



Valhalla

WINTER 2021

EXPERIENCE VIKING HEAVEN

VIKING 54

Mid-size Masterpiece

NEXT CHAPTER

Valhalla 46

STORYTELLERS

Voices of Viking

LIVING THE DREAM

Owners of Interest

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THE VIKING YACHT COMPANY



BEHIND THE COVER

Viking Design Manager David Wilson (at helm) and Naval Architect Joe Snodgrass take hull No. 1 of the 54 Convertible offshore for a sea trial on a blustery fall day in New Jersey. Also onboard was Viking Photographer Kyle Juall, who captured a series of dramatic images, including the cover, despite the stormy conditions.





YOUR STORY

Our owners have a great passion for the boating and fishing lifestyle, and their

desire to be on the water with family and friends hit new heights this summer and fall. Their adventures fill the pages of this issue of *Valhalla*. We have no fewer than four Owner of Interest articles. You'll hear from the Sullivan family (Valhalla 37 *Lucky Enough*), Bill Royster (Valhalla 37 *Valhalla Uno* and Valhalla 41 *Valhalla Dos*), Frank and Tami Mazza (Viking 72 *Tami Ann*), and Sam and Edwina Friedman (Viking 68 *Ragin Cajun*).

Our Tournament News spans eight pages, documenting the dozens of Vikings that were successful in competitions from New Jersey to Mexico and beyond. Our story V Series Gets Around shows how the owners of Valhalla center consoles are staking their claim around the globe. Yes, this is very much your magazine.

A dramatic image (by Steve Momot of AH360 Photography) leads off our Tournament News, capturing the shotgun start of the Bisbee's Black & Blue Marlin Tournament in Cabo San Lucas. In the foreground, a Viking 46 Billfish charges straight ahead while a Viking 58 crosses its wake. If you look close enough, you can see Viking President and CEO Pat Healey and Galati Yacht Sales President Carmine Galati Sr on the Billfish's flybridge. Comes as no surprise. They share your passion, spending their weekends and time away from the office on boats – whether it's a Viking demo, a customer's Viking, their own boat or a friend's. It's a way of life, one that's passed from generation to generation.

We've made a concerted effort over the past six months to bring you inside our boatbuilding plants in New Gretna and Mullica. Through special behind-the-scenes videos with Pat Healey and other team members, including Lonni Rutt (VP of Design and Engineering), David Wilson (Design Manager), Ryan Higgins (Southeast

Sales Manager) and John Leek IV (Viking Mullica General Manager), we've been able to show you the build process of our new Viking 54 and Valhalla 46. We'll continue to do this with all of our new models, spotlighting the teamwork, resources and organization it takes to carry out our mantra to build a better boat every day.

These videos are distributed in our digital newsletters for Viking and Valhalla Boatworks, *The Viking View* and *The V Report*, respectively. A few of them can be accessed with your smart phone through the QR codes sprinkled throughout the magazine. Of course, we also share content through social media. We're proud to say that we've surpassed the 150,000 mark for followers on the Viking Yachts Instagram account, and Valhalla Boatworks is quickly approaching 30,000. Great job Mary Foust and the rest of the marketing team.

Our dealers are crushing it on social media, too. HMY Yacht Sales broker Trey Claus' sale of hull No. 1 of the Viking 54 was directly attributable to his use of Instagram. Trey, who is also HMY's demo program captain, documented his delivery of the 54 from the Viking plant in New Jersey to the Fort Lauderdale International Boat Show. "I was posting videos running 30 knots in pretty heavy chop, which really showed the boat's great ride in rough conditions," says Trey. "The client saw the posts, we scheduled a meeting on the first day of the boat show, and the rest is history."

We hope you enjoy our winter issue of *Valhalla*. If you are not receiving your copy of *Valhalla* please contact us at marketing@vikingyachts.com. Keep the stories, photos and videos coming, and we'll continue to make you the stars of this show.

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.

KINGDOM COME

The awesome new Viking 54 is destined to dominate.





viking 54



viking REVIEW

The dedication and loyalty our Viking family has shown over the past nine months has been incredible. The team has innovated and adapted to altered working environments and conditions. And even though you can't see it, they've done it with a smile. Thank you to all of our boatbuilders for making us the world's best.



FROM THE FLYBRIDGE



These past six months have been both challenging and rewarding. Building a better boat every day in these times has brought us even closer together. Everyone has adapted unbelievably well as we remain diligent in our efforts to maintain a safe and healthy working environment.

We've been fortunate. The pandemic has brought people back to their boats. After the Great Recession, the world got very busy. Now we've been forced to slow down, and people have rediscovered boating and fishing and its value to their families. It's like it was 20 years ago. Generations are getting together, enjoying their boats and appreciating each day they're on the water. It has been incredible to talk to our owners and hear all of their stories.

RECORD SUMMER

Viking had its best summer ever in 2020, selling a record number of boats in July and August, including four Viking 80s. We anticipate selling about 70 Vikings and 90 Valhallas in fiscal 2020-21. New product is the key. Since we announced the V-46 in July 2020, we've sold nearly 30 of them. The smooth production of hull No. 1 shows that we've become more efficient with the manufacturing processes at Viking Mullica, which is now dedicated exclusively to Valhalla Boatworks.

Our new 54 Convertible, which we introduced in mid-September, has gotten

off to a fantastic start. Sales have been strong, and the 54 took home the "Best of Show" award at the 2020 Fort Lauderdale International Boat Show. The trophy will be proudly displayed at the New Gretna plant entrance so our boatbuilders can see the results of all their hard work. We have great people at the Viking Yacht Company, and it's the people that made winning this award possible.

The 54 Open, 54 Sport Coupe and 54 Sport Tower will soon join the 54 Convertible as we continue creating different models using a proven hull design. If you remember, we introduced five new models in 2019, and we've done the same this year with four new Vikings and one Valhalla.

HUGE SHOW

The sales activity and attendance at the Fort Lauderdale International Boat Show (FLIBS) certainly exceeded our expectations. Seeing all the people coming out to FLIBS proved just how much people love boating and fishing. It was a huge show for us considering the circumstances, with 25 boats sold between Viking and Valhalla Boatworks, including two 92s (hulls No. 20 and 21) and several 54s and Valhalla 46s. Our sister company, Princess Yachts America, also did well with seven yachts selling.

With the cancellation of the boat shows in Miami, we decided to extend our 2021 VIP

event in Florida from two to three days (for this year only). The extra day will give people more opportunity to attend, and will help with social distancing. So instead of serving as a preview to the Miami shows, our 25th VIP will be more like a private Viking and Valhalla Boat Show.

INVESTING IN THE FUTURE

In the Viking tradition, we are investing in the future with capital improvements, including a \$1.4 million dredging and dock replacement project at our yacht basin in New Gretna. Two development projects at Viking Mullica this spring will give us a combined 12,000 square feet of additional manufacturing space. We'll gain 6,000 square feet by joining Buildings 3 and 4, and we're also adding 6,000 square feet to Building 1.

On behalf of the entire Healey family, I'd like to thank all of our valued Viking and Valhalla owners for their support and loyalty. I look forward to seeing you in the New Year.

Sincerely,

Patrick Healey
President & CEO



IN COMMAND

54 Reaffirms Mid-Size Convertible Dominance

Following our mantra to build a better boat every day, Viking has consistently brought new and exciting yachts to you for 56 years. With multiple generations in various size ranges, our commitment to our customers and level of expertise shine through with every new model.

That proficiency is particularly strong in the 48-to-62-foot sportfish boat genre, where Viking has introduced 12 models in the past two decades. This legacy fleet consists of more than 600 Vikings and includes groundbreaking models such as the 60 and 55, two renditions of the 52 Convertible and the first-generation 54.

“No one has done a better job in this segment of the market,” says Viking

President and CEO Pat Healey. “Over the last 20 years, we've designed more boats from 50 and 60 feet than any other manufacturer in the industry. This is absolutely our sweet spot. We have this design down bulletproof.”

Now, the New Jersey boatbuilder reaffirms its domination of the mid-size convertible with the new Viking 54. The three-stateroom, two-head open bridge yacht pushes the owner/operator convertible to the highest levels of engineering, performance, accommodations and sportfishing capabilities. The Viking 54 Convertible made its world premiere at the Fort Lauderdale International Boat Show Oct. 28 through Nov. 1, 2020.

VIKING TRADITION

The Viking 54 sets new milestones of innovation while integrating ideas garnered from sales and owner feedback, as well as thousands of hours logged by our Viking demo teams on the tournament trail. “We’re in a constant state of refinement,” says Viking Design Manager David Wilson. “Everything from interior and exterior design and accommodations to performance, fishability and ease of operation are evolving.”

The 54 presents an eye-pleasing profile that’s unmistakably Viking, with signature design traits such as a gently sloping unbroken S-shaped sheer, aggressively raked stem, double chines, hull-side vents and deftly placed exterior feature lines.



“ This is our sweet spot. We have this design down bulletproof. ”

– Patrick Healey
President and CEO



SEE THE 54 IN ACTION WITH
THIS SEA TRIAL VIDEO



Using Computational Fluid Dynamics (CFD) software, the Viking Design and Engineering Department has optimized the 54's running surface for maximum performance. Now an integral part of the design process, our in-house CFD allows us to run numerous computer-generated virtual sea trials to fine-tune the shape of the hull bottom for increased efficiency. We can also analyze pressure distribution, study trim angle and trim tab effectiveness and modify strakes and chine shape and size.

The 54's hull is built with an engineered composite of fiberglass fabrics and coring that's infused with vinylester resin using a vacuum. Utilizing a calculated resin-to-fiberglass ratio, great stiffness and strength is brought to the structure while minimizing weight. The structural bulkheads and fuel tanks (which are customized to the shape of the hull) are also resin infused. The hull-to-deck is through-bolted every three inches and fiberglassed from inside for a rock-solid union.

BUSINESS END

The 54's business end offers more space than any other boat in its class. The 154-square-foot unobstructed cockpit

comes to the fishing wars with the ammunition to put you in the winner's circle, starting with molded non-skid on the cockpit sole for grippy footing (even when wet) and large scuppers to drain water quickly. The cockpit, covering boards and mezzanine can be finished in teak, which also delivers excellent traction with low maintenance.

A walk-through transom door with a lift gate takes the work out of boating a trophy catch, and when you're release-fishing, a three-foot reach to the waterline means you can quickly turn a billfish loose. Anglers will appreciate Viking's signature rounded cockpit coamings and 360-degree toekick for those lengthy stand-up battles. Flush rod holders, recessed stainless-steel hawse pipes and cleats keep the cockpit clear.

Multiple insulated fishboxes of various capacities increase flexibility. The raised transom box can be used as a live well, fishbox or general storage. A full-length in-deck fishbox spans the starboard side, while the port side holds two storage compartments with the forward serving as an optional live well. A mounting plate

laminated into the sole will anchor the mightiest of fighting chairs, or you can opt for a rocket launcher or table. All in-deck boxes are finished on both sides, and their lids are equipped with latches and thick rubber gasketing to prevent water intrusion. Deep gutters with overboard drains rim the hatch perimeters. A single centerline lazarette hatch (available with power actuation) opens nearly 90 degrees for full viewability and access to the available Seakeeper SK 9 or SK 16 as well as the steering, trim tabs and drain pumps.

Guests will be enamored with the raised observation mezzanine (pioneered by Viking) as they watch the action in comfort, shaded by the flybridge overhang. Smart storage solutions abound, with freezer and cooler space under the mezzanine for baits and drinks and a tackle cabinet on the starboard side. The inboard portion of the mezzanine provides access to the engineroom. An anodized aluminum ladder with nonslip treads (and a handrail at the top) provides secure egress to the flybridge. In the salon step, an insulated drink box means you can quench your thirst without missing any of the action.



VIEW FROM THE TOP

A Viking flybridge is a place of never-ending design modification to optimize operator ergonomics, fishability as well as the comfort and convenience for guests. A streamlined walk-around center console provides 360-degree sightlines. Touchscreen electronics displays and a row of Bocatech switches with power status LED rings are flush mounted in the helm dash. Their installation and positioning heighten viewability and ease of access.

A stainless steel steering wheel and single-lever electronic controls are mounted on a raised teak helm pod. Optimus Electronic Power Steering delivers precise maneuverability and finger-tip control. The console itself is designed with toekick all around for better balance and increased walking area, and the top of the module is radiused inboard for more overall space.

The helm and companion chairs (with teak ladder backs) supply ample comfort for those long rides to the canyons, and guests can take it easy in the port or starboard lounges (with forward-facing backrests)



or forward console seat. All guest seating doubles as storage below for rods, tackle and other gear.

The 54 can be outfitted with a custom designed and fabricated Palm Beach

Towers tuna tower and equipped with navigation, communication and entertainment systems from Atlantic Marine Electronics. These two Viking subsidiaries play critical roles in making our yachts turnkey ready.



INTERIOR DELIGHTS

Making full use of the 17' 8" beam, the 54's layout accentuates the impressive size of her interior. The key to the configuration is the uninterrupted companionway that stretches from the starboard-side salon door all the way to the forepeak. The lounge area and galley are to port, while the dinette is to starboard. "The layout has been a huge success on our 58 and 62, and we've been able to bring it to the 54," says David. "It really opens up the entire living space."

High-gloss teak or walnut is offered for the 54 C's interior, and a satin finish is optional. Premium wall-to-wall carpeting and furnishings can be found throughout the climate-controlled living area. Air conditioning flows quietly from valances for comfortable cooling and thorough distribution. A hi-lo mappa burl cocktail table joins the L-shaped lounge with storage below. Louvered blinds can be adjusted for desired natural lighting flowing through the large deckhouse windows. The headliner features rows of recessed LED dimmable lights separated by walnut or teak strips. Control of the electrical

systems is easily managed, with conveniently located distribution panels in the salon on the starboard side and in the galley, each equipped with simple-to-use and clearly labeled conventional switches.

A 49-inch HD TV is nested on the forward starboard bulkhead above the dinette, which is appointed with a high-gloss mappa burl table and wraparound seating for four. The galley's peninsula countertop features engineered stone with an overhang and

two convenient bar stools. The galley is feature-packed with a pair of under-counter Sub-Zero refrigerator/freezer units and storage under the peninsula counter. The opposite counter is home to a stainless steel sink with garbage disposal and an electric cooktop. Above, you'll find an array of storage cabinets, one of which holds the microwave/convection oven. Custom Amtico flooring rounds out the galley's amenities.



“The layout has been a huge success on our 58 and 62, and we’ve been able to bring it to the 54. It really opens up the entire living space.”

– David Wilson
Viking Design Manager

COMFORT ZONES

The three-stateroom two-head layout includes a master suite to port with a walk-around queen berth sided by night stands and a credenza to port. There’s a large maple-lined storage area beneath the mattress, accessed via a gas piston-assisted lift-up top, and two drawers are integrated into the foot of the bed. A 32-inch HD TV is mounted above a second credenza. A generously proportioned maple-lined hanging locker accommodates a sizeable wardrobe.

The forward stateroom comes standard with a queen berth, but also is available with a crossover berth arrangement. Both plans offer plenty of storage along with a 32-inch HD TV. The starboard stateroom has upper and lower berths along with a hanging locker and storage under the lower berth. Each

stateroom is fully carpeted, with dedicated temperature and stereo controls, speakers and overhead LED lighting.

The heads feature custom Amtico flooring, a lower vanity, medicine cabinets with mirror doors, exhaust fans, air conditioning and electric heads with holding tank and overboard discharge capabilities. Both also boast very large walk-in one-piece fiberglass showers with an expansive glass enclosure and door. Below the detachable shower head, you’ll find a convenient storage cabinet as well as an integrated fiberglass seat.



ENGINEERING DRIVEN

A pair of MAN V12 1400CRM (1400 MHP) engines serve as the standard propulsion package for the 54. Hull No. 1 is powered with the optional MAN V12 1550CRM (1550 MHP) powerplants. Custom fabricated aluminum saddles are used to reinforce the installation of the engines to the yacht's stringer and hull structure. The saddles are permanently affixed to the stringers using a specialized structural adhesive, effectively becoming integral parts of the stringer foundation to distribute the engine loads across the entire hull and stringer structure. The 54 Convertible's custom engineering includes a fuel tank configuration that allows the installation of a sonar tube in the engine room for the game-changing 360-degree real-time sonar that's become popular on the tournament circuit. The engine room is also home to a

user-friendly 21.5 kW Onan E-QD (electric quiet diesel) Series generator and batteries in custom fiberglass storage boxes.

Systems include Delta T ventilation and water suppression; automatically or manually operated fire suppression tied into the main engine and generator ignitions; oil changing; fuel transfer and pressurized freshwater. All mechanical systems and equipment is installed with great attention to detail in an immaculate engine room painted with Snow White Awlgrip for visibility and ease of maintenance. Below the water, a series of dedicated pumps for the air conditioning, live wells, washdown and other seawater-fed components have been designed, engineered and installed for durability and longevity. 🦋



Best of Show

The Viking 54 Convertible captured the "Best of Show" award at the 2020 Fort Lauderdale International Boat Show amongst a field of seven contenders. Pat Healey personally toured the team of judges through the boat for an extensive walk-through, highlighting everything from performance and engineering to fishability and accommodations. Pat was also interviewed by NBC Sports Network (NBCSN) broadcaster Leigh Diffey at the Viking display.

The "Best of Show" award ceremony was filmed by NBCSN and Pat along with his sons, Sean and Justin, accepted the trophy which will be prominently on display at the Viking Yacht Company in New Gretna, New Jersey.

"Winning the FLIBS *Best of Show* award is an incredible milestone, particularly after what our boat-builders have been through these past months," said Pat Healey. "The 54 is a one-of-a-kind boat and an accomplishment of all of our previous mid-size sportfishing yachts. No other manufacturer has built more of these boats in the last 20 years. Our manufacturing facility and our great team of boatbuilders are what made winning this award possible."



LEARN MORE ABOUT THE 54 C WITH THIS DOWNLOADABLE BROCHURE



SPECIFICATION HIGHLIGHTS

54|C

| | | |
|---|------------------------------|-------------------|
| Length Overall | 54' 6" | 16.61 m |
| Length Waterline | 47' 5" | 14.45 m |
| Beam Overall | 17' 8" | 5.38 m |
| Beam Waterline | 14' 8" | 4.47 m |
| Deadrise at Transom | 12.0 deg | |
| Draft | 4' 11" | 1.50 m |
| Freeboard Forward | 6' 2" | 1.88 m |
| Freeboard Aft | 2' 11" | 0.89 m |
| Height Waterline to Flybridge Hardtop Radar Pod | 17' 4" | 5.28 m |
| Height Waterline to Flybridge Hardtop Masthead Light | 18' 10" | 5.74 m |
| Displacement | 75,026 lbs. 34,032 kg | |
| Fuel Capacity Standard | 1,403 gal. | 5,311 l |
| Fuel Capacity Optional | 1,535 gal. | 5,811 l |
| Water Capacity | 198 gal. | 750 l |
| Holding Tank Capacity | 59 gal. | 224 l |
| Cockpit Area | 154 sq. ft. | 14.3 sq. m |



Open Bridge



Standard Layout



Optional Layout

THE BOTTOM LINE

Intelligent styling and masterful design merge to create an exciting mid-size masterpiece in the incomparable Viking tradition.

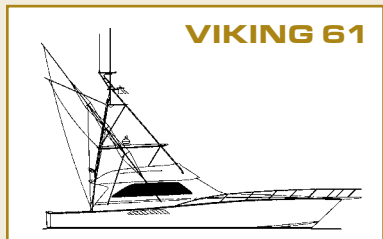




Memory Lane

12 MODELS FROM 48 TO 62 FEET

Our new Viking 54 is a one-of-a-kind boat, but also an accomplishment of all of our previous mid-size sportfishing yachts, which we highlight in the timeline below. “By building a better boat every day for 56 years, we’ve become the best at what we do,” says President and CEO Pat Healey. “And when it comes to 50-to-60-foot sportfish boats, Viking is in complete command. In the past 20 years, we’ve introduced 12 different models from 48 to 62 feet. No one has done a better job.” We asked Pat and a handful of Viking team members what they remember most about these various models. Here’s what they said:



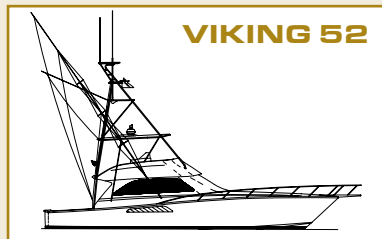
VIKING 61

2000-2006

151 Units

“When this boat was introduced and we held the first set of sea trials – we immediately had an 18-month backlog.”

– Pat Healey,
Viking President & CEO



VIKING 52

2001-2008

136 Units

“A milestone because it was the first model where we also offered open and sport coupe versions.”

– David Wilson,
Viking Design Manager



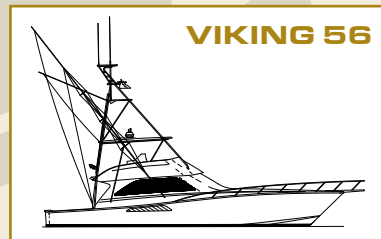
VIKING 48

2001-2008

95 Units

“It offered a tremendous amount of interior volume and was available with two or three staterooms.”

– Mark Waldron,
Viking VP of Sales



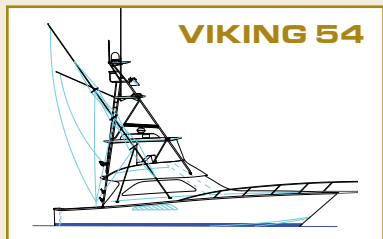
VIKING 56

2003-2008

74 Units

“This boat had an awesome combination of power and interior volume.”

– Lonni Rutt,
Viking VP of Design & Engineering



VIKING 54

2007-2011

34 Units

“It was a very big boat for its LOA. Sales would have gone through the roof if not for the recession.”

– Lonni Rutt,
Viking VP of Design & Engineering



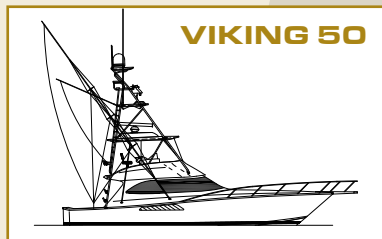
VIKING 60

2007-2012

46 Units

“The 60 picked right up with tremendous performance when the 61 was phased out.”

– John Kasinski,
Viking CFO



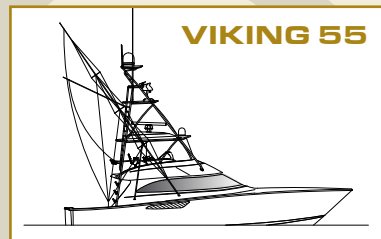
VIKING 50

2007-2013

41 Units

“I remember the boat having great maneuverability, turning on a dime.”

– David Wilson,
Viking Design Manager



VIKING 55

2012-2017

37 Units

“The Gen I 55 set a benchmark, and this Gen II 55 pushed it to the next level.”

– Mark Waldron,
Viking VP of Sales



VIKING 62

2012-PRESENT

67 Units

“It’s a beast.”

– Don Gemmell,
Viking Field Support Engineer



VIKING 52

2013-PRESENT

58 Units

“For this size, range, power and accommodations, this boat is as good as it gets.”

– Ryan Higgins,
Viking Southeast Sales Manager



VIKING 48

2016-PRESENT

52 Units

“The 48 plays big, giving the owner everything the larger boats have.”

– Mark Waldron,
Viking VP of Sales



VIKING 58

2018-PRESENT

27 Units

“This is an extremely dry ride. You can’t get it wet even if you try.”

– Bill Gibbons,
Viking Propulsion Engineer



SNOW BIRD

Enroute to Florida, a new day greets the Viking 54.



The 54 O presents a striking profile while excelling as a stylish fish-and-cruise Viking thoroughbred.



54|O

CAN'T BEAT THIS FLEET

Viking Introduces the 54 Open, Sport Coupe and Sport Tower. The Express Yacht Trio Joins the 54 C for a Mid-size Tour de Force.



Viking offers the largest and most diverse fleet in the industry, so it's no surprise that the New Jersey boatbuilding powerhouse has announced three new express versions of its recently introduced 54 sportfishing yacht.

The new 54 Open (O), 54 Sport Coupe (SC) and 54 Sport Tower (ST) will join the 54 Convertible (C), amplifying Viking's dominance in this market segment and commitment to building a better boat every day. The trio of new vessels illustrate Viking's ability to produce new models by fusing a proven hull design with entirely new topside configurations. Our \$1 million 5-axis CNC router gives us the ability to build cockpit, mezzanine, command deck, windshield and foredeck assemblies that are unique to the Viking express yacht. Accommodation plans of our three new boats also differ from the convertible to optimize the design's comfort and interior space.

With its aggressive entry, raked stem, one-piece wraparound windshield and Palm Beach Towers (PBT) hardtop and tuna tower, the 54 O presents a striking profile while excelling as a stylish fish-and-cruise Viking thoroughbred. The 54 ST features a three-sided fiberglass deckhouse (with an optional solid aft bulkhead) and a PBT tuna tower. This version is also available sans tower in our sophisticated SC rendition. Similarly, the 54 O can be delivered without a tuna tower as a sleek express yacht. All three models run on the same advanced hull form of the 54 C, which has exceeded all performance expectations.

GREAT OUTDOORS

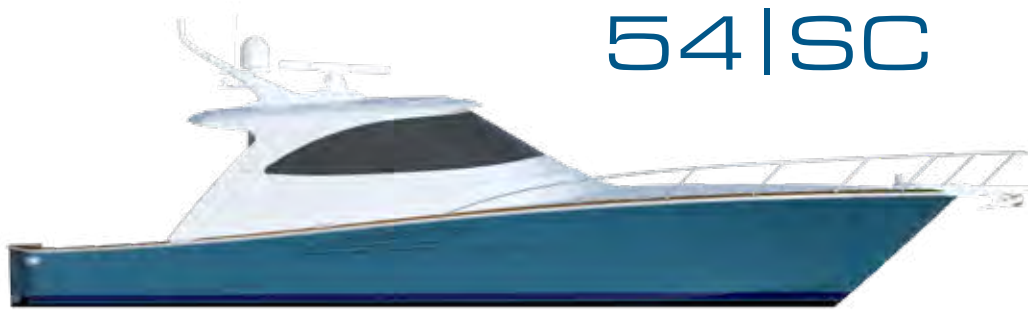
The Open, Sport Coupe and Sport Tower share cockpit and command deck layouts, providing an excellent use of space for fishing, diving, cruising and entertaining. The 154-square-foot cockpit boasts twin mezzanine seating with cooler storage below (easily converted into optional freezer

space), along with drink coolers, in-deck fish and storage boxes, a transom live well and a transom door with lift gate. A single centerline lazarette hatch (available with power actuation) opens nearly 90 degrees for full viewability and access to the available Seakeeper SK 9 or SK 16 as well as the steering, trim tabs and drain pumps.

With its open aft bulkhead, the command deck gives you instant access to the cockpit. The centerline helm, with its pedestal seat on a raised platform, provides excellent visibility and is complemented by port (double) and starboard (single) companion seating.

Aft of the helm, there is a convergence of practical and convenience features, including refrigeration and tackle and gear storage compartments. Plump cushions topping the port-side U-shape lounge, which surrounds a walnut table, will cradle your guests in comfort while providing ample height to take in the surroundings.





54|SC



54|ST



To port, you'll also find an L-shaped lounge with storage underneath.

BELOW DECK

Below, the 17 ft. 8 in. beam offers volumes of interior space including a choice of two- or three-stateroom layouts. With either, the forward master stateroom is large and fitted with a queen-size bed, plenty of storage behind the walnut cabinetry and served with a private head. Additional staterooms are found on the port side, each with upper and lower berths. The head has private access in the two-stateroom layout, while guests share the head in the three-stateroom plan. Midship on the starboard

side is a well-appointed galley with a full appliance package, walnut cabinetry, an engineered stone countertop and under-counter refrigeration/freezer units (with varnished walnut faces). Opposite the galley in the two-stateroom model is an L-shaped lounge and table. The three-stateroom version utilizes booth seating. Other notable amenities include a 43-inch HD TV, Amtico flooring in the salon/galley/dinette and premium carpeting in the staterooms.

POWER PLANTS

The engineroom, easily reached through lift-up steps built into the mezzanine, houses the twin powerplants. A pair of MAN V12

1400CRM (1400 MHP) engines serve as the standard propulsion package. Hull No. 1 – a Sport Tower model – will be powered with the optional MAN V12 1550CRM (1550 MHP) engines. Like the 54 C, all three express models have been custom engineered with a fuel tank configuration that allows the installation of a sonar tube in the engineroom for the Furuno CSH-8L Mark-2 full-circle scanning system.

With its Optimus Electronic Power Steering matched to stainless-steel, high-speed rudders and single-lever electronic controls, the 54 Open delivers outstanding



performance, comfort and range. As you would expect, the engine room is equipped in the Viking tradition with industry-best engineering that is exclusive to this design and maximizes access and serviceability. Mechanical and electrical equipment includes a Delta T ventilation system

with supply and discharge fans for proper fresh air supply and water suppression; an oil changing system for the engines, transmission and generator; and a fire suppression system. The 54 also comes standard with an Onan 21.5 kW E-QD (electronic quiet diesel) Series generator.

Viking's Atlantic Marine Electronics can outfit the 54 with custom electronics, communications and entertainment systems to make the boat, like every Viking yacht, turnkey ready for total owner satisfaction. 🦋

THE BOTTOM LINE

With three different express yachts at 54 feet, Viking makes it easy to find the boat that's perfect for you.

54|0

SPECIFICATION HIGHLIGHTS

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



Command Deck



Two Stateroom Layout (Standard)



Three Stateroom Layout (Optional)

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V-46



THE NEXT CHAPTER

V Series Expands with Valhalla 46



Building on the overwhelming success of the V Series high-performance luxury center consoles, the Viking Yacht Company has begun the next chapter in the evolution of Valhalla Boatworks – the V-46.

Viking announced the creation of Valhalla Boatworks (VBW) in February 2019, and introduced the first three models (the V-33, V-37 and V-41) simultaneously only eight months later in Atlantic City, New Jersey. The trio set new standards in performance, fishability, engineering and build quality, along with personalization opportunities never seen before in this genre.

“We’ve established Valhalla Boatworks as a dominating force in the center console market,” says Viking President and CEO Pat Healey. “The response has truly been tremendous, with over 90 Valhallas delivered in 16 months of production.”

The Valhalla 46 takes the V Series to an entirely new level, broadening its appeal through additional accommodations and amenities while maintaining its fishing boat DNA. “We never stop innovating, fine-tuning and staying out in front of the needs of our owners and the marine industry,” says Pat. “The V-46 is a result of that commitment.”

MISSION

Like its stablemates, the V-46 is an outboard-powered center console that utilizes the patented Michael Peters Yacht Design (MPYD) double-stepped hull. “We’ve been extremely pleased with the performance of the first three boats,” says Design Manager David Wilson. “Our close collaboration with MPYD has continued, and we expect the same high level of performance in this boat.”

The V-46 possesses the same signature design traits (S-shaped sheer, double chines, tumblehome transom bustle), aesthetic enhancements (teak toerails and transom) and 360-degree fishing prowess of the V Series. This Valhalla’s significant length (46’ 7”) and beam (13’ 4”) allow for a massive console that functions as an air-conditioned cabin. Through the port-side console door, a powder-coated pedestal with teak stair treads leads to an inviting living space. You’ll immediately notice the headroom (6’ 7”)



and free-flowing open layout that's filled with natural light flowing through four shapely portlights. Forward, a dinette with U-shaped seating and bolstered backrest surrounds a drop-down table that converts to a queen berth. On the starboard side is the galley, which features a polished Corian countertop, stainless steel sink, brushed nickel and chrome faucet, two-burner recessed stove, refrigerator/freezer, microwave oven and cabinet storage. Directly aft of the galley is the private head with a molded-in vanity with freshwater sink and faucet, toilet and shower.

MACHINERY ROOM

The head provides access to the machinery room, which houses the 8 kW diesel generator, batteries and distribution panel, battery charger, hot water heater and provides access to helm electronics. "The proper installation and protection of mechanical and electrical equipment is more important than ever on open outboard-powered boats," says Viking Design and

Engineering Vice President Lonni Rutt. "That's why we've equipped the V-46 with a dedicated and protected walk-in space that houses critical electrical and mechanical components. The machinery room essentially serves the same purpose as the engineroom on a Viking."

STRINGER GRID/ SEAKEEPER

The V-46 was designed and engineered with a mounting structure molded into the vessel's resin-infused structural stringer grid for the installation of an available Seakeeper SK 6. "Like the infused stringer grid, all of the materials used in the 46 are analyzed for weight reduction, optimal performance and ultimately the best structure we can provide," says Lonni. The Seakeeper is accessed through a dedicated hatch on centerline forward of the lazarette, which is home to the custom-designed fuel management system and Hooker sea chest live well system. All hatches are equipped with heavy-duty gasketing that sits in recessed channels for a tight seal.

HELM

The console, helm seating modules and the forward lounge are all elevated on a 7-inch-high platform, which maximizes visibility and allows for increased interior volume below. The console maintains the streamlined, clean design of the V Series, with its controls and information displays positioned for ease of access and viewing. An expansive recessed black acrylic helm panel can hold three large multi-function displays. A row of flush-mounted Bocatech switches (with backlit labeling) lines the lower dash. The engine controls and Zipwake interceptor trim control panel are positioned to starboard of the centerline helm pod (available in teak or faux teak) and Edson stainless steel wheel with power knob. Quick downward glances allow for regular performance checks via the high-definition engine monitor. There are port and starboard glove boxes for storage of personal items, and four convenient stainless steel cupholders are nested neatly in the console.





SEATING

The seating opportunities on the V-46 are diverse and plentiful from bow to stern. Like the V-33, V-37 and V-41, the new Valhalla features standard Costa Marine bench seating at the helm with optional Release Marine or Llebroc seating consisting of three chairs with individual armrests, folding bolsters and electric slides. The V-46 also offers a second row of seating for up to four additional crew or guests, as well as the aft-facing mezzanine seating that has been so popular on the first three V Series models. Owners can also go with a Costa Marine bench for the second row of seating or four Release Marine or Llebroc chairs with shared armrests, folding bolsters and electric slides. The second row is elevated another 3 inches and has a footrest area for enhanced


visibility and comfort. GG Schmitt transom seats are also available. VBW uses premium Sunbrella Horizon upholstery – offered with Diamond/Bentley stitching – for the V-46's seating and coaming bolsters. The seating's main sections, insets and piping can all be color coordinated to the owner's liking.

The three-person lounge integrated into the console has folding armrests and a leg-elevating design. There's also a two-person seat molded into the lounge's forward section. The port and starboard forward seats feature available Release Marine teak backrests. The deck layout was also designed with a centerline step-up platform for increased access to the anchor locker and ground tackle, and it also provides a convenient elevated position for casting.

FISHABILITY

The hardtop package is loaded with top-shelf components for both fishing and navigation, including Lumitec Mirage spreader lights, overhead lights, a molded-in radar pod, a six-rod rocket launcher and an integrated overhead electronics pod in the hardtop above the helm. Custom hardtop options include Gemlux outrigger bases and 22' Gemlux outriggers, Miya Epoch US-6 electric teaser reels (mounted inside the hardtop) and Lumitec Razor light bars. Aesthetic enhancements include a white powder-coated hardtop frame and the option to have the hardtop underside match the hull color. The Valhalla 46 can be outfitted with a custom Palm Beach Towers gap tower or fold-down marlin tower with removable sunshade.





“ We never stop innovating, fine-tuning and staying out in front of the needs of our owners and the marine industry. The Valhalla 46 is a result of that commitment. ”

– Patrick Healey
President and CEO

A dynamic and versatile fishing platform, the V-46's deck layout optimizes freedom of movement and stresses ease of access to all pertinent equipment. Live bait anglers will be impressed. Dual 50-gallon transom live wells anchor the cockpit. Inlet and discharge fittings are located in the cockpit corners for additional on-deck live well capacity. An in-deck live well is available in lieu of the Seakeeper, and the forward section of the lounge seating can also serve as a live well. The Valhalla 46's deck holds five fishboxes – all insulated, equipped with macerator pumps and

plumbed for overboard drainage. Six standard stainless steel Gemlux rod holders line the cockpit coaming, and you can add more along the coamings forward. Convenience options include a bow thruster, anchor chute with stainless steel anchor and windlass, a teak deck for the raised platform seating area, mezzanine step and forward step, underwater lights, a Costa Marine sunshade and a Reverso automatic outboard flushing system.

PROPULSION

The V-46 can be powered with either

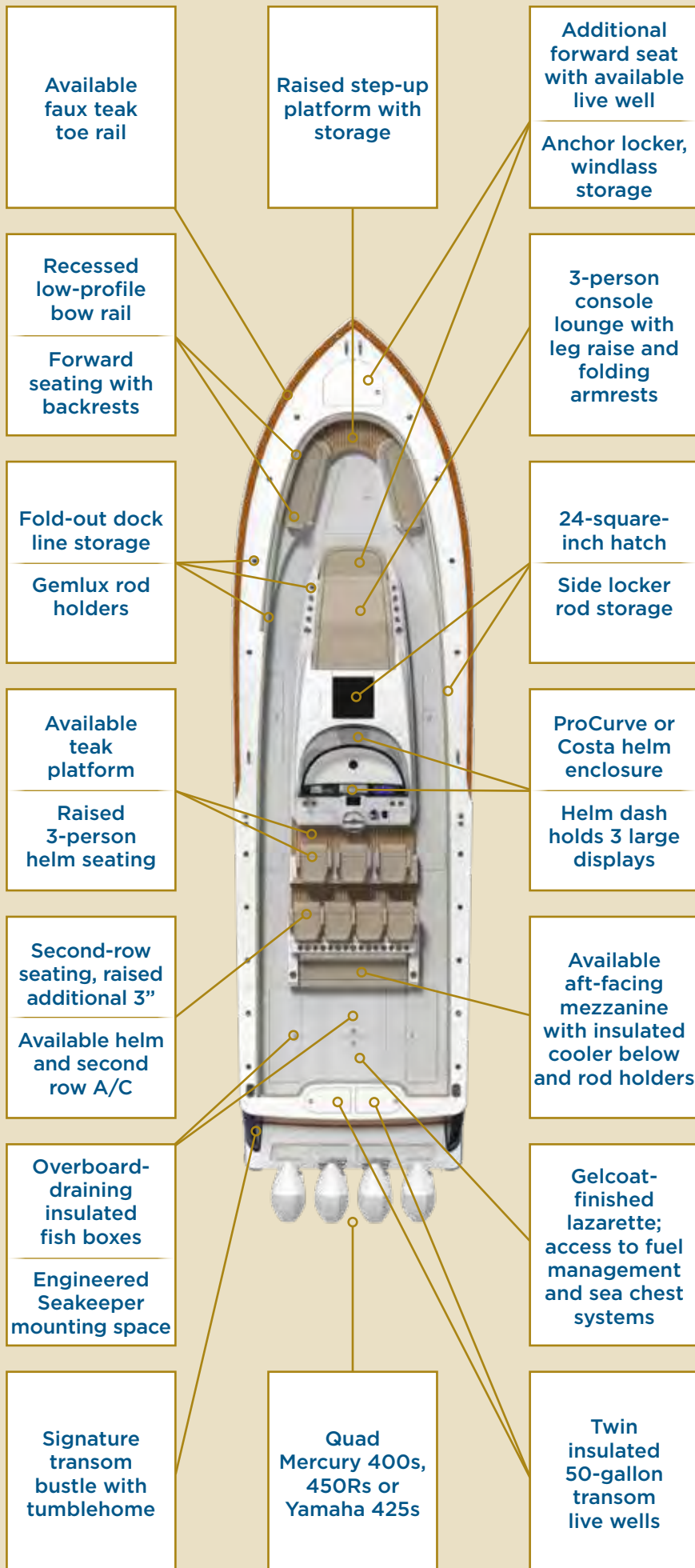
quad Mercury V8 450Rs or Yamaha V8 425s. Both packages utilize fly-by-wire electric power steering and are available with joystick control and GPS station-keeping systems. With a nearly 700-gallon fuel capacity, the V-46 has the legs for long trips to the canyons or extended cruising and diving in the islands. “It's the ultimate fish-and-cruise large center console,” says David Wilson. The Valhalla 46 will make its world premiere at the Viking Yachts and Valhalla Boatworks VIP Boat Show in Riviera Beach, Florida, on January 28 - 30. 🚤

THE BOTTOM LINE

Our new flagship possesses yacht-quality comforts, impressive stepped-hull performance and high-level fishability.



Hitting the Deck



V-46

SPECIFICATION HIGHLIGHTS

Length, hull

46' 7" (14.2 meters)

Length, with engines down

49' 8" (15.1 meters)

Beam, overall (B.O.A.)

13' 4" (4.1 meters)

Height

Waterline to open array radar,

half load

11' 6" (3.5 meters)

Draft

Engines up, full load

2' 8" (0.8 meters)

Engines down, full load

3' 6" (1.1 meters)

Weight

Half load

27,217 pounds (12,345 kilograms)

Full load

29,731 pounds (13,486 kilograms)

(1) Weight with Quad 450 hp engines

(2) Half Load, 50% liquids

Full Load, 100% liquids

no passengers, gear or tower

Deadrise (at transom)

24.0°

Fuel capacity

694 gallons (2,627 liters)

Water capacity

70 gallons (265 liters)

Holding tank capacity

17 gallons (64 liters)

Max engine HP

1800 hp

Live well (transom)

(2) 50 gallons each

LEARN MORE ABOUT THE V-46 WITH THIS DOWNLOADABLE BROCHURE





Foreman Melvin Bonilla overseeing V-46 mechanical installations.

Following the Build Valhalla 46, Hull No.1

This month-by-month timeline brings you through development and production process of hull No. 1 of the Valhalla 46, from the tooling of the hull to the installation of the console and machinery room components. “It’s been an amazing nine months,” Viking President and CEO Pat Healey said in early December. “The build has gone incredibly smooth. Our shipwrights are simply the best at what they do, working with great focus, pride and determination. Everyone has done a tremendous job.”

APRIL 2020



Our 5-axis CNC router makes the final cut to the hull plug (consisting of a cured epoxy covering a foam structure).

MAY 2020



The rough cut of the structural stringer grid's foam plug.

JUNE 2020



The hull mold, which will be used to build the boat, is lifted from the finished plug.

JULY 2020



All hands on deck for the resin infusion of the structural stringer grid.

AUGUST 2020



The final cut of the transom bustle plug.

SEPTEMBER 2020



Hull No. 1 is pulled from its mold, which is held in a custom hydraulic turning rig.

OCTOBER 2020



The deck liner with its integrated hatch openings is ready to be installed in the hull.

NOVEMBER 2020



The coaming (with rod holders and transom live wells) is lowered into position.

DECEMBER 2020



With the console installed and the machinery room and cabin taking shape, Viking Mullica General Manager John Leek IV and President and CEO Pat Healey film a video update of the build process.



With the seating modules and hardtop frame now in place, Viking Mullica shipwrights gather for a quick photo before getting back at it.

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SAVE THE DATE

Viking Yachts and Valhalla Boatworks VIP Boat Show

The Viking Yacht Company and Valhalla Boatworks will hold a special VIP Boat Show Thursday, January 28, through Saturday, January 30, at the Viking Yacht Service Center in Riviera Beach, Florida.

For this year only, the annual RSVP event will be expanded to three days, showcasing the Viking and Valhalla fleets and featuring the world premiere of the Valhalla 46 as well as the new award-winning Viking 54.

“Our VIP has historically been a preview – a warm-up to the Miami Boat Show,” says Viking Yachts President and CEO Pat Healey. “Without the Miami show this year, we decided to give people more opportunity to come out to our VIP and see a tremendous lineup of

yachts in a friendly, safe boat show setting. With the extra day, our attendance will be spread out over a longer period, which will help with social distancing.”

Guests will also have the opportunity to visit our vendor pavilion with displays and personnel from select Viking and Valhalla partnering businesses. Valhalla Boat Sales will also be on hand, representing Contender in New Jersey and Palm Beach County.

To maintain the highest safety and health protocols, sea trials will be limited to customers under contract and must be arranged through Viking or Valhalla dealers. Special measures will be taken to make this a safe and enjoyable experience for all. 🦠



V-41
Great Lakes

V-37
Maryland

V-33
Boston

V-41
California

V-37
Cape Cod

V-33
South Carolina

V-41
Cabo San Lucas

V-37
Gulf of Mexico

V-41
Southeast Florida

V-41
Costa Rica

V-33
Puerto Rico



V SERIES GETS AROUND

Valhalla Center Consoles Have Global Appeal

The Valhalla Boatworks (VBW) brand continues to grow geographically in 2020 as owners near and far took delivery of their V Series center consoles. “It’s great to see the V-33, V-37 and V-41 all over North America,” says John Leek IV, the General Manager of Viking Mullica, the dedicated manufacturing plant for VBW. “And pretty soon we’ll have models halfway around the world.” That said, you might want to be sure you have Google Earth before reading on.

We’ll start in the good old USA. Name the location, and the V Series is there (or on the

way), whether it’s New England, the Mid-Atlantic, Florida, the Gulf of Mexico, the Great Lakes or California. Outside of the contiguous U.S., Valhallas are plying the waters in Costa Rica, Cabo San Lucas and Puerto Rico. Several of our new Valhalla 46s are headed for international waters – one to Seychelles, the archipelagic island country in the Indian Ocean, and the other to Turkey.

The V Series is also making its way Down Under. The Shimmering Blue Valhalla 37 will be delivered to Australia this spring.

“I’m a boating enthusiast at heart, so I always have a weather eye on the horizon for advances in boat design like this,” says owner Tom Hill. “What appeals to me about the Valhalla brand is the Viking pedigree, and it’s a family business.”

Tom knows the double-stepped center console will handle the challenging sea conditions of Australia. “We’re extremely excited,” says Tom. “We’ll be diving, accessing surf breaks and enjoying family boating around renowned South East Queensland and Northern New South



Wales locations such as the Cook Islands, Tangalooma Wrecks and Julian Rocks off Byron Bay.”

Many V Series owners have made it easy for us to keep up with their adventures. They’ve been telling their stories through social media, and we’ve gladly shared their posts with the Viking Yachts and Valhalla Boatworks family.

We saw a steady stream of fun photos and videos of the V-33 *Ari G* (along with her mothership, *Lisa G*, a Viking 68 EB). “After taking delivery of our V-33 last March, we have already logged 250 hours!” owner Randy Goldberg wrote in an email. “*Ari G* has traveled and fished the waters of New England, principally Cape Cod and Nantucket, where we have boated bluefin and yellowfin aboard *Ari G* as well as boatloads of sea bass, stripers and fluke.”

The V-37 *Lucky Enough* had a very busy summer, traveling fast and far hunting for

pelagics. From her homeport on Cape Cod, *Lucky Enough* ran 100-plus miles to the Northeast Canyons for marlin and tuna. Day trips included the Massachusetts islands of Cuttyhunk, Martha’s Vineyard and Nantucket.

The V-41 *China Time* (tender to the Viking 92 EB *China Time*) visited numerous ports of call, including Rhode Island’s Newport and Block Island; Nantucket; and Sag Harbor on Long Island. Captain Mike Croke provided a steady stream of photos. He also posted a short video of the Valhalla 41 (powered with quad Mercury 450Rs) ripping through the waters of Newport at 78 mph.

There were numerous Valhallas operating out of the Mid-Atlantic region, such *Defiance* and *Silver Fox*, both Valhalla 37s. The former was used as a hardcore fishing machine, the latter as a beach-hopping, cocktail-cruising sport boat. Viking Design Manager David

Wilson and his father, Bruce, took delivery of their highly personalized V-33 in August. Summer highlights included a family cruise from their New Jersey homeport in Somers Point to St. Michaels, Maryland, where onlookers were captivated by the Shark Grey Valhalla. One admirer actually ended up buying a V-37, which he’ll take delivery of in July of 2021. “He called to me from the dock at the Annapolis Waterfront Hotel and made me an offer,” said David. “His Bentley for my Valhalla. ‘No way,’ I told him. ‘but we’ll be happy to build one for you!’”

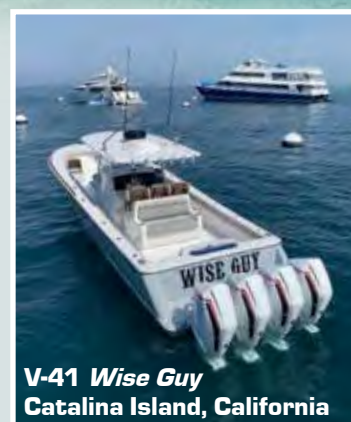
Many Valhalla owners are using their boats in the Northeast and Mid-Atlantic and then moving them to southern waters for the winter. Mike Versaleno of Normandy Beach, New Jersey, took delivery of his V-33 in June and used it for inshore fishing, entertaining and hitting the sandbars. The boat was shipped to Charleston, South Carolina, where Mike’s youngest son, who



V-41 Chasing Bills
Bahamas



V-41 Hooray
Cabo San Lucas



V-41 Wise Guy
Catalina Island, California

is attending the College of Charleston, will take the helm.

The V-37 *Checked Out* explored the Chesapeake Bay this past summer. “I’ve owned several center consoles, and the fit and finish, performance and most importantly, the ride, are far superior to any other boats I’ve experienced,” owner Bryan Graul told *Valhalla*. “We had a great summer, and the boat has just arrived in Palm Beach for the winter; we are very excited to explore Florida and hopefully make a trip or two to the Bahamas.”

Both coasts of Florida have seen a steady influx of the V Series. The V-41 *Chasing Bills* was doing its thing in South Florida and the Bahamas. The Valhalla 41 *Sketchy*, with her awesome Palm Beach Towers gap tower, was another popular South Florida V Series boat frequently found on social media.

A few Valhallas have also made it to the Left Coast, including the V-41 *Wise Guy*, the

first V-41 to be powered with quad Mercury 450Rs. With a homeport in Newport Beach, California, the boat “was used extensively in Southern California with multiple trips to Catalina Island supporting the owner’s two other larger yachts,” says Darin Fitzgerald of Stan Miller Yachts, the VBW dealer representing California. “The V Series is a great fit for the West Coast, and *Wise Guy* has been turning heads since arrival.”

Bill Royster, President and CEO of the Los Sueños Resort and Marina in Costa Rica, wasted no time breaking in his new Valhalla 37. The lines were barely wet on the inaugural fishing trip when Bill hooked a blue marlin – while still driving the boat! Bill and his team also released 11 sailfish in an action-packed morning on the Kingston Grey *Valhalla Uno*, powered with triple Yamaha 300s and featuring Optimus EPS (Electronic Power Steering). Needless to say, Bill was impressed with the boat’s fishability, saying “The maneuverability is amazing!”

Expect to hear lots more from Bill, who has since moved up to a V-41, named *Valhalla Dos*.

Eric and Wendy Dunn’s Valhalla 41 and Viking 80 (both named *Hooray*) have been all over social media. Captain Pancho Bojorquez is an avid Instagrammer, and has told the story of both boats as they’ve fished and cruised in Cabo San Lucas.

There are also two Valhalla 33s in Puerto Rico through the Viking and Valhalla authorized dealer CFR Yacht Sales. CFR’s first V-33, named *Archie*, was sold to an owner who uses it as a tender to *Picara*, a Viking 64. CFR’s Carlos Rodriguez sent us some photos of their V-33 stock boat anchored up off the island of Vieques. “The Snow White beauty looks right at home,” Carlos says. “The V Series is going to be big here.”

And everywhere else in the world. 🌊




V-33 CFR Demo
Vieques, Puerto Rico

V-41 China Time
Newport, Rhode Island



V-41 China Time
Jupiter, Florida





OWNER OF INTEREST **THE SULLIVAN FAMILY**

V-37 Lucky Enough

VALHALLA: Are you a boating family?

CHRIS SULLIVAN: Yes, but very seldom is it just me, my wife Denise and son Chris, Jr. On weekends we tend to include extended family and friends for trips to Martha's Vineyard, Nantucket, Cuttyhunk or around Cape Cod. If not for COVID we would have taken the boat to Charleston, South Carolina, for the fall and then wintered her in Palm Beach, Florida.

V: Is boating new?

CS: I've been on the water most of my life. Everything from a Boston Whaler center console to Zodiacs and most recently a 40-foot express.

V: What led you to Valhalla Boatworks?

CS: We were making a transition from the express to an offshore center console. I wanted to be able to make the 100+ mile run to the Northeast Canyons in a boat that had the range, speed and seaworthiness that would provide the best experience and safety for my family and crew.

I'd read about the Valhalla V Series and was interested due to the Viking Yacht Company legacy. Several friends are professional captains and strong Viking enthusiasts. The more I dug in, the more it seemed like Valhalla's V Series was the right fit for our needs.

V: How was the build process?

CS: It was hands down the best buying experience I've been through. Let it be a house, car, boat or other large purchase. The support of HMY Yachts, and especially Tim Gredick, was invaluable. Tim was excellent in getting us into the process, helping us make decisions and providing input during the build.

With Tim by our side, we visited the factory and spent more than half a day with Viking and Valhalla Boatworks' Sean Healey. He took plenty of time with us explaining the technology and all aspects of the build process. We also talked with Ryan Higgins, the General Manager of Valhalla Boat Sales in Florida a few times. He provided a

wealth of information and great insight into rigging our V-37 for our particular needs – offshore fishing.

I'm very proud the boat is made by an American company. The craftsmen and shipwrights take great pride in what they create and there isn't internationally outsourced manufacturing. That matters to me.

V: What are some of the custom touches you added?

CS: Our goal was to ensure that *Lucky Enough* had the highest degree of comfort, safety and fishability. Quantity and placement of rod holders, tackle storage, Miya Epoch electric teaser reels, Seakeeper SK 3, FLIR Thermal Imaging and our custom Garmin package were all dialed in for our specific needs. We use the boat for a lot of different purposes, so everything had to be just right. From accommodating a cruise for 10 to Menemsha for a leisurely dinner or a 36-hour fishing trip to the Canyons, we enjoy every experience.



“ I’m very proud the boat is made by an American company. ”

— Chris Sullivan



V: Speaking of fishing, tell us about your program.

CS: Our fishing team is comprised of myself, son Chris Jr, brothers Danny and David, nephew Kenny and friends Sean Fitzgerald and Jackson Schreiner. This crew has been fishing and competing in offshore tournaments in the Northeast for the last five years. We absolutely love the new boat.

This year we only fished the Big Game Battle out of Nantucket due to COVID, but we normally participate in several tournaments around Cape Cod. We were the only V Series fishing the Northeast Canyons this summer, which was fun. We received a

lot of attention both on the water and back at the dock.

During the Big Game Battle, we first ran out to Gilbert Canyon. That’s about 130 miles from the dock, and we moved over to Oceanographer Canyon halfway through the trip. The combination of range and speed is incredible. Covering those distances at a 50+ mph cruise is a game changer. We’re offshore for over 36 hours, and the boat provides plenty of room and stability. Fuel management used to be a big challenge for us, often adding bladders to add range, but not anymore! It was a great trip with a pair of marlin (white and blue) and 18 yellowfin.

We won the Team Challenge paired up with another boat.

V: So what is your overall assessment of the boat?

CS: We joke about our boat not being a tender. The boat is built for our purposes and provides an incredible ride in all conditions. I have great confidence taking her offshore based on the quality of her design and construction. Every aspect of the boat is well thought out and the support of HMY and Valhalla has been exceptional. She’s likely not my last boat, but I’m a Viking/Valhalla loyal owner for sure! She is our perfect boat. 🐟



MAKE IT YOUR OWN

Two Purpose-Built 58 Convertibles

At first glance, the two Viking 58s featured in this article appear to be similar, with tuna towers, fighting chairs, teak-clad cockpits and blue exteriors. Ah, but look a little closer and differences begin to emerge. They may be the same model, but they are very different boats, each purpose-built and outfitted for their owners. A comparison of these 58 Convertibles illustrates the freedom Viking gives you to personalize your boat – both aesthetically and functionally – and truly make it your own.

Outfitted with a Palm Beach Towers 7-foot gap tower, *Sea Hawk* was built to troll the Mid-Atlantic for marlin and tuna in the summer months, with some bottom fishing mixed in. The boat will cruise and fish the Bahamas in the winter. Dressed in Shimmering Blue with a Dark Blue Pearl Metallic-and-white boot stripe, *Sea Hawk* presents a streamlined profile with a faux teak toe rail and minimal forward appendages (only a windlass, anchor and bow cleats).

The owners of the 58 *The Tag Team* have created a battlewagon for West Coast fishing, which often involves sight casting live bait from the bow while hunting billfish. She's therefore outfitted with a custom bow rail and pulpit (with integrated toerail and waist guard) and a foredeck live well with five rod holders. *The Tag Team* also has a second aft bridge rail for an additional row of rocket-launcher rod holders. The boat features a stunning metallic Palma Blue hull and a silver-and-white boot stripe. Like *Sea Hawk*, she features a faux teak toerail and is equipped with a PBT 7-foot gap tower.



The cockpit, coamings and covering boards of each of these 58s are clad in beautiful teak. *The Tag Team* and *Sea Hawk* are equipped with Seakeeper SK 18 and SK 16 gyros, respectively, along with Release Marine fighting chairs. The mezzanines of each feature customized seating upholstery, Fusion stereos and port haunch-mounted electronics displays. *Sea Hawk* boasts a faux teak transom with classic “engine turning” gold leaf lettering. In a stark contrast, *The Tag Team* sports splashy and colorful script and graphics

punctuated by images of a marlin, dorado and tuna – each a caricature of one of the yacht’s three owners.

The interior of *The Tag Team* is appointed with a satin walnut, while the same wood type on *Sea Hawk* is finished in a high gloss. The colors and designs for the bedding and pillows differ, as do the choices for the light sconces. *The Tag Team* owners’ previous Viking, a 72 Convertible, is the subject in the framed photograph above the bed. The same location on the *Sea Hawk* will soon be home to a

piece of artwork by the owner’s daughter.

The differences continue in the starboard stateroom. *Sea Hawk*’s décor includes abstract art between the side-by-side berths, while action-packed photography is dedicated to that area aboard *The Tag Team*. The carpeting and bedding designs are also unique to each boat, but both of these staterooms have the available aft-facing flat-screen TVs affixed to their maple-lined hanging lockers. 🐟

THE BOTTOM LINE

A wide variety of choices allow Viking owners to make their boats unique to their lifestyle and on-the-water interests. Giving our owners this kind of freedom of choice stands out as yet another way Viking builds a better boat every day.







BLUE ANGEL

Limitless Luxury, Comfort and Adventure Awaits on the
Elegant 93 Motor Yacht



The 93 Motor Yacht is a monumental achievement of luxury, style, engineering and performance. The seven-stateroom, seven-head yacht features a stunning Flag Blue exterior, dazzling indoor and outdoor entertainment and dining areas, superior fit and finish, large comfortable entertainment zones as well as royally-appointed private staterooms. And as a Viking, the 93 MY also boasts the highest levels of engineering and mechanical installations, with an unmatched engine room and industry-best ride quality and cruising comfort while underway.

We'll start our tour on the main aft deck, which is adorned with custom flexible toekick lighting and overhead linear lighting that can be shown in multiple colors and

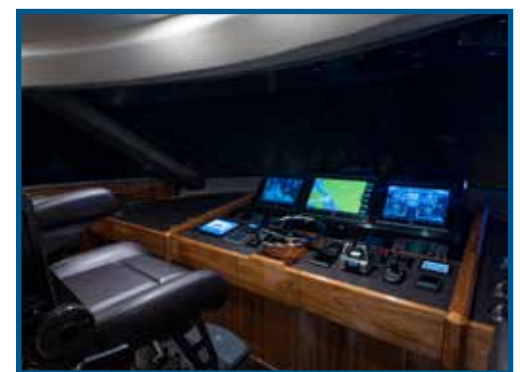
programmed to music of your choice. Sliding stainless-steel-framed glass doors open wide, leading you from the teak aft deck to the stylish and luxurious salon. Walnut woodwork with a gloss finish complements hardwood flooring in the salon and galley.

INTERIOR DELIGHTS

The 93's interior has more volume than many 100-plus-footers, using every inch of her beam that spans 24 feet, 4 inches. A three-piece sofa, a swivel chair, a custom two-piece polished white marble cocktail table, end tables and an entertainment center with a pop-up 65-inch HD TV highlight the salon's many amenities. Your guests will be awed by the formal dining area, which seats eight and features a tray

ceiling with LED lighting that illuminates a finely crafted custom wood table. The bulkhead separating the dining area and forward galley is dressed with a custom Chinchilla Night Blue fabric upholstered in symmetrical blocks, creating a soft tactile look, with a centered painting under its own light.

In the forward country-kitchen style galley, there's an abundance of features that make this area an inviting place to cook, dine and socialize. We've equipped her with all of the latest appliances and conveniences, including a full-size 7-foot-tall Sub-Zero refrigerator, microwave/convection oven, four-burner cooktop with conventional oven below, dishwasher, a two-bowl stainless steel sink and a trash compactor.





Four bar stools surround the galley island that's topped with Caesarstone. A raised banquette with a walnut table faces aft, and there's a convenient day head on the starboard side.

HIGH COMFORT

Accessed via interior or exterior staircases, the enclosed bridge not only serves as the control station for the captain but as a second salon. Furnishings include an L-shaped sofa to port, a cocktail table with Caesarstone top and two ottomans (with interior storage), an entertainment center with a 55-inch HD TV and a day head. The glass-paneled sunroof and its shade are electric powered as is the aft windshield above the bar. The stainless-steel-framed bi-folding glass doors open to the aft teak deck

— yet another exquisite gathering area that invites socialization, complete with a bar and a grill, corner sink, refrigerator and four-stool seating. A custom interior stainless steel staircase connects the enclosed bridge with the salon, plus exterior stairs join the upper and lower aft decks.

FIVE-STAR ACCOMMODATIONS

A starboard-side staircase in the salon provides private access to the master stateroom, while a second stairway forward leads to four additional staterooms. The master stateroom is particularly commodious and luxurious. Spanning the beam, this large space includes a king bed, a 65-inch HD TV, a port-side vanity/desk and a walk-in closet. Large enough for two

people to comfortably move about, the head is appointed with twin sinks, a mirrored ceiling and a walk-in shower. The vanity top, shower floor and walls are made with Caesarstone - their grey and off-white colors blend artfully with the custom wallpaper. The forward VIP stateroom's raised queen bed with oversized walk-around area has a skylight with hatch and Oceanair screen shade. Channell Glass artwork is enscenced in the custom headboard.

The captain and crew have direct access to the engineroom and enjoy five-star accommodations as well. A common area, which includes a countertop with microwave oven and refrigerator and a seating area with fold-down table, separates the captain's and the crew stateroom. Each



has a 22-inch flat-screen TV, a hanging locker, an end table and carpeted floor.

A pair of state-of-the-art Caterpillar C32A (1925MHP) engines are mounted in Viking's expertly engineered and constructed engine room. The powerplants team up with bow and stern thrusters and are tied into ZF's Joystick Maneuvering System and GPS station keeping. Dual wing stations are ideal for docking situations. The 93 is also

equipped with twin 55 kW gensets, an ASEA transformer and a Seakeeper gyro SK 35. The Seakeeper is joined by the patented Side-Power Vector Fin stabilizer system to provide superior ride quality and comfort.

Chilled water air conditioning provides cooling and heat throughout the yacht with individual thermostats in the staterooms and the salon for efficient

climate control. Other features that will heighten your yachting experience include Nautical Structures Carbon Fiber Yacht Stairs for easy dockside ingress/egress; a garage door (with hydraulic lift) designed for tender storage; a hydraulically powered swim platform that can be lowered below water level; and bow lounge areas with sunpads and a sunshade.

THE BOTTOM LINE

The 93 MY is a sophisticated yachtsman's prized possession, a vessel that represents achievement for both the owner and the Viking Yacht Company.

93 | MY SPECIFICATION HIGHLIGHTS

| | |
|--|---|
| Length Overall | 93' 5" 28.47 m |
| Length Waterline | 75' 5" 22.99 m |
| Beam Overall | 24' 4" 7.42 m |
| Deadrise at Transom | 15.2 deg |
| Draft | 5' 11" 1.80 m |
| Freeboard Forward | 10' 3" 3.12 m |
| Height Waterline to Top of Pilot House Masthead Light | 27' 8" 8.43 m |
| Height Waterline to Top of Pilot House | 22' 8" 6.91 m |
| Displacement | 207,899 lbs. 94,301 kg |
| Fuel Capacity Standard | 1,972 gal. 7,465 l |
| Fuel Capacity Optional | 3,150 gal. 11,924 l |
| Water Capacity | 530 gal. 2,006 l |
| Holding Tank Capacity | 357 gal. 1,351 l |



Upper Deck and Climate Controlled Enclosed Bridge



Main Deck, Salon and Galley



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

VESSEL CONTROL AND MONITORING

- Access any information from any point in the NMEA 2000® network utilizing a network-connected multifunction display (MFD), smartphone or tablet
- Fully configurable/customizable user interface
- Control and monitor AC/DC loads with field replaceable circuit breakers
- Remote vessel monitoring via text messages, emails and Maretron N2KView® software
- Monitor and set alerts for critical functions including high water, temperature, AC & DC voltages, depth, position, anchor drag alert, doors, hatches and more
- View system functions and status reports via touchscreen and mobile devices
- Ability to reset a tripped AC or DC breaker from the touchscreen interface
- GFCI breakers protects from ground faults
- Load shedding to eliminate unwanted tripping of shore power breakers





75 AND 82 MOTOR YACHTS

Inspired Design and Proven Engineering

Viking's diverse fleet of yachts is a testament to our commitment to our customers. We have the ability to provide all of our owners with a Viking that completely satisfies their on-water wants and desires. This is why we offer two different models of motor yachts within one size range – and both feature more interior volume than any other yacht in this class.

The 75 MY is the ultimate in luxury cruising, an elegant yet powerful vessel that will provide you with endless memories in unforgettable exotic locations of your choice. Our 82 Motor Yacht offers the same elegance, luxurious accommodations and performance of its sistership with the added versatility and fun of a 150-square-foot cockpit. Dine, entertain and relax in megayacht luxury on a yacht built to the industry-leading standard of our company, or fish from a cockpit with the inherent design traits of Viking's tournament-winning convertibles. The

cockpit, combined with mezzanine seating (which provides engineroom access) and an integrated swim platform, also functions nicely as a launching point for a variety of water sports.

On the 75 MY, you have the convenience of a hydraulically powered swim platform where a small tender can be stored. Both models have twin outboard staircases that lead to an aft deck anchored by an expansive U-shaped lounge and table. The 75 and 82 share the same interior accommodation plan and layout. Step into the salon and you're greeted with the warmth of hand-finished walnut joinery and the rich textures of designer fabrics. The inviting space boasts a port-side sofa and two chairs to starboard, a cocktail table, an ice maker, bar cabinet with bottle and glass storage, solid walnut valances, wall-to-wall carpeting, an entertainment center with a 65-inch HD TV and a day head.

Choose from two galley arrangements; each has a myriad of features that include custom maple interior cabinetry, Amtico flooring, recessed overhead LED lighting, a microwave/convection oven, a two-bowl stainless sink (and garbage disposal), a four-burner cooktop and a trash compactor. The open galley features a counter with three bar stools, under-counter refrigerator and freezer units, lower cabinetry and a separate pantry. The formal galley configuration centers around a dining area for six, a full-size upright refrigerator, an L-shaped counter and upper and lower cabinetry. With both of these intuitive interior designs, there's also a forward dining area with a walnut table with U-shaped seating, a starboard office nook and a custom Amtico sole.

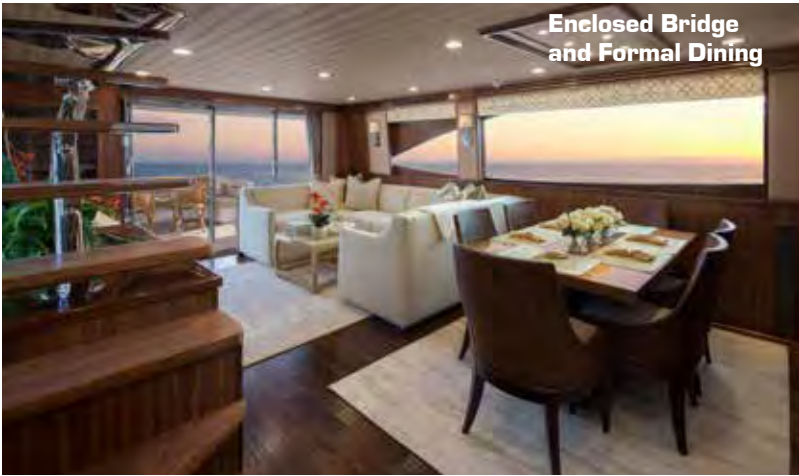
Your choices continue with the option of an open or an enclosed bridge. A custom stainless steel spiral staircase joins the salon and the enclosed bridge, which has



82 MY Open Bridge



Enclosed Bridge and Formal Dining



Enclosed Bridge



Open Bridge and Open Galley



Open Bridge



its own private salon furnished with an L-shaped sofa, walnut hi/lo cocktail table and entertainment center. Large, shapely windows provide wonderful views outside (whether you're seated or standing). Open the sliding aft glass doors and the powered sunroof to let in sea breeze and sunshine. Forward, there's a raised wrap-around helm console that is equipped with a custom electronics package designed and installed by our subsidiary Atlantic Marine Electronics. Black Ultraleather surfaces reduce glare and heighten night-time visibility for the captain.

The third deck of our open model is accessed via an exterior staircase, which is built with stainless steel risers and teak treads. Guests will be impressed no doubt with the very size of the bridge, not to mention its amenities. Dedicated to outdoor relaxation and entertainment, the wide-open space features an integrated Venturi windshield, removable Costa

Clear enclosure and abundant seating and lounging areas. Aft of the centerline helm, a family size U-shaped dinette on the port side (with optional air conditioning in the seatbacks) is conveniently adjacent to the starboard wet bar with refrigeration, a sink and an electric grill. Air conditioning is also available for the helm and the aft main deck's U-shaped seating area. Farther aft there is a sun pad with underneath storage and deck space for lounge chairs.

Below, restful nights enjoyed in high comfort await your family and friends. The accommodations include four nicely proportioned guest staterooms, each with an ensuite head and shower. The full-beam master stateroom spans the yacht's 20-foot, 6-inch beam, with a king bed and custom upholstered headboard that face a 49-inch HD TV. Storage and seating are abundant and include twin maple-lined hanging closets with mirror-faced doors; a vanity/desk, mirror and a chair; and a love seat.

There's also a cavernous storage area under the bed. The full-size head is forward and to port, and features twin sinks, a mirrored ceiling and a large walk-in shower. The captain and crew will also have premium accommodations aboard the 75 and 82 Motor Yachts. The crew quarters consist of two staterooms, a head with walk-in shower and a companionway with a convenient galley and direct access to the engineroom forward and the 75's swimplatform and the 82's cockpit.

Construction of our latest 75 Motor Yacht will be completed this spring. Featuring a Snow White exterior and an enclosed bridge, the yacht will be powered by twin 1945MHP MTU 12V2000 M96L powerplants. Our most recent 82 Motor Yacht, available through Galati Yacht Sales, has the same power package but features an open bridge. 🦋

THE BOTTOM LINE

The 75 and 82 are the finest motor yachts in their class, with exterior and interior options that will allow you to intimately tailor the yacht to your lifestyle.



SPECIFICATION HIGHLIGHTS

82|MY

| | | |
|---|--------------------------------|----------------|
| Length Overall | 84' 9" | 25.43 m |
| Length Waterline | 70' 11" | 21.61 m |
| Beam Overall | 20' 6" | 6.25 m |
| Beam Waterline | 17' 6" | 5.33 m |
| Deadrise at Transom | 15.2 deg | |
| Draft | 5' 8" | 1.73 m |
| Freeboard Forward | 8' 10" | 2.69 m |
| Height Waterline to Top of Enclosed Bridge | 20' 11" | 6.38 m |
| Height Waterline to Masthead Light | 25' 4" | 7.72 m |
| Displacement | 158,850 lbs. 72,053 kg | |
| Fuel Capacity Standard | 1,745 gal. 6,605 l | |
| Fuel Capacity Optional | 1,920 gal. 7,267 l | |
| Water Capacity | 300 gal. 1,136 l | |
| Holding Tank Capacity | 250 gal. 946 l | |
| Cockpit | 150 sq. ft. 13.94 sq. m | |



Open Bridge



Main Deck with Open Galley



Lower Accommodations

SPECIFICATION HIGHLIGHTS

75|MY

| | | |
|---|-------------------------------|----------------|
| Length Overall | 78' 10" | 24.03 m |
| Length Waterline | 62' 3" | 18.97 m |
| Beam Overall | 20' 6" | 6.25 m |
| Beam Waterline | 17' 6" | 5.33 m |
| Deadrise at Transom | 15.2 deg | |
| Draft | 5' 8" | 1.73 m |
| Freeboard Forward | 8' 10" | 2.69 m |
| Height Waterline to Top of Enclosed Bridge | 20' 11" | 6.38 m |
| Height Waterline to Masthead Light | 25' 4" | 7.72 m |
| Displacement | 148,175 lbs. 67,211 kg | |
| Fuel Capacity Standard | 1,745 gal. 6,605 l | |
| Fuel Capacity Optional | 1,920 gal. 7,267 l | |
| Water Capacity | 300 gal. 1,136 l | |
| Holding Tank Capacity | 250 gal. 946 l | |



Enclosed Bridge



Main Deck with Formal Dining



Lower Accommodations



Leave the shore behind,
not the big game



2020 NMEA
Award Winner!



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Our award-winning TracVision® satellite TV systems are designed to perform in the most demanding marine environments. Offering sophisticated technology that's simple to use, they deliver an "at-home" live TV experience onboard. That's why KVH TracVision and TracPhone® antenna systems are the number one choice, among experts and customers alike, to deliver satellite TV and communications at sea.

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No space for a TV monitor onboard? TracVision interfaces with center console MFDs and GPS displays.



Image courtesy Viking Yachts

INTERNATIONAL OWNER OF INTEREST **BILL ROYSTER**

V-37 Valhalla Uno
V-41 Valhalla Dos

“ It’s one of the best center consoles
I’ve ever been on in my life. ”

— Bill Royster

Los Sueños Resort and Marina founder Bill Royster enjoys running his own boats almost as much as he loves fishing off the central Pacific coast of Costa Rica. So, when he had the opportunity to join the Valhalla Boatworks family, he didn’t hesitate.

“I go back a long way with Viking Yacht Company President and CEO Pat Healey and Galati Yacht Sales President Carmine Galati. They both have been coming to my resort and fishing in our tournaments for 20 years—we have a wonderful relationship. One Sunday evening, I was sitting on my terrace enjoying a glass of wine when I received an email from Carmine telling me about the new Valhalla outboard boats that Pat’s sons were building, with all the quality of a Viking.”

Bill immediately ordered a Valhalla V-37, which he named *Valhalla Uno*, and had it shipped to Costa Rica. “On our very first day of fishing, we ran out 18 miles at 40 mph. It’s one of the best center consoles I’ve ever been on in my life. The way the hull is designed, it gets up on the steps and it flies. It was a rough morning, as it can be with the onshore wind, but the boat just

ate it up. Once we slowed down and started putting the lines out, I was still driving the boat when we hooked a blue marlin. We kept fishing for another three hours and caught 11 sailfish, including a few doubles, plus the marlin. It was an amazing half-day of fishing to break the boat in! This was my first time ever fishing a center console, and I could not believe the maneuverability of the boat. We would hook a fish, turn around, and go catch it with such ease. It was a great time and I have to say that I am now really sold on center consoles. Another thing I found amazing was that running at 40 miles an hour, this boat was only burning one gallon per nautical mile.”

A video of that day the team posted on social media went viral, prompting numerous calls from prospective buyers. Soon, *Valhalla Uno* was sold and on her way back to Florida; Bill quickly ordered a new V-41, which was on display at the 2020 Fort Lauderdale International Boat Show.



**Bill’s V-41,
Valhalla Dos**

According to Ryan Higgins, General Sales Manager for Valhalla Boat Sales Florida location, *Valhalla Dos* is designed to be the ultimate billfish center console for the Pacific. “Since the boat will spend a good deal of time trolling, there’s an integrated teaser reel box in the hardtop radar pod for the Miya Epoch US-6 12-volt teaser reels,” he says. “It’s rigged with 22-foot carbon fiber telescoping outriggers with Gemlux heavy-duty bases and plenty of rod holders: 14 flush-mounted in the coaming, 10 more along the sides of the lounge and six on





the hardtop. There's also forward bench seating, a huge console lounge, three Release Marine helm chairs with electric slides, aft-facing mezzanine seating and flip-down transom seats. A Seakeeper SK 3 mounted in a dedicated location in the stringer grid reduces the boat's roll by over 90 percent."

If the day's plan calls for live-baiting, no problem: *Valballa Dos* has a 94-gallon transom live well with a clear lid and front viewing window, as well as an optional above-deck live well in the forward section

of the console lounge, also with a clear lid. A Hooker sea chest system includes two variable-speed 4,500 gph pumps, with individual controls located inside the helm storage box. In another nod to her big-boat roots, the engine displays, autopilot, Icom VHF radio, Fusion stereo and other controls are located in the hardtop above the helm, with a trio of Garmin multifunction displays in the console. The MFDs are flush mounted in a recessed black acrylic panel, which is surrounded by a protective visor integrated into the console.

Valballa Dos is no slouch in the performance department, either. Quadruple 400 hp Mercury Verado outboards, combined with the boat's patented double-stepped hull, make the V-41 a fast, efficient platform. "No one builds a boat like Valhalla Boatworks, with this kind of quality," Bill says. "All the options they've designed into the boat make it an outstanding performance center console that's perfect for our style of fishing here in Los Sueños."

Reprinted with permission from *Marlin* magazine

**WATCH THE V-37
VALHALLA UNO
IN ACTION
HERE!**



KEEP YOUR COOL.

NEVER DESCALE AGAIN.



Without CLEARLINE



With CLEARLINE

Actual Photos
from a Viking 72



Stop battling barnacles. Win the war with CLEARLINE®. As barnacles invade raw-water lines, they choke out the boat's AC, refrigeration and other systems that depend on this water for cooling. Frequent descaling with harsh, acid-based cleaners is expensive and leads to time off the water. With ElectroSea's new, patent-pending CLEARLINE System, the days of dealing with barnacles in your pipes are over. Forever!

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U.S. and Foreign Patents Pending

OWNER OF INTEREST NEED FOR SPEED

Frank and Tami Mazza's Viking 72



Frank and Tami Mazza are five-time Viking owners who took delivery this past summer of the 72 Convertible *Tami Ann* in Atlantic City, New Jersey. Frank was eager to run *Tami Ann* to their homeport in Point Judith, Rhode Island, to start the summer season.

“When we pulled out of Atlantic City, we went right into 8-footers,” recalls Frank. “We ran up the beach, went through Long Island Sound and made it to Rhode Island in under seven hours. The boat is an absolute beast.”

Frank and Tami previously owned a Viking 62 and a 55. Before those two new convertibles, the couple had pre-owned 43 and 55 Vikings. The latter was actually the legendary Viking 55 *Fishin’hoff*, which they bought from the late John Vidinghoff. “The Mazzas are great people who really enjoy their boat and time on the water,” says Viking Vice President of Sales Mark Waldron, project manager for all three builds. “We’re lucky to have them in the Viking family for so long.”

Tami Ann is a striking Stars and Stripes Blue open bridge model with a Palm Beach Towers tuna tower, teak cockpit, Release Marine fighting chair and faux transom and toe rail. Since delivery of summer 2020, Frank has made about 10 trips to the Northeast Canyons, the longest being 152 nautical miles to Oceanographer Canyon from Point Judith. “It was a summer full of fishing, from deep dropping for swordfish to trolling for tuna and marlin,” says Frank. “We ended up putting about 225 hours on the boat; that’s pretty good considering we didn’t take delivery until mid-June.”

Frank and Tami enjoyed several cruising trips, heading into Narraganset Bay and visiting Newport. They went to Block Island a few times, as well. “The boat is extremely comfortable and liveable,” says Tami.

The Mazzas decorated the yacht with artwork that reflects their connection to the Ocean State, such as a nicely framed chart of Block Island in the master head.



“The interior designer was wonderful,” said Tami, referring to the award-winning WBC Design. “Among many other things, we picked all of our own artwork and accessories and really personalized the boat.” Tami is also enamored with the galley and its abundance of storage that’s easily accessed. Illuminated Channell Glass artwork adorns the forward backsplash of the galley, which also features custom Cambria Berwyn countertops and Amtico flooring.

Another custom interior feature on *Tami Ann* is her oversized master stateroom bed, which comfortably fits Frank’s 6’6” frame.





Tami Ann is outfitted with the latest innovations in ship systems and fishfinding technology, such as Furuno's Omni real-time 360-degree sonar. The yacht's Atlantic Marine Electronics package includes a custom pull-out box for the sonar's controller on the flybridge. "All I heard was that the Furuno sonar was just unbelievable, and that certainly has proved to be true," says Frank. "It's been pretty awesome. In certain conditions, we could actually see the fish swimming and turning and coming into our spread."

He's also pumped about the new ElectroSea CLEARLINE cleaning technology for the boat's seawater plumbing systems. "Anything that cuts down on maintenance is a good thing, and I hand it to Viking for offering this product. The system has worked as advertised, with no de-scaling necessary after all that use."

Frank is very much a hands-on owner who enjoys captaining and maintaining the boat. *Tami Ann's* trip to her winter home in Palm Beach, Florida, was another memorable one that showcased the 72's size, speed and rough-water performance attributes. "The amount of ground you can cover quickly in bad conditions is amazing," says Frank. "We had at least 20 knots of wind and four- to six-foot seas, with an occasional eight- or nine-footer thrown in there. She just went right through it."

What's next? Cruises to the Bahamas, fishing a few sailfish tournaments and participating



in the 2021 Viking Key West Challenge. The Mazzas are also looking forward to the completion of their fourth new build from the Viking Yacht Company – a Valhalla 37. "It's going to be a baby *Tami Ann*," says Frank. "We've seen what other Viking owners have done with their Valhallas, and we're following suit, with the same hull color, boot stripe and upholstery. She's going to be named after my daughter, Danielle Marie. It's been a pleasure building all of our Vikings, and the Valhalla is no different. It's always an easy, seamless process where they accommodate us every step of the way." 

Epic Blow-by

The video went viral on June 24 and has amassed almost 300,000 views on Instagram since then.

Emerging from the horizon, the Viking 72 *Tami Ann* quickly gains and overtakes the boat ahead of her, blowing by at 46 knots. The jaw-dropping 17-second clip – captured from the cockpit of the other boat – is testament to the size, speed and power of Frank and Tami Mazza's 72 Convertible, the third and largest new build Viking for the couple.

"I love the boat, and obviously the rest of the world does too," says Frank, who happily recounted the story behind the video. "A buddy of mine owns a Down East boat, and we were both heading over to Block Island from Point Judith. He left first, and when I ran out of the inlet he was a couple miles in front of us. So, me being me, I just had to run up his stern. We were communicating throughout, so it was no big deal. I know there were a lot of comments on Instagram from the haters, but it was all done perfectly safe. I just came right up his rooster tail, cut it over and then I was gone."

**WATCH THE VIKING
72 TAMI ANN IN
ACTION HERE**





PLANT UPDATE BUILDING BETTER

Investing in the Future



“Efficiency, effectiveness and innovation. That’s what we do.”

– Jeff Staub
Plant Engineering Manager

Ask anyone at the Viking Yacht Company what our mantra is and without a pause you’ll hear a proud reply of “building a better boat every day.” This phrase that co-founder Bill Healey has instilled in all his employees continues to resonate in everything we do.

In order to build a better boat we need to have a better building environment. And that is exactly what Viking’s Plant Engineering Department is tasked with. They are the 38-person team that is constantly striving to make our production line more efficient and the employee environment more pleasant.

But this can be more complicated than you would think. “To make an improvement or change we have to coordinate with multiple departments,” says Plant Engineering Manager Jeff Staub. “We need both Production and Human Resources to agree

with making an efficiency change. Then we pitch it to the Finance Department. There are plenty of hurdles we need to overcome before we even bite into a project.”

LIGHTS

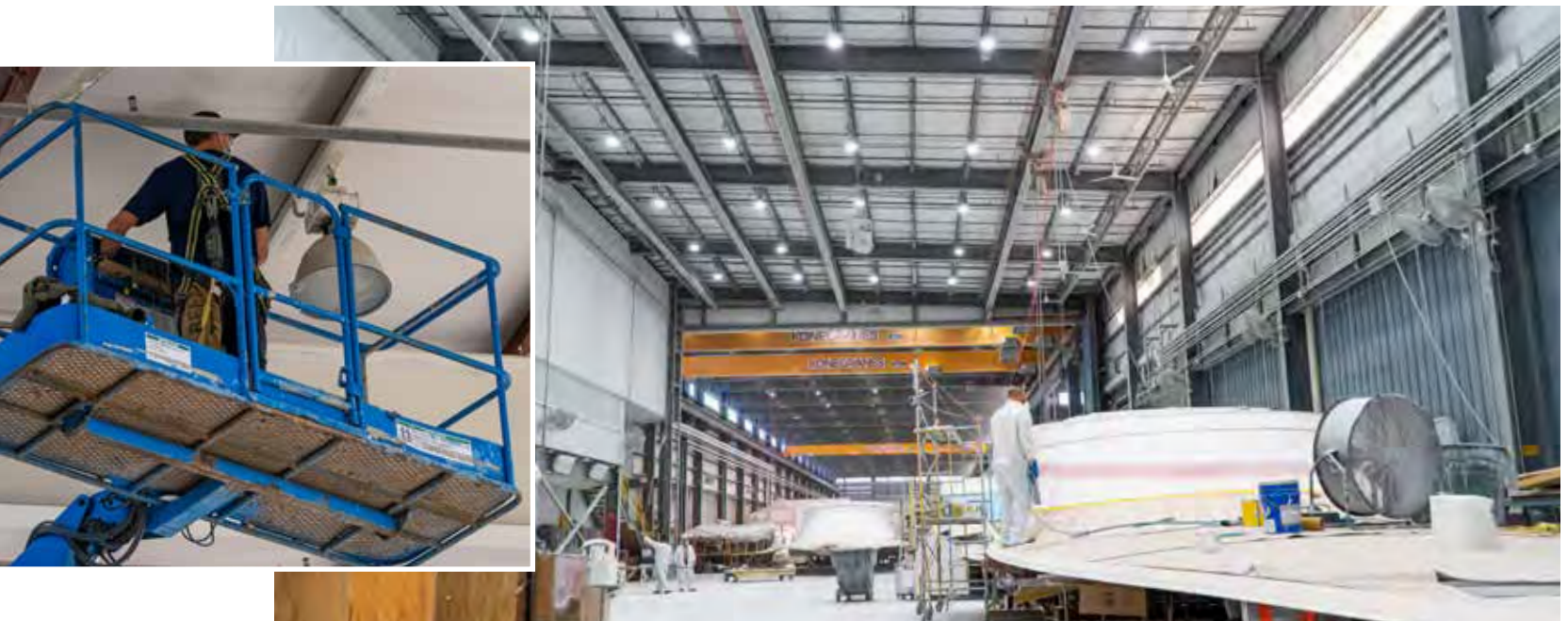
“We had an opportunity to save money and reduce our electric load,” says Jeff. The majority of the lighting at the New Gretna facility had been operating with regular fluorescent bulbs and in some instances incandescents. “LED lighting is the way to go but it was an expensive and overwhelming project. We applied for state rebates which helped ease the financial burden.”

In the long run, LED (light emitting diodes) is hands down the smart choice. It lasts much longer, is more efficient, uses less energy and leaves less impact on the environment. The LED technology costs more but since it’s burning less energy it saves money in the long run. Jeff estimates

the 3,586 replaced lights will pay for themselves in less than three years.

“We’ve been adding SonicAire fans and dust collectors which are eating into our electrical capacity,” says Jeff. “The LEDs use less electricity so it counterbalances the load. The lighting energy use will be reduced 47% in the first year.” The project is about 90% complete with the administrative building and most offices done. It’s more complicated on the production lines. “We’re working around the boats and don’t want to interfere with production but we are in the final stretch.”

“Employees really like them,” says Michael Donahue, Viking’s Corporate Human Resources Manager. “They are brighter and flood areas with nice, white light making it a better working environment. People are asking, ‘When are we getting them installed in our department?’”

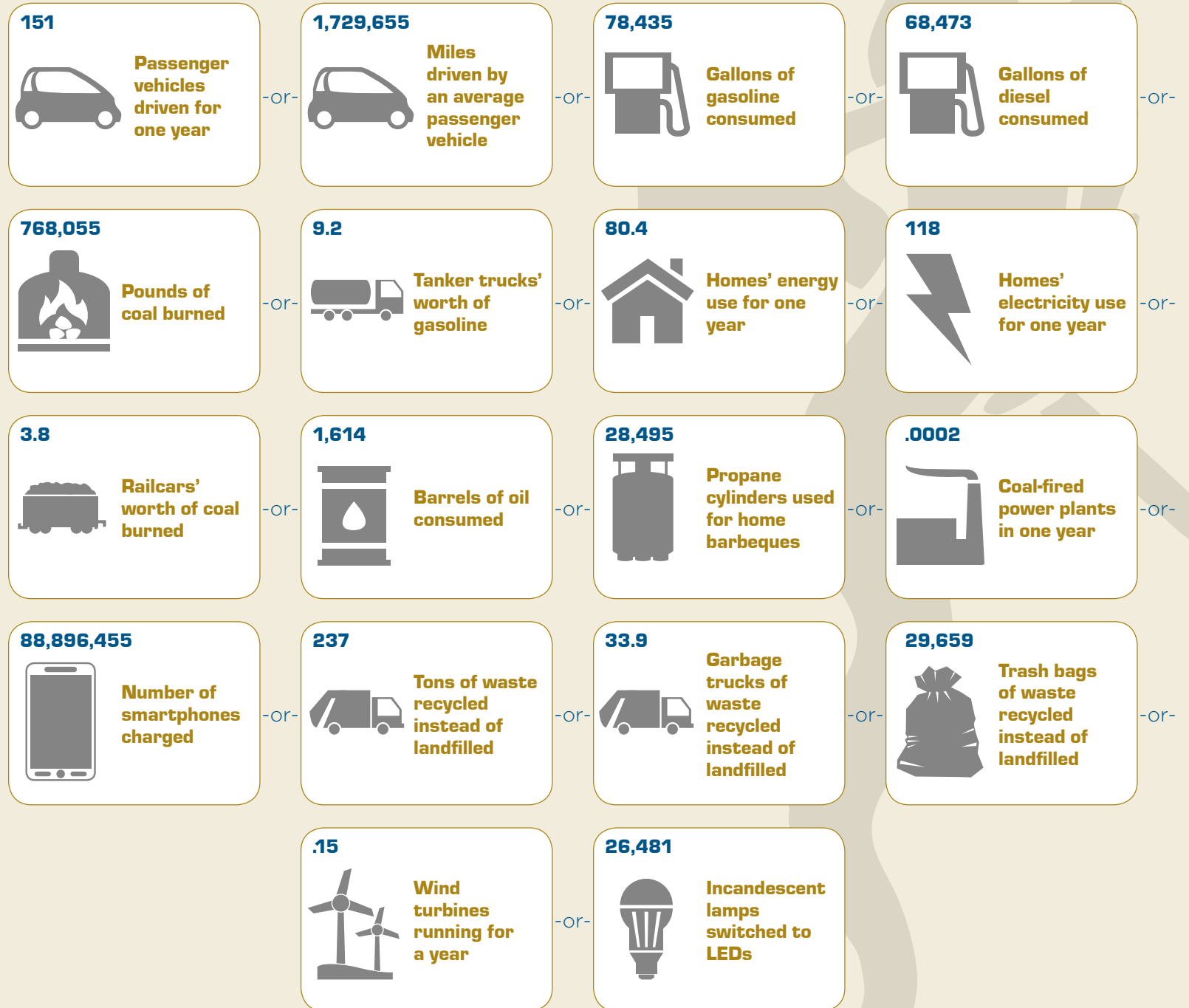




THE VIKING LED PROJECT

- 3,586 Light Fixtures Converted to LED
- 47% Reduction in Lighting Energy Use per Year
- 2.6% Year Payback Period
- The Reduction of Energy Consumption Directly Impacts Our Contribution to Greenhouse Gases

THIS LED PROJECT IS REDUCING GREENHOUSE GAS EMISSIONS EQUIVALENT TO:





SonicAire

TIME TO CLEAR THE AIR

Other than a few major components, such as engines and appliances, virtually every part of a Viking is designed and manufactured on the premises. “That generates a lot of dust,” says Plant Engineering Manager Jeff Staub. “We have both wood and fiberglass dust. The wood particles stem from our Mill department and our boats are made from fiberglass so, dust is generated from sanding. Traditional dust collection methods aren’t effective and cause increased housekeeping.”

Viking outsourced the cleaning and dust collection of high surfaces to outside vendors. And with some ceilings as high as 50’, the process proved expensive and time consuming.

The Plant Engineering Department sourced alternative dust collection methods and partnered with SonicAire, the global leader in customized dust control systems. “We started with a pilot project of four fans in fiberglass and the results were impressive,” says Jeff. The fans have expanded into the Mill and R&D for a total of 24 units. We are looking forward to adding another 15.

SonicAire’s technology keeps dust at the floor level of the facility, preventing overhead dust



accumulation by creating air movement at the ceiling level. This prevents dust from ever settling on a surface. They are constantly oscillating and turning 360 degrees. The fans create a unique combination of thermal-current control and high-velocity airflow, which eliminates dust in the air and off high structures. “It’s doing two things. It’s keeping dust from getting onto high surfaces and if any does get up, it then cleans the surface before it has a chance to settle,” says Jeff.

“The fans have many advantages. They improve employee working conditions, are cost effective and exceed the requirements of state and fire codes.”

CAMERA

The Viking Yacht Company has a second manufacturing facility about 15 minutes from the original New Gretna location. The satellite location, dubbed Viking Mullica, set up exterior security cameras that feed back to the main property. These cameras quickly proved that you really can be in two places at one time so the project was expanded.

Viking Mullica has 88,000 square feet of production space, which is a lot of ground to cover even when you are on property. So, a series of cameras was positioned inside the buildings focusing on the production line. This increased visibility allows production management at the New Gretna facility (and office-based Mullica staff) to know the exact status of every build project. “Originally it started out as just a few around the exterior of the building but it grew and has continued to do so,” says Jeff. “We have now installed an extensive camera system in New Gretna as well.”

The New Gretna facility has certainly grown over the years - one end of the production line to the other is now a quarter of a mile. The buildings encompass 800,000 square feet so the addition of cameras has been extremely helpful. At a glance, Vice President of Manufacturing Al Uhl can see six locations in Mullica and another six in New Gretna. “Long gone are phone calls tracking down a person to get a verbal update. Now it’s a click of a button and seeing the status in real-time,” says Al.

The cameras are helping in another way too, time studies. Viking’s Industrial Engineer, Daniel Thompson Rhodes, has an office at the Mullica location and set up the new labor tracking system over a year ago. “I’m using the camera system for process evaluation,” says Daniel. “We are able to watch every aspect of production within the facility. I am looking to see how many people are working on a project, what are the exact steps they are taking and how many hours it is taking.”

He is also tracking material placement. “How often does the employee have to step away to restock material, obtain a different tool or expend excessive movement? Are the needed items located centrally to the job? It’s all about efficiencies.”



“ Long gone are phone calls tracking down a person to get a verbal update. Now it’s a click of a button and seeing the status in real-time. ”

– Al Uhl
Vice President of Manufacturing

A recent project Daniel worked on was a labor study on consoles. Originally the Valhalla Boatworks consoles were constructed in New Gretna but are now built at the Mullica plant. It was noted that since the move, the V-37 console fiberglass and lamination process time increased slightly. Through evaluation, Daniel was able to focus in and find more efficient processes. The V-37 console is now nearly back at the New Gretna level.

“The V-46 is an exciting project for me because it’s the first one I’ve started at ground zero,” says Daniel. “I’m setting

base lines, watching for trends and ensuring the staffing is correct. We don’t want to overstaff but understaffing is an issue as well.”

Michael Donahue says, “The cameras are multifaceted. They are also helping our employee safety and wellness efforts. We are able to ensure everyone is practicing proper occupational safety as well as COVID-19 protocols. “We had a situation recently,” says Jeff. “A new employee didn’t affix his harness properly and we were immediately able to correct the situation ensuring his safety.”

“It has also helped our Security Department,” says Michael. “They are able to cover more ground with the cameras than on strictly foot patrol.”

ACTION

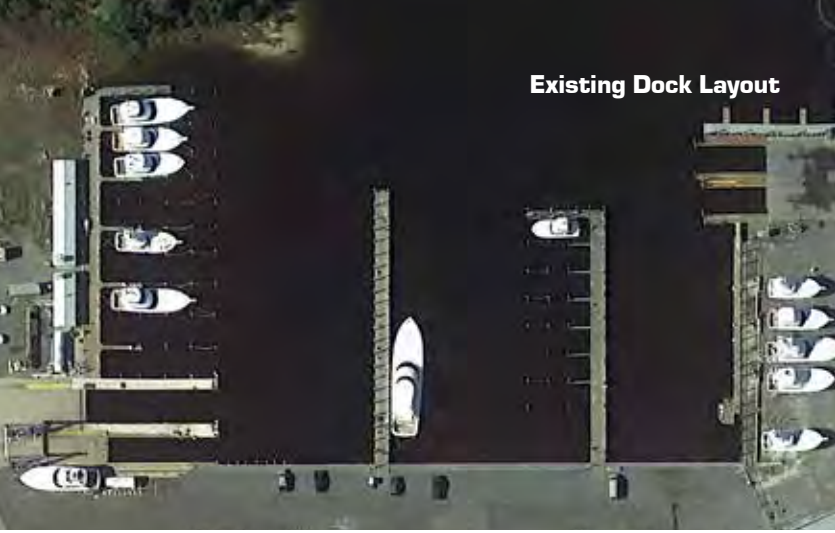
We’ve been hard at work putting our new dock configuration in action the last few months. Back in the fall we hired a crew to dismantle Dock Two and Dock Three. While once busy and valued real estate, the two locations had fallen to the wayside. Dock 2 was no longer able to accommodate enough boats in production and Dock 3 had become underutilized. Originally Dock 3 was dedicated to service work but with the Viking Yachting Center and Viking Yacht Service Center picking up much of the load, the dock went unused. So, the decision was made to dismantle the two docks and develop a new structure that would fit our needs while making the most of the space.

The docks were removed in November and the basin dredging phase began.

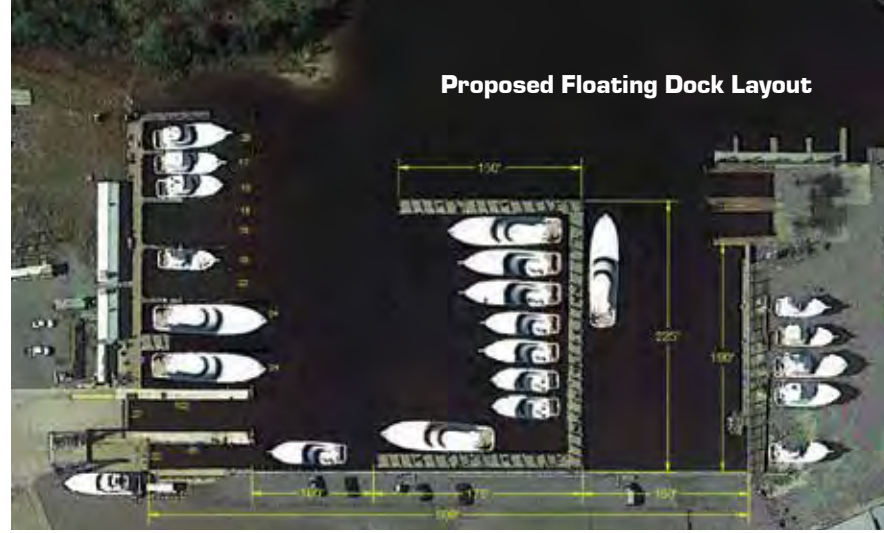


“ The V-46 is an exciting project for me because it’s the first one I’ve started at ground zero. ”

– Daniel Thompson Rhodes
Industrial Engineer



Existing Dock Layout



Proposed Floating Dock Layout

Approximately 10,000 cubic yards of material was mechanically removed by a crane scooping it out. It was loaded onto a barge, taken to an offsite facility and used as fill material. This dredging took the mean water to 7'-8', significantly deeper and more consistent than before.

“The two docks were removed and replaced by one new floating dock, without finger piers,” says Jeff. “This will actually provide more usable space on the new dock versus the pair we had. The Make Ready crew will access the boats via transom doors creating a safer environment.”

The C-shaped wood dock is 165' long by 10' wide and installed between the former docks' locations. This new position gives the next-door Viking Yachting Center better access to their well.

“Sixty-three pilings were used to accommodate the 530 linear feet of new dock. About 2,600 feet of wiring was run at a weight of 4,859 pounds,” says Jeff.

Covered in Ipe, or Brazilian Walnut, the decking is an extremely dense wood with a fire rating the same as steel or concrete. It is more than three times harder than teak which had the crew measuring twice

and cutting once. Sawing and nailing Ipe is difficult so all holes needed to be pre-drilled and steel screws are used.

The decision to go with floating docks is a departure of what we've done the last few years. “One of the problems we have with fixed docks is flooding,” says Kristian Flitton, Viking's Compliance Specialist. “When high tides and storms hit it can become problematic with the dock electricity. With the floating docks this is no longer an issue.”

“Efficiency, effectiveness and innovation. That's what we do,” says Jeff. 🐦



The Plant Engineering Department strives to increase efficiency and enhance employee working conditions.



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VIKING STORYTELLERS

The Voices of our History

The Viking Yacht Company was started on April 1, 1964 by co-founders Bill and Bob Healey. Over the years, thousands of yachts have cruised out of New Gretna, New Jersey, where Viking's main production facility is located, to destinations around the world. And the stories of the Viking employees and the rich history they share is a journey as well.

When the Viking Yacht Company celebrated its 50th Anniversary we started chronicling and preserving the incredible stories and accounts from the legends of Viking. To create an unbiased historical account, we brought in an outside writer, Alexis Burd, who has woven the tales into chapters since our Winter 2014 issue of *Valhalla*. In this issue the story is about the storytellers. These are the people who have been sharing their personal stories and memories with Alexis to create the last 14 chapters of the Viking Story.

VIKING'S LONGEST TENURED EMPLOYEE



Rudy Dalinger
Custom Production Engineer
Hire Date: 1964

Rudy shares his first impression of Viking. "I drove up and looked at the facility, it was nothing but a storage facility for the marina.

It had nothing but garage doors and half of it was a dirt floor. It didn't look good at all." But Rudy persevered. He walked in and was hired on the spot. He started the next week at \$2.10 an hour.

When asked who interviewed Rudy for his position, Rudy says in his thick German accent, "There was no such thing as interviews." And he chuckles, reminiscing what the facility once was. Rudy remembers Viking before the glamour and prestige, back when the company aspired to be in the same league as Hatteras and Bertram.

"I never thought Viking would last," Rudy admits. "Our reputation wasn't that good. When we went to boat shows we would check out the other boat builders so we could learn from them. We stayed in the background."

Even more impressive than his almost 56 years with the company is the fact that he is one of the most highly respected individuals at Viking. When Lonni Rutt, Vice President of Engineering and Design, needs to institute a change in processes or procedures, he relies on Rudy's feedback and input from the production line for seamless integration of the change. "His experience is invaluable," says Lonni. "He's a wealth of knowledge."

DESTINED TO DESIGN



Bruce Wilson
Designer
Hire Date: 1967

A boat designer and builder from an early age, an 11-year-old Bruce announced to his parents over dinner that he was going to build a duck boat in his bedroom. They gave their blessing but told him he couldn't alter the house and he had to work it out with his brothers who he shared a room with. He lofted (drew the boat to full scale) the boat in the dirt and only encountered one major hiccup: the wood broke when he tried to bend it to make the bow. A natural problem solver, he soaked the wood in the bathtub allowing him to manipulate it. He eventually launched the duck boat successfully.

An obviously natural fit for Viking, Bruce began his employment with the company in construction. "I wanted to get my hands in everything," said Bruce. Eventually Bruce was drawn back to his love of designing boats, encouraged by Bill Healey. Bill butted heads with the current boat designer, so he recruited Bruce to take over. "That's when I really began my role in the design process." And Bruce realized, Bill had brilliant ideas similar to his.



Rudy Dalinger



Bruce Wilson



ATTRACTING THE BEST



Drew Davala
Executive Vice President
Hire Date: 1988

Drew was hired directly by Jerry Straub, Sr to develop the Human Resources Department and improve the overall safety of the facility. Drew says of the time, “We were really rough around the edges and just running by the seat of our pants.”

Drew is the first to admit the arduous challenge in acquiring the best of the labor pool. To compete with other businesses, including the local casino industry, he put in place numerous attractive benefits. The on-property medical services facility, profit sharing plan and four-day work schedule were just a few. “When we put the profit sharing in place and four-day work week into play, it wasn’t difficult to recruit strong employees,” says Drew.

Drew also found Alexis Burd, the Viking Story author. In the spring of 2013, right after the company’s 49th anniversary, he said to her, “Now that we’ve been here for almost 50 years, there are many stories that have been told, but we need help to preserve them so they aren’t lost; the stories that shaped who we are today. A lot of people have contributed to the Viking Story.”

Drew Davala



MOM'S ADVICE



Bill Gibbons
Viking Propulsion Engineer
Hire Date: 1976

Billy grew up around the water. During high school he started working on boats and spending time on his uncles’ larger vessels. Following his mother’s advice that “there will always be boats and people who can afford them,” he applied for a job at Viking in September of 1976. His experience doing electrical and audio set ups at Boston University’s drama club gained him a position in Viking’s Electrical Department. But Billy wanted to learn everything. “I worked everywhere - electrical, carpentry, hardware and interior and exterior trim,” says Bill.

“The first boat I worked on was a 35 Convertible with a pair of 350 Crusader gasoline engines good for an 18 knot cruise with a top end around 26-27. There was no transom door, no cockpit freezer. And air conditioning was an option.”

Two tenures in the fiberglass department, between stints at the Make Ready Dock, introduced him to Viking pioneer Bobby Walker. “Bobby knew everything and was willing to share his knowledge with the younger generation, like me,” says Bill. “He showed me fiberglass techniques and the resin transfer method, which we still use today.”

Bill Gibbons



In the early 80s when Viking developed its first Engineering Department, Billy was the second hire. “Because I worked in every stage, I knew all the systems of every boat so it just made sense for me to move to Engineering.”

Billy was also instrumental in improving efficiencies on the production lines and incorporating procedures. “Everybody would be trained the same way whether working on a 35-footer or a 72.” He helped standardize sea trials with documentation and recordings in a systematic method.

“I’ve been with Viking over 40 years and many things remain the same, even though the boats have evolved light years from what they were. We always did what we thought was the right thing. I remember back in the 80s hearing rumors that we were going to come out with a 46-footer. Driving home that night I was thinking ‘I want to stick around, things are going to get interesting.’ My mother was right.”



Bill Gibbons



CAN-DO ATTITUDE



Al Uhl

*VP of Manufacturing
Hire Date: 1979*

Forty-some years ago Al started his career with Viking as a carpenter. His reputation quickly spread and he was soon installing furniture, galley components and headliners. During a downturn in the economy Al feared for his job but was instead promoted to the R&D Department, learning from Viking Pioneer Bobby Walker. Al continued to expand his role. “I benefitted from constant mentoring from Bill Healey, Bruce Wilson, Rudy Dalinger and Bobby,” says Al, now the Vice President of Manufacturing.

“When I look back at my early years I have to laugh remembering the biggest option on the new boats was a microwave! All the boats had an oven and cooktop but the microwave was something new.”

“There’s a mindset around here that I picked up early. Bill Healey has always been about making things better. He’s a problem solver. Bill told me that you didn’t need to know how to do everything but only how to get something done. This can-do attitude is how we build a better boat every day.

Al Uhl



EVOLVED THINKING



Lonni Rutt

*VP of Design and Engineering
Hire Date: 1994*

“The company was riding high when I arrived, then it quickly all changed in a year,” Lonni says. “It was a challenging environment when the luxury tax hit us. But for those of us who were so affected by it, it created a sense of loyalty. There was a feeling of having gone through a traumatic, negative event that enabled and forced us to build a stronger foundation together.”

It also forced Lonni and his team to take a whole new approach to designing boats. “Prior to the luxury tax, people didn’t live on boats. You’d go fishing or take the family and friends out for a cruise. Then people started living on their boat, so we had to rethink our design process to incorporate comfort and luxury.”

“We really started to look at the boat’s function,” says Lonni. What are people doing with it and what do they want?”

The Design team became a presence on the boat, observing and experiencing the boat alongside customers. Lonni was now experiencing how comfortable the accommodations were and how well laid out the cockpit was designed. Priceless hands-on experience.

“One of the areas we kept evolving into was the custom build world, and it’s become second nature,” says Lonni. “We stopped building production boats in the early 2000s. Every year brings more amenities and style for our customers’ expectations. I believe we build boats that are more comfortable and luxurious than most high-end condos. And they go 50-plus miles an hour!”

Lonni says, “We walk a fine line between providing amenities and achieving performance. The ultimate goal is not to compromise too much in any direction. But because we use the boats to fish we can build them from experience. We have an understanding of what our customers want. It gives us insight. Instead of following, we are leading.”

Lonni Rutt



A SILVER LINING



Jerry Straub, Sr.
VP of Finance
Hire Date: 1978

Jerry knew nothing about boats. When interviewing for an accounting position he said to co-founders Bill and Bob Healey, “I don’t think I’m the right guy.” They laughed and quickly hired him.

Now retired, Jerry recalls one of the most challenging periods he experienced with Viking, the luxury tax. “I went through the grinder,” Jerry says. “We knew that when the luxury tax was repealed there would be a great demand for our product so we needed a significant amount of working capital.”

Bill Gibbons says, “I think during the luxury tax years Jerry Straub probably had the most difficult job in the whole place. Trying to figure out how to pay bills with no money.”

If the luxury tax did not happen we may have still improved efficiencies and run leaner, but the tax forced us to make these improvements earlier and better.

“Jerry has an incredible mind for finance,” says Patrick Healey. “He was always managing the cash flow of the company – in good and bad times – and he fully understood how important that was.”

BUILDING TRUST



John Kasinski
CFO / Executive VP
Hire Date: 1989

Jerry’s right hand through the luxury tax was John.

Once the luxury tax was lifted John and Jerry devised financial scenarios to get the Viking Yacht Company back on its feet. And John was in charge of vendor relations. “Many of our vendors could have put us out of business,” says John. It was a precarious situation and if John had to hop on a plane to Columbus, Ohio, to work face-to-face with a partner Viking owed over \$1 million to, that’s what he did.

“The loyalty that we had to our supplier base is what carried us through the luxury tax years. The negotiating with the banks, some crafty maneuvers to get the tax repealed were enormous, but the loyalty to our suppliers came back and paid us dividends.”

John made it a policy to call suppliers, not dodge their calls, even if he had to tell them, “We don’t have the money to pay you right now.” But he would follow up with new sales information, when the next boat was delivering and asked them to please hold on. These conversations strengthened relationships because Viking would continue to need these vendors to be generous as debt still remained on

the books. His requests and negotiating bought Viking time and kept them out of bankruptcy.

Once, when he couldn’t send a check for \$1,000 to a vendor, he offered \$100. “That \$100 went a long way. It was building and reinforcing trust.”

PART OF THE MAGIC



David Wilson
Manager of Design
Hire Date: 1987

Growing up at Viking, David never had anyone ask him, “What do you want to be when you grow up?” It was obvious.

David’s career at Viking was in its early stages when the 55 came out. He was challenged with the requirements of being creative yet also effective in an engineering capacity. The sleek and luxurious boat was intimidating yet alluring – and he was hooked. “It was being part of the magic and watching people want to touch the magic.”

“It’s one thing Bill Healey surely drove home and Pat Healey really throws fire on,” says David in reference to building and creating new and better product. “We give the customer volume, more space, more amenities, more stateroom. And wait until you see what’s up next.”



Bruce and David Wilson



A young David Wilson



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OWNER OF INTEREST SAM & EDWINA FRIEDMAN

Life of the Party



Sam and Edwina exploring Camden, Maine.



Edwina and captain Kevin christening the 68 *Cajun Dancer* at the 2007 Viking Southern Rendezvous at the Ocean Reef Club.

Sam and Edwina Friedman have owned a literal fleet of Viking Yachts, a lucky 13 to be exact. A 42 Open, a 48 Convertible, two 55s, three 61s (one enclosed bridge and two open), a 64, a 65, a pair of first-generation 68s, an 82 Enclosed Bridge and currently a 68 Convertible. *Cajun Dancer* graced most of the transoms but a few, like the current 68, have been named *Ragin Cajun*.

THE REASON

Advancements. The reason the Friedmans continue going back to Viking is because the builder continues to improve upon their product. “They are constantly updating and innovating,” says Sam. “We appreciate the exterior styling, interior volume and the top-notch performance.”

“Many years ago, our friends at Galati Yacht Sales introduced us to the Viking brand.

We immediately recognized how both companies harbor a family friendly culture and are service oriented. They will keep us coming back.”

THE TRAVEL

The Friedmans love to travel, especially on their boat. They have explored every (inhabited) inch of the Bahamas and find themselves going back to a few favorite spots such as the Exuma Cays Land and Sea





The gang showed up for the Ocean Reef Club's annual Reef Cup Photo Contest.



Mates Dan Hill and Doug Amarillo show off Sam's wahoo.



Sam and Kevin relaxing in the bridge.

Park and Thunderball Grotto. The stunning grotto, tucked between Staniel Cay and Big Major Cay (Pig Island), got its name from the 1963 James Bond movie *Thunderball* which was shot there.

Turks and Caicos, Isla Mujeres and Cancun, Nova Scotia, and Costa Rica are all checked off the list for the Friedmans. They've also covered almost every port on the Atlantic Coast from Bar Harbor, Maine, to Key West,

Florida. On the Gulf they've hit everywhere from Key West to Texas.

As Sam says, "We have toured many beautiful coasts which include everything from mountain ranges to swamp land. And, of course the New York skyline. From the Hudson and East River we took majestic pictures of the Statue of Liberty."

THE FUN

There is always a fun loving and

adventurous gang with Sam and Edwina. When cruising, captain Kevin Dunn knows that at any moment he might be dropping anchor in a beautiful locale for a little scuba diving. The boat fishes the tournament circuit, was a regular at Viking Rendezvous' and continues to be active with yacht club cruises.

Sam tells a great story about a trip in the Bahamas. "We were on an Ocean Reef



An impromptu fish fry with 54 guests in Chub Cay.

Yacht Club Cruise and left Bimini for Nassau but decided to make a stop in Chub Cay. Earlier in the day we had a very successful fishing trip which we planned on turning into dinner. We invited the eight other boats that made the layover with us to come over for a fish fry. Kevin had some shrimp onboard so we cooked up some fish and shrimp and word (and delicious smell) started to spread. We fed 54 people that night and at one point all were in the cockpit!”

THE FISH

At a boat show, Viking’s Pat Healey encouraged Sam and Edwina to fish their first Viking, a brand new 55 Convertible, at The Isle of Capri Mississippi Gulf Coast Billfish Classic. “You’ve got to break in the boat, Sam!” said Pat. *Cajun Dancer* entered



Another whimsical entry in the Reef Cup’s Photo Contest.

their very first tournament amongst a fleet of 109 other fishing vessels. Sam says, “We never fished a tournament before and actually had never even really seen a marlin.” On Day One of the event, they hooked up and angler Sparky Lovelace reeled a 521-pound blue marlin into the cockpit.

“The fish landed on the top of the leaderboard. But then we had to sweat it out and hope it stayed there,” said Sam. Not only did it stay on top, but it was the only blue to be weighed so the crew walked away with 1st, 2nd and 3rd place checks in the Calcutta. “Talk about beginner’s luck,” said Edwina.

Another great fishing tale involves a different tournament. The team was fishing the 82 Enclosed Bridge outside of The Ocean Reef Club in Key Largo, Florida, and watched a nearby boat fight a big mahi. Unfortunately, the line broke and they lost the fish. “Not five minutes later that fish swam up behind my boat and we hooked it. The other team’s broken line was still trailing him,” says Sam. That fish won the team the event.

THE CREW

This is one heck of a fun crew. They are repeat Viking Key West Challenge participants and it’s no surprise when they show up bringing the party with a group of 10-12 people. Sam’s Cajun drawl and Edwina’s infectious laugh are well known throughout the boating community as are their hospitality.

“I always tell people, ‘Be accessible, honest, pleasant and a good listener. And remember, every day is a fresh start.’”

— Sam Friedman



You never know what’s going to happen on a fishing trip with this crew.

Captain Kevin has been with the Friedmans for 18 years and contributes to the onboard atmosphere. As the resident chef he makes sure everyone is happy and well fed. Kevin’s wife Renee has fished the Viking Key West Challenge with the team and has stood in the winner’s circle many a time.

THE REST

With all this fun and adventure, believe it or not, Sam and Edwina are still hard at work. After graduating from Louisiana State University Law School, Sam spent time in the Army then began his law career. Eventually he created a company to buy, build and operate hotels. For more than four decades he, alongside Edwina, has continued to grow and develop his business

managing properties in 15 states. Although he logs considerable time in the office, his fantastic employees allow him time to pursue his passions on the water.

THE MANTRA

Sam and Edwina love Costa Rica and have spent plenty of time there making new friends and catching lots of fish. The 68 has been shipped to Los Sueños where it will spend the winter, spring and possibly the summer while the Friedmans settle into a new home in the area.

“I always tell people, ‘Be accessible, honest, pleasant and a good listener. And remember, every day is a fresh start.’”



The Viking 55 *Ragin Cajun* won the 2018 Viking Key West Challenge and angler Renee Dunn claimed both Top Overall Angler and Top Lady Angler.



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DEPARTMENT PROFILE: TRIM **THE FINISHERS**

Build Nears Completion in Trim Department

**Exterior Trim Lead Painter
Juan Lazaro removes protective
plastic as he finalizes a boot stripe.**



“We’re the last department to touch the boat before it leaves the manufacturing building and heads to the Make Ready Dock.”

– **Jason Wick**
Trim Department Supervisor

Our Department Profiles take you through Viking’s incredible build process, with each issue of the magazine highlighting a particular stage of production. The last few articles have featured the Mechanical, Electrical and Carpentry Departments, respectively. In Carpentry, our shipwrights assemble and install the interior components (floors, ceilings, bunks, cabinets, credenzas and appliances, to name just a few) that ultimately create the staterooms, crew quarters, heads, salons and galleys. But there’s still a heckuva lot of boatbuilding left to be done – and that’s where the Trim Department comes into the equation.

This team of boatbuilders is essentially responsible for finishing the major components of the build – both inside

and outside of the yacht. “We’re the last department to touch the boat before it leaves the manufacturing building and heads to the Make Ready Dock,” says Trim Department Supervisor Jason Wick. “We get to make the boat look pretty.”

The department consists of Interior Trim and Exterior Trim. We’ll start with the former. Interior Trim shipwrights install the wall-to-wall carpeting, the Amtico flooring, the blinds, the lambrequins, the valances and all of the furniture, including dinette and enclosed bridge cocktail tables, chairs, lounges and bar stools. In the staterooms, Interior Trim boatbuilders place the mattresses on their bunks, hang headboards and insert drawers into credenzas, end tables and other storage areas. In the heads, they install the upper and



Interior doors are first hung by the Carpentry Department, and then removed and stored in a protected area before final installation by Exterior Trim.



Interior Trim Installer Jonathan Sanchez Maldonado assembles a salon bar stool.





lower vanity inserts, including the medicine cabinets. Throughout the entire interior, this department is responsible for the assembly and installation of all latches and catches for drawers and cabinet doors.

Led by Foreman Jason Clark and Assistant Foreman Yunior Santiago, Interior Trim's 14 boatbuilders always meet and exceed expectations no matter what the challenge. "These guys have a combined 46 years of experience, so their level of expertise is off the charts," says Jason. "They can handle anything."

ALL SHAPES AND SIZES

Exterior Trim consists of 22 shipwrights. The group includes 12 installers, a five-person window-and-bridge team and five painters. They handle a myriad of parts in all shapes and sizes. The largest are the bridges – both open and enclosed units as well as the motor yacht pilothouses – and the window glass. In the enclosed bridge models, the Trim shipwrights also install the

wraparound helm console and Stidd chairs. Some of the smaller parts include latches, gas pistons and gasketing for all exterior hatches.

Exterior Trim also installs the fish boxes, cockpit rod holders, flybridge ladders, anchor lockers and tackle cabinets as well as the salon doors (and their power-activated mechanisms). In addition, they take care of the boat's ground tackle, which includes anchor locker lids and hardware, windlasses and anchor installations. And if the owner wants a davit – that's your Trim Department, too. They're also responsible for the rubrails and bowrail installations. The painters' primary jobs are applying the boot and accent stripes and the infamous Viking wraparound black masks.

While the installation of carpeting and flooring are the most time-consuming jobs for Interior Trim, the application of the black masks and boot and accent stripes certainly require the highest number of

Inocente Silva completes the installation of a pair of stainless steel gas pistons in a cockpit hatch.



Interior Installers Gustavo Salazar works on wall-to-wall carpeting, while Rosibel Moreno lays down Amtico flooring.



Exterior Trim is responsible for enclosed bridge installations and application of boot and accent stripes.



It takes a team of shipwrights from Exterior Trim to insert the stainless steel through-stem anchoring system in a Viking 92.

man hours for Exterior Trim. “As with any type of painting, there’s a good deal of preparation before application,” says Senior Exterior Trim Foreman Gary Kozlowski. “Our black masks take four days and the boot stripes can take from three to five days, depending on the number of accent stripes and colors.”

The amount of work and responsibilities may seem daunting, but Gary and the Exterior Trim team (which includes Foreman Bob Phillips and Assistant Foreman Al Capriotti) are armed with a steadfast mentality to build a better boat

every day. “We just keep plugging away at it until we get it done – and done 100 percent correctly,” says Gary, who began his career at Viking in 1979. “I learned from Bill Healey. He taught perfection, and that’s what we all strive for.”

EVERY SCREW COUNTS

Our Valhalla Boatworks center consoles, which are all built at Viking Mullica, also go through a Trim boatbuilding stage. Foreman Obed Santiago has a team of 14 installers and one painter. These shipwrights install the consoles and console doors, seating modules, Release Marine and Llebroc helm chairs, fish boxes, tackle cabinets,



“

It’s all about quality and attention to detail. Everything we touch must be done to the highest of standards. Every screw counts.

– Obed Santiago
Trim Foreman

”

Viking Mullica has its own Trim Department. Antonio Laines gets the stainless steel bow roller in place on a V-33, followed by its anchor windlass.





windlasses, anchors and anchor chutes, and hardtops (including the anodized aluminum hardtop frames and the available ProCurve curved glass enclosure or the tracks for the Costa Clear panel for the helm). They also put in the very popular GG Schmitt transom seats, the forward seating backrests and all cushions and coaming bolsters.

Let's talk hardware: This department outfits the boat with its rod holders and cupholders and affixes all of the rubber gasketing and latches for hatches, live wells and lockers. Inside the console, they insert the vanity tops, sink and shower wand and the optional SeaDek flooring. They even affix the Valhalla logo and engrave the hull identification numbers (HINs). Painting jobs include the boot stripe and rubrail.

"It's all about quality and attention to detail," says Obed, a 23-year Viking veteran. "Everything we touch must be done to the highest of standards. Every screw counts."

Franklyn Ramirez, the Lead Man for the Trim Department on the V-37 line at Viking Mullica, is shown in various stages of an installation of three Release Marine helm chairs. Assembling as many components as possible outside of the boat helps make the overall build process more efficient.

“ I learned from Bill Healey. He taught perfection, and that's what we all strive for. ”

– Gary Kozlowski
Senior Exterior Trim Foreman



Trim Department managers, left to right: Yunior Santiago, Jason Clark, Obed Santiago, Jason Wick, Gary Kozlowski, Al Capriotti and Bob Phillips.

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“It’s extremely important to avoid spraying water on any electrical equipment, including engine components and plugs.”



– Dan Mueller
*Viking Yacht Service Center
General Manager*

ENGINE ROOM MAINTENANCE

Keep It Clean

In many ways, the engine room of a Viking is a work of art – a very clean work of art. Viking has been finishing its engine rooms with Snow White Awlgrip for many years because it adds inherent value to the boat by making it easier to maintain while looking great in the process. The ceiling is coated with a gleaming white gelcoat and the engines, other machinery and the majority of the hardware and fittings are also finished in white. Coolant and oil drips can be quickly spotted and easily wiped up on these finished surfaces. Alas, even a Viking engine room needs a good sudsing and freshwater rinse. After several days of running your Viking, spiffing up your engine room will be time well spent. Just like cleaning and chamoising the exterior, engine room cleaning should be part of the overall care of your Viking.

Viking makes engine room cleaning easy by providing a freshwater outlet. Attach a hose and you can reach just about anywhere. Before commencing with the cleaning, however, perform a thorough inspection of each engine, generator and other machinery. Be on the lookout for salt deposits, which could indicate a leak in the cooling system. Sometimes all that is needed is a half-turn of a hose clamp. Run your hand or a clean rag underneath the equipment and note any oil or other substance that could be a sign of weeping fluids. Bubbling paint and

salty residues warrant an inspection by our experts at the Viking Yacht Service Center.

A bucket of water, boat soap and a soft brush are all you need. Remember to wipe up any obvious oil or lube drips before you start. Even trace amounts of oil will make the job harder because the water will spread the oil while you are cleaning. Another preparatory practice: If your engine room contains Dri-Dek flooring, you should remove the various sections from the center bilge and any other areas. Otherwise, you could coat the vinyl flooring with oily residue, which will linger in the texture of the material for a long time. Clean the Dri-Dek on the dock and let it dry outside before putting it back in the bilge.

Engine rooms differ depending on the model and year of your Viking. You need to establish a cleaning system that is efficient and makes sense for your engine room. Clean the engine room in the same order every time. In general, you should start on the outboard sides of the engines and work toward the centerline using a soft soapy brush; then gently spray with fresh water. “It’s extremely important to avoid spraying water on any electrical equipment, including engine components and plugs,” says Viking Yacht Service Center General Manager Dan Mueller. “You should identify these areas before you begin cleaning.” If you need help pinpointing the electrical components in the

engine room, refer to your owner’s manual. You can also contact your authorized Viking dealer or the professionals at the Viking Yacht Service Center for assistance.

Most newer Vikings are equipped with a series of dry-out pumps that remove water from the various sumps in the bilge. Be sure the washdown water only contains dirt and grime; avoid pumping oily water overboard (you could face a hefty fine). If there is a sheen in the bilge water, use a waterproof Shop-Vac to evacuate the water and dispose of it on land in a proper receptacle. You might also find the Shop-Vac valuable to eliminate any final traces of bilge water to fully dry the bilge. The Willy Vac bilge wet vac system is also an option on the larger Viking models. (Using the Willy Vac’s selection valve, users can choose whether they send dirty water overboard or into a container.)

Before you enjoy the fruits of your labor, it’s a good idea to leave the engine room hatch open to circulate fresh air to remove all traces of moisture. Keep a stack of oil absorbent pads onboard and use them underneath the engines and transmissions between cleanings to maintain that boat show look. Consistent cleaning makes for easy cleaning, and a spic and span engine room will help you maintain the performance of your engines and ship systems. 🛠️





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The Shark Grey Valhalla 33 *Keel-Bro* presents her perfect profile.





OUR BOAT, OUR LIFE

Bruce and David Wilson's Valhalla 33

You couldn't have scripted this story any better. Legendary Viking Yachts Designer Bruce Wilson and his son David (the current Design Manager for Viking and Valhalla Boatworks) worked shoulder to shoulder for nearly 30 years before Bruce retired in 2018. The father and son penned more than a dozen yachts together.

Well, they teamed up one more time to customize their new Valhalla 33. David, his wife Janine, their children Keely and Brody, and Bruce took delivery this summer of *Keel-Bro*, a stunning Shark Grey V-33 named after the children. The Wilsons were all smiles as they gathered in the cockpit for a

few photos to commemorate the moment and toast *Keel-Bro*. "I couldn't be happier to be able to share this moment with my family," Bruce said. "I'll never forget this day."

Bruce's handwriting is all over the boat, starting with the name on the transom. "He's always wanted to name our boat after the kids," says David. "And this was a total surprise for my dad and the entire family. They knew the transom was going to be the faux teak, but they had no idea about the name until we got to the boat."

Bruce, who began at Viking as a designer in 1968, was also instrumental in many other

aspects of the build, including the selection of Whisper Grey for all of the topsides (that includes the console and its interior, seating modules and in-deck boxes), hardtop and radar pod. And those black Mercs – that's all Bruce. The outboards, radar and outriggers as well as the boat's various teak and faux teak enhancements complement the grey tones nicely.

The tackle locker door in the seating module was the perfect place for a graphic of the infamous Viking serpent. The door also serves as a rigging table when open. The pull-out drawer below holds an abundance of tackle, tools, line and lures.





Custom features inside the console include black acrylic doors for the storage and access areas and the battery distribution panel. Graylite Corian with a gloss finish tops the vanity. Last but not least is the Dark Grey and Storm Grey SeaDek that covers the walking surfaces and the expansive forward dry storage area.

Keel-Bro is a sweet-looking ride, for sure, but this V-33 packs a heckuva punch. The twin 300-hp V8s deliver immediate acceleration, pushing the boat to a top speed of 54 mph. Fuel economy is impressive, too. *Keel-Bro* gets 1.2 miles to the gallon at a swift cruise of 40 mph. This Valhalla 33 is also loaded with some of the latest in marine technology, including a Seakeeper SK 2, Seastar Optimus joystick system and a complete Garmin electronics package.

“When we were specing out the boat, Dad didn’t really see the need for some of the bells and whistles,” says David. “But as we began to use the boat he really came to appreciate the amenities, especially the Seakeeper.”

“Quite true,” says Bruce. He thanks the Seakeeper for one of the best naps he has ever had. Bruce fell asleep in a beanbag on the foredeck during one of their autumn fishing trips. “I know I was in very deep sleep, because when I woke up, it took me a minute to remember where I was,” says Bruce. *Keel-Bro* split its time this past summer fishing and cruising, hosting many cocktail cruises with family and friends and taking weekend bottom fishing trips for flounder and sea bass. The Wilsons racked up over 120 hours in August and September on *Keel-Bro*; their adventures included cruising to Saint Michaels, Maryland, and running 80-plus miles offshore for



swordfish. Bruce says the trip to St. Michaels was something special. “People were amazed with the boat, pointing at it as we cruised by and asking about it at the dock,” says Bruce. “*Keel-Bro* was the talk of town.”

The Wilsons also enjoyed a handful of picture-perfect days of striper fishing in October and November. “To be able to have the kids enjoy such good times with their grandfather on this boat is priceless,” says Janine.

Over their three decades of working together, Bruce and David designed many milestone sportfishing yachts for Viking, including legendary models such as the 92, 82, 76, 70 and 65. David continues to design Vikings and has also played a critical role in designing and developing the Valhalla Boatworks center consoles.

“Building this boat with my father was very emotional because it represents everything he taught me as a designer,” says David. “When he first saw the Valhalla design, he said, ‘wow, you guys really nailed it.’ But these boats are packed with Viking DNA, from the sheer to the double chines to the overall aesthetics. So I told him, ‘No dad, you nailed it!’”

“To be able to have the kids enjoy such good times with their grandfather on this boat is priceless.”

— Janine Wilson





FACETIME

Valhalla Boatworks

In this ongoing series highlighting our dedicated boatbuilders, this issue we turn our eyes toward our Mullica facility. The Viking Yacht Company purchased the facility in mid-2016 and was up and running by late summer. Initially the satellite plant built the smaller Viking yachts and the Billfish series. But as the Valhalla Boatworks project took off that campus became dedicated to building our V Series center consoles. We recently spent a little time with some of the team to find out how things are going at Viking Mullica. 🐉

Tom Crumley, Customer Service Manager

With a lifelong career in the boating and yachting industry, Tom began working at Viking when the Mullica facility was acquired. He trained with the New Gretna team for six months then was up and running in the new plant. “Working on the center console line takes me back to where I started. In 1974 I was working for my uncle at a marina where we sold small boats. Ten years later we were one of the first dealers in the United States that took on the Yamaha outboard motor line. I remember when we had a 31’ center console and everyone thought it was crazy to have one so big!” When Tom isn’t working you can find him with his family. “I’ve got three daughters and two grandsons so there’s always something broken that needs to be fixed. Pop-Pop takes care of it!”



Gene Hawn, Quality Control Technician

Gene, an experienced boat captain, started working at the Mullica facility when Viking Yachts purchased it in 2016. He immediately jumped in at the helm running performance and engineering sea trials as well as conducting Quality Control checks. He continues this role with Valhalla Boatworks. “I’ve sea trialed every Valhalla delivered except two,” says Gene. Knowing his experience running the V Series, we had to ask: Which boat would he choose if he had his pick? “They are all exceptional, but I like the ride of the V-33. It gets on plane quickly, rides nice and flat, and it’s easy.” When Gene isn’t running boats, you can find him sighting in a deer or teeing it up on the green.



Manelly Hall, Medical & Health Services

A trained EMT, Manelly started at the New Gretna facility in the Medical Department in 2005. She now heads up Health Services at Mullica, with her original team as her backup and support. On a daily basis she is not only performing basic triage, first aid and assisting ill team members but she is also available to talk to employees about their health and those of family members. “When I was at Viking in New Gretna we were all a big family. The first few months here in Mullica we were a group of people working together, but now? We are a family too.”



Joe LoSasso, Foreman of Finish Carpentry

Joe started working with Viking when the Mullica plant opened. He initially worked on Viking Yachts but now is devoted to the Valhalla Boatworks line. His team picks up after the mechanical electricians finish preparing the hull. Joe directs the installation of the liner and coamings, fitting of plumbing and affixing hardware. We asked Joe the difference between working on Viking Yachts and the V Series. “There’s not much difference. It’s all about building the best product we can and taking the quality to the next level.”



William Fabian, Fiberglass Supervisor

“June 3, 1998,” William proudly responds when asked when he started working for the Healey family. He began in Lamination and has worked everywhere from Small Parts to Patching to Finishing. Four years ago, William began working on Viking’s Billfish series at the Mullica facility and has now been working exclusively on the V Series. And he loves it. “It’s a new project and I am very proud to be a part of it.” We asked William “If Pat Healey offered you a Valhalla boat for the weekend what would you choose?” William said, “That’s a hard choice, I love all of them!” He probably wouldn’t get much time on the water anyway as he and his wife spend weekends traveling to soccer games cheering on their twin girls.



Dan Wilk, Foreman of Electrical

In 2000, Dan Wilk began his career at the Viking Yacht Company in Rough Electrical. He then spent time in Finish Electrical and the Ready Dock, making him pretty well-rounded. When Viking purchased the Mullica facility, Dan moved to the new location as an Electrical Foreman. During a typical day Dan will work on electronics, electronics packages or engine rigging on the center consoles. He trouble-shoots and checks systems and engine controls as well. “I make sure everything is working properly from stem to stern,” says Dan. When asked how the transition has been from working on Viking Yachts to center consoles, Dan says, “I enjoy it. It’s been a learning experience and I enjoy learning new things.”



Jim McLaughlin, Production Manager

Viking Mullica’s Production Manager had an interesting start with the company. “I began with Viking in 1995 and enjoyed it but a family obligation took me to Florida. After two years in the south I was making a job switch so called Viking’s Vice President of Manufacturing, Al Uhl. I asked him for a reference and he said, “Heck, just come back and work for me!” So, in 2003 Jim was back at Viking and is now the Production Manager at Mullica. “Working on the V Series is totally different but we keep the same Viking standards and impeccable craftsmanship.”



FLYING RIGHT

Drone Operation Safety Tips

Editor's Note: With the rising popularity of recreational drone use, we thought it would be beneficial to have our very own drone operator, Viking Photographer and Media Specialist Kyle Juall, outline the basics for safe drone operation.



THE BASICS

- All drones must be registered with the Federal Aviation Administration (FAA).
- Maximum flying altitude is 400’.
- Operators (or visual observers) must maintain a sightline at all times.
- Always give way and don’t interfere with manned aircrafts, including emergency responders.
- Never fly over a person or moving vehicle.
- Do not fly under the influence of drugs or alcohol.
- Check airspace before flying for flight restrictions in the area.

“How far can that thing fly? How much does it cost? Have you ever crashed?” These, along with many others, are questions I have been asked while I’ve been operating a drone. The answers (we’ll get to them later) are interesting, but the single-most important piece of information I can share is to make safety your top priority while operating a UAV (unmanned aerial vehicle).

Whether you’re a hobbyist or a commercial UAV pilot, safety precautions should always be taken seriously. A big misconception is that hobbyists don’t have to adhere to the same restrictions and guidelines as commercial pilots. This is not true as both are operating a vehicle in airspace with unforeseen hazards.

But accidents can and will happen, so knowing how to be proactive in maintaining control of your drone is crucial. Get to know your equipment and its limitations. This will help you understand what your drone can (and can’t) do and give you confidence in your knowledge of the equipment and operations. If you have never flown a drone, be patient and use a flight simulator to understand the basics before taking off.

TAKE-OFF

Every brand is different, but most drones use a GPS signal or on-board sensors to make operation safe and easy. But these systems aren’t foolproof. So, always re-calibrate the compass every time you fly in a new location. This should be a standard practice because with an incorrectly calibrated compass the drone may think north is actually west (or any other direction for that matter). Same goes for the on-board sensors. Most manufacturers offer a user-friendly software that can re-calibrate your sensors. These sensors measure distance from an object. If they aren’t calibrated properly, the drone’s measurement of 13 feet may in reality be only 3 feet. The next item is a visual inspection of the drone and remote controller. Check for any signs of irregular wear, frayed cables, loose connections or bad connectivity. If you see any problems with your equipment, address them first in their entirety before “lift off.”



LOOK

Always note your surroundings, wind speed and direction. It's easy to get overexcited and start flying without taking the precautionary steps to operate safely. Be on the lookout for anything and everything. Tree limbs, powerlines, outriggers, airplanes, helicopters, heavy winds or large metal objects all have the potential to end your day sooner than expected. Good practice is to check the wind speed and know the max flight speed of your drone. If your drone has a top speed of 40 mph, you do not want to fly in wind speeds in excess of that. Typically, smaller drones will struggle in 15-plus mph winds, especially with gusts or headwind conditions. Have the drone take off down-wind from you. That way, if a huge gust kicks up when you launch, chances are the drone will drift with the wind – and away from you. Check drone orientation as well before take-off. Finally, if you have spectators, be sure to let them know you are taking off and ask them to take a few steps back. I always say, “Eyes and ears! Drone taking off,” even if it is just

myself and a visual observer. A good pair of safety glasses (shatterproof) is important for take-offs and landings.

ORIENTATION

Drone orientation can get any inexperienced operator into trouble quickly. Let's say you are about launch your drone while standing behind it with the lens pointed away from you. In this orientation, all the joysticks will do as labeled – left is left and right is right. If you rotate the drone so its lens is pointing at you, the drone orientation will now be the opposite. Left is right and right is left. This can become confusing and lead to trouble quickly given how fast and nimble a drone can be.

And one final piece of important advice: Politely deflect any questions from spectators while you're operating a drone. They may believe their queries are harmless, but they can easily break your focus. It only takes a millisecond for an issue to arise. So, simply say (politely), “I will be more than happy to answer any questions you may have once my drone is on the ground safely.”

THE BOTTOM LINE

Take your time familiarizing yourself with the equipment and always operate safely. The Federal Aviation Administration (FAA) has plenty of information on their website for both hobbyists and commercial operators.

REMEMBER, SAFETY IS ALWAYS FIRST!

And About Those Questions

• *How far does it fly?*

My drone can fly a little over a mile but I never take it that far. I always maintain a line of sight but these eyes aren't what they used to be!

• *Cost?*

The drone I fly is a DJI Mavic 2 Pro and is currently selling for about \$2,000. I used this drone to take the photo that appears on the cover of this magazine so for me? Nope, not expensive. If I'm giving it to a 13-year-old for fun, that's expensive for a drone. There are so many price points and options out there. Do your research and keep in mind what your objective is for the drone.

• *Crashed?*

Of course I've crashed a drone! If you haven't brought one down, you aren't flying. By no means am I a reckless drone operator but it happens. And not to jinx myself, but the drone I'm currently flying has always stayed in the air.

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AME: ATLANTIC MARINE ELECTRONICS FITTING PRETTY

AME's Operator-Friendly Helm Layouts

The experts at Atlantic Marine Electronics do a lot more than help Viking and Valhalla owners choose the right navigation, communication and entertainment systems for their boats. They're also adept at designing helm layouts that are ergonomically friendly, highly functional and aesthetically pleasing.

"We talk a lot about 'UI,' or user interface," says AME General Manager Todd Tally. "We try to make the user interface to the equipment as efficient as possible. We are always talking with customers and captains, trying to learn more about how we can assist them so they can get the most out of their time on the water."

As the helms on Vikings have evolved, they've become more streamlined and sleeker, which has decreased the amount of real estate AME has to work with. This makes intuitive, efficient helm layouts even more critical. Open bridge Vikings utilize walk-around center consoles to hold the components, displays and controllers of the electronics package. Prior to that, peninsular helms were the norm, which afforded more space.

On the modern enclosed bridge boats, the rake of the deckhouse and windshield has affected the shape and design of the control station. "If you look at the helm of an 82 Enclosed Bridge and today's 80 Enclosed Bridge, you will see a considerable difference," says Todd. "The 82's helm was much more horizontal, with expansive panels for mounting displays, controls and other equipment. Today's Viking 80 is not




The helms of previous Vikings such as this 82 Enclosed Bridge were more modular than today's lower-profile designs.

modular in shape. Instead, it has a low-profile and the wraparound console that follows the curve of the windshield. This maximizes visibility and gives the helm its aesthetically pleasing look but also reduces surface-mounting area and storage space to install the processors, black boxes, other hidden components and wiring."

But AME has a team of experts dedicated to designing and building helms that have a home for every piece of electronics that you want on your Viking. The layouts are created and fine-tuned on a computer after the owner has selected the particulars of the electronics package. Custom equipment must also be integrated into the helm.

"We do a lot of our own fabrication and design," says Todd. "We utilize the metal

shop here at Viking, but AME has dedicated professionals [Sonny Basore, Skip Marvin and Bob Kramer] who specialize in fabricating and making custom components. This is a big part of what we do."

On larger enclosed bridge Vikings, additional multi-function displays are often requested. As one option, AME can manufacture custom wing pods to hold two extra displays. For EB models, AME creates the cutouts where the units will be mounted and covers the wrap-around helm console with black UltraLeather. For the center-console walk-around helms on Viking flybridges, the Viking Metal Shop uses the Fadal machine to cut the aluminum panels for the dash according to specifications provided by AME. 



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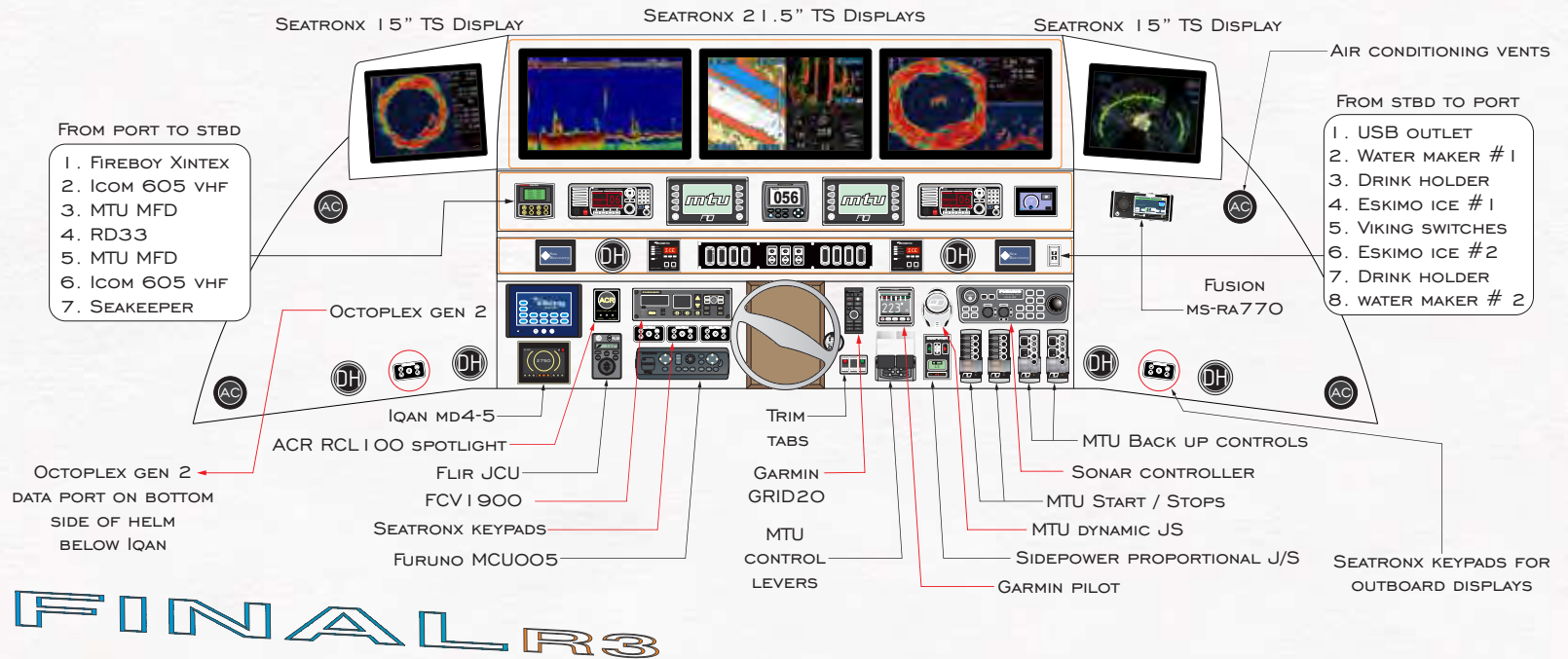
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80 ENCLOSED BRIDGE HELM LAYOUT 80733



Working with an AME sales professional, the owner chooses the components of the electronics package for the yacht. AME creates a helm layout graphic, which is reviewed and refined accordingly with the owner. There is a vast array of components but AME always finds the right home for each piece of equipment.



Here's a navigation and communication tour de force. The enclosed bridge helm station on this Viking 80 features five Seatronx touch-screen displays showing (from left to right) DirecTV, video sounder, chartplotter, radar and onboard video monitoring. The two outboard displays are mounted in AME's custom helm pods. The lower sections of the custom helm panel hold VHF radios, navigation controllers for Furuno radar and sonar, engine controls (including the MTU joystick) and a host of other instrumentation - all arranged in an ergonomically friendly layout.

PBT: PALM BEACH TOWERS LOOKS MATTER

Balancing Form and Function



**Valhalla 33 with Optional Palm Beach Towers
Marlin Tower**

Palm Beach Towers (PBT) is the No. 1 tower manufacturer in the world. With locations at the Viking plant in New Gretna, New Jersey, and at the Viking International Yacht Center in Riviera Beach, Florida, PBT 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.

Designing, fabricating and installing the right tower for every yacht is no small task. "Not only are we considering strength, engineering and function of the tower but also the aesthetics of the structure," says PBT General Manager Drew McDowell. "We want to enhance the overall look."

We talked to Drew and PBT Senior CAD Designer Brett Standen about the role aesthetics play in the design and fabrication process. As you'll see, they're driven to

fully satisfy the needs and desires of Viking owners and are always innovating and pushing to do better every day.

VALHALLA: What are some of the keys to designing and building an aesthetically pleasing tower?

PALM BEACH TOWERS: The tower needs to look like it is an integral part of the boat, not an addition. It should flow naturally with the boat. It starts with the angles of the forward tower legs. They need to fit the proportions of the boat. The tapers of the legs should agree with the shape of the house and bridge. We consider the bridge size and shape and apply those shapes when designing the aft and front legs and the enclosures.

V: Describe the process of designing a tower for a new model of a Viking.

PBT: We draw the tower using a 2D profile of the boat that we receive from the Viking Design and Engineering

Department. Viking reviews the drawing, and it is tweaked or refined if necessary. Once everyone has signed off on the 2D drawing, we will create a full 3D drawing, which includes the mounting locations for the tower legs and outriggers. Once the boat is built, we examine all the mounting points for accuracy, using our 3D drawing for reference. If everything checks out, we can then begin fabricating the tower.

V: What is the belly band and why is it such an important part of a tower?

PBT: This is the ring atop the tower that holds the crew securely on the upper helm. It's also the focal point where the four main legs of the tower are unified. The size of the belly ring affects the angles of the main legs, which in turn may call for us to change the height of the tower to pinpoint the correct leg angles.

V: How does visibility in the flybridge and enclosed bridge factor into the design of the tower?



PBT: We could design a tower that looks absolutely perfect from an aesthetic standpoint, but it still needs to provide excellent sightlines. It's a balance of form and function, and maintaining clear views all around the boat is a very important factor in a highly functional and effective tower design. The visibility of the equipment integrated into the hardtop is also very important. For instance, the captain should be able to easily view and access the overhead components in the drop-down electronics box and the teaser reel box in the hardtop.

V: How is the size of the hardtop and radar pod determined?

PBT: The hardtop's aluminum perimeter

rail determines the hardtop shape, and the rail shape is determined by the shape of the bridge. The radar pod size and shape really depend on the size of the boat and the functional use of the radar pod. Some are for express boats, some are for convertibles. The smaller convertibles need smaller pods than the larger convertibles. As we move forward we continue to create new designs that accommodate our customers' needs.

V: What other fiberglass components does PBT design and create?

PBT: There are many. We incorporate areas in the hardtop for everything from speakers to lights to antennae mounts to pods that hold electronics. We can create specific molds if a customer wants a specific

feature. We have the ability to really work with the customers and match their needs to our design.

V: How have the designs of the towers changed over the years?

PBT: They've changed as the designs of the boats have evolved. Boats have gotten sleeker, with fewer modular shapes and more radiused and sweeping curves. Our towers of today also have more shape. We have different molds from which to build the hardtops. They each have a different shape to them, which we use to create various looks for the towers. So we have the flexibility to design the most highly functional and aesthetically pleasing hardtop and tower for every different boat.

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CONVERTIBLE



WORLDS APART

The 80 Sky Bridge *Hooray* in Cabo San Lucas.





HOGRAY



ELITE





Valhalla 33 with Optional Palm Beach Towers Marlin Tower



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" (3.53 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:** 1,800 hp
- LIVE WELL:** (2) 50 g each (379 l)



38|O BF



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

LOA: 38' 8" (11.79 m)

BEAM: 14' 0" (4.27 m)

DRAFT: 3' 3" (.99 m)

FUEL CAPACITY: 460 g (1,741 l)

WATER CAPACITY: 69 g (261 l)

COCKPIT: 109 sq ft (10.1 sq m)

38|BF



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

LOA: 38' 8" (11.79 m)

BEAM: 14' 0" (4.27 m)

DRAFT: 3' 4" (1.02 m)

FUEL CAPACITY: 460 g (1,741 l)

WATER CAPACITY: 69 g (261 l)

COCKPIT: 109 sq ft (10.1 sq m)

46|BF



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

LOA: 45' 6" (13.87 m)

BEAM: 15' 4" (4.67 m)

DRAFT: 4' 3" (1.30 m)

FUEL CAPACITY: 709 g (2,684 l)

WATER CAPACITY: 99 g (375 l)

COCKPIT: 140 sq ft (13.0 sq m)

SPORT YACHTS & CONVERTIBLES

44|O



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

LOA: 45' 1" (13.74 m)

BEAM: 16' 4" (4.98 m)

DRAFT: 3' 10" (1.17 m)

FUEL CAPACITY: 845 g (3,199 l)

WATER CAPACITY: 120 g (454 l)

COCKPIT: 119 sq ft (11.1 sq m)

44|C



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

LOA: 45' 1" (13.74 m)

BEAM: 16' 4" (4.98 m)

DRAFT: 4' (1.22 m)

FUEL CAPACITY: 825 g (3,122 l)

WATER CAPACITY: 120 g (454 l)

COCKPIT: 119 sq ft (11.1 sq m)

48|O



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

LOA: 49' 1" (15 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 7" (1.39 m)

FUEL CAPACITY: 1,215 g (4,600 l)

WATER CAPACITY: 178 g (674 l)

COCKPIT: 124 sq ft (11.50 sq m)



48|C



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

LOA: 49' 1" (15 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 8" (1.42 m)

FUEL CAPACITY: 1,215 g (4,600 l)

WATER CAPACITY: 178 g (674 l)

COCKPIT: 124 sq ft (11.50 sq m)

52|O



Close to the cockpit, the forward center helm allows the owner/operator to be steps away from the anglers.

LOA: 53' 2" (16.2 m)

BEAM: 17' 6" (5.3 m)

DRAFT: 4' 11" (1.5 m)

FUEL CAPACITY: 1,202 g (4,550 l)

WATER CAPACITY: 186 g (704 l)

COCKPIT: 142 sq ft (13.2 sq m)

52|C



Another blue-water contender. A tournament-proven convertible with three staterooms and all the modern conveniences.

LOA: 53' 2" (16.2 m)

BEAM: 17' 6" (5.3 m)

DRAFT: 4' 11" (1.5 m)

FUEL CAPACITY: 1,202 g (4,550 l)

WATER CAPACITY: 186 g (704 l)

COCKPIT: 142 sq ft (13.2 sq m)

54|O



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

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 10" (1.47 m)

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

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.3 sq m)

54|C



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

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 11" (1.5 m)

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

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.3 sq m)



Viking 54



58|C



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

- LOA:** 58' 11" (17.96 m)
- BEAM:** 17' 9" (5.41 m)
- DRAFT:** 5' 1" (1.55 m)
- FUEL CAPACITY:** 1,502 g (5,686 l)
- WATER CAPACITY:** 207 g (784 l)
- COCKPIT:** 165 sq ft (15.3 sq m)

62|C



A powerful performer with an elegant interior. Fusion of leading-edge engineering and thoughtful interior design.

- LOA:** 63' 1" (19.2 m)
- BEAM:** 18' 11" (5.8 m)
- DRAFT:** 5' 2" (1.6 m)
- FUEL CAPACITY:** 1,800 g (6,815 l)
- WATER CAPACITY:** 310 g (1,173 l)
- COCKPIT:** 172 sq ft (16 sq m)

68|C



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

- LOA:** 68' 7" (20.90 m)
- BEAM:** 19' 2" (5.84 m)
- DRAFT:** 5' 5" (1.65 m)
- FUEL CAPACITY:** 2,060 g (7,798 l)
- WATER CAPACITY:** 344 g (1,302 l)
- COCKPIT:** 176 sq ft (16.4 sq m)

72|C



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

- LOA:** 72' 8" (22.15 m)
- BEAM:** 20' 0" (6.10 m)
- DRAFT:** 5' 9" (1.75 m)
- FUEL CAPACITY:** 2,594 g (9,819 l)
- WATER CAPACITY:** 372 g (1,408 l)
- COCKPIT:** 209 sq ft (19.4 sq m)

80|C



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

- LOA:** 80' 6" (24.54 m)
- BEAM:** 21' 4" (6.50 m)
- DRAFT:** 5' 7" (1.70 m)
- FUEL CAPACITY:** 2,600 g (9,842 l)
- WATER CAPACITY:** 400 g (1,514 l)
- COCKPIT:** 217 sq ft (20.2 sq m)

92|C



Our largest convertible with six staterooms, including a full-beam master, excellent range and speed and a stunning profile.

- LOA:** 93' 3" (28.42 m)
- BEAM:** 24' 1" (7.34 m)
- DRAFT:** 5' 11" (1.80 m)
- FUEL CAPACITY:** 3,410 g (12,908 l)
- WATER CAPACITY:** 485 g (1,836 l)
- COCKPIT:** 238 sq ft (22.10 sq m)



75|MY



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

LOA: 78' 10" (24.03 m)

BEAM: 20' 6" (6.25 m)

DRAFT: 5' 8" (1.73 m)

FUEL CAPACITY: 1,745 g (6,605 l)

WATER CAPACITY: 300 g (1,136 l)

82|MY



A versatile vessel with a sportfishing cockpit and the interior accommodations of a luxury motor yacht.

LOA: 84' 9" (25.43 m)

BEAM: 20' 6" (6.25 m)

DRAFT: 5' 8" (1.73 m)

FUEL CAPACITY: 1,745 g (6,605 l)

WATER CAPACITY: 300 g (1,408 l)

COCKPIT: 150 sq ft (13.94 sq m)

93|MY



A seven-stateroom, seven-head motor yacht with two full aft decks and an enclosed bridge with a second salon and sunroof.

LOA: 93' 5" (28.47 m)

BEAM: 24' 4" (7.42 m)

DRAFT: 5' 11" (1.8 m)

FUEL CAPACITY: 1,972 g (7,465 l)

WATER CAPACITY: 530 g (2,006 l)





VIKING YACHT SERVICE CENTER

One Stop for all of Your Service Needs

Founded in 2002, the Viking Yacht Service Center broke new ground in the marine industry as a modern facility created solely for the owners of Viking yachts. The VYSC is truly unique because it's staffed with Viking trained mechanics, fiberglass workers, carpenters and electricians who are intimately familiar with the boats they work on.

Close to the Palm Beach Inlet, the yard is convenient to reach and with 18 deep-water slips on a wide, floating concrete dock, a 150 ton Travelift, a 340' catwalk, a pair of buildings, one with multiple service bays and offices (which houses Valhalla Boat Sales), as well as a second building with overhead clearance for tower boats, the yard

is known for its reputation as a first-class facility focused on exceptional service and a commitment to owner satisfaction.

To accommodate the overwhelming demand, Viking operates a second facility a few docks north on the Intracoastal Waterway. This location has prospered and become the southern port for our subsidiaries Palm Beach Towers and Atlantic Marine Electronics. Flagged as the Viking International Yacht Center, this yard has received major renovations including new concrete docks, a paved driveway, building refurbishments and a power upgrade.

In addition to warranty work and updates, the yards also handle painting, bottom

jobs, refits, mezzanine installations, fiberglass repairs, interior renovations, Seakeeper and desalinators installations, air conditioning and refrigeration work. The 100+ person workforce includes American Boat & Yacht Council certified electricians and mechanical technicians. Many of the technicians also have factory training from Sea Recovery and Seakeeper. Further, the Service Center is recognized by the state of Florida as a Clean Boatyard for its environmental practices and safe working conditions. It also has the rarefied expertise afforded by its in-house engineering staff well suited for today's diverse electrical systems and performance issues.

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VIKING YACHTING CENTER

Family Friendly Boating Enclave

Located on the serene and protected waters of the Bass River in New Gretna, New Jersey, the Viking Yachting Center is the ultimate destination for all of your boating needs. The full-service marina includes wide floating docks for boats up to 50 feet and is equipped with water, electric and cable TV at each slip. A family friendly marina, the Yachting Center is well equipped to handle a variety of fun and entertaining activities with a new saltwater swimming pool, barbeque grills and the cleanest restrooms and showers on the Jersey Shore. It's also dog friendly, with plenty of walking and play areas to keep your four-legged crew members happy, too.

The well stocked marine store has aisles of cleaning and maintenance supplies, marine equipment, outboard motor parts and lubricants, plus fishing tackle and blue-claw crabbing gear. They also carry a full line of Yeti coolers as well as clothing and apparel.



When it is time for service or repairs, their staff stands ready to assist. They handle routine maintenance like cleaning and waxing, and is professionally trained for all service needs including bottom and hull painting, interior carpentry, fiberglass repairs, cockpit mezzanines, engine and generator tune ups and replacements, mechanical installations, running gear work and air conditioning service. For your electronic needs and service, our subsidiary Atlantic Marine Electronics has technicians standing by. The two Travelifts can handle boats up to 85 tons, and a fork lift does quick in-and-out launches and retrievals. The service department is open year round and specializes in winterizing and spring commissioning. You'll also appreciate the easy-in floating fuel dock dispensing gas and diesel fuel, ice and pump out facilities.

The marina is also home to Valhalla Boat Sales. New Jersey's largest Contender dealer is also an authorized dealer of the high-performance center console line Valhalla Boatworks. Valhalla Boat Sales is a full-service brokerage, listing clean and well-maintained pre-owned boats. If you are looking for a boat, chances are they have it. If you are looking to sell your boat, consider listing it with Valhalla Boat Sales where the experienced sales team will work hard at finding it a new owner. They offer both in water and on land storage for all listings

to give your boat maximum exposure and multiply its visibility with magazine and online advertising.

After a great day on the water, enjoy celebrating at Breezes Dock Bar & Grill. The go to place all the boat owners and locals favor to enjoy fresh seafood, grilled specialties, juicy burgers, flavorful desserts and cocktails while overlooking the water, Breezes also offers free dockage while dining and the best sunsets on the river.

Whatever you are looking for as a boat owner, the Viking Yachting Center has it all. See you soon. 🍷

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SEAFLAME UPDATE

#Twinning

In the last issue of *Valhalla* magazine, we ran an article called Power Couples. It featured Rick Levinson and his son Andrew along with the Viking 62 *SeaFlame* and the matching Valhalla Boatworks V-33, also *SeaFlame*. The Levinsons mentioned the only difference between the two boats was the upholstery, which they planned on updating on the 62 Convertible.

And here's the update! They reached out to Costa Marine Canvas and Enclosures to match the upholstery on the Viking to the center console. Chris Costa, who does all Viking's upholstery, jumped into action and created new cushions in Capriccio Cadet Grey accented in a Capriccio Navy piping and finished in a Diamond/Bentley stitching.

The project took about a month to complete but came out perfectly. Now the two boats really mirror each other. As one person who saw the duo said, "Hashtag twinning."



Reprint *Valhalla* Summer 2020

POWER COUPLES SEAFLAME

Rick Levinson, a five-time Viking owner who currently has the 62 Convertible *SeaFlame*, and his son, Andrew, had a 29-foot center console and were looking to move up to 33-footer. In fact, they were about to pull the trigger on one, but then came the big announcement from Pat Healey at the Viking VIP Preview in February 2019. Viking would be introducing a line of high-performance center consoles from 33 to 41 feet with the launch of Valhalla Boatworks (VBW).

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

Like the Viking 62, the Valhalla bears the *SeaFlame* name on the transom, and both vessels have faux teak toe rails. The Levinsons are also planning to have the mezzanine upholstery on the 62 redone in grey with Navy Blue piping to match their V-33's seating and coaming bolsters. Both are also equipped with Seakeepers, an SK 26 for the Viking and an SK 2 for the Valhalla.



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FORT LAUDERDALE INTERNATIONAL BOAT SHOW

A HUGE Success!



Viking Yachts and Valhalla Boatworks saw very strong sales activity and solid attendance at the 2020 Fort Lauderdale International Boat Show, with boats selling from 33 to 92 feet and the new Viking 54 Convertible capturing the “Best of Show” award.

“It was a huge success, exceeding all of our expectations,” said Viking President and CEO Pat Healey. “What a great show, especially considering the challenging circumstances. Seeing all the people coming out to FLIBS proves just how much people love and value boating and fishing.”

Fourteen Vikings – including two 92s – and 11 boats from the Valhalla Boatworks high-performance center console lineup were sold. “Our sales were actually a little better than last year,” said Pat. “Not only did our Viking and Valhallas do well, our sister

company, Princess Yachts America, sold seven yachts. So it was a tremendous event for all three brands.”

In addition to the 92s (both sky bridge models), Viking sold three of the new 54 Convertibles, a 72, a 68 and a pair of the in-production Valhalla 46s. The V-46 will make its world premiere at the Viking & Valhalla Boatworks VIP Boat Show at the end of January, 2021.

Show-goers were excited to be able to get aboard the finest sportfishing boats, motor yachts and center consoles in the world. Informa, the show organizer, and Viking staff made sure safe practices were followed. “There was never any question that Viking would be part of FLIBS,” added Pat. “It’s an extremely important part of the industry, and we support this industry 100 percent.”

On the second day of the show, the Viking 54 was crowned winner of the FLIBS “Best of Show” award. President and CEO Pat Healey and his sons, Sean and Justin, accepted the trophy. The “Best of Show” award ceremony was filmed by NBC Sports Network (NBCSN) at the show and was included in the one-hour special.

“Winning the FLIBS *Best of Show* award is an incredible milestone, particularly after what our boatbuilders have been through over these past seven months,” said Pat. “The 54 is a one-of-a-kind boat and an accomplishment of all of our previous mid-size sportfishing yachts. No other manufacturer has built more of these boats in the last 20 years. Our manufacturing facility and our great team of boatbuilders are what made winning this award possible.”





VIKING KEY WEST CHALLENGE



More than Just Fishing!

The Viking Key West Challenge is back! Join us for everyone's favorite family friendly fishing tournament in the Conch Republic. Viking yachts and motor yachts as well as a fleet of Valhalla Boatworks V Series vessels will fish the waters by day while crews will spend evenings under starlit skies dining al fresco.

Email marketing@vikingyachts.com with any questions. Sponsored by Christi Insurance and Travelers, this is one event you don't want to miss. For more information visit keywestchallenge.com.

The Schedule

APRIL 7 - 11, 2021

Wednesday

Captains' Meeting
& Cocktail Party
Dante's Tiki Bar

Thursday

Fishing Day
Dinner
Dante's Tiki Bar

Friday

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

ADDITIONAL ACTIVITIES TBD

Saturday

Fishing Day
Awards Dinner
Margaritaville Sunset Pier



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Pat Healey, President and CEO, Viking Yachts

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ABSOLUTE POWER

The Viking 80 demo tears through Absecon Inlet (NJ).





TOURNAMENT NEWS

In the Winner's Circle



Marina Casa de Campo Open

Dominican Republic – March 12 - 16, 2020

With a hot start, the Viking 76 *Blackhawk* won the 4th Annual Marina Casa de Campo Open. The team released five blue marlin to capture the top trophy.

Angler Dawn Samuels released four blue marlin to put the Viking 66 *Princess Lily* on the leaderboard in 3rd Place. Dawn was named the Top Lady Angler for her four blues and her Top Gamefish, a 130-pound yellowfin tuna. During the tournament she tagged her 100th blue marlin.



Set at the world-class Marina Casa de Campo in La Romana, Dominican Republic, this fun team event focused on release fishing for blue and white marlin along with sailfish. Tuna, dolphin and wahoo were eligible to be weighed.



Orange Beach Billfish Classic

Orange Beach, Alabama – May 12 - 17, 2020

The Orange Beach Billfish Classic started the summer tournament season and featured mostly Vikings on the leaderboard. *Pearl*, a Viking 48 owned by Andy Yarborough, weighed the only blue marlin of the tournament. The 603.2-pound fish won the division for captain Shawn Clemons Jr. and the *Pearl* crew. The Orange Beach Billfish Classic is the first of six sanctioned events in the prestigious Gulf Coast Triple Crown Championship.

Born2Run, a regular contender on the Triple Crown circuit, earned 1st Place honors in the Release category. The 72 is owned by Dana and Lisa Foster and captained by Myles Colley.

Third Place Release went to the Viking 61 *Restless*. *Restless* also claimed 1st Place Wahoo



with a 47.6-pound 'hoo as well as 2nd and 3rd Place Dolphin.

The Viking 52 *Code Blue* took 2nd and 3rd Place Tuna with 148.2- and 131.4-pound fish. Shawn Park's boat also claimed the top dolphin with a 42.6-pound bull.



Mobile Big Game Fishing Club's Memorial Day Tournament

Mobile, Alabama – May 21 - 25, 2020

Quick Time, a Viking 70, claimed 2nd Place Release boat at the Mobile Big Game Fishing Club's Memorial Day Tournament. Robert Burroughs released a pair of blue marlin for the honors. Robert also weighed the heaviest tuna with a 185.8-pound fish.

Maria Natal, fishing on the 62 *Da' Grits*, released a blue and weighed the winning

wahoo at 76.2 pounds to take the Top Lady Angler award.

Second Place Dolphin went to Mike Shavez on the Viking 52 *SaltShaker*. Fishing on the Viking 92 *A Work Of Art*, Brandon Favre was the 2nd Place Junior Angler with his blue marlin release.



Big Rock Blue Marlin Tournament

Morehead City, North Carolina

June 5 - 13, 2020

The 62nd Annual Big Rock Blue Marlin Tournament was nothing short of incredible. A week of excitement, competition and camaraderie surrounded the 2020 event. Amongst the fleet of 205 boats, Don Mills' Viking 72 *Sea I Sea* released four blue marlin to claim the 2nd spot in the release category. The tournament racked up a total of 185 releases translating to a 93% release rate.



Mississippi Gulf Coast Billfish Classic

Biloxi, Mississippi – June 8 - 14, 2020

Angler Nick Pratt needed just 80 minutes to land the winning blue marlin at the Mississippi Gulf Coast Billfish Classic. Nick, fishing on the Viking 72 *It Just Takes Time*, weighed a 570.2-pound fish that also awarded his boat Top Crew.

Born2Run, a Viking 72, released a record 10 blue marlin to claim Top Release honors. Owner Dana Foster was on the rod for eight of those releases, while Robert Bonifay and Doug Franklin added one apiece. Dana said, "Normally four or five releases will win it but we just kept plugging away."

Chris Ferrara's Viking 76 *Reel Fire* was 2nd Place in the release standings with eight blues. *Reel Fire* angler Nathan Neames weighed a 163.6-pound tuna good for 3rd



Place. *Breathe Easy*, Matt McDonald's Viking 72, released seven blues to take 3rd Place in that category. Angler Chris Deroche on *Gray Mako*, a Viking 45, topped the tuna field with a 166.2-pound yellowfin.

The 57-boat fleet set a new Gulf of Mexico record with an incredible 101 billfish released during just two and a half days of fishing. "It was an epic showcase of big-game fishing," said Tournament Director Bobby Carter.



Louisiana Gulf Coast Billfish Classic

Grand Isle, Louisiana – June 8 - 14, 2020

Fished simultaneously with the Mississippi Gulf Coast Billfish Classic, the Louisiana Gulf Coast Billfish Classic saw *It Just Takes Time*'s Nick Pratt on the top of the leaderboard again. His 570.2-pound, 112" blue topped the Heaviest Blue Marlin category for a second time in the same weekend. *Reel Fire*, a Viking 76, claimed 2nd Place in the tuna category with a 163.6-pound fish.



Emerald Coast Blue Marlin Classic

Sandestin, Florida – June 17 - 20, 2020

Fleur de Lis, a Viking 72 with captain Scooter Porto at the helm, took the top team in the release division at the Emerald Coast Blue Marlin Classic. Michael Freeman released two blues while Toby Broussard and Berry Nagin each released one for the win. They also claimed 2nd Place Crew.

Ritchie Prince, fishing on the Viking 48 *Can't Deny It*, weighed the 2nd Place Wahoo at 51.7 pounds. The Viking 48 *Pearl*, the last boat to weigh in, made the leaderboard with the 3rd Place Dolphin.



Orange Beach Open

Orange Beach, Alabama

June 25 - 27, 2020

A fleet of 23 boats fired up for the Orange Beach Open, a trolling-only event with live baiting prohibited. Matt McDonald's Viking 72 *Breathe Easy* with Captain Pat Ivie at the helm, took top honors in the Release Division with three white marlin. *Quick Time*,

a Viking 70, released a blue for 2nd Place Release team.

At the inaugural Orange Beach Open in 2019, the Viking 64 *TEAM GALATI* was the only boat to record a Grand Slam by weighing in a tuna, dolphin, wahoo and releasing a white marlin. This year, *Quick Time* claimed 1st Place in the Grand Slam category and *Breathe Easy* (in under three hours of fishing) claimed 2nd.



The Gulf Cup

Gulf of Mexico – July 4, 2020

Jon Gonsoulin's Viking 70 *Done Deal* did it again - winning the 2020 Gulf Cup, a single-day winner-take-all marlin tournament. Fishing in the Gulf of Mexico, captain Jason Buck put Wilks Hammock on a 120" fish that weighed 667.2 pounds. That fish

also earned the team the optional jackpot category, Big Blue Challenge, at the World Cup Blue Marlin Championship.

Done Deal won the Blue Marlin Cup back in 2017 with Wilks hooking a 600-pound fish. This is the only big-game tournament allowing teams to fish anywhere in the world for eight hours in their time zone with just one targeted species and one winner.



Blue Marlin Grand Championship

Orange Beach, Alabama – July 15 - 19, 2020

After a three-hour battle the Viking 48 *Pearl* weighed in a 642.4-pound marlin to earn the top honors in the 2020 Blue Marlin Grand Championship. With the 1st Place finish the team captured the 2020 Gulf Coast Triple Crown Championship. The

boat is owned by Andy Yarborough and was run by Captain Bo Keough. Aaron Prosser hooked the fish using 120-class Shimano big-game tackle.

Pearl started the season with the 1st Place Blue Marlin in the Orange Beach Billfish Classic, a 603.2-pound entry. The team also earned participation points in the Cajun Canyons Billfish Classic, Mississippi Gulf



Coast Billfish Classic and the Emerald Coast Blue Marlin Classic.

“It was a very special moment for *Pearl* to win the Gulf Coast Triple Crown Championship,” *Pearl* owner Andy said. “I would like to extend sincere thanks, gratitude and love to all the people who’ve helped make this possible for our team this season.”

Dana and Lisa Foster’s Viking 72, *Born2Run*, racked up points throughout the six-tournament Gulf Coast Triple Crown Championship series to claim 2nd Place Overall.

Other Viking finishes in the Blue Marlin Grand Championship, the final tournament in the series, include 3rd Place Blue Marlin. Owner/angler Robert Burroughs weighed

a 575.2-pound fish caught on his Viking 70, *Quick Time*.

Nathan Neames weighed in the 2nd Place Tuna at 146.6 pounds aboard the Viking 76 *Reel Fire*. *Briar Patch*, a Viking 68, took 1st Place Dolphin with angler Jarret Johnson’s 35.4-pound catch. The Viking 58 *Rising Sons* claimed the 3rd Place Dolphin.



Bermuda Billfish Blast

Bermuda – July 16 - 18, 2020

Under bright skies and calm seas, the Bermuda Billfish Blast’s first day of fishing kicked off this year’s Bermuda Triple Crown Billfish Championship. The Viking 80 Enclosed Bridge *Auspicious*, with Captain Edward “Cookie” Murray, was on the bite releasing three blue marlin to win the day and ultimately the tournament. Owner Joe Rahman did the angling on the first two fish and Kevin Stafford had the honors on the final fish of their day.



Mike Farrens’ at the helm of his Viking 62 *Just A Dog*, got on the scoreboard with angler Chase Farrens blue release. The final day of fishing started early for



Just A Dog, with the team releasing their only blue thirty minutes after lines in. This was enough to earn *Just A Dog*’s Chase 3rd Place Angler.

Beach Haven White Marlin Invitational

Beach Haven, New Jersey – July 19 - 25, 2020

The Viking 62 *Business* won the Beach Haven White Marlin Invitational. Scott Parker and CJ Janiszewski each released a white marlin

for the top honors. A fleet of 28 boats fished two of the five available fishing days. “This year’s tournament was a great success,” said Dave Ridley, tournament director. “Despite obvious challenges we are extremely proud to continue this year’s event as we have for 50 consecutive years.”



Bermuda Big Game Classic

Bermuda – July 20 - 22, 2020

The Viking 80 *Auspicious*, with captain Edward “Cookie” Murray, mate Carl Copeland and owner Joe Rahman won the 2020 Bermuda Big Game Classic. Four blue marlin was the final tally with Carl and Joe teaming up for a double header on day two.



Sea Horse Anglers Club Tournament

Bermuda – July 23 - 26, 2020

The newest Bermuda Triple Crown Billfish champ is Joe Rahman's Viking 80 *Auspicious*. Joe and his team fished nine days during three tournaments which include the Billfish Blast, Big Game Classic and Sea Horse Anglers Club tournaments.

Auspicious started strong, placing second in the Billfish Blast with three blue marlin

releases. They followed up by dominating the Big Game Classic with four blues to win the tournament and lead the Triple Crown.

The Sea Horse tournament was competitive with challengers eating into their lead. But *Auspicious* put five blue marlin on the board for a 2nd Place finish. This sealed the Triple Crown series win for the team.

Congratulations to Joe, Captain Edward "Cookie" Murray, mate Carl Copeland and teammates Kevin Stafford, Lynda Murray, Amy Laird and David Soares.



Yacht Club of Stone Harbor Marlin Tournament

Stone Harbor, New Jersey
July 23 - 26, 2020

With barely a chance to settle into her new slip, the Viking 80 *Krazy Salt's* won the Yacht Club of Stone Harbor Marlin Tournament.

Having just taken delivery of the boat days earlier, the team on the Anderson family's boat released six white marlin for the win. Keith Greenberg, at the helm of *Krazy Salt's*, claimed the Walt Hendee Captain's Award. Third Place Boat went to the Viking 56 *Insure* with five white marlin.



Tri-State Canyon Shootout

Block Island, Rhode Island
July 26 - 30, 2020

Speculator, a Viking 92, found some fishy water at the Tri-State Canyon Shootout.

Captain Andy Morris put Jeffrey Leerink on a 198-pound bigeye good for 2nd Place Tuna. He also claimed 3rd Place Albacore with a 49.5-pound fish. In addition, Jeffrey released a blue and white marlin inking him some nice Calcutta checks.

Gerry McGraw Sr., fishing on the Viking 56 *Gypsea*, weighed the 2nd Place Albacore at 52 pounds, the 3rd Place Mahi and was 2nd Place in the Tri-Fishecta – combined weight of yellowfin, albacore and mahi. Frank Mazza took the 3rd Place Wahoo fishing on his Viking 72 *Tami Ann*.

Lone Star Shootout

Port O'Connor, Texas
July 28 - August 1, 2020

Viking Yachts dominated the Lone Star Shootout, claiming eight of the top 10 spots on the Overall Champion leaderboard and sweeping three categories.

Chris Heule's Viking 74 *Draggin' Up* was the 2nd Place Overall Boat and 2nd Place Release Team, while the Viking 62 *Sirenita*, owned by Robert Briggs, took 3rd Overall and 3rd in the Release Division.

The Viking 45 *True Story* weighed the biggest blue marlin of the event. Angler Thomas Burke hung a 460.5-pound fish to win the division. Scott Whitehead on the Viking 92 *High Cotton* took 2nd

Place Blue Marlin with a 444.5-pound fish.

A 94.5-pound tuna gave the Viking 52 *Decarb* top honors in that category. *Bandit*, a Viking 82, claimed 2nd and 3rd Place Tuna with fish weighing 51.5 and 51 pounds.

Angler Cody Revel, fishing the Viking 50 *Pass-It-On*, weighed the winning wahoo at 36 pounds. *Mi Novia*, a Viking 43, took 2nd and 3rd with 'hoos registering 30.5 and 28 pounds. Julie Coulter, on the Viking 56 *Deez Nautz*, claimed Top Lady Angler.



Texas Billfish Classic

Freeport, Texas – July 28 - August 1, 2020

Congratulations to the crew of *Draggin' Up*, a Viking 74, for their 1st Place win at the Texas Billfish Classic. Sam Raspberry and Rod Reed each released a blue marlin to win the Championship Title as well as 1st Place Release Boat.

Claiming 3rd Place Boat and 3rd Place Release Boat was the Viking 56 *Deez Nautz*. Barry William released a blue while Julie Coulter added a pair of sails to the boat's tally. Cody Spencer, fishing the Viking 72 *Pozo Seco*, weighed yellowfin at 51 and 47.5 pounds to claim 2nd and 3rd Place in the Tuna Division.



White Marlin Open

Ocean City, Maryland – August 3 - 7, 2020

The 47th annual White Marlin Open was a smashing success. The annual event saw the second highest number of registered boats (433) that hauled in fish collectively worth \$6.8 million, which represents the most tournament money ever awarded in fishing. "I didn't know what to expect this year, but what a great turnout - our best since 2005!" said Andy Motsko, one of the tournament directors. "It's a testament to our passion for sportfishing." The Viking 56 *Drillin & Billin* weighed a 77-pound white marlin caught by Taylor Fields. That fish was good for 2nd Place and a seven-figure check.



The *Viking 80* demonstrator boat had a solid performance, placing 4th in the Top Boat category and 7th in Top Release Boat. Drew McDowell led the team with four white marlin releases, and Justin Healey brought a 70-pound white to the scales. Led by captain Scott Adams, the



team also released a blue marlin that was only a few inches shy of the required length. The *Viking 80 Krazy Salt's* also had a strong showing, placing 9th in both Top Release and Top Boat categories, with Dave Anderson Jr. taking 7th Place Top Angler.

Bisbee's East Cape Offshore Tournament

Baja California, Mexico – August 4 - 8, 2020

In the Bisbee's East Cape Offshore Tournament, *Hooray*, a Viking 80 Sky Bridge, won 2nd Place Top Release with a total of 11 releases that included three blue marlin, four sailfish and four striped marlin. Another Viking, the 62 Convertible *Dos Tejas*, claimed 2nd Place Top Team with four blue marlin and six striped marlin. The tournament is



held out of the Buena Vista Beach Resort on Mexico's Baja California peninsula. The Bisbee's tournaments also include the Los



Cabos Offshore Charity Tournament and Black & Blue Marlin Tournament, which both take place October in Cabo San Lucas.

Texas Legends

Port Aransas, Texas – August 5 - 9, 2020

Walk West, a Viking 55 owned by Riley Rhodes and captained by Raleigh Morrison, nabbed 1st Place at the Texas Legends

Billfish Tournament with a 737-pound blue marlin - the largest blue marlin to ever be weighed in at Port Aransas. "It was epic and euphoric," said Riley. "We knew it was a big fish, but we didn't know it was that big. It was very emotional for the whole team."

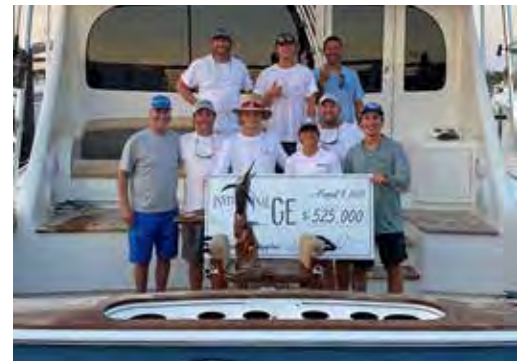


The Invitational

Gulf of Mexico – August 6 - 8, 2020

The Viking 80 *CE* took home The Invitational with a 698.4-pound blue marlin, earning the team more than a half a million dollars in this inaugural event held out of The Wharf Marina in Orange Beach, Alabama. “It’s the largest ‘Winner-Take-All’ prize in Gulf of Mexico tournament

history,” says Tournament Director Jim Cox. “The tournament was created to offer a huge payout for the winning fish, while offering teams the best odds to collect the big payday.” With a 112-inch blue marlin minimum, the only other boat that weighed a fish was the Viking 72 *Breathe Easy*, which brought a 484.2-pound blue marlin to the scales. “Both fish were donated to feed the less fortunate,” said Jim.



Pirate's Cove Billfish Tournament

Manteo, North Carolina
August 10 - 14, 2020

A fleet of 83 boats competed for over \$850,000 in cash prizes at the Pirate's Cove Billfish Tournament. Alex Peebles was on the rod for the biggest tuna, a 58.4-pounder,

caught on the Viking 72 *Sea I Sea* with captain Hunter Blount behind the wheel. Shelley Smith, fishing on *Triple 'S'*, a Viking 60, earned the Top Lady Angler trophy with her eight billfish releases. A total of 473 billfish were released during the four days of fishing.



The MidAtlantic

Cape May, New Jersey & Ocean City, Maryland – August 16 - 21, 2020

Day Two of The MidAtlantic fishing tournament's weigh-in got off to an early start. Captain Tim Tanghare brought Doug Allen's Viking 62 *Big Oil* to the scale in Cape May, New Jersey, prior to the 5pm opening with a white marlin for angler Jay Allen that weighed in at 77 pounds. The fish stayed on the leaderboard for the week claiming a nice check for 2nd Place White Marlin.



Bob Hugin, aboard his Viking 62 *The Right Place*, weighed a 168-pound big eye that took 3rd Place Tuna. Second Place Dolphin went to Steve Summers fishing his Viking 61 *Christine Marie* with a 33-pounder. Only a single wahoo was weighed which allowed Deane Lambros, on the Viking 48 *Canyon*

Runner, to sweep the category for his 42-pound fish.

A tournament record of over \$4 million was handed out amongst the fleet of 183 boats. Eleven winners received checks of six figures or more.

Old Salt Loop Billfish Tournament

Treasure Island, Florida
August 18 - 22, 2020

Twisted Bills, a Viking 56, topped the leaderboard at the Old Salt Loop Billfish Tournament. The team released a blue marlin

which earned them top honors. They also claimed 2nd Place Dolphin with a 30.75-pound fish.

First Place Dolphin was caught by the Viking 64 *TEAM GALATI*. They also weighed in the Second Place Tuna.



Virginia Beach Billfish Tournament

Virginia Beach, Virginia
August 19 - 22, 2020

Don't Panic, a Viking 56 run by captain Carl Beale, finished 2nd Overall Top Team at the Virginia Beach Billfish Tournament. The team tallied 12 white marlin and a sailfish. *Don't Panic* owner Andrew Norris contributed two of the whites.

Shelley Smith swept the individual angler awards, including Top Overall, Top Release and Top Lady Angler. She released nine whites on her Viking 60 *Triple 'S'*. The 80-boat fleet released 100% of the 429 billfish caught during the event.





BLUEFIN TUNA FISHING

Potential Harvest Quota Would be a Knee-Jerk Reaction



JOINRFA.ORG

Fishing was excellent for many pelagic species this year, especially bluefin tuna. Yet reports are circulating about potential cuts to recreational harvest quotas even though fishermen are encountering and catching more bluefin than they have in decades. Once again, it seems management is diverging from on-the-water observations.

Bluefin are managed as Western and Eastern Atlantic stocks by the International Commission for the Conservation of Atlantic Tuna (ICCAT). The commission conducts stock assessments, sets ocean-wide harvest quotas and monitors landings in conjunction with member nations. They determine country-specific quota and total allowable catch based on guidance from the Standing Committee on Research and Statistics (SCRS). The recent high availability of smaller bluefin tuna (27” – 47”) that make up the bulk of the recreational fishery and the current US quota in general were driven by a historically high 2003-year class of fish. However, recruitment (the number of young fish entering the fishery each year) has been below average in more recent years. For that reason, it is expected that the SCRS will recommend reducing the Western Atlantic bluefin tuna quota to prevent overfishing.

The data used to make these determinations is derived from landing reports from fishermen or “fisheries dependent” information. It provides a relative index of abundance based largely on the amount of fish caught in various fisheries termed “catch per unit of effort.” Scientists use this data to estimate stock size, age composition, and the strength of specific year classes. From all this information, they make management recommendations on annual quotas and the percentage to be assigned to each member country.

It is important to understand that ICCAT calculates bluefin stock biomass based primarily on fish recruited into the commercial fishery, fish about eight years and older, and the indices for this size fish (47” to 73”) is currently very low. That means that all the smaller school bluefin encountered by recreational fishermen (27” to 47”) are not considered recruited into the commercial fishery and therefore are not considered by ICCAT when estimating total biomass as it relates to quota reductions. There is no question that the surge of small bluefin being seen now will help elevate the total spawning stock biomass estimate in the coming years.

When confronted with a pending quota reduction it is important to look at the fishery’s history and progress made under the current rebuilding plan. Since 1980, estimates of the Western Atlantic bluefin tuna biomass were at their highest level during the time series in 2020, and there is strong agreement that the stock is at a high level of abundance. Yet the data suggests that current estimates of recruitment is at its lowest in the time series in 2020. This discrepancy leads to serious concerns about the veracity of the 2020 assessment update. COVID-related market issues and a lack of time to flesh out the 2020 assessment exacerbates the perceived unreliability of the data. The bottom-line is, should the 30% quota reduction discussed be based solely on the 2020 assessment update without spending more time going through these other obvious issues. Based on these glaring uncertainties, the Recreational Fishing Alliance feels that maintaining the current recreational quota for 2021 is a reasonable position.

So how will this play out? A discussion about what is considered the “best available science” will drive the issue. Scientists



widely agree that the most recent data available for management purposes is often the least reliable. Numerous examples show that the most recent “best available science” can prompt severe management action that ultimately turns out to be incorrect.

Stock assessment data is constantly evolving and should be viewed in that light.

In summary, ICCAT is contemplating a quota reduction due to the findings of its most recent assessment update that indicates recruitment is down, which is expected to lower spawning stock biomass. Knee-jerk reaction is to reduce the harvest quota, yet observations of an abundance of pre-recruit 27” to 47” fish that will soon enter the fishery should be more widely considered in the decision-making process. Regardless of their decision to reduce the quota, the Western Atlantic bluefin stock will likely remain at relative high levels of abundance. 🐟



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THE ONE(S) THAT DIDN'T GET AWAY

Pat Healey's Most Memorable Fishing Trip



A record-setting 53 releases on the *Viking 70 Demo*

Everyone has one. Some people may have two or three if they're lucky. But when we asked Pat Healey about his best fishing story it wasn't about the size or weight of the fish. It was about quantity. Pat and his crew on the *Viking 70 demo* released an amazing, record-setting 53 white marlin in an unexpected overnighter fishing out of Cape May, New Jersey. Below Pat tells his story.

I grew up in the Mid-Atlantic region and fished the Canyons. Everyone wants that big bite but you might wait years for it. We focus on marlin and sailfish. That's pretty much how I fish wherever I am from Cape May, New Jersey, to Costa Rica to Mexico. And I just like to fish. Anywhere there is a bite, that's where you'll find me.

One of my more memorable trips was fishing a September bite in 2010, right after a hurricane blew through. A hurricane is basically a reset button for fishing. We're sitting at the docks and it's anyone's guess where to go, it's like just throwing a dart out there. Ryan Higgins ran us out about

90 miles to the Washington Canyon and it wasn't bad. We probably had three or four releases in the first hour.

The boat we're fishing with decides to pick up and run another 45 miles offshore. They found a break and within the first half hour had a triple and a quad. Ryan yells down to me, "Boss, what do you think?" I said, "Ryan, don't think, we're going."

So we pick up and off we go. On the ride I'm thinking -this is no longer a day trip, it's an overnighter. Once you run that far you're invested. The boat was provisioned so we were good to go. I told the team to call home because no one was sleeping in their own beds that night.

We got out there and it was phenomenal. It was just absolutely incredible fishing. First day we released 23 white marlin. On the second day we released 29. And I'm a numbers guy, I wanted a nice even thirty. We worked it but the fishing just shut off. We tried probably for an hour and a half for that last fish. Nothing. Time to throw in the towel.

I'm running the boat heading back toward the Washington Canyon while everyone was below sleeping. There were about four or five boats fishing right on the tip of the Washington and I start to hear chatter on the radio. "Got a bite!" "Hooked up." "Yup, us too." I stomped on the deck and said, "Wake up boys! We're putting them out and we're going to catch a fish."

Then boom! Ryan jumps into the flybridge, everyone grabs their position and in literally two minutes we're back at it. Everything was out. The entire spread was lines in. I heard the flat line scream and we caught the fish. And that was it. Packed it in and headed for home.

We prodded Pat to talk about the demo's 32 releases on an overnight trip two years later.

We'll save that one for next time. 🐟



Tell us about your most memorable fishing trip and maybe you'll see your story in the next issue of *Valhalla*. Send your story to marketing@vikingyachts.com. And tight lines!



GUESS THE MODEL

The Numbers Game



Viking has a vast array of models from 38 to 93 feet. (And even center consoles now!) They are outfitted with towers, sky bridges, hard tops and a plethora of other options to customize a boat to fit both your needs and also the appearance you desire. Our Design Team takes great pride in subtle aesthetic cues creating a look for each model. Below is an assortment of Viking Yachts, try your hand in identify them. And don't worry, we threw in an easy one for you. 🐉

ANSWER KEY IS LISTED BELOW.



1: 62 C 2: 48 C 3: 80 SB 4: 46 BF 5: 72 C 6: 58 C 7: 54 C 8: 92 C 9: 80 C 10: 68 EB

ANSWER KEY





DEALER NEWS

The Best in the World



Artemisa Yachts is proud to be a long-time member of the Viking

family and especially happy for the Best of Show award the boatbuilder claimed for the new Viking 54 Convertible at the Fort Lauderdale International Boat Show. The 54 Convertible and Valhalla Boatworks new

V-46 will both be welcomed additions to Venezuela. The team continues to service customer boats in the incredible waters of the Caribbean.

ArtemisaYachts.com



As Bluewater Yacht Sales leaves 2020 in their wake, they acknowledge an interesting year for the industry, but also sunshine behind the clouds. The team was challenged to rethink business and focus on new opportunities for progress and success. They quickly created a virtual showroom, started filming videos of Vikings and Valhallas, and even conducted full showings through a camera lens. While challenging at first, these obstacles forced new marketing techniques that will continue in the future. As the year progressed, efforts were rewarded with months of unprecedented growth and record-setting sales. People rediscovered the joy of boating and enjoying time on the

water and Bluewater realized their impact on customers. They provided families with happiness, relaxation and time together.

Despite the challenges, Bluewater further expanded with a grand opening of a new sales and service facility in Annapolis, Maryland, in the fall. Although the team has done business in Annapolis for decades, it was time to make a permanent presence with the newly developed South Annapolis Yacht Centre. This facility offers customers access to full-service with a 75-ton marine Travelift and dedicated team of technicians, plus a central location to view inventory. The opening of the new office was celebrated with the Annapolis Fall Preview, which brought the team and customers together for a cocktail reception and private tours of

vessels including the Viking 38 Billfish and Valhalla V-33.

Aside from the expansion in Annapolis, they also presented Viking and Valhalla models at several tournaments, open houses and regional shows across their region. While events are different than the past, they had success with customers, familiarizing them with the advantages of Viking's craftsmanship. They showed off quite a few boats, including a Viking 46 and 38 Billfish, and a couple of Valhalla V-33s and a V-37.

Bluewater Yacht Sales is looking forward to 2021 and confident the market will continue to be positive. They will continue their growth through new facilities and staff.

BlueWaterYachtSales.com



team delivered a Viking 80 Convertible for a new customer as well as a Viking 62 and

CFR Yacht Sales is proud to report a strong selling season. The

44 to repeat customers. They have been making the rounds with a new Valhalla 33 as their company demonstrator boat.

CFR and Viking sponsored the International Billfish Tournament in November. Viking owner Luis Cordoba,

fishing on his Viking 52 *Arabita*, won the award for Best Boat as well 1st Place Local Angler and Best Local Team. The crew completed the event with a tally of two blue marlin, one white marlin and two sailfish.

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 is proud of accomplishments and milestones they have attained

over the year. They celebrated 50 years in business and completed a stellar sales year. The whole team was excited about the innovation, engineering and performance of Viking's 54 Convertible and Valhalla Boatworks V-46.

A fleet of vessels are available for perusal at Galati locations. These boats include Viking Convertibles and Enclosed Bridges, Billfish and Valhalla Boatworks performance center consoles. Additionally, they have a 2021 Viking 82 Cockpit Motor



Yacht ready for immediate delivery. The 82 CMY offers the best of both worlds, providing a seamless transition from a luxurious, high-performance cruiser to a blue-water fisherman, creating the ideal platform for tournament fishing one day and an extended vacation the next.

Also, immediately available is Viking's flagship 93 Motor Yacht. The 93 MY perfectly demonstrates Viking's resolve to continuously raise the bar for the American-made yacht by providing an option for the cruiser who wants to travel greater distances. With three distinct models in the Viking Motor Yacht line, there has never been more options for making your own unique, one-of-a-kind motor yacht.

Galati Yacht Sales is one of the largest privately held, family-run dealerships in the world. Their experience, innovation and commitment has allowed them to remain industry leaders, bringing value and

expertise to the boating world. This combined with a passion to provide customers with the best experience possible, led them to expand services into a new location in Fort Meyers, Florida.

This past summer Galati Yacht Sales was proud to sponsor many sportfishing tournaments throughout the Gulf Coast. From the biggest game fish to the most robust competition and the best celebrations, Team Galati congratulates customers who participated in this summer's tournament events.

Galati Yacht Sales was honored to support The Billfish Foundation's 2020 Virtual Gala, where they celebrated 34 years of billfish conservation while honoring those who have contributed to the organization. The virtual event highlighted the Lifetime Achievement Award Presentations, celebrated sponsors and held a weeklong silent

auction. All proceeds were donated to billfish research, conservation and outreach efforts, tournament and conference attendance.

Looking ahead, Galati is eager to sponsor and participate in the upcoming Los Sueños Signature Triple Crown Series and Ladies Only Tournament. Since the inception of the Triple Crown tournament series in 2004, Galati Yacht Sales has been privileged to sponsor the incredible event.

Team Galati thanks customers and the Viking Yacht Company for their continued support throughout the years. As always, they are committed to providing the very best experience possible. The team will support you before, during and after the sale. Thank you to all of those who played a part in making their 50th year in business, and all years prior, truly remarkable.

GalatiYachts.com



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

the delivery of the first Valhalla V-37 in Australia.

Australia is known for some of the richest fishing and diving grounds and also the harshest offshore conditions in the world. The new V-37 was chosen by the owner

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

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

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

GandLB.com.au



Coming off the heels of the 2020 Fort Lauderdale International Boat Show, HMY is pleased

to report the sale of seven new Viking yachts from 44' to 92' as a result of FLIBS. "Like a lot of exhibitors, we went into the 2020 show not knowing what to expect but came out of it pleasantly surprised with our success," said HMY Yachts Director of Sales

Tim Derrico. "All signs point to the industry thriving"

The award-winning new Viking 54 Convertible, which was well received at FLIBS, is now representing Team HMY during the winter tournament circuit. Captain Trey Claus will be at the helm of hull No. 1 all season long putting the 54 Convertible's incredible fishing capabilities to the test.

While 2020 produced unforeseen challenges, HMY remained unwavering in the

commitment to customers' yachting needs. Over the past several months they delivered nine new Vikings with five yachts still to be delivered including a 75 Motor Yacht and 92 Sky Bridge. On the books for Valhalla Boatworks are two boats with three still to be delivered including a pair of the new Valhalla V-46.

HMY would like to extend sincere gratitude to loyal customers for putting trust in their firm and they pledge to continue to serve you to the highest standards.

HMY.com





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

knows boating on the Great Lakes and around the world like no other. They understand what customers desire and how to make boating dreams come true. As a

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

They strive to earn your loyalty every step of the way. From the moment you contact them or walk in the door, they'll be

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

JBYS.com



Novey Marine personally guides customers through the boat buying

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

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

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

NoveyMarine.com



It's been another very busy year for the team at Oyster Harbors Marine. The industry saw a

huge spike in demand for recreational watercraft, and many customers met that demand with Viking products. Despite the brevity of New England's boating season, OHM managed to deliver a 38 Billfish, 38 Open Billfish, 44 Open, and a 48 and 58 Convertible. This tremendous effort would

not have been possible without the skill and dedication of their award-winning service team. Oyster Harbors Marine appreciates everything the Service Department does for customers and the passion they bring to the job every day.

Viking's recent entry into the center console market was met with much excitement by Oyster Harbors Marine's clients. It's been difficult for OHM to keep these incredible boats in stock. Having already delivered a pair of 33s, 37s and 41s, they're filling orders for future build slots well into 2021. Viking

and Valhalla Boatworks knocked it out of the park with these center consoles, and customers recognize that.

Oyster Harbors Marine wrapped up the summer season with an exclusive VIP event in Newport, Rhode Island. Many thanks to Viking and Princess Yachts America for partnering and bringing food, fun and exceptional yachts to OHM customers. A great time was had by all, and they're already planning another event for the spring. Until then, have a safe and happy 2021.

OysterHarborsMarine.com



Pro Yacht was born out of a passion for boating and

a love of being on the water. Started in the Cayman Islands in 1992, Pro Yacht has grown from a company working

out of a small apartment serving a single client to an organization employing a team of more than 20 talented and skilled individuals with diverse backgrounds and a broad spectrum of qualifications and experience. Staff are from the Cayman Islands,

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

ProYacht.ky



Viking's authorized dealer in Japan is Quay Side Marine,

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

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

QuaySide.Co.jp



A reference point for all fishing

enthusiasts in Italy and the Mediterranean, SNO Yachts is considered a center of

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

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

SNOYachts.com





It's been a busy summer for the staff at South Jersey Yacht Sales. Sales and deliveries of new Vikings

have been very strong as 2020 saw record sales. Additionally, the company expanded their portfolio with the recent acquisition of C-Jam Marine which will provide more coverage to further represent Viking Yachts in the New Jersey market. The transaction includes two locations and adds 12.4 acres of service, storage, sales offices and showroom capabilities for boats of all sizes as well as over 3,000 new business relationships. The Somers Point location is more central to the state and offers a fully secure gated property that includes a showroom and a full-service marina with 42 floating dock slips, fueling and pump out

capabilities as well as a marine store. The service department includes 60- and 70-ton Travelifts and a 10-ton forklift allowing the facility to provide haul-out capabilities for larger Viking models. Engine, fiberglass, paint, canvas and electronics service, repair and installation is available for customers. The Egg Harbor Township facility is a fully gated property and provides year-round service and land storage capabilities. "The addition of the C-Jam Marine properties to our portfolio and the capital investments we have planned at both locations will provide better service to South Jersey Yacht Sales clients, existing customers and new customers from surrounding areas and further highlights our commitment to Viking and Valhalla Boatworks in the New Jersey and surrounding market," says George Robinson III, President of South Jersey Yacht Sales.

Sales of new Viking and Valhalla models continue to be brisk thanks to a strong pipeline of developing 2021-2022 models. Several new Billfish models are currently on order with delivery set for spring of 2021.

Other happenings include a new South Jersey Yacht Sales demonstrator model currently on order. The newest *Polarizer*, a Viking 62 Convertible, is set for delivery in early June. South Jersey Yacht Sales is also pleased to announce they have added four new sales professionals to their team including Cory Solomon at the Somers Point office, Joe Papperman in Cape May and Brian Steinhauser and Scott Cameron in Point Pleasant and the Brielle Yacht Club. Additionally, a capital project across the company included the launch of a new software system which includes Salesforce to better service their client base.

SouthJerseyYachtSales.com



In the boating world, summer is always a highlight. In fact, more than

ever, people have been getting out boating and fishing. SMY clients and friends celebrated great times on the water. Capt. Billy Treveranus and owner Bart Ryder, aboard the Viking 60 Convertible *Flat Out*,

caught a lot of wahoo and a strong striped marlin bite on their way to Cabo San Lucas. Owner David Golden recently took delivery of his new 62 Convertible and immediately was on the water fishing and enjoying the waters off Catalina Island. As SMY President John Buettner likes to say, "It's all about the three Fs – Family, Food and Fishing."

Stan Miller Yachts also recently delivered a new and eagerly anticipated Valhalla Boatworks V-41 to Newport Beach, California, and look forward to seeing more VBW center consoles on the West Coast soon. With Viking 62 and 68 Convertibles under construction, there continues to be a steady stream of new Viking Yachts ready to make their way to the West Coast.

StanMillerYachts.com



Staten Island Yacht Sales took part in the exclusive,

invitation-only Steelpointe Yacht Show in Bridgeport, Connecticut, at the Bridgeport Harbor Marina. They displayed a Viking 38 Open Billfish, 44 Open and Valhalla

Boatworks V-33. Multiple appointments were scheduled for all three models and the 44 was sold at the show.

SIYachts.com



Valhalla Boat Sales is a proud dealer of Valhalla

Boatworks, serving customers on the east coast of Florida, New Jersey, Delaware and Pennsylvania. The team has been hard at work and expects a strong finish to the winter. Despite facing obstacles in 2020, customer satisfaction remained their

number one priority. Valhalla's experienced and skilled professionals, maintenance and service technicians, and captains remain dedicated to excellence, providing premium products with unmatched levels of professionalism and service. By working directly with the Viking Yacht Service Center in Riviera Beach, Florida, and the Viking Yachting Center in New Gretna, New Jersey, they navigated through a

demanding year and look forward to a great start in 2021.

This past fall, Valhalla Boat Sales successfully delivered three V-33s, a pair of V-37s and three V-41s. They are honored to deliver hull No. 1 of the new V-46 in 2021. In addition to upcoming deliveries, they are proud to sponsor a number of sailfish tournaments in South Florida.

ValhallaBoatSales.com





VIKING BY THE NUMBERS

Valhalla Magazine

2 Issues per year

4 Viking staff who create it

15 Hours to print a run of *Valhalla*

27 People involved in this project at our print house, The Standard Group

42 Issues of *Valhalla* produced

60 Plates used in the printing process

80 Weight in pounds of 500 pages of *Valhalla*

104 Pounds of ink used

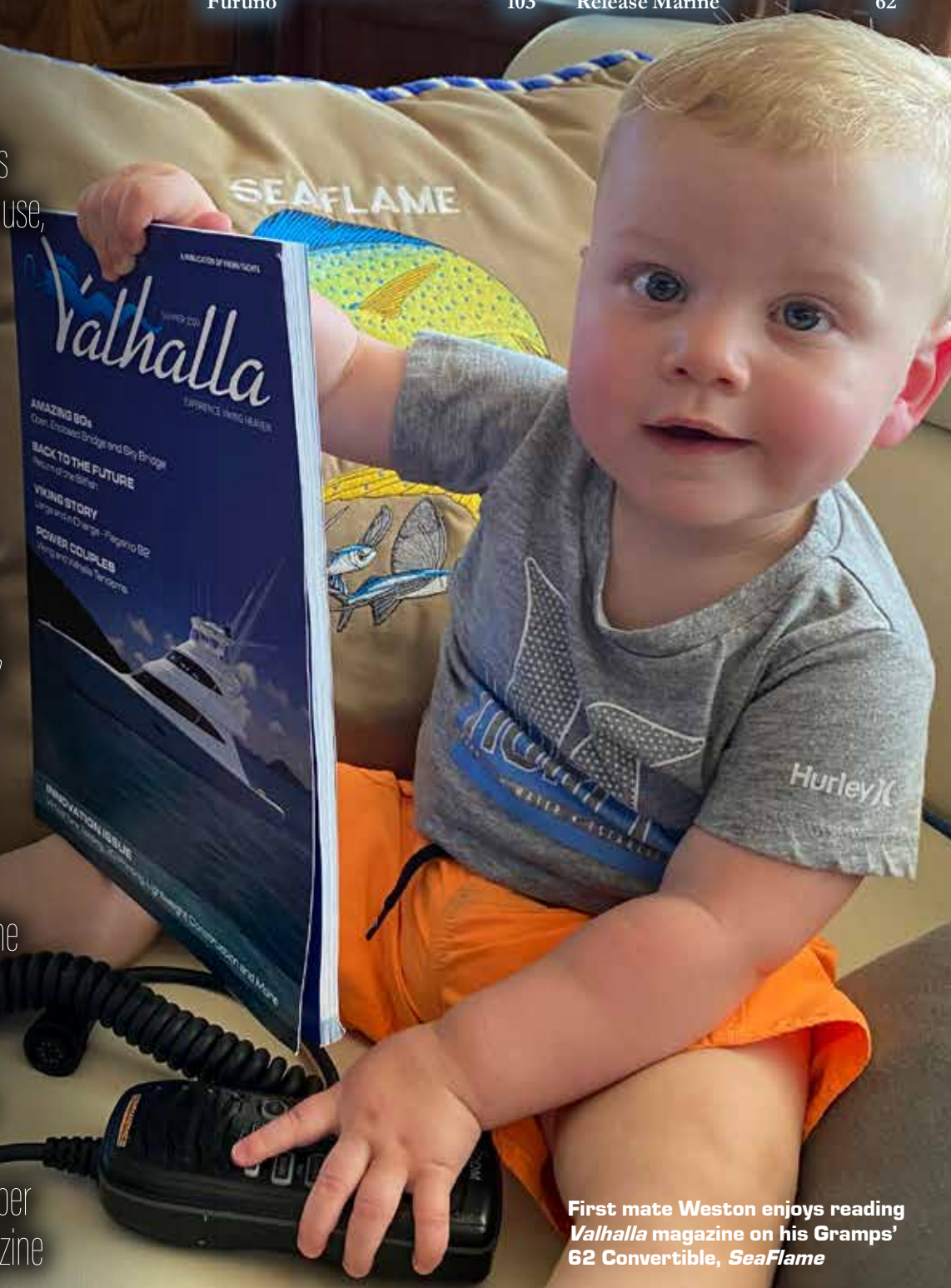
132 Pages in this magazine

10,000 Copies printed and distributed per issue

94,000 Sheets of 25" x 38" paper ordered for this magazine

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First mate Weston enjoys reading *Valhalla* magazine on his Gramps' 62 Convertible, *SeaFlame*



2021

Viking Winter Calendar*

JANUARY

- 6-9 Silver Sailfish Derby
- 12-16 Sailfish Gold Cup
- 15-18 Los Sueños Billfish Tournament #1
- 20-23 Buccaneer Cup Sailfish Release Tournament
- 28-30 Viking & Valhalla Boatworks VIP Preview

FEBRUARY

- 24-27 Los Sueños Billfish Tournament #2
- 28- MARCH 4 The Masters Angling Tournament

MARCH

- 17-20 Los Sueños Billfish Tournament #3
- 25-28 Palm Beach International Boat Show

APRIL

- 7-11 Final Sail
- 7-11 Viking Key West Challenge

MAY

- 18-23 Orange Beach Billfish Classic

JUNE

- 7-13 Mississippi Gulf Coast Billfish Classic
- 11-19 Big Rock Blue Marlin Tournament
- 16-21 Emerald Coast Blue Marlin Classic

JULY

- 3-7 Bermuda Billfish Blast
- 4 World Cup Blue Marlin Classic
- 9-13 Bermuda Big Game Classic
- 14-18 Blue Marlin Grand Championship
- 19-23 Sea Horse Anglers Club Billfish Tournament
- 20-25 Lone Star Shoot Out

AUGUST

- 2-6 White Marlin Open
- 9-14 Pirate's Cove Billfish Tournament
- 15-20 The MidAtlantic
- 18-21 Virginia Beach Billfish Tournament

- Singer Island, Florida
- Palm Beach, Florida
- Herradura Bay, Costa Rica
- Singer Island, Florida
- Riviera Beach, Florida

- Los Sueños, Herradura Bay, Costa Rica
- Los Sueños, Herradura Bay, Costa Rica

- Herradura Bay, Costa Rica
- Palm Beach, Florida

- Miami Beach, Florida
- Key West, Florida

- Orange Beach, Alabama

- Biloxi, Mississippi
- Morehead City, North Carolina
- Sandestin, Florida

- Bermuda
- Worldwide
- Bermuda
- Orange Beach, Alabama
- Bermuda
- Port O'Connor, Texas

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

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

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