to experience new technologies."



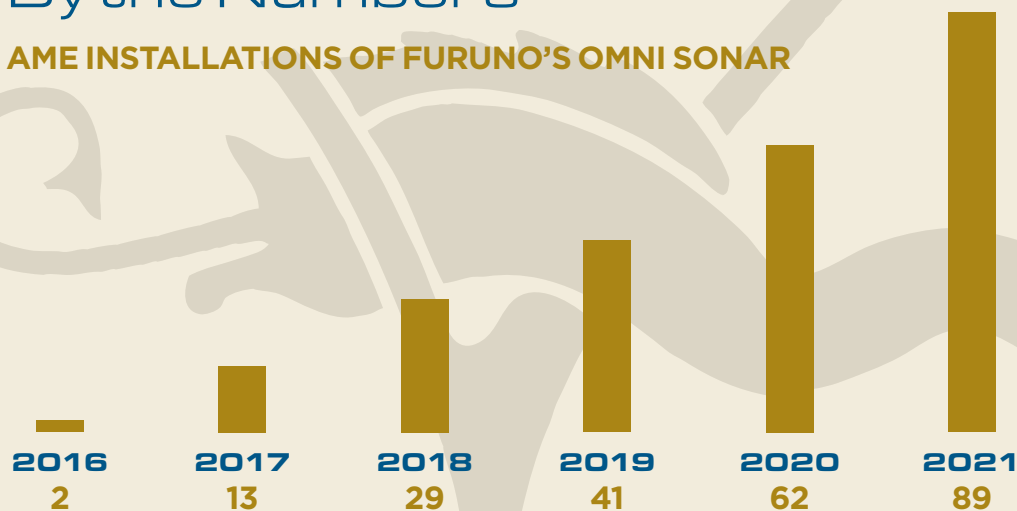
“Instead of looking at historical information you're looking at active targets.”

– Todd Tally

Atlantic Marine Electronics General Manager

By the Numbers

AME INSTALLATIONS OF FURUNO'S OMNI SONAR



New Gretna, NJ: 609.296.8826
 Nags Head, NC: 252.441.1360
 Riviera Beach, FL: 561.493.2833
 Destin, FL: 850.279.4274
 Bradenton, FL: 941.792.3847
 Port Aransas, TX: 941.713.6524

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The KVH logo is displayed in white text on a red rectangular background.

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PLANT UPDATE **BUILDING BETTER**

Dock Talk

Last year we dismantled a pair of docks that were no longer efficient. The old docks were removed, and the basin dredged to make room for a new configuration that makes the best use of our valuable real estate.

The new strong-as-iron Ipe (Brazilian Walnut) structure is now berthing our world-class fleet. C-shaped, the floating dock is 530 linear feet and provides more usable space than the previous two docks combined. A pair of gangways (on opposite sides of the bulkhead) provide access to the workspace. 🐟





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

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

Pat Healey, President and CEO, Viking Yachts

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

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DEPARTMENT PROFILE

Warehouse Department

Everyone at the Viking Yacht Company is considered a boatbuilder, not just the shipwrights on the production line. That's why our Department Profile includes all facets of our company, including the warehouse. This department, which consists of 18 dedicated team members, is responsible for much more than offloading trucks and stocking shelves. The Warehouse relies on communication, teamwork, technology, logistics, management and

accounting to manage all materials, products and supplies that are necessary to build our boats and run our company.

A PLACE FOR EVERYTHING

"If it's related to materials, we're involved," says Warehouse Department Manager Pat Klevinsky. When Pat started at Viking in 1997, there was a computer system in place with limited capabilities. Around 2000, then CFO Jerry Straub Sr. and current CFO John Kasinski determined an enterprise resource planner (ERP) was necessary to integrate financials, supply chain, reporting and manufacturing throughout the entire company.

With this new system in place, (Syteline, a product from Infor), the team began to identify types of products and materials and if they were distributed to a hull or department. Everything was given specific product codes to segregate them to track materials coming in. So, when a product is offloaded from a truck into the warehouse it is immediately received into the Syteline system. "For example, when a water pump comes in, we scan it and it goes to its designated holding shelf," says Pat. "It is listed as inventory in our system. But when

it comes off the shelf and heads to a boat on the production line it leaves inventory and is now a work-in-progress or WIP. When the boat is completed, the pump is listed as a finished item in the system. That pump can then be tracked down through our Service Department in the future."

IN THE BEGINNING

Before the Warehouse Department is even involved with materials, Engineering is already hard at work. Once a boat is designed, Engineering determines the master list of building parts needed to construct the vessel. This is called the Bill of Material or BOM. The Sales Department determines standard and optional build items with pricing. Engineering and Sales are pulled together by the configurator. When a boat is ordered, all the information is entered into the configurator and a Work Order is created. This Work Order provides information required to build the boat. The Purchasing Department orders all the parts and the warehouse is put on alert to receive and schedule the materials.

A designated warehouse member reviews the Work Order and begins to schedule and organize every item needed for the build



F58-C
MASTER LIST

Item	Operation	WC	Material	Material Description	Quantity	U/M	Effective Date
F58-C	10	16-1	750124	MAJOR FIBERGLASS & CORE COMPONENTS 58'C	1	EA	11/20/2017
F58-C	10	16-1	750127	INFUSION RESIN FEEDLINE MANIFOLD - 58'C	1	EA	2/12/2018
F58-C	10	16-1	793137	SOLE LIVEWELL OVERFLOW THRU HULL DOMESTIC	1	EA	2/26/2018
F58-C	10	16-1	793138	WATERMAKER DISCHARGE THRU HULL DOMESTIC	1	EA	2/26/2018
F58-C	10	16-1	793230	FUEL TANK PLATE KIT 58'C FWD - STD	1	EA	3/13/2018
F58-C	10	16-1	793231	FUEL TANK PLATE KIT 58'C - STD	1	EA	3/13/2018
F58-C	10	16-1	793253	FIBERGLASS TANK VENTS 58'C TWO FWD FUEL	1	EA	3/27/2018
F58-C	10	16-1	793254	FIBERGLASS TANK VENTS 58'C TWO FWD FUEL	1	EA	3/27/2018
F58-C	10	16-1	750128	FIBERGLASS THRU HULL ELBOW - WILLYVAC DI	1	EA	3/27/2018
F58-C	10	16-1	750129	FIBERGLASS TANK VENTS 58'C 1 FWD TANK -	1	EA	3/27/2018
F58-C	10	16-1	750130	FIBERGLASS TANK VENTS 58'C 1 FWD TANK DU	1	EA	3/27/2018
F58-C	10	16-1	793290	BOW THRUSTER HYD 58'C SIDE POWER TUNNEL	1	EA	4/11/2018
F58-C	10	16-1	793291	BOW THRUSTER DC SIDE POWER 58'C TUNNEL K	1	EA	4/11/2018
F58-C	10	16-1	793293	FUEL TANK PLATE KIT 58'C AFT MAIN - STD	1	EA	4/11/2018
F58-C	10	16-1	750131	FIBERGLASS THRU HULLS - 58'C - STD	1	EA	4/19/2018
F58-C	10	16-1	750132	MEZZANINE HATCH RING DRAIN FRP ELBOWS -	1	EA	4/19/2018
F58-C	10	16-1	750133	FIBERGLASS THRU HULL HYDRAULIC COOLING D	1	EA	4/19/2018
F58-C	10	16-1	750134	FIBERGLASS THRU HULL - SEAKEEPER DISCHAR	1	EA	4/19/2018
F58-C	10	16-1	750149	EXHAUSAT GAS WATER SEPARATOR 58'C PORT -	1	EA	7/31/2018
F58-C	10	16-1	750150	EXHAUST GAS WATER SEPARATOR 58'C - STBD	1	EA	7/31/2018
F58-C	10	16-1	793701	HULL SIDE SEACOCKS - 58'C - CE - OPT	1	EA	11/5/2019
F58-C	10	16-1	750169	HULL SIDE SEACOCKS MARELON KIT 58'C - EU	1	EA	9/16/2020
F58-C	20	1-Jan	793134	HOLDING TANK FITTINGS ASSEMBLY SEALAND -	1	EA	2/21/2018
F58-C	20	1-Jan	793135	FRESHWATER TANK PLATE AND FITTINGS ASSY	1	EA	2/22/2018
F58-C	20	1-Jan	793136	FRESHWATER 58'C TANK PLATE AND FITTINGS	1	EA	2/22/2018
F58-C	20	1-Jan	793224	SHOWER BOX FWD - 58'C - STD	1	EA	3/8/2018
F58-C	20	1-Jan	793228	FUEL TANK FITTINGS KIT 58'C MID - STD	1	EA	3/13/2018
F58-C	20	1-Jan	793229	FUEL TANK FITTINGS KIT 58'C FWD - STD	1	EA	3/13/2018
F58-C	20	1-Jan	793294	FUEL TANK FITTINGS KIT 58'C AFT MAIN	1	EA	4/11/2018
F58-C	20	1-Jan	793325	FUEL TANK AFT FITTINGS 2ND GENERATOR - S	1	EA	5/3/2018
F58-C	30	1-Jan	793199	REFRIGERATION BENCH KIT 58'C MEZZ DROP I	1	EA	3/6/2018
F58-C	30	1-Jan	793181	REFRIGERATION BENCH KIT 58'C SALON ENTRY	1	EA	3/6/2018
F58-C	30	1-Jan	793182	REFRIGERATION BENCH KIT 58'C MEZZ PORT C	1	EA	3/6/2018

Over 1,400 parts are issued just to the Mechanical Department.

based off the production line timetable. The production line is broken down into work centers. So, for example, when the cablemaster is received for hull No. 58-536 it is assigned to work center 27-1, while the fuel tank plate is marked for work center 16-1. The warehouse team will start to assemble kits for the various work centers with all the necessary materials. Some of the items are in stock while others are shipped in. When the team scans incoming materials, they are notified if a particular item needs to go directly to a kit or if it will be inventoried as stock.

Looking at the production line, these kits are planned as needed. When work center 01-1 receives hull No. 58-536 on the line, an accessible cart is waiting with all necessary materials. The boatbuilder installing the shower prep will grab the appropriate box and every component needed will be included in that kit. He doesn't need to go looking for parts, everything is at the ready. The shower prep can be assembled at the work bench then installed on the boat.

But every boat is a little different, so the warehouse is in constant contact with purchasing, production, engineering and sales. All materials are monitored and maintained during the build process. If there

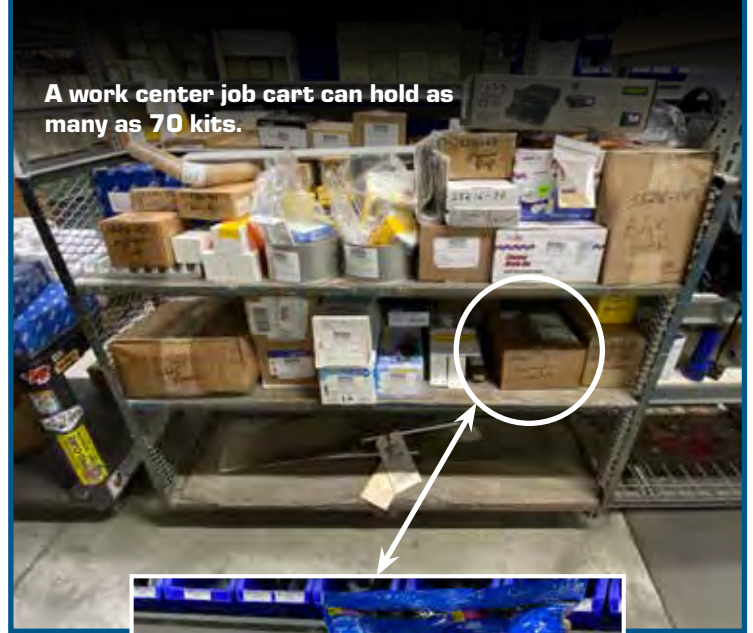
is an engineering change, all departments are notified, and the configurator is updated. Communication between the various departments is centralized through the warehouse eliminating confusion or misinformation.

BUY WHAT?

The Purchasing Department tracks all the quantities of items on hand. Once they fall below a safety stock, they are reordered and stock is replenished. But the current supply chain issues have made this a more complicated process. "One of the tools we have recently implemented is a software program called SourceDay that bridges the gap between our ERP software and vendors," says Materials Manager Bob Pharo. Now when an order is placed, SourceDay is alerted and reaches out to our vendor for confirmation. A report is sent to the Viking buyer to review and either approve or disapprove any changes to the order. "This is giving us more time and opportunity to source secondary suppliers."

SourceDay provides a dashboard showing the team where they always stand, so they know what they need to address. It also supplies extensive history with every email and phone call recorded so the Viking team still is looped into every transaction, saving

A work center job cart can hold as many as 70 kits.



valuable time. "It's beneficial because we are reducing man hours on phone calls and emails to regular vendors allowing us to find alternative suppliers," says Bob.

"This isn't just useful to purchasing, it's a great advantage to the warehouse," says Bob. "They don't have to constantly check due dates and question when materials are delivered. The information is all right there in SourceDay. We know we are receiving eight pairs of engines on Wednesday so we can prepare space on Tuesday."

AND THE END

When 58-536 is completed and delivered to its owner, the warehouse completes a closed order process. The boat and all materials are reviewed to ensure they are accounted for properly. Accounting makes sure all labor is associated correctly as well as overhead. From this a multitude of reports are run. The reports not only analyze the validity of costs but also assist owners. In 10 years when the captain on 58-536 calls Viking's Service Department and needs to replace a pump, the pump information is readily available in the ERP system.

"It's all about material and material flow," says Pat. "We are making it as efficient and cost effective as we can."



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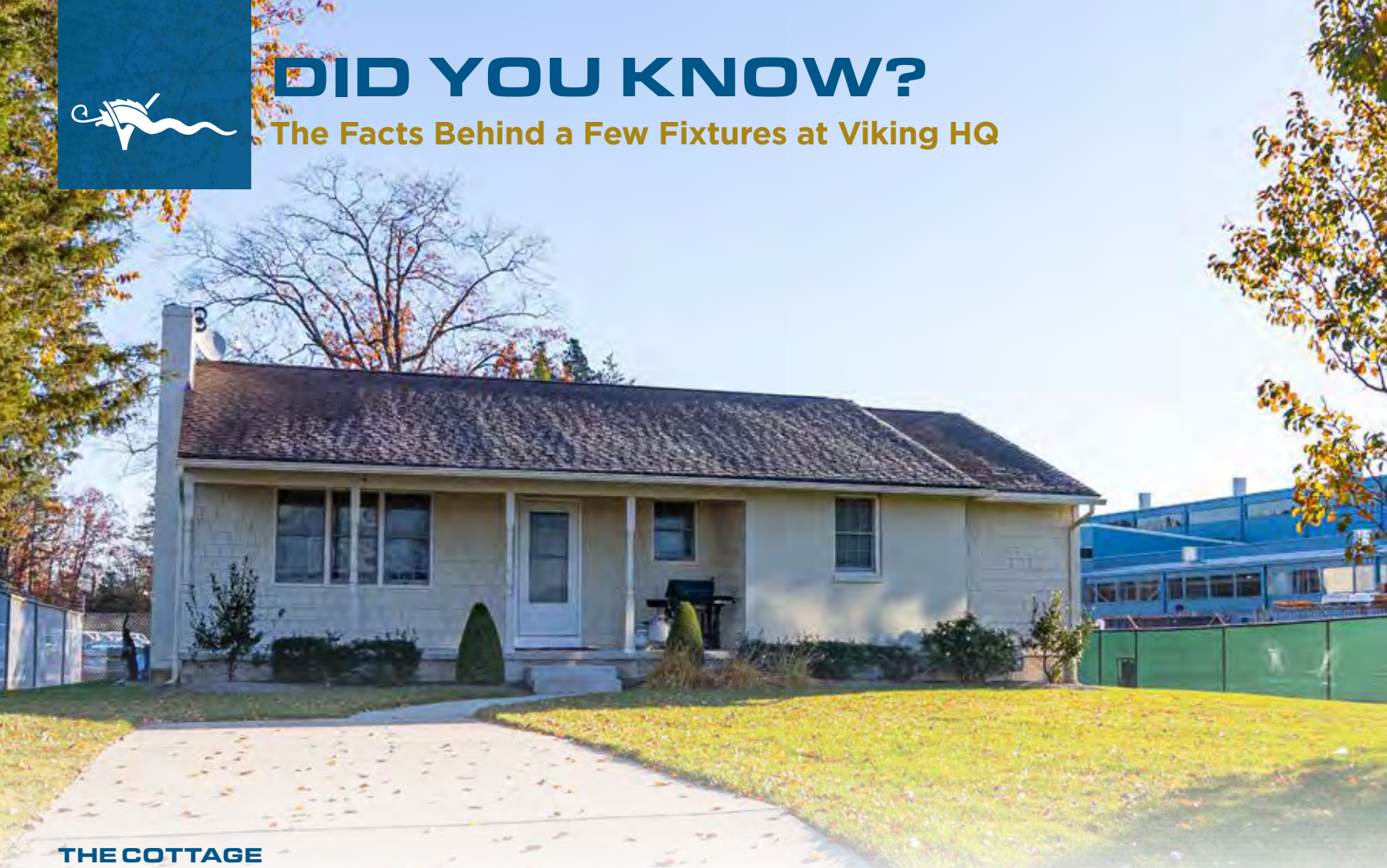
PATTERNS
SINCE 2005





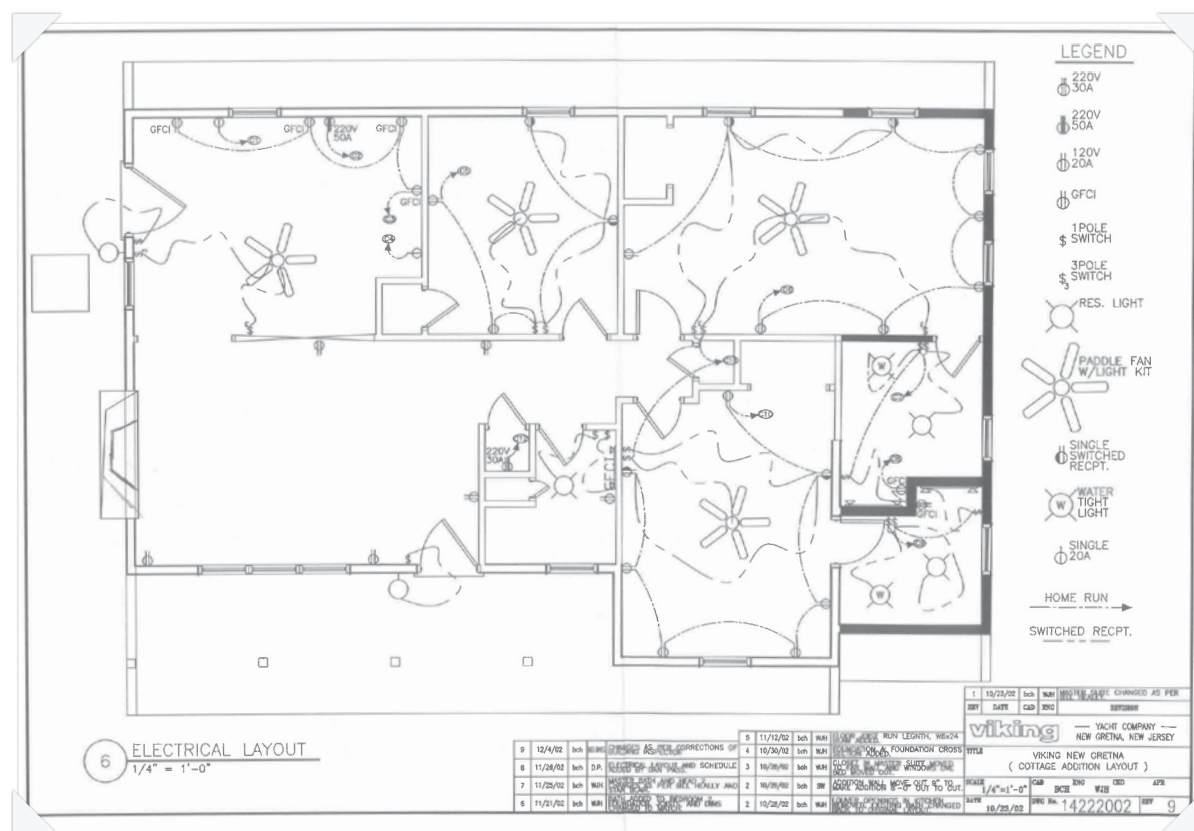
DID YOU KNOW?

The Facts Behind a Few Fixtures at Viking HQ



THE COTTAGE

The Viking Yacht Company opened its doors on April 1, 1964, in a sleepy little town in the Pine Barrens of New Jersey. So sleepy that when Viking Co-Founder Bill Healey hired Naval Architect Bill Hall to design a 44 Motor Yacht in 1967, there was no convenient housing available for him. So, in true Bill Healey fashion – the resourceful businessman decided to build a house for the new designer. Bill shifted his boat builders' gears, and they constructed a one bedroom, one bathroom cottage right on the Viking property.



The Cottage, as it is affectionately referred to, received an addition in 2003 and now features two ensuite bedrooms with an additional bedroom and bathroom. It was moved about 60 feet in 2015 as it was too close to the expanded R&D Department. Next time you are driving in, look to your left before the Security Office and give it a little wave.

Fifty-five years later The Cottage greets guests regularly. Most visitors are captains visiting a build, Viking employees working from a remote location and vendors. "It was Bill Healey's idea and we built it," says 56-year Viking veteran Rudy Dalinger. "And decades later is still a valuable resource."



THE VIKING WATER TOWER

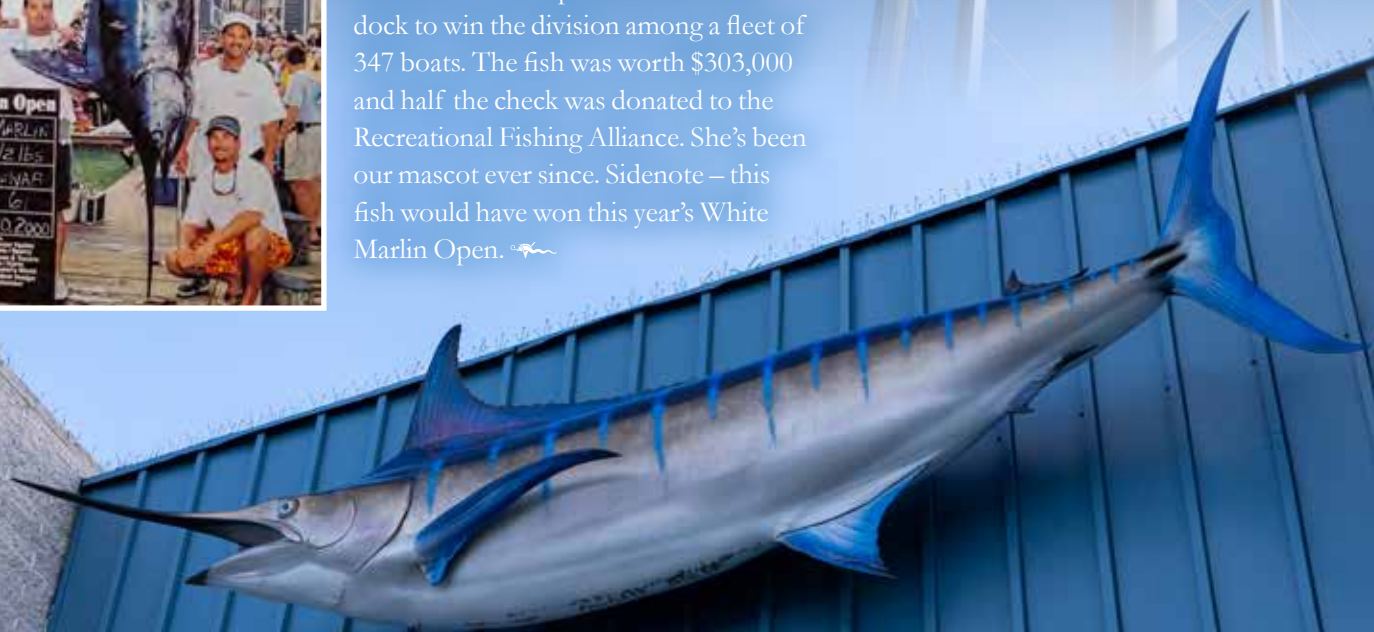
Viking's iconic water tower recently had a little work done. Her facelift came over the summer as she was given a fresh coat of paint. She looks so good you would have no idea she's been a fixture of the Viking Yacht Company since 1975!

So, how'd the water tower get here? Bill Healey was attending a military auction in Baltimore when the tower went up on the block. There were no takers, so Bill threw out a bid of \$100 and bought the 65,000-gallon water tower. A massive project of breaking down the 150-foot structure, transporting it and rebuilding it in New Jersey was quickly put in place. Bill, of course, lead his troops and worked tirelessly till it stood proud. During the recent painting project Bill's name was found welded on the top of the dome.



THE BLUE MARLIN

A huge blue marlin greets everyone who passes through the doors of the Viking Yacht Company. But do you know how it got there? This 781.5-pound fish was cranked in during the 27th edition of the White Marlin Open in 2000 on our Viking 61 demo. Captain Don Gemmell and his crew thumped this fish on the dock to win the division among a fleet of 347 boats. The fish was worth \$303,000 and half the check was donated to the Recreational Fishing Alliance. She's been our mascot ever since. Sidenote – this fish would have won this year's White Marlin Open. 🐟





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NO VACANCY

A packed house at the Make Ready Dock in New Gretna features Vikings of all sizes and styles.







**V-33**

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

LOA: 32' 10" (10.01 m)

BEAM: 9' 9" (2.97 m)

DRAFT

(Engines Up, Full Load): 27" (.69 m)

FUEL CAPACITY: 327 g (1,238 l)

WATER CAPACITY: 39 g (148 l)

MAX ENGINE HP: 900 hp

LIVE WELL: 52 g (197 l)

**V-37**

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

LOA: 36' 9" (11.20 m)

BEAM: 10' 0" (3.05 m)

DRAFT

(Engines Up, Full Load): 28" (.71 m)

FUEL CAPACITY: 470 g (1,779 l)

WATER CAPACITY: 39 g (148 l)

MAX ENGINE HP: 1,350 hp

LIVE WELL: 56 g (212 l)

**V-41**

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

LOA: 40' 6" (12.34 m)

BEAM: 11' 7" (3.53 m)

DRAFT

(Engines Up, Full Load): 29" (.74 m)

FUEL CAPACITY: 557 g (2,108 l)

WATER CAPACITY: 49 g (185 l)

MAX ENGINE HP: 1,800 hp

LIVE WELL: 90 g (341 l)

**V-46**

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

LOA: 46' 7" (14.20 m)

BEAM: 13' 4" (4.10 m)

DRAFT

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

FUEL CAPACITY: 694 g (2,627 l)

WATER CAPACITY: 70 g (265 l)

MAX ENGINE HP: 2,400 hp

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



The V Series lineup at the 2021 Fort Lauderdale International Boat Show.

38|O BF



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

LOA: 38' 8" (11.79 m)
BEAM: 14' 0" (4.27 m)
DRAFT: 3' 5" (1.04 m)
FUEL CAPACITY: 460 g (1,741 l)
WATER CAPACITY: 69 g (261 l)
COCKPIT: 109 sq ft (10.1 sq m)

38|BF



She's a purpose-built ready-to-go fishing machine; easy to own, operate and maintain.

LOA: 38' 8" (11.79 m)
BEAM: 14' 0" (4.27 m)
DRAFT: 3' 4" (1.02 m)
FUEL CAPACITY: 460 g (1,741 l)
WATER CAPACITY: 69 g (261 l)
COCKPIT: 109 sq ft (10.1 sq m)

46|BF



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

LOA: 45' 6" (13.87 m)
BEAM: 15' 4" (4.67 m)
DRAFT: 4' 3" (1.30 m)
FUEL CAPACITY: 709 g (2,684 l)
WATER CAPACITY: 99 g (375 l)
COCKPIT: 140 sq ft (13.0 sq m)

SPORT YACHTS & CONVERTIBLES

44|O



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

LOA: 45' 1" (13.74 m)
BEAM: 16' 4" (4.98 m)
DRAFT: 4' 5" (1.34 m)
FUEL CAPACITY: 825 g (3,122 l)
WATER CAPACITY: 120 g (454 l)
COCKPIT: 119 sq ft (11.1 sq m)

44|C



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

LOA: 45' 1" (13.74 m)
BEAM: 16' 4" (4.98 m)
DRAFT: 4' 8" (1.42 m)
FUEL CAPACITY: 825 g (3,122 l)
WATER CAPACITY: 120 g (454 l)
COCKPIT: 119 sq ft (11.1 sq m)

48|O



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

LOA: 49' 1" (15.0 m)
BEAM: 17' 0" (5.20 m)
DRAFT: 4' 7" (1.40 m)
FUEL CAPACITY: 970 g (3,672 l)
WATER CAPACITY: 178 g (674 l)
COCKPIT: 124 sq ft (11.50 sq m)

48|C



Fishes like a 60-footer. Luxurious interior accented with hand-finished teak or walnut joinery; three staterooms.

LOA: 49' 1" (15.0 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 8" (1.42 m)

FUEL CAPACITY: 970 g (3,672 l)

WATER CAPACITY: 178 g (674 l)

COCKPIT: 124 sq ft (11.50 sq m)

54|O



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

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 10" (1.47 m)

FUEL CAPACITY: 1,230 g (4,656 l)

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.3 sq m)

54|C



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

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 11" (1.50 m)

FUEL CAPACITY: 1,357 g (5,137 l)

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.3 sq m)

CONVERTIBLES

58|C



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

LOA: 58' 11" (17.96 m)

BEAM: 17' 9" (5.41 m)

DRAFT: 5' 0" (1.52 m)

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

WATER CAPACITY: 207 g (784 l)

COCKPIT: 165 sq ft (15.3 sq m)

64|C



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

LOA: 63' 10" (19.46 m)

BEAM: 18' 11" (5.77 m)

DRAFT: 5' 7" (1.70 m)

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

WATER CAPACITY: 302 g (1,143 l)

COCKPIT: 180 sq ft (16.7 sq m)

68|C



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

LOA: 68' 7" (20.90 m)

BEAM: 19' 2" (5.84 m)

DRAFT: 5' 5" (1.65 m)

FUEL CAPACITY: 2,015 g (7,627 l)

WATER CAPACITY: 344 g (1,302 l)

COCKPIT: 176 sq ft (16.4 sq m)

72|C



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

LOA: 72' 8" (22.15 m)

BEAM: 20' 0" (6.10 m)

DRAFT: 5' 9" (1.75 m)

FUEL CAPACITY: 1,997 g (7,559 l)

WATER CAPACITY: 372 g (1,408 l)

COCKPIT: 209 sq ft (19.4 sq m)

80|C



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

LOA: 80' 6" (24.54 m)

BEAM: 21' 4" (6.50 m)

DRAFT: 5' 7" (1.70 m)

FUEL CAPACITY: 2,668 g (10,099 l)

WATER CAPACITY: 400 g (1,514 l)

COCKPIT: 217 sq ft (20.2 sq m)

90|C



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

LOA: 90' 0" (27.41 m)

BEAM: 23' 2" (7.05 m)

DRAFT: 5' 11" (1.80 m)

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

WATER CAPACITY: 480 g (1,817 l)

COCKPIT: 224 sq ft (20.80 sq m)

MOTOR YACHTS

75|MY



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

LOA: 78' 10" (24.03 m)

BEAM: 20' 6" (6.25 m)

DRAFT: 5' 8" (1.73 m)

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

WATER CAPACITY: 300 g (1,136 l)

82|MY



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

LOA: 84' 9" (25.43 m)

BEAM: 20' 6" (6.25 m)

DRAFT: 5' 8" (1.73 m)

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

WATER CAPACITY: 300 g (1,136 l)

COCKPIT: 150 sq ft (13.94 sq m)



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SCAN ME



More than Just Fishing!

Come join the party! The Viking Key West Challenge is a family friendly (four-leggers too!) fishing tournament set in the fun-loving Conch Republic. The four-day event features two days of fishing, a casual barbecue pool party, Duval Street bar crawl poker run, al fresco dining and dancing under the stars. This event is open to Viking Yachts and Valhalla Boatworks V Series families.

Book your slip at your favorite Key West marina then email marketing@vikingyachts.com to reserve your space. For more information visit keywestchallenge.com.



The Schedule

APRIL 6 - 9, 2022

Wednesday

Captains' Meeting
& Cocktail Party
*Dante's Tiki Bar
Second Floor*

Thursday

Fishing Day
Dinner
*Dante's Tiki Bar
Second Floor*

Friday

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

Saturday

Fishing Day
Awards Dinner
Opal Key Resort Sunset Pier

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PHENOMENAL FLIBS

Record Attendance, Strong Sales and Big News Mark the 62nd Fort Lauderdale International Boat Show



Viking Yachts and Valhalla Boatworks saw record attendance and robust sales at the 2021 Fort Lauderdale International Boat Show, with a combined 27 boats sold between the two brands.

“The boat show was just incredible – everything we thought it would be and then some,” said Viking President and CEO Pat Healey. “Even with our significant backlog, we were able to sell 16 Vikings and 11 Valhallas. We’re extremely pleased, and appreciate the tremendous support and enthusiasm from everyone in our growing Viking and Valhalla family.”

The show got off to a fast start and never let up, with visitors eager to check out the world’s finest sportfishing yachts and center consoles. The display included nine Vikings from 46 to 82 feet and four Valhallas



from 33 to 46 feet. Attendance was strong throughout the five-day event, setting a first-day record for Wednesday and peaking on Friday and Saturday. Total attendance for Viking eclipsed the 7,000-visitor mark for the third time since the show switched to its current Wednesday-to-Sunday format several years ago.

The high attendance was no surprise considering the amount of exciting new product the New Jersey builder had to offer. Viking kicked things off on Wednesday morning before the show opened with a press conference highlighting the world premiere of the 64 Convertible and the 54 Open Series. With more than 60 media members on hand, Viking also announced the all-new Viking 90 as its next flagship. The 90 will make its world debut at the 2023 Miami Yacht Show.

Two 90s were sold at the show, as well as an 80 Convertible and an 82 Cockpit Motor Yacht. Sales were prevalent throughout the convertible lineup, particularly from 64 to 72, with four 64s and four 68s selling. Across the dock on the Valhalla side, sales were spread evenly across the fleet of V Series center consoles comprised of the V-33, V-37, V-41 and V-46. The Valhalla 46, which premiered at the Viking and Valhalla VIP event in January 2021, made its FLIBS debut.

“Not only did our Viking and Valhallas do well, our sister company, Princess Yachts America, sold nine yachts from 40 to 95 feet,” added Pat. “With these three brands, we have the most diverse and complete group of premium products in the industry.”



When Viking Yacht Company builds a boat, every step is meticulously thought out and executed with purpose in order to build the best boat in the world. As the premier propeller partner for the Viking Yacht Company, VEEM Marine provide the best quality propellers in the industry delivering smooth, fast and trouble free operation the first time, every time. VEEM Marine are proud to be a key partner of Viking Yacht Company pushing the boundaries of propeller manufacturing innovation.



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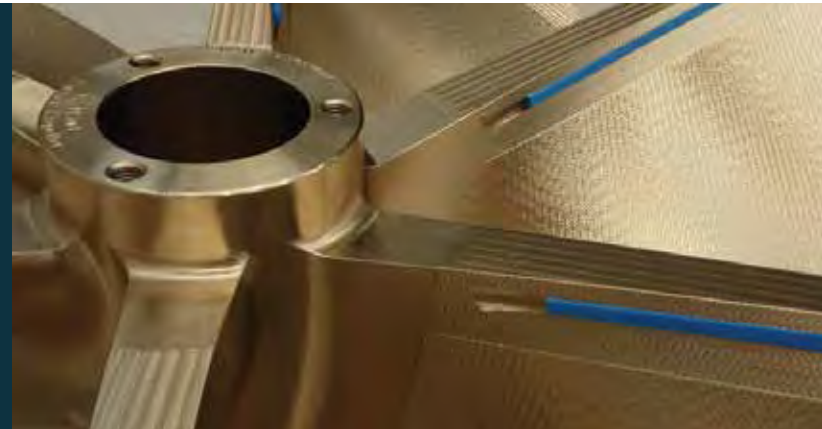
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DEMO PROGRAM

The Viking Yacht Company's Demonstrator Program was started by Viking President and CEO Patrick Healey in 1984 when he hired 18-year-old Drew McDowell to take the wheel of the first Viking demo – a 48 Convertible. Patrick knew that to be a successful sportfishing yacht manufacturer the team had to talk the talk and walk the walk.

The demo crew was – and still is - comprised of upper management and key players from the Design, Engineering and Sales teams. This enables the demo to be an engineering tool, a design tool, a sales and marketing tool and even a customer service tool. Fishing the tournaments allows us to show the boat thriving in its intended environment. The crew learns from and improves the

product, supports the Viking customer base and strengthens Viking's leading role in the sportfishing industry.

This past year saw many nuances for the demo program – a new crew, new boats, a new set of engines, a new hull color and even a new (well, it's been a while) fishing destination in the Dominican Republic.





Mates West Rivers and Thomas "Smalls" Garmany



Captain Sean Dooley

MEET THE CREW

Viking's Demo Program introduced an entirely new crew to the team in Spring 2021. Typically, as the program evolves and the demo captain takes a new role, his mate will step up to the captain position. But this year saw a pair of brand-new Charleston-based fishing professionals enter the program.

Captain Sean Dooley started fishing as a kid with his dad. He turned his angling skills into a career – he was a mate for 14 years and now a professional captain for the past six years. "This is a high-profile position," says Sean D. "There have been so many amazing guys – like Don Gemmell - who have been the demo captain. And they've all gone on to great things. I'm pumped."

Mate West Rivers grew up fishing on small boats with his family. His first job was working a sportfisher with his brother. Eventually he accepted a mating position on Frank and Mary Ellen Rodriguez's Viking 92 *Fa La Me*. He worked under captain Rob Moore for five years until the boat was sold. "I'm excited to be here," said West. "It's competitive to get on this team and the fishing is aggressive – just what I want to do. We both want to fish as much as we can."

Once the tournament season picked up, the team added mate Thomas "Smalls" Garmany to round out the roster. Smalls fished with Sean for years and has traveled

all over the world gaining experience. "He's fished more countries than most industry professionals," says Viking demo angler and Valhalla Boatworks Sales Representative Sean Healey.

Sean H. continues, "We have a tremendous team in place. Captain Sean is a great leader who takes command of the boat while West is incredibly organized and methodical. They work extremely well together. And Smalls has been an integral addition to the crew. He's not only remarkable in the 'pit' but always keeps spirits high. They each bring a unique quality to the boat, and they complement each other. It's definitely PFA - positive fishing attitude."



– Sean Healey

Viking demo angler and Valhalla Boatworks Sales Representative

“ We have a tremendous team in place... They each bring a unique quality to the boat, and they complement each other. ”





An overhead view of the 80's 217-square-foot cockpit; hooked up during the Jimmy Johnson's Quest for the Ring Championship; and the 80's bold and beautiful salon.

THE DEMO FLEET

The battle-ready Flag Blue *Viking 80* with a teaked-out cockpit and faux bulkhead and toe rail was the first demo the duo ran. “The 80 is just an impressive boat,” says Sean. “It’s the ultimate fishing platform – the handling, the speed, it’s just incredible.” Powered with twin 2635MHP MTUs and outfitted with a custom Palm Beach Towers tuna tower, the boat was stocked with an arsenal of fishing equipment and accessories. The 217-square-foot cockpit featured a Release Marine fighting chair and air-conditioned mezzanine. The flybridge held a full console of electronics from Atlantic Marine Electronics and a raised teak-clad standing platform for excellent visibility.

An impressive interior made a statement with a mixture of high-gloss walnut joinery, custom premium carpeting, rich textures and deep colors. The dinette featured a custom walnut table with black molding, bases and pedestals. The raised dinette platform maximized the view outside while also holding a pull-out drawer for rod storage. The bar area was just as striking, with custom charcoal seats and backrests featuring a Bakari Leaves pattern and Ironwood color. Reflecting on the 80 West says, “It was just a bad-ass boat.”





The 68 demo is powered with the new Caterpillar C32B 2433MHP diesels.

A transition occurred at the Fort Lauderdale International Boat Show. The 80 made her final demo appearance and hull No. 34 of the 68 Convertible series took over. The 68 was a stunner with her Shark Grey exterior and faux teak transom. Under the hood, she was powered with Caterpillar's new cutting-edge C32B 2433MHP diesels. The four-stateroom battlewagon tops out at 43.6 knots and cruises at 39 knots with these innovative triple-turbo powerplants.

"Overall performance was very good – as expected," said Viking Senior Project Engineer Bill Gibbons when asked about the 68 demo with the new CATs. "I found the engines to be smooth and quiet, particularly at trolling speed. They're very clean-running engines, and with their compact 12-cylinder footprint, access all around them in the Viking engineroom is excellent."

The demo crew takes charge of hull No. 1 of the new 64 for the winter and will fish the sailfish circuit, the Viking Key West Challenge and Bahamas. The Nardo Grey 64's layout has a natural flow, promoting socialization while providing separate gathering areas. The port-side walkway extends from the salon door to the forward VIP stateroom, bringing visual depth and providing ease of access. The interior boasts a new horizontal grain natural walnut for a fresh modern look that accentuates the joinery's beautiful radiused sections, which are particularly noticeable in the galley with its curved upper cabinetry face. With the optional MTU Series 12V 2000 M96X (2002MHP) engines, ZF 3050A marine transmissions and VEEM propellers, this 64 tops out at 42 knots with a 36-knot cruise.

Next up is a Nardo Grey 80 for the summer. They'll fish a few tournaments on the East Coast and head to Bermuda for July. She'll be back in August to fish the White Marlin Open, Pirate's Cove Billfish Tournament and MidAtlantic; then she'll be loaded on a ship for an adventure in Los Cabos, Mexico.

HANGING LAUNDRY

"It starts from the top" says Sean H. "Captain Sean sets the precedent and vibe because the day is determined by who's turning the wheel. He's a young guy but brings a lot of maturity to the table. A bad day doesn't affect him. He shakes it off and just comes back more determined."

The team hit their fishing stride at The MidAtlantic tournament. In mid-August the reels were screaming as they released a triple-header just after lines in on their first fishing day. The wild action continued with the anglers hooking fish and the crew executing. By lines out, the Viking 80 headed back to the dock with 16 white flags flying. They added five more to take Most Points White Marlin honors and Most Points Overall among a fleet of 203 boats.



The 68 had an incredible 21 days of fishing in the Dominican Republic.



An overnighter out of Cape May, New Jersey, produced an epic trip. Captain Sean's anglers released 10 white marlin and came home with a box of yellowfin – but the real story was all about the blues. The anglers cranked in three blue marlin in under four hours with the biggest estimated at 750 pounds. For the full story see page 122.

“Our whole team was fantastic this summer, it's not just one of us – it's all of us, but I'd say our angling MVP was Drew,” says Sean H. He's referring to Drew McDowell, the original demo captain who's now the General Manager of Palm Beach Towers. “He really hooked fish this summer. And Ryan racked up hours working the sonar.” Ryan Higgins joined the Demo Program in 2004, captained for 15 years and is now the Demo Program Manager and Viking Southeast Sales Manager.

Viking's Vice President of Sales Mark Waldron is also an angler on the boat and

said, “We experienced fantastic enthusiasm this summer. Everyone was motivated and eager to get out there. I'm looking forward to seeing how this team continues to develop.”

As of the printing of this magazine, the *Viking 68* is killing it in the Dominican Republic. They arrived at Marina Cap Cana and immediately went eight for eight and six for six on blue marlin. They followed that up with a grand slam and then a double slam – two blue marlin, four whites and three sailfish. Last we heard they were up to five grand slams. The boat was consistently at the top of the daily fishing report.

George and Greg Robinson from South Jersey Yacht Sales fished on the 68 in the Dominican. “The seas in Marina Cap Cana are pretty sporty but this Viking eats it up,” said George. “And this fishery is the real deal.” George's son Greg (above) achieved his first slam during the trip.

Also fishing the demo out of Marina Cap Cana was Galati Yacht Sales' Jason Lozeau. “I can't even describe the phenomenal fishing we experienced. We had a double header on blue marlin and sailfish – finished the day with six blues and a pair of sails. And caught ourselves a mahi dinner!”

NARDO IS THE NEW BLACK

“When we were developing the 64 we really wanted to bring some new features to the table,” says Sean H. One of which is a horizontal grain natural walnut that modernizes the interior. Another is Nardo Grey. “Being a fan of the automobile industry, we knew a fresh color was in order for this new model.”

Before the boat even debuted, eight owners had already chosen Nardo for their hull color. “Production provided us a Nardo Grey sample and when customers come in they go wild for it,” says Sean. 🦁





TOURNAMENT NEWS

In the Winner's Circle



Louisiana Gulf Coast Billfish Classic

Grande Isle, Louisiana –
April 26 - May 2, 2021

Vikings went one, two and three at the Louisiana Gulf Coast Billfish Classic. The Viking 61 *Devotion* released four blue marlin to win Top Release Boat. Captain Jason

Hallmark put angler Brandon Rayborn on a pair of blues, and Matthew Parson and Josh Tice each added a fish to the tally.

C-Student, a Viking 66, took 2nd Place Release Boat on time with three blues. The Viking 62 *Contrapption* was right behind them in 3rd Place with a trio of blue marlin. Scott Cooper, fishing on the Viking 80 *CE*, weighed the 2nd Place Tuna with a 127.8- pound yellowfin.



New Orleans Big Game Fishing Club Invitational

Venice, Louisiana – May 13 - 16, 2021

The 48th New Orleans Big Game Fishing Club Invitational saw clear skies but winds at 20 knots sent spray over every bow. Despite the snotty weather, Heinke Trapp's Viking 66 *Contrapption* captured the 2nd Place Team award with a blue marlin. *Contrapption's* Craig Wade was the 2nd Place Angler.

Jon Gonsoulin's Viking 70 *Done Deal* was the 3rd Place Team. *Done Deal's* famous angler Katie Gonsoulin wasn't on the boat, so Jon hopped in the chair and walked away with the 3rd Place Angler honors.



Orange Beach Billfish Classic

Orange Beach, Alabama – May 18 - 23, 2021

The Orange Beach Billfish Classic (OBBC) is one of 10 tournaments within the prestigious Gulf Coast Triple Crown Championship. This year 38 boats and more than 200 anglers competed in the OBBC, which includes tuna, wahoo and dolphin categories but is primarily a blue marlin tournament. The Viking 76 *Reel Fire* was featured multiple times on the leaderboard, including 1st Place Release, 2nd Place Tuna and 1st Place Dolphin. Angler Chris Ferrara Jr. aboard *Reel Fire* cranked in their 2nd Place Tuna with a 184.4-pound fish, and Ivan Duke caught their 1st Place Dolphin that weighed 29.2 pounds. Joey Birbeck on the Viking 66 *C-Student* weighed in a 26.8-pound dolphin for 2nd Place in that division.



Cap Cana White Marlin Tournament

Dominican Republic – May 27 - 29, 2021

A record 41 boats and 160 anglers battled it out at the Cap Cana White Marlin Tournament in the Dominican Republic. Dawn Samuels, fishing on her family's Viking 66 Enclosed Bridge *Princess Lily*, released six whites to claim the Top Lady Angler title as well as the 2nd Overall Angler honors. Boats came from Puerto Rico, Venezuela, Mexico and the United States to fish this prestigious event.



Mobile Big Game Fishing Club's Gulf Coast Masters

Orange Beach, Alabama – May 27 - 29, 2021

Coming off a strong showing at the Orange Beach Billfish Classic, the Viking 76 *Reel Fire* kept the pressure on at the Mobile Big Game Fishing Club's Gulf Coast Masters.

Christopher Ferrara weighed a 184.6 fish to claim 2nd Place Tuna while teammate Ivan Duke won the Dolphin Division with a 29.4-pounder. Joey Birbeck, fishing on the Viking 66 *C-Student* weighed a 27-pound dolphin good for 2nd Place.



Cajun Canyons Billfish Classic

Venice, Louisiana – June 1 - 6, 2021

Keith Myers Viking 80 *Fleur de Lis* lit up the Cajun Canyons Billfish Classic leaderboard. With Captain Scooter Porter at the helm, the team released three blue marlin and weighed a blue and tuna to finish as the Top Points Boat. Jeff Landry weighed the blue which was the heaviest of the event and boosted him to 2nd Place Angler. The team also claimed 3rd Place Release team based on time and Scooter was honored as the Top Captain.



Captain Jason Buck took Art Favre's Viking 92 *A Work of Art* to 2nd Place Release Boat and 3rd Place Points Boat with a trio of blue marlin releases. *Wynsong*, William Wilson's Viking 66, claimed 3rd Place Tuna with a 155.8-pound fish. Captain Allen Staples put 3rd Place Junior Angler Gavin Ward on that tuna.

The top dolphin was boated by Hunter Megarity. The 44.6-pound fish was caught on Keeley Megarity's Viking 66 *C-Student*. Buell Polk angled the 3rd Place Dolphin on his Viking 72 *Share E*.

Mississippi Gulf Coast Billfish Classic

Biloxi, Mississippi – June 7 - 13, 2021

A trio of Vikings swept the blue marlin division at the Mississippi Gulf Coast Blue Marlin Classic. *It Just Takes Time* took its time and was the last boat to roll up to the scales. Captain Chris Hood brought the Viking 72 and owner Nick Pratt's fish to the weigh station and hung the winner. The 793-pound blue marlin was the only fish the team saw, but they made it count. This is Nick's 2nd time in the Winner's Circle as he took the title last year as well.



C-Student, a Viking 66, claimed 2nd Place Blue Marlin with a 629.7-pound fish. Captain Kenny Blackman put angler Hunter Megarity on a blue that he fought for almost two hours. The Viking 80 *CE* was in 3rd Place with a 548.6-pound fish. Sixteen-year-old Scotty Cooper landed that blue, which also awarded him Top Junior Angler honors.

All In, a Viking 55, was the 3rd Place Release Boat. The Viking *Miss Virginia* claimed 3rd Place Tuna with a 179.7-pound yellowfin. Heaviest Dolphin went to the Viking 62 *Blue Water* with a 48.7-pound bull and *Crawgator*, a Viking 61, took 2nd Place.

The Big Rock Blue Marlin Tournament

Morehead City, North Carolina – June 11 - 19, 2021

It was a wild week at the Big Rock Blue Marlin Tournament with the leaderboard seeing a flurry of activity. When the scale finally settled, Kevin Summerville's Viking 65 *Outnumbered* received a six-figure check for their 3rd Place Blue Marlin. Captain James Breen helped angler Billy Thompson wind in the 512.4-pound fish. "I love being here," said Billy. "The fishing was fantastic, and James is a great captain. He put us right on the fish and all I had to do was reel it in."

The 63rd-annual event saw the largest-ever fleet of 270 boats. The Viking 58 *Following Seas* got the ball rolling with the first fish after taking delivery just a week prior to the event. Captain Charlie Vanderbeck brought the week-old boat to the scales and weighed Kirk Kellogg's blue marlin at 448.8 pounds.



Emerald Coast Blue Marlin Classic

Sandestin, Florida – June 23 - 27, 2021

High Cotton, a Viking 92, won the biggest payout in the Emerald Coast Blue Marlin Classic. The team, led by owner Pete Bell, Captain Allan Legge and angler Cliff Mountain, boated the largest fish of the week, a blue that tipped the scales at 681 pounds. Cliff also claimed the Top Angler award.

Owner/angler Josh Tice, captain Jason Hallmark and the team aboard *Devotion*, a 61 Viking, captured 2nd Place with a 471.2-pound blue marlin. The Viking 68 *Briar Patch*, owned by Dennis Adams, rounded out the category in 3rd Place with Jarret Johnson's 411.7-pounder.

Breathe Easy, with owner Matt McDonald and captain Patrick Ivie at the helm of the Viking 72, scored four blues to earn Top Release team and Top Crew. *Wynsong*, a 66 Viking owned by Will Wilson and captained by Allen Staples, was the 3rd Place Release Team with three fish.

In the Tuna Division, *Quick Time* came out on top based on owner/angler Robert Burroughs 231.3-pound yellowfin, a new Emerald Coast record. The 3rd Place Tuna was caught on *Done Pickin'*, a Viking 56. Payton Wainwright cranked in the 153.3-pound yellowfin for the honors.

"It was a great week with some quality fish brought to the scales, including a new Emerald Coast record tuna," said Tournament Director Jason Draughn. "The weather cooperated, and I'd like to thank all 88 teams for fishing with us."



Pensacola International Billfish Tournament

Pensacola, Florida – June 30 - July 4, 2021

After taking the 1st Place Release honors at the Emerald Coast Blue Marlin Classic, Matt McDonald's Viking 72 won Tournament Champion Boat at the 50th Annual Pensacola International Billfish Tournament. The team released two blues, a white and weighed a dolphin for the accolades in this Gulf Coast Triple Crown Championship sanctioned tournament.

The Viking 61 *Devotion* claimed 2nd Place Boat with two blue releases and a pair of weighed dolphin. Rachel Elsensohn, fishing on the Viking 62 *Da' Grits*, hung a 29.8-pound dolphin to take 3rd place in that division and Top Lady Angler.

Paul McMullen released a blue, and Chris Lecroy added the 1st and 3rd Place Wahoo for 2nd Place Club Boat for the Viking 56 *Just The Tip*.



Bermuda Billfish Blast

Bermuda – July 3 - 7, 2021

Osceola, a Viking 74 led by owner Alexander Fanjul with captain Robert Hollingsworth, came from behind to win the Bermuda Billfish Blast, the first leg of the Bermuda Triple Crown. Oliver Fanjul released one blue marlin on both the first and second days of fishing, but *Osceola* trailed heading into the final day. On Day 3 *Osceola* released their third blue marlin at 8:59am, closing the gap. At 11:30am *Osceola* called in a doubleheader with anglers Nick Cabral and Oliver doing battle. That pair of releases pushed team *Osceola* to win the event.

Just a Dog, a Viking 62 led by owner and captain Mike Farrens, enjoyed an epic first day of fishing releasing four blues and a white to place 2nd in the tournament. Chase Farrens was on the rod for all four to earn Top Angler.



Offshore Showdown

Cape May, New Jersey – July 7 - 10, 2021

Congratulations to John Dougherty and the team on his Viking 52 *Outrage*. The crew claimed 1st Place Marlin Points and 2nd Place Overall at the Offshore Showdown based out of Cape May, New Jersey. Right behind them was the Viking 61 *Wish You Were Here* with 2nd Place White Marlin Points and 3rd Place Overall Points. Third Place White Marlin Points went to the Viking 64 *Judge. Marlin Hunter*, a Viking 52, took 2nd Place Tuna Points.



Jimmy Johnson's Quest for the Ring Championship

Atlantic City, New Jersey – July 12 - 17, 2021

Viking covered the leaderboard at the inaugural Jimmy Johnson's Quest for the Ring Championship fishing week in Atlantic City. Boats and anglers earned positions in virtually every category. In Viking's own backyard, David Johnson took home the Heaviest White Marlin with a 73.3-pounder aboard the Viking 62 *Business*.

Michael Jordan, owner of the Viking 80 *Catch 23*, weighed in a 70-pound white marlin that claimed 3rd Place, and captain Stetson Turney led the team to 1st Place Release with one blue and a dozen whites. Captain Bill Davis behind the wheel of the Viking 62 *Polarizer* took his team to 2nd Place Release with one blue and seven whites.



In the Tuna Division, Kevin Pintozzi on the Viking 48 *Random Chaos* landed the 2nd Place fish weighing in at 215 pounds. The winning 36.7-pound dolphin was hooked by Jake Emche, fishing aboard *Fish On*, a Viking 48. Captain Tim Tanghare brought Doug Allen's Viking 62, *Big Oil*, to the scale with the 3rd Place Dolphin.

Blue Marlin Grand Championship

Orange Beach, Alabama – July 14 - 17, 2021

The Blue Marlin Grand Championship is packed with energy and anticipation as the finale of the acclaimed 10-tournament Gulf Coast Triple Crown Championship. This year's 2nd Place Grand Champion Boat was the Viking 55 *All In*. Captain Blake Bridges put Gregg Trenor on four blue marlin to take the 2nd Place Boat and 1st Place Release team. Second Place Release went to Jon Gonsoulin and his team on the Viking 70 *Done Deal* with a trio of blue releases.

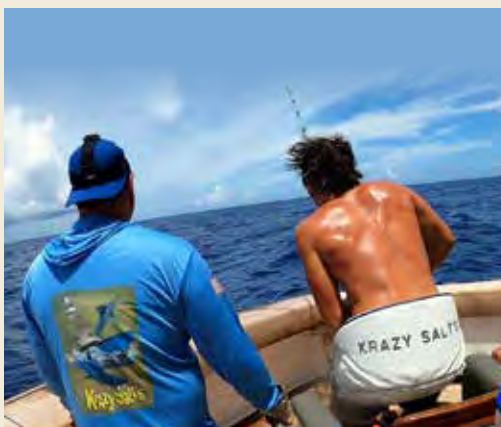
The Viking 48 *Pearl*, last year's Triple Crown and Blue Marlin Grand Champion winner, weighed the 2nd Heaviest Blue Marlin with Joseph Yarborough's 572.2-pound fish. *Meat Dealer*, a Viking 52, claimed the 3rd Heaviest Tuna with a yellowfin at 146.4 pounds. The Top Dolphin went to the Viking 66 *Wynsong's* 32.8-pounder.



Bermuda Big Game Classic

Bermuda – July 14 - 18, 2021

The big girls came out to play at the Bermuda Big Game Classic. The Anderson family's Viking 80 *Krazy Salt's*, with captain Keith Greenberg at the wheel, released four blue marlin for the Top Boat honors. Joe Rahman's Viking 80 *Auspicious* was the 2nd Place Team with three blue marlin, two whites and the 1st Place Tuna weighing in at 107.6 pounds.



Gulf Coast Triple Crown Championship

Orange Beach, Alabama – July 17, 2021

Hats off to the crew on *Devotion* – the 2021 Gulf Coast Triple Crown Champions. After slugging through the 10-tournament series, Josh Tice's Viking 61 was crowned the champ with Jason Hallmark at the helm and mates Tyler Matherne, Ben Arnold and Blake Norwood on the assist.

Devotion's biggest series win was a 1st Place finish at the Louisiana Gulf Coast Billfish Classic where the team released four blue marlin and weighed a 683-pound bluefin tuna. They claimed 2nd Place Blue Marlin at the Emerald Coast Billfish Classic and 2nd Place Boat at the Pensacola International Billfish Tournament. This series brings out the best of the best seeking the most sought-after championship in sportfishing.



Galati Yachts Billfish Blast

Anna Maria Island, Florida – July 20 - 24, 2021

It was *Twisted Bills* for the win at the Galati Yachts Billfish Blast. The Munyan family's Viking 56 released two blue marlin to claim Top Boat. Right behind them in 2nd Place was *Team Galati*, fishing a Viking 70, with one blue. The Viking 56 *For Now* grabbed 3rd Place with a blue marlin release, completing the division sweep for Viking.

For Now weighed the 1st and 2nd Place Tunas at 20.8 and 20.5 pounds and the 2nd Place Wahoo with a 39.3-pound fish. *Miss Elizabeth*, a Viking 61, had the Heaviest Wahoo of the event with a 51.3-pound 'hoo and the 2nd Place Swordfish at 99.7 pounds. *Team Galati* weighed the 2nd Heaviest Mahi at 24.9 pounds.



Houston Big Game Fishing Club's Lone Star Shootout

Port O'Connor, Texas – July 20 - 25, 2021

Babe Appling's Viking 74 *Bimini Babe* rolled up to the weigh station with a 118-inch blue marlin at the Houston Big Game Fishing Club's Lone Star Shootout. Angler Lee Weidner's fish tipped the scale at 549.5 pounds and claimed 1st Place.



The Viking 55 *Sarvo* weighed the 3rd Place Dolphin at 27.5 pounds. *Sea Trial*, a Viking 48, claimed 3rd Place Wahoo with a 34.5-pound fish. Top Junior Angler was awarded to Weston Rhodes on the Viking 55 *Walk West*.

Key West Marlin Tournament

Key West, Florida – July 21 - 24, 2021

Congratulations to the Viking 68 *Sea Hawk*. The *Sea Hawk* team won the 39th Annual Key West Marlin Tournament with their blue marlin release. The event is held in the spirit of the legendary Ernest Hemingway and features world-class fishing, festivities, parties and awards dinner.



Yacht Club of Stone Harbor Marlin Invitational

Stone Harbor, New Jersey –
July 22 -24, 2021

Right off their win at the Bermuda Big Game Classic, the *Krazy Salt's* team was back at it! Captain Keith Greenberg led the Anderson family's Viking 80 to the top of the leaderboard at the Stone Harbor Marlin Invitational with 16 white marlin releases. Dan Pettit racked up six of those, earning him the Top Angler title, while teammate Eric McDowell released four to claim 3rd Place Angler. The boat received the Warren Buckingham Memorial Trophy, and Keith was honored with the Walt Hendee Captains Award.



Quick Raise, a Viking 72, took 2nd Place Boat with eight releases. Ron Davis, fishing on the Viking 52 *Outrage*, was the 2nd Place Angler.

Swordfish Cup

Worldwide – July 24 - 25, 2021

Defiance won the global Swordfish Cup for the second year in a row! Captain Guy Southerland, behind the wheel of the Viking 64 put Greg Haliday on a broadbill off the coast of New Zealand. Weighed at the Shangaroa Sport Fishing Club, the sword registered 318.5 pounds, was 86 inches long and had a girth of 49 inches. Greg wound the fish in on a 130-pound class conventional reel.



Ocean City Marlin Club's Ladies' Tournament

Ocean City, Maryland – July 29 - 31, 2021

Dick Mumford's Viking 72 topped the leaderboard at the Ocean City Marlin Club's Ladies Tournament, better known as the Heels & Reels event. The ladies on the *Knot Again* released four white marlin to win the Billfish Release title. The Viking 62 *Business* claimed Top Dolphin with a 17.6-pound fish.



White Marlin Open

Ocean City, Maryland – August 2 - 6, 2021

A \$9.2 million purse was plenty of motivation for the 444 boats that fished the White Marlin Open based out of Ocean City, Maryland. And *SandBob* came ready to play. Bob Moss's Viking 72 released two blue marlin and six whites to claim 3rd Place Boat and 3rd Place Release Boat. Chad Moss hooked two of those blues and a pair of the whites to claim the 2nd Place Angler of the event.

Right on their heels, the Anderson family's Viking 80 *Krazy Salt's* hung a blue marlin and eight white marlin flags for 4th Place Boat and 4th Place Release Boat. Frank Sinito Jr., fishing on the Viking 62 *Irene*, released one blue marlin and four whites for 4th Place Angler. Lawrence Aliseo, angler on the Viking 70 *Goin In Deep*, released five of the boat's seven white marlin for 10th Place Angler.



The White Marlin Open donated 1,700 pounds of fish to local food pantries and soup kitchens. "This is a big part of our strategic plan - to get more nutritious food in the community, and providing fresh fish like this is really an ideal way to meet our goal," said Butch Langenfelder, the Food Sourcing Manager for the Maryland Food Bank.

Texas Legends Billfish Tournament

Seabrook, Texas – August 4 - 8, 2021

Walk West for the win – again! Last year Riley Rhodes' Viking 55 *Walk West* not only won the Texas Legends Billfish Tournament but did it with a record-breaking 737-pound blue marlin. This year captain Raleigh Morrison did it again with three blue marlin releases. They earned the team Overall Blue Marlin points and Overall Billfish Points giving *Walk West* back-to-back wins.

Second Place Blue Marlin points were awarded to Richard Wieschwill's Viking 45 *Mi Nova* with a blue marlin release. The Viking 72 *Pozo Seco* weighed a 55-pound fish for 3rd Place Yellowfin Tuna, and the Viking 62 *Amigo* won the Wahoo division with a 27-pound fish.



Texas Billfish Classic

Freeport, Texas – August 10 - 14, 2021

Derek Dick caught a record-breaking wahoo at the Texas Billfish Classic. Fishing on the Viking 72 *Pozo Seco*, Derek weighed in a 72-pound 'hoo to win the category. *Pozo Seco* angler Cody Spencer weighed the 2nd Place Tuna with a 58.5-pound fish. The Viking 50 *Pass It On* took 3rd Place Tuna with a 43.5-pounder. The Top Lady Angler was awarded to the Viking 74 *Draggin Up's* Kennedy Heule after she released a pair of blue marlin.



Beach Haven Marlin Tuna Club White Marlin Invitational

Beach Haven, New Jersey – August 11 - 14, 2021

The *MACK 900* team claimed 3rd Place Overall Billfish Points at the Beach Haven White Marlin Invitational. The 46 Billfish released a blue and white marlin to clinch that spot as well as Most Combined Points. William McGovern cranked in the white marlin to claim Top Junior Angler.

The Viking 62 *Lovin Life* released four white marlin to claim 2nd Place Release Points while *Business*, also a Viking 62, hung three white flags for 3rd place Release Points. *Irish Twin*, a Viking 55, weighed a 13.5-pound dolphin to take 2nd in that category.



Manasquan River Marlin & Tuna Club's Offshore Open

Brielle, New Jersey – August 27 - September 4, 2021

Continuing a strong tournament season, the Viking 62 *Polarizer* was the top White Marlin Release Boat hanging eight flags at the Manasquan River Marlin & Tuna Club's Offshore Open. Top Blue Marlin Release Boat went to the Viking 55 *Irish Twin*.

Canyon Runner, a Viking 48, took 3rd Place Tuna honors with a 240-pound big eye. The Viking 60 *Caitlin* claimed Top Tuna Stringer with their combined haul of three yellowfin weighing 155.1 pounds. *Caitlin* had the 2nd Place Longfin with a 44.7-pound fish, and the Viking 46 Billfish *MACK 900* finished in 3rd with a 41.3-pound longfin. *Pipe Dreamer*, a Viking 70, finished in 3rd Place in the Mahi Stringer category with three fish totaling 47.4 pounds.



The MidAtlantic

Cape May, New Jersey &
Ocean City, Maryland –
August 15 - 20, 2021

The Viking fleet rose to the occasion at the 30th Annual MidAtlantic. There was a Viking on practically every leaderboard, and not only did the *Viking 80* win Most Points Overall and Most Points White Marlin but *Pipe Dreamer* and *The Right Place* swept the Heaviest Tuna division.

BLUE MARLIN

Larry Hesse's Viking 70 *Goin' In Deep* got the party started on Day 1. Captain Walt Harmstead was the first boat to check into the weigh station with a 681-pound blue marlin reeled in by Mike Cassidy. That blue stayed on the leaderboard for the five-day event, claiming 3rd Place.

HEAVIEST WHITE MARLIN

Captain Andrew Dotterweich was behind the wheel of Todd Willard's Viking 48 *Fish On* when angler Josh Jasper hooked up with a white marlin. That fish weighed 75 pounds and claimed 3rd Place.

MOST POINTS WHITE MARLIN

The *Viking 80* demo layed Day 1, but Captain Sean Dooley turned the cockpit into a mosh pit on Day 2. The reels were screaming as the team released a triple-header shortly after lines in. The furious action continued and the team executed perfectly, ending the day with 16 white flags flying. They added five more to the tally to take the Most Points White Marlin honors as well as the Most Point Overall title.



HEAVIEST TUNA

The Heaviest Tuna division saw dozens of big eyes and yellowfin weighed but Chip Caruso's Viking 70 *Pipe Dreamer* dominated the leaderboard. Captain Bryan Boyle put Chip and Andy Confortino on big eyes of 235 and 227 pounds to take 1st and 2nd Places. Bob Hugin aboard his Viking 62 *The Right Place* finished in 3rd Place with a 188-pounder.

MOST POINTS TUNA

The Right Place, with captain Evan Millas at the wheel, cranked in eight tuna for a record of 626 points and 1st Place. *Pipe Dreamer* was 2nd Place with 231 points.

HEAVIEST DOLPHIN

Shon Craig's Viking 80 *Amarula Sun* shook up the final day when captain Dan Veid brought in Gerry Imparato's 1st Place Heaviest Dolphin at 45 pounds. Ken Hager's Viking 50 *Taylor Jean* also took part in "Moving Day", with Robert Wagner showing up with a 36-pounder at the docks good for 2nd Place.

HEAVIEST WAHOO

Amarula Sun's 57-pound wahoo caught by Gerry Imparato on Day 3 stayed on the board and finished in 2nd Place.



FUN FACTS

Goin' In Deep's 3rd Place Blue Marlin would have won the Heaviest Blue Marlin category 22 out of the past 30 years of the tournament. In 2017 *Goin' In Deep* claimed Heaviest Blue Marlin with a 680-pound fish – one pound shy of this year's 3rd Place Blue.

The Right Place claimed a new record for tuna points. The team weighed eight fish for a combined weight of 1,252 pounds - each pound earns .5 points.

This year set a record number of boats for the event. The fleet of 203 boats eclipsed last year's record of 183. Last year's purse was \$4 million, and this year grew to a high of \$5.9 million.

Mobile Big Game Fishing Club's Labor Day Invitational

Mobile, Alabama – September 2 - 6, 2021

Breathe Easy boated just two fish at the Mobile Big Game Fishing Club's Labor Day Invitational – but they were the right ones. With Captain Patrick Ivie behind the wheel, Craig Smith cranked in a 584.2-pound blue marlin aboard Matt McDonald's Viking 72 to win Heaviest Blue Marlin. *Breathe Easy* angler Brian Leiser caught the Heaviest Tuna, a 181.6-pounder.



Jake Glass and Zac Taylor each hooked four white marlin to push the Viking 72 *Fleur De Lis* to 3rd Place Release Boat. The Viking 61 *Devotion* took 2nd Place Wahoo with Blake Shelton's 34-pound 'hoo. Top Dolphin went to the Viking 52 *Code Blue* with Mackenzie Park's 23.6-pound fish.

Top Junior Angler was Brantley Adams, and Mary Katherine Adams was the 3rd Place Lady Angler. Aboard the Viking 68 *Briar Patch*, Brantley released three whites while Mary Katherine released a pair.

Cape May Marlin & Tuna Club's Labor Day Overnighter

Cape May, New Jersey – September 3 - 5, 2021

The *Viking 80* demo had a banner trip fishing the Cape May Marlin and Tuna Club's Labor Day Overnighter. On Day One, Captain Sean Dooley's anglers went six for nine on white marlin – but the real story was all about the blues. A 250-pound blue marlin bit a 50-pound pitch bait and a 500-pounder hooked up on an 80-pound pitch. And just before the crew was about to call lines in, Pat Healey got a bite on another 80 pitch bait. He passed the rod over to Justin Healey who cranked in a blue marlin estimated at 750 pounds.

At first light on Day Two, the alarm rang with a triple-header on white marlin. The team released two of those whites and added another pair for a final tally of three blues, 10 whites and a box of yellowfin. "It was an epic trip," said angler Joe Coyle. "Any day you hang three blue flags is an unbelievable day." The team was rounded out with anglers Sean Healey, Drew McDowell, Eric McDowell and Mike Penza and mates West Rivers and Tom Garmany.



MONGO Offshore Challenge

Gulf Coast, May 1 – September 30, 2021

A combination of Vikings dominated the 2nd Annual Mongo Offshore Challenge with 1st Place finishes in the Blue Marlin, Swordfish, Tuna and Mahi divisions. *It Just Takes Time* weighed the heaviest blue marlin with a 793-pound fish cranked in by Nick Pratt on his Viking 72. The Viking 92 *High Cotton* took 3rd Place Blue with a 681-pounder. *Fleur de Lis*, a Viking 80, won the Swordfish category with Zac Taylor's 271.9-pound sword during a three-day fun fishing trip focused on white marlin – which switched over to swords at night. The 3rd Place Swordfish was awarded to the Viking 64 *Titan Up* with their 254.1-pound target. A 231.1-pound yellowfin won the Viking 70 *Quick Time* 1st Place Tuna. *C-Student*, a Viking 66, claimed 1st Place Mahi with a 44.6-pound fish.



The 132-boat fleet represented all five Gulf Coast states with more than 2,000 anglers. Teams competed as often as desired for five months with weights collected from 20 official weigh stations and approved big game tournaments throughout the Gulf. This event is challenging because the minimum size limits are set high. For example, a blue marlin must be a minimum of 118", this makes the weighed fish huMONGOus.

GOOD STORIES START HERE



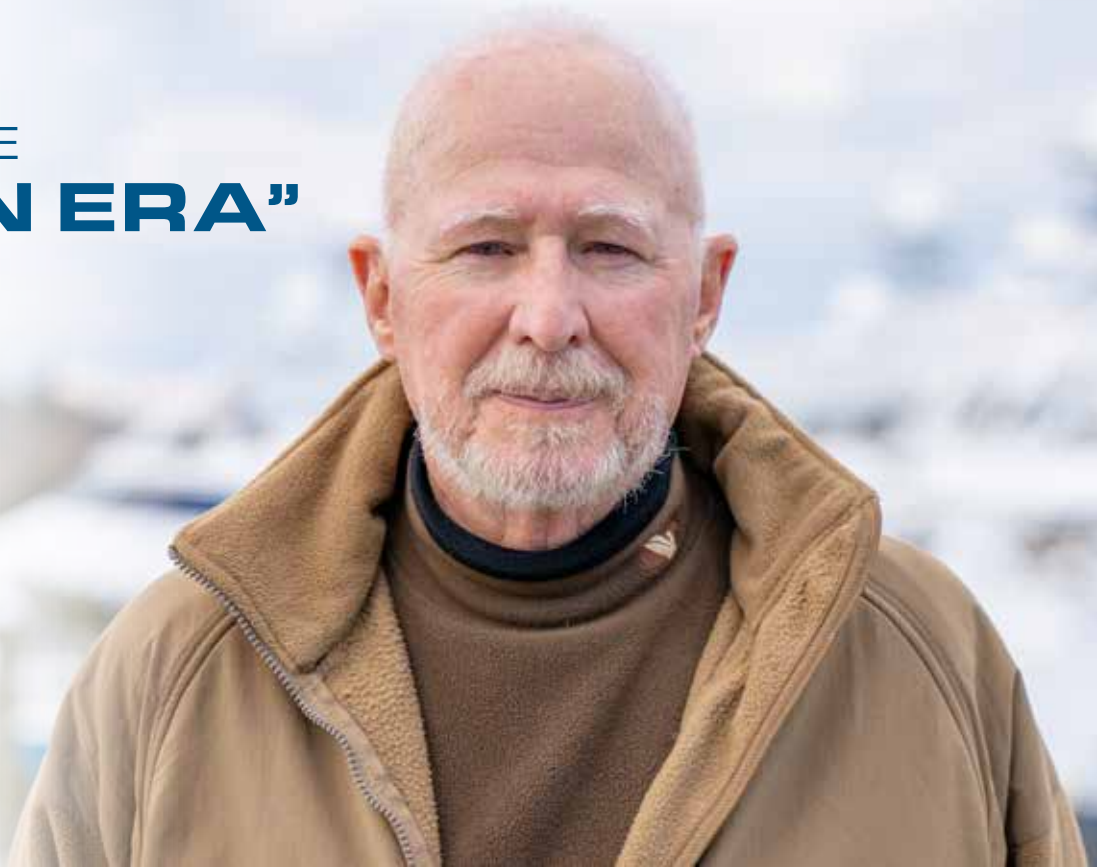
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RECREATIONAL FISHING ALLIANCE “END OF AN ERA”

**After a Quarter Century,
Jim Donofrio Retires**



[JOINRFA.ORG](https://joinrfa.org)

The Recreational Fishing Alliance (RFA) has announced that Jim Donofrio, Executive Director and Founder, is retiring effective December 31, 2021. Jim has been the driving force behind the RFA for over 25 years.

Says Jim, “It’s been an honor to lead and grow the Recreational Fishing Alliance. We’ve worked hard to safeguard anglers’ rights for more than a quarter of a century, but now it’s time for me to hang up my lobbyist hat for some waders and a shot gun and enjoy some time in the duck blind with my family and friends and my yellow lab, Joplin. I leave the RFA in the very best hands with new interim Executive Director, John DePersenaire, former RFA Fisheries Policy & Science Researcher.”

A full-time professional captain in the 1990’s, Donofrio was logging hundreds of onboard hours per year when he became intimately aware of how regulations impact coastal fishermen, business owners, manufacturers and retailers. These insights spurred him to create the first IRS recognized 501(c)(4) political action



organization focused squarely on the needs of saltwater anglers, the recreational fishing industry and America’s marine resources.

Under Jim’s leadership, the RFA achieved victory after victory for the recreational fishing industry. It all began in 1996 when Jim





As Jim became more involved in running fishing boats, he became concerned with the lack of cohesive efforts to protect fisheries. He would go on to fight for the recreational angler in our nation's capital for 25 years.



took up the fight over the National Marine Fisheries Service's (NMFS) decision to reopen the Exclusive Economic Zone (EEZ) waters outside three miles to the commercial harvest of a rebounding striped bass stock. This decision would have had disastrous implications for the future of the economically valuable striped bass fishery. Galvanizing a coalition of individual anglers, advocacy groups and government allies, Jim pressured the NMFS to maintain the closure for the health of the striped bass stocks.

"The RFA has been instrumental in the recovery of recreational white marlin and Atlantic sailfish stocks, has worked tirelessly to mitigate the damage of wind farms to the recreational fishing industry and has been influential in efforts to keep anglers fishing during the pandemic. Jim has always been a passionate voice at the forefront of the fight," said RFA Chairman of the

Board, Bob Healey Jr. "His ability to predict the impacts of legislation and regulatory action will be sorely missed by the entire recreational fishing community. It's the end of an era."

After founding the RFA in 1996, Jim went on to establish and maintain strong working relationships with members of Congress – on both sides of the aisle – as well as with fishery managers and scientists during a 25-year political career. Recognizing that coastal fishing issues were non-partisan in nature, Jim worked effectively alongside democrats and republicans alike and was invited to testify before Congress numerous times on behalf of the recreational fishing community.

"There's no better advocate for New Jersey's fishing industry than my friend Jim Donofrio," said Congressman Frank Pallone (D-NJ). "In the 27 years that I've

known him, he's always been dedicated to fighting for the recreational fishing industry in our state. He has worked to make sure that fishing regulations were based on facts and were fair to the hardworking fishing communities along the Jersey Shore. I wish him all the best for a relaxing retirement."

According to the RFA, Jim will further assist the Board with the organizational transition into 2022.

Founded in 1996, the Recreational Fishing Alliance was the first national grassroots political action organization established to represent the rights of recreational fishermen and the recreational fishing industry on marine fisheries issues. The RFA's mission is to safeguard the rights of saltwater anglers, protect marine, boat and tackle industry jobs and ensure the long-term sustainability of our nation's saltwater fisheries.



VIKING YACHT SERVICE CENTER

Viking's Southern Arm



One of the many benefits of joining our family as a Viking or Valhalla owner is access to our designated service facility – the Viking Yacht Service Center (VYSC) in Riviera Beach, Florida. Just minutes from Palm Beach Inlet, this full-service yard is your one-stop service and upgrade center.

The VYSC is one of several subsidiaries that are part of Viking's industry-leading vertically integrated company. Our corporate strategy allows us to maintain control of design, manufacturing, distribution and service of our products for the very best customer experience.

We are the only boat manufacturing company that provides its owners with a convenient, strategically-located satellite facility dedicated to the service and maintenance of their boats. With nearly 200 employees, 50 in-water slips, a pair of 150-ton Travelifts and two waterfront locations, the VYSC has the machinery, manpower and facilities to get the job done correctly and on time. Much of the VYSC's

work is completed inside the immense 18,750-square-foot work facility.

The service center handles everything from bottom paint jobs, fiberglass repairs, engine replacement, running gear and engine alignment service, applications of performance coatings, air conditioning and custom electrical services, Seakeeper installations and much more. And it's all accomplished with an attention to timeliness and budget.

The VYSC also utilizes the Viking International Yacht Center a block and a half away. This facility, referred to as the "I Yard," is used by the Viking subsidiaries Palm Beach Towers and Atlantic Marine Electronics.



VIKING YACHT SERVICE CENTER

1550 Avenue C Riviera Beach, Florida 33404
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VALHALLA BOAT SALES

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SHIMANO



VIKING YACHTING CENTER

Bass River's Family Marina

The Viking Yachting Center not only cultivates a family friendly marina environment but also offers a host of offerings for their boaters.

MARINA

The Marina features 250 deep-water slips for boats up to 50 feet. Water, electric, Wi-Fi and digital cable TV are all available. Amenities include floating docks, a freshwater swimming pool, picnic tables, barbecue areas and an air-conditioned restroom/bath house. Dogs are welcome at The Marina with plenty of open space for walks and play time.

Seasonal and transient slips are available as is winter storage and spring commissioning. The Marina office includes a fully stocked ship's store. An easy-approach fuel dock with gas, diesel, ice and pump out is conveniently located on the property.

SERVICE DEPARTMENT

The Marina's Service Department is

comprised of a team of Viking trained technicians at the ready! Routine maintenance like cleaning and waxing are an option but the crew is proficient at bottom and hull painting, interior carpentry, fiberglass repairs, cockpit mezzanines, engine and generator tune ups and replacements and air conditioning service. The Service Department is open year-round for spring commissioning, summer repairs and full winterizing needs.

For electronic needs and service, Atlantic Marine Electronics is onboard with technicians standing by. Palm Beach Towers is available for fabrication of towers, hardtops and other accessories. A pair of Travelifts can handle boats up to 85 tons and a forklift is quick to launch and retrieve boats.

VALHALLA BOAT SALES

New Jersey's largest Contender dealer and authorized dealer for Valhalla Boatworks

is now also pleased to offer Sportsman – a timeless lineup of family friendly center consoles and bay boats. Valhalla Boat Sales professional staff can put you in the boat of your dreams. Whether it be a new Contender, Valhalla Boatworks or Sportsman – or a clean brokerage boat, Valhalla Boat Sales has you covered. They also provide insurance, financing and qualified surveys.

BREEZES DOCK BAR & GRILL

This hidden treasure is tucked away in the Viking Yachting Center and located on the Bass River. Breeze's Dock Bar and Grill is a family run restaurant and bar with both indoor and outdoor seating. A true locals' hideaway that offers casual waterfront dining, fresh local seafood and live music on the weekends. Whether you are planning a day out for drinks with friends and family or a night out, let Breeze's be your spot. 🍷

VIKING YACHTING CENTER

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

ATLANTIC MARINE ELECTRONICS

609.296.8826
atlantic-me.com

BREEZES DOCK BAR & GRILL

609.296.0372
breezesdockbarandgrill.com

PALM BEACH TOWERS

561.493.2828
pbtowers.com

VALHALLA BOAT SALES

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

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DEALER SPOTLIGHT PW MARINE

Bermuda Bound

The Viking Yacht Company is pleased to announce that Valhalla Boatworks and Viking Yachts have expanded their dealer network to Bermuda with the addition of PW Marine, owned and operated by The Waterfront Group, a renowned six-generation family business dedicated to the archipelago's boating, fishing and leisure lifestyle.

"We are delighted to represent the Viking Yacht Company and Valhalla Boatworks in Bermuda," said William Cox, President of The Waterfront Group. "To be associated

with Viking and the Healey family is an honor that represents the values of quality that our families share."

"This was a perfect partnership just waiting to happen," said Viking President and CEO Pat Healey. "When it comes to Bermuda, the Cox family has everything boat owners could ever want."

"We're very excited about the potential for our Viking Billfish Series in the Bermuda market," says Pat. The Billfish fleet consists of the 38 BF, 38 BF Open and 46 Billfish.

"This partnership expands our global distribution into an area that's truly ideal for both our Valhalla center consoles and Billfish sportfishing boats."

PW Marine also operates The Waterfront Marina, which offers boat owners convenient access to the island's most central and prestigious full service docking facilities. The marina is no stranger to Vikings, and recently provided a berth for *Krazy Salt's*, the Viking 80 that won the 2021 Bermuda Big Game Classic and Stone Harbor Marlin Invitational. 🐟

The PW Marine logo, featuring the letters "PW" in a bold, blue, sans-serif font, followed by the word "Marine" in a blue script font. A blue wavy line underlines the text.





DEALER NEWS

The Best in the World



Artemisa Yachts, Viking's authorized dealer in Venezuela, is in the swing of boat show season. The

energetic team is excited to show off the Viking fleet, especially the new 64 Convertible and Valhalla Boatworks V-46.

When the shows are over, Artemisa kicks it into tournament gear. They are again proud to sponsor three fishing events as tournaments are a highlight as the fishing is always excellent and the Artemisa staff

enjoys spending time with customers on the water.

Their strong service program keeps them busy with locations in Puerto La Cruz, Higuerote, La Guaira and Tucacas. Artemisa has you covered at your homeport or while on holiday.

ArtemisaYachts.com



Bluewater Yacht Sales was excited to see several new Vikings and Valhallas delivered just in

time for the summer tournament season. It was a sight to see the Viking 72 *Mercenaria* next to the 72 *Knot Done Yet* and a new Valhalla 37 at the White Marlin Open in Ocean City, Maryland. Bluewater was grateful for the time spent with the crew of the Viking 80 demo team, who competed alongside customers and staff at The Big Rock Blue Marlin Tournament, White Marlin Open and the Pirate's Cove Billfish Tournament. After a year without events, it was exciting to feel the energy from having everyone together again.

Shortly after the Mid-Atlantic events concluded with the Virginia Beach Billfish Tournament, Bluewater launched the fall boat show season at the Wilmington Boat Show. This event was the platform to announce their newest location in downtown Wilmington, just steps away from the site of the show. The office is nestled in the heart of the downtown's thriving Riverwalk District, within a new development at Port City Marina. This expansion allows them to strengthen their team, with the addition of Todd Anderson and Preston Frieze as Sales Professionals serving the market alongside established industry veterans.

One week later, the crew moved north to Annapolis, Maryland, to take part in the most anticipated event in the Mid-Atlantic – the return of the United States Powerboat

Show. Bluewater was lucky to have a new Viking 46 Billfish on display, and the line to board the boat was endless. Customers were enthusiastic to return to the show after a year away, and the docks were packed from start to finish.

This year's show saw the introductions of two members to the sales team with Chase Sutton joining the Annapolis location, and John Prather joining the Ocean City, Maryland, location. Bluewater is proud to have expanded their footprint with new offices in Annapolis, Wilmington and Virginia Beach this year, as well as increasing the team with several sales professionals and administrative staff. They look forward to continued growth and plan to build on success with Viking and Valhalla Boatworks.

BlueWaterYachtSales.com



The summer season was full of excitement for CFR Yacht Sales. The San Juan Inter-

national Billfish Tournament, sponsored by CFR and Viking Yachts, saw the fleet release 66 blue marlin over three days

of fishing. Rafi Nido claimed 2nd Place fishing on his Viking 61 *Passion* while the International United States Team, represented by Carlos Luis Rodriguez, Rhamses Carazo and Bruce Sheer, finished in 1st Place. Congratulation to all anglers for another year of successful fishing.

CFR had an excellent 2021 selling year with two Viking 68 models, a Viking 38

Billfish and a Viking 48 Convertible slated for early 2022 delivery. Once again, the entire CFR team thanks its customers and the Viking family for their continued support throughout the year. In the coming year, CFR is committed to providing the very best experience and support to customers.

CFRYachtSales.com



FORTUNA YACHTING

Fortuna Yachting, established by Murat Iyriboz,

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

brings together 40 years of boating and fishing experience with the world's leading yachts and center consoles. FortunaYachting.com

GALATI YACHT SALES

Galati Yacht Sales has much to look forward to with their

expansion to the West Coast of the United States. As of October, 2021, Galati Yacht Sales has assumed the Viking Yachts and Valhalla Boatworks brands from Stan Miller Yachts, the previous authorized Viking Yachts and Valhalla dealer on the West Coast.

This acquisition expands their current operations to 16 locations serving the entire Gulf of Mexico (Florida, Alabama and Texas), Mexico and Costa Rica to the Western United States, including California, Oregon, Washington, Alaska and Hawaii.

Galati is excited to welcome the entire Stan Miller team as all current offices remain open, including locations in Long Beach, San Diego and Seattle. The Galati team understands the Southern California market and respects the reputation and dedication that Stan Miller Yachts has established over the last several decades. With long-term ties in Cabo San Lucas, Team Galati has a solid foothold within the boating community on the West Coast.

"We are extremely excited about this opportunity," states Carmine Galati of Galati Yacht Sales. "This new endeavor allows us to focus on customers who enjoy sportfishing and cruising, delivering the dream of providing the best sportfish, center consoles and service available on the

water today — allowing them to enjoy the experience on a whole other level."

In addition to their West Coast update, Galati's Naples office moved locations to the Naples Bay Resort & Marina. The move better positions them to sell boats and service their consumer base in the Naples area. They are now excited to offer an on-the-water sales location and boat slips to assist customers.

The office change comes after securing a new centralized customer support location in Fort Myers last December. By re-locating and expanding the Naples customer support center to South Fort Myers, they extended their yacht services from Marco Island to Charlotte Harbor. Currently, Galati has four service operations — Anna Maria Island, Tampa, Destin and Fort Myers, Florida.

In other news, Galati Yacht Sales was honored to support the Billfish Foundation's 2021 "Out of this World" Sportfishing Gala & Fundraising party. The Billfish Foundation celebrated 35 years of billfish conservation while honoring those who have helped shape the organization. All proceeds went toward the organization's educational, research and conservation programs.

Fishing holds a special place in the hearts of many at Galati Yacht Sales but they want to highlight one person who continues to exceed expectations in the Texas Marine Industry — Galati yacht broker Randy

Bright. His involvement, support and dedication go above and beyond — making the fisheries along the Gulf a piece of paradise. At the 2021 Lone Star Shootout, the Houston Big Game Fishing Club inducted Randy into the Texas Saltwater Fishing Hall of Fame. He joins an elite group of Texans that have been integral to the success of the promotion and conservation of big game fishing.

Speaking of tournament fishing, Galati would like to highlight an event that presents excellent angling, a great venue and good friends — the 59th International Masters Angling Tournament. The beautiful Los Sueños Resort and Marina in Costa Rica showcases the invitation-only event, January 19-22, 2022. The renowned sailfishing tournament was founded in 1963 by John Rybovich and a group of friends. It is often described as the ultimate test of an individual's angling skills, with a social side that is equally as enjoyable. If you are interested in joining the camaraderie, contact Carmine Galati or Pat Healey to secure your spot. Learn more by visiting: mastersanglingtournament.com

As always, Galati wants to thank their incredible customers and the Viking Yacht Company for their continued support. It is Galati's mission to make yacht ownership accessible and enjoyable while providing peace of mind, making your experience the absolute best. Galati will support you before, during and after the sale.

GalatiYachts.com



HMY Yacht Sales is proud to be in its 42nd year of business and celebrating its 29th anniversary

as an authorized Viking Yacht Dealer. HMY had an incredible 2021 Viking and Valhalla model year with over 30 new vessels delivered.

The team at HMY is excited to be in the midst of the 2022 winter sailfish season

in South Florida and looks forward to seeing many customers and friends on the tournament circuits. They are proud to sponsor several upcoming tournaments including the Fish for Holly Sailfish Tournament, the Pelican Yacht Club Billfish Invitational, the Reef Cup Invitational



Sailfish Tournament, the Buccaneer Cup Sailfish Release Tournament, Jimmy Johnson's Quest for the Ring, the South Carolina Governor's Cup Billfishing Series and the Skip Smith Abaco Diamond Series.

See your HMY Viking Professionals at the upcoming Stuart Boat Show in January; the Miami International Boat Show in February; and the Palm Beach

International Boat Show in March. For a full roster of new Vikings displayed at each event, give us a call, or visit HMY.com.

HMY Yacht Sales launched Season 1 of their podcast series From the Flybridge this past year. The team had a variety of guest speakers join them, including Viking's Sean and Justin Healey. Stay tuned for Season 2 as HMY brings

more sportfish and tournament talk to the table.

HMY Yacht Sales would like to extend sincere appreciation to all clients, friends and the teams at Viking and Valhalla Boatworks for another successful year. They look forward to seeing you all on the water in the New Year.

HMY.com



Coming off the heels of what turned out to be another record-breaking boating season

in the Great Lakes, Jefferson Beach Yacht Sales is pleased to report an equally busy fall season and push into 2022. Being on the water is the destination everyone continues to seek.

It has been an exciting run for Viking Yachts and Valhalla Boatworks in the Great Lakes with a nice mix of models recently delivered as well as retail sold for 2022. Summer 2021 brought the 2nd 80 Convertible and the first 75 Motor Yacht to the region along with the first V-46 among other Valhallas. Keep your eye out in 2022 for additional newcomers.

Their fresh waters are ready to welcome models ranging from the 44 Convertible to a 72 Enclosed Bridge along with a full range of Valhallas.

Jefferson Beach continues to expand their team and facilities. In recent months they've welcomed five professionals to the team: Marketing Assistant Bridget Farris, Diesel Technician Gavin Smith, Service Administrator Andy Bartos, Service Technician Erik Kozicki and Sales Professional Matt Huyge. These exceptional people bring a wealth of industry experience and passion to the crew. Further, they recently purchased a new sales office and storage facility in Marblehead, Ohio, and are anxiously awaiting completion of a new office, storage and service center in Holland, Michigan.

With the seven locations, including service to Ontario, Canada, and over 45 years of experience, Jefferson Beach is ideally positioned to service boaters throughout the Great Lakes region and beyond.

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

JBYS.com



Maspor Marine is the exclusive distributor for Viking Yachts

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

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

Maspor-Marine.com



Novey Marine personally guides customers through the

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

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

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

NoveyMarine.com





Oyster Harbors Marine continues to satisfy the tremendous desire folks have for getting out on the

water. After all, one of the safest, happiest places on earth is on a boat with your friends and family. Oyster Harbors customers are

eagerly awaiting the delivery of their 54, 58 and 72 Convertibles as well as a 44 Sport Tower. They had a strong showing at the Newport Boat Show with the Scania powered 46 Billfish drawing large crowds. Meanwhile, the Valhalla center consoles continue to sell fast.

The team at Oyster Harbors is thrilled to announce the opening of a Newport office. This new location on Bowen's Wharf

is well positioned to serve the needs of the yachting community in one of New England's premiere boating destinations.

They are currently busy prepping for the 2022 New England Boat Show. If you plan to be in the Boston area between February 12 through 20, reach out to Oyster Harbors for complimentary tickets to the show because life's better on the water.

OysterHarborsMarine.com



Pro Yacht was born out of a passion for boating and a

love of being on the water. Started in the Cayman Islands in 1992, Pro Yacht has

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

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

ProYacht.ky



Viking's authorized dealer in Japan is Quay Side

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

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

QuaySide.Co.jp



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

Boatworks with offices in Puerto Vallarta, Merida and Veracruz.

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

Their exceptional sales and service teams

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

ServiciosNauticos.com



Short Marine is excited to announce they

have acquired Game and Leisure Boats. Game and Leisure Boats is a highly reputable dealership based on the Gold Coast and the exclusive dealers for the

world-leading Viking Yachts and Valhalla Boatworks.

Brothers Sam and Ryan Short's mission is to deliver the best boating experience by providing service every step of the way during your boating journey. Their

in-house services enable them to address ongoing maintenance and support. They look forward to taking their service-based approach to the Viking and Valhalla lines. And as the brothers say, "Happy boating and remember, life is short – enjoy it."

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 for yachts with a capacity to lift 820 tons. The range of services offered ranges from storage to refits for yachts and megayachts. **SNOYachts.com**



The South Jersey Yacht Sales team had another busy summer and fall. Record sales for Vikings were strong throughout the year. Viking and Valhalla Boatworks continue to invigorate business thanks to a robust pipeline of emerging 2022-23 models. SJYS received several new 46 Billfish models and more are on order along with several 54 Convertibles and many new model 64 Convertibles.

In Somers Point and Egg Harbor Township, New Jersey, South Jersey continues investing in our facilities to upgrade and expand their

presence in the New Jersey market. The Somers Point location is more central to the state and boasts a fully secure, gated property complete with a showroom, marine store and a full-service marina containing 42 slips, floating docks and pump out capabilities. The service department includes 60- and 70-ton Travelifts and a 10-ton forklift that allows the facility to provide haul outs for larger Vikings. In 2022, their plan is to expand the lift well to accommodate larger transient Vikings. They recently hired four new team members in the service facility to ensure better quality and more efficient service where customers can purchase engine services, fiberglass, paint, canvas and electronics service, repair and installation service and more.

The South Jersey Yacht Sales demonstrator 62 Viking (hull No. 70) with new MTU M96X 2002 MHP power units, *Polarizer* had a very successful summer tournament season. The team participated in a lucky 13 tournaments from Manasquan, New Jersey, to Ocean City, Maryland, and everywhere in between. Team Polarizer secured five wins in white marlin categories as well as a strong showing at the inaugural Jimmy Johnson's Quest for the Ring Championship fishing week in Atlantic City. They are proud to sponsor 17 tournaments including the Beach Haven White Marlin Invitational, the White Marlin Open, the Mid-Atlantic tournaments and several fundraising benefit tournaments.

SouthJerseyYachtSales.com



For over 50 years, Staten Island Yacht Sales has been a premier yacht and service

company in the Northeast. Founded in 1964, Staten Island began as a mere dream and has since expanded into one of the largest mid-size yacht dealerships in the world. Recognized as a leader in the industry, the team at Staten Island are always

finding ways to improve the boating lifestyle. "We listen to our customers present needs, interpret future ones and we develop solutions," says Vice President Jay Hendrix.

SIYachts.com



The team at Valhalla Boat Sales is proud to report another successful year.

The team has delivered a record number of Valhallas including hull No. 1 of the V-46 series, the first V-46 with Quad Mercury Verado V12

600 HP engines and the first set of triples. As Valhalla Boat Sales continues to grow, they cannot thank their customers enough for trusting them to explore new options and deliver their dream boat.

In addition to winter deliveries, the team is gearing up for a busy tournament season in South Florida. They are proud to sponsor the Dust 'Em Off Sailfish

Warm-up and Buccaneer Cup Sailfish Release Tournament which will hold their captains' meetings at the Viking Yacht Service Center.

They look forward to seeing everyone this tournament season and in February at the Viking Yachts and Valhalla Boatworks VIP event.

ValhallaBoatSales.com



The Head Vent System

Discrete Air Extraction



DELTA "T" SYSTEMS

*Quality Components
Build Quality Yachts*



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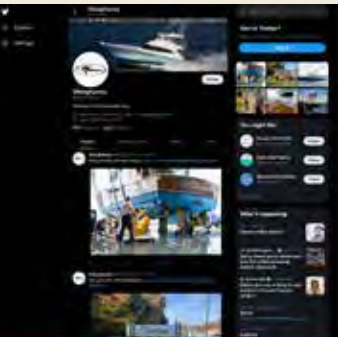
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Like Viking Yachts and Valhalla Boatworks on Facebook to check out pictures and videos then feel free to comment.



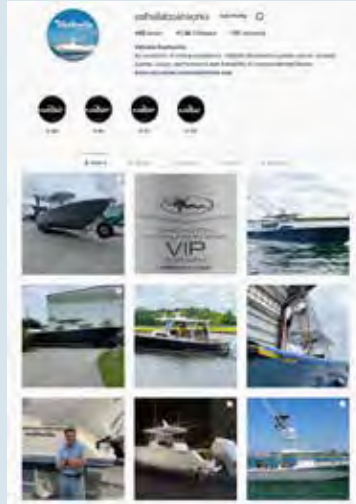
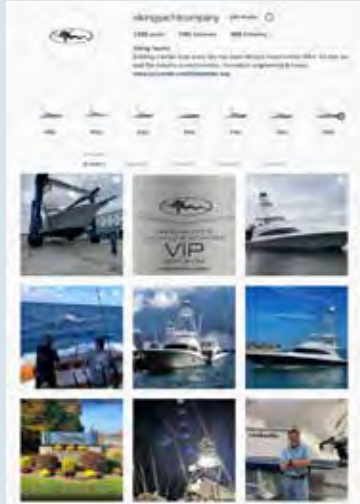
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Follow our Twitter for messages and announcements.



Instagram

Connect with us through Instagram and be sure to tag us in your posts - #vikingyachts #valhallaboatworks.



Vimeo

Our Vimeo accounts are a viewing destination for the world's most beautiful fleet.



INSTRUCTIONS

1. Open the camera app on your smart phone.
2. Face the smart phone camera to the QR code you want to access.
3. A link will appear at the top of your screen.
4. Click the link to access the registration form.



VIKING BY THE NUMBERS

Viking Demo



3 Blue marlin released in under four hours out of Cape May, New Jersey

5 Grand slams hooked in less than a month on the Viking 68 this winter in the Dominican Republic

16 White marlin released in one day on the Viking 80

18 Age of Drew McDowell when he was hired to be the 1st Demo Captain

43.6 Knots the Viking 68 Demo tops out

48 Convertible was the very 1st Viking Demo

64 Is the Winter 2022 Demo

80 Convertible is the Summer 2022 Demo

202 Boats the Viking Demo beat to claim Most White Marlin & Most Points in the 2021 MidAtlantic fishing tournament

750 Pound blue marlin released on the Viking 80 off Cape May, New Jersey

1984 Year Pat Healey started the Viking Demo Program

2021 Year Nardo Grey was introduced as a hull color

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2022

Viking Winter Calendar*

JANUARY

- 6-8 Silver Sailfish Derby
- 11-15 Sailfish Gold Cup
- 12-16 Operation Sailfish
- 19-22 Buccaneer Cup Sailfish Release Tournament
- 19-22 The Masters Angling Tournament
- 26-29 Los Sueños Billfish Tournament #1

FEBRUARY

- 4-5 VIP Preview Boat Show
- 16-20 Miami International Boat Show
- 23-26 Los Sueños Billfish Tournament #2
- 23-27 Sailfish Challenge

MARCH

- 1-5 Jimmy Johnson Quest for the Ring
- 24-27 Palm Beach International Boat Show
- 30-APRIL 2 Los Sueños Billfish Tournament #3

APRIL

- 6-9 Viking Key West Challenge
- 6-10 Final Sail
- 25-MAY 1 Louisiana Gulf Coast Billfish Classic
- 27-30 The Shootout

MAY

- 1-SEPTEMBER 30 MONGO Offshore Challenge
- 1-SEPTEMBER 30 MONGO Offshore Challenge
- 17-22 Orange Beach Billfish Classic
- 23-29 Gulf Coast Masters

JUNE

- 6-12 Mississippi Gulf Coast Billfish Classic
- 13-19 Big Rock Blue Marlin Tournament
- 15-18 The Invitational
- 22-25 Carolina Billfish Classic
- 22-26 Emerald Coast Blue Marlin Classic

JULY

- 3-7 Bermuda Billfish Blast
- 4 World Cup Blue Marlin Classic
- 6-9 Offshore Showdown
- 8-16 Montauk Canyon Challenge
- 11-15 Jimmy Johnson Quest for the Ring
- 13-17 Blue Marlin Grand Championship
- 14-18 Bermuda Big Game Classic
- 17-20 Beach Haven Marlin & Tuna Club White Marlin Invitational
- 19-24 Lone Star Shoot Out
- 21-25 Sea Horse Anglers Club Billfish Tournament

AUGUST

- 8-12 White Marlin Open
- 15-19 Pirate's Cove Billfish Tournament
- 21-26 The MidAtlantic
- 24-27 Virginia Beach Billfish Tournament

Singer Island, Florida
Palm Beach, Florida
West Palm Beach, Florida
Singer Island, Florida
Herradura Bay, Costa Rica
Herradura Bay, Costa Rica

Riviera Beach, Florida
1 Herald Plaza, Miami, Florida
Herradura Bay, Costa Rica
Fort Lauderdale, Florida

Key Largo, Florida
Palm Beach, Florida
Herradura Bay, Costa Rica

Key West, Florida
Miami Beach, Florida
Grand Isle, Louisiana
Abaco, Bahamas

East Coast
Gulf Coast
Orange Beach, Alabama
Orange Beach, Alabama

Biloxi, Mississippi
Morehead City, North Carolina
Gulf of Mexico
Mount Pleasant, South Carolina
Sandestin, Florida

Bermuda
Worldwide
Cape May, New Jersey
Montauk, New York
Atlantic City, New Jersey
Orange Beach, Alabama
Bermuda
Beach Haven, New Jersey
Port O'Connor, Texas
Bermuda

Ocean City, Maryland
Manteo, North Carolina
Cape May, New Jersey & Ocean City, Maryland
Virginia Beach, Virginia



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