

Valhalla

A PUBLICATION OF VIKING YACHTS
CELEBRATING 60 YEARS

EXPERIENCE VIKING HEAVEN // SUMMER 2024



VIKING 82

Built Upon Greatness

CRUISE CONTROL

V-55 Sport

INSIDE LOOK

Viking Demo Program

FAMILY MATTERS

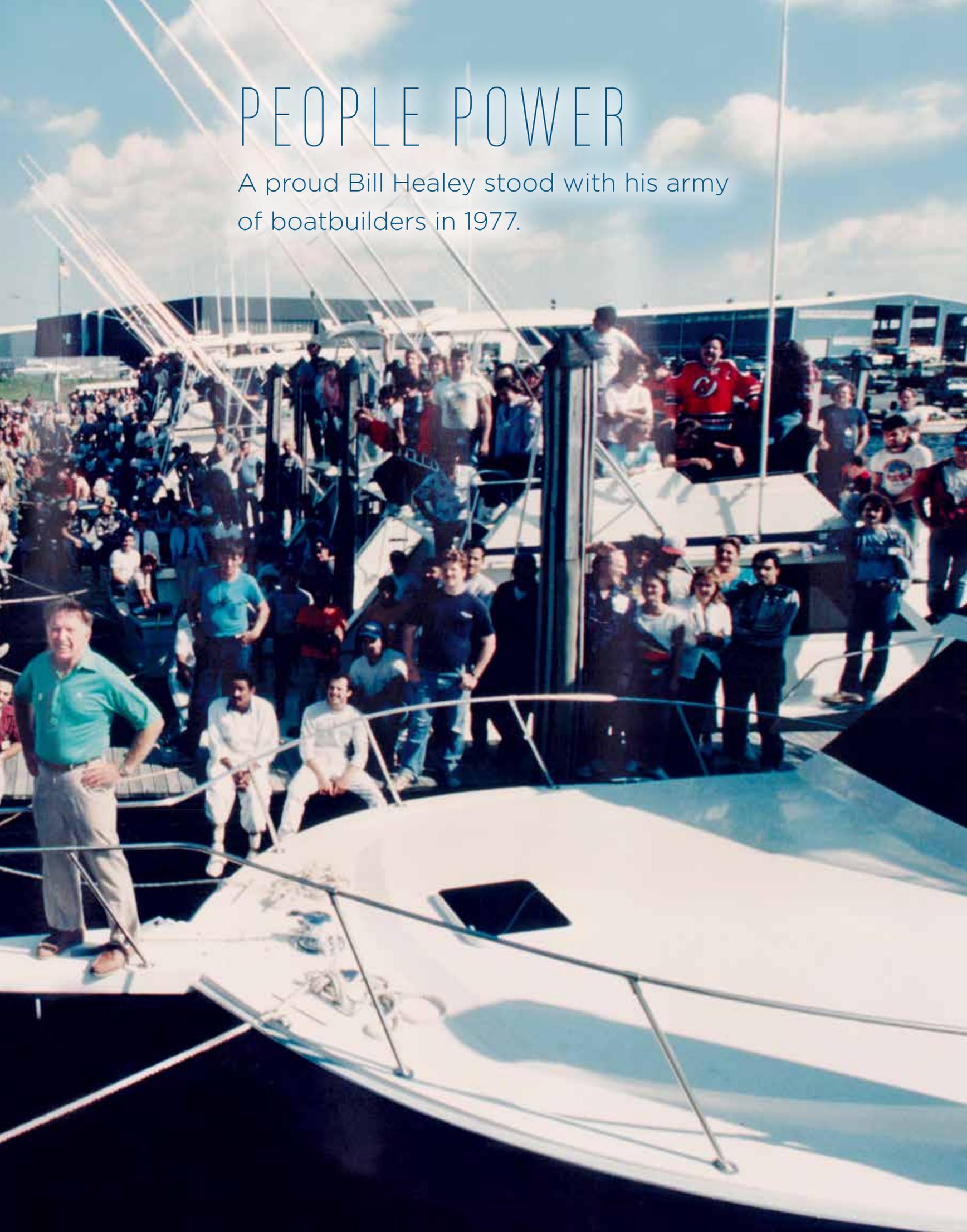
Healeys Honored





PEOPLE POWER

A proud Bill Healey stood with his army of boatbuilders in 1977.



SUMMER 2024
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ISSUE

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SPECIAL THANKS TO

JC and Aileen Gonzalez and Chris and Laura Jessen

PRINTING & DISTRIBUTION

The Standard Group
standardgroup.com

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A PUBLICATION OF
THE VIKING YACHT COMPANY



BEHIND THE COVER

As his father Bill Healey did 47 years ago, Pat Healey gathered with the shipwrights of Viking for another epic image.

TEAM VIKING



The reporter was interviewing Pat Healey for an article about Viking's 60th anniversary.

He asked, "Besides building a better boat every day, what other factors have allowed Viking to rise to the top of the industry?"

"That's very simple," Pat responded. "We have always been a family-owned-and-operated company. My father believed that as long we followed our mantra, the accounting would take care of itself. That's still our philosophy today. It's different than other companies, but it works for us."

Without shareholders and accountants looking over its shoulders, the Healey family and its top managers – who have worked together for more than three decades – can move quickly to meet customer needs and react to changes in the market. As we continue to celebrate the 60th anniversary in this issue of *Valhalla*, the importance of family ownership cannot be overstated.

"Being privately owned, we're not answering to anybody else but ourselves," says Viking Chief Financial Officer John Kasinski. "If we need to resolve an issue or see an opportunity, we can make decisions quickly – within an hour or less. Public companies also have a tremendous responsibility to their shareholders to create immediate value and income quarter over quarter, which makes it more difficult to make long-term decisions."

Viking certainly operates within a budget and runs a very tight ship, but it also has great flexibility to grow when and how it wants. The expansion of Viking Mullica, the building of the Valhalla Boat Sales Showroom and Service Center in Florida (a \$13-million project),

the acquisition of CNC machinery and development of new types of boats, such as the Valhalla 55 Sport, are just some recent examples.

Pat and his team's direct involvement in the design, building, sales, distribution and support of the boats allows Viking to focus on continuous product improvement. Our decision-makers also use the boats extensively, fishing our demonstrator Vikings on the tournament circuit. Those experiences bring valuable knowledge and feedback back into the company, which in turn allows Viking to build a better boat every day.

The family values, work ethic and a passion for boatbuilding – and being out on the water fishing or cruising – have been passed from generation to generation.

"I probably fish 15 tournaments a year, and they're anywhere from three to five days," Pat told the reporter. "And my sons Sean and Justin are part of the demo team, and my daughter also loves to fish and spending time with owners, captains and mates. It's what we do – build boats and fish."

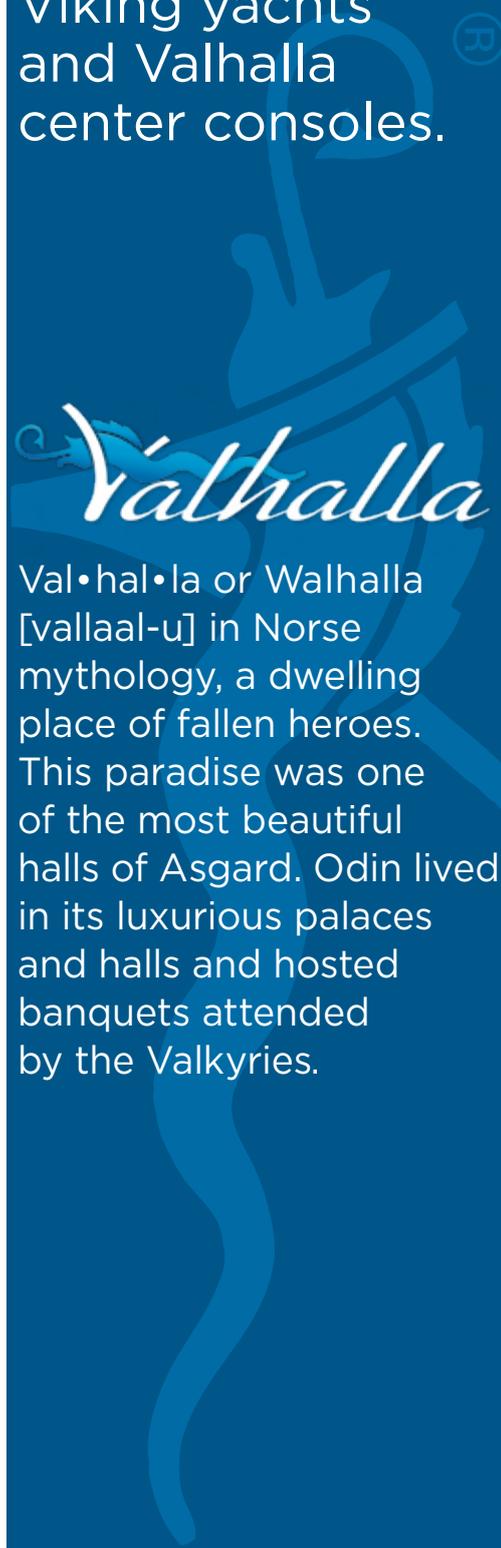
After the hour-long interview ended, the reporter said to Pat, "I want to thank you for your time and say congratulations to you on all your success."

"Oh, hey, it's not me," said Pat, in typical Healey fashion. "This is a team. This is Team Viking, and I just happen to be the head coach." 

Sincerely,

Chris Landry
Editor-in-Chief

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



Valhalla

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

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



viking REVIEW

In the midst of our 60th anniversary things are still full steam ahead. With the introductions of the 82 Convertible, Valhalla 55 Sport, V-29 Hybrid and V-28 Bay, there's been no time to rest on our laurels. But there is still time for photo ops of some of the smiling faces of the team behind the scenes – the best boatbuilders in the world. 🚤





A 13-year-old David Wilson poses with a pair of power plants back when he would tag along with his dad (Viking Pioneer Bruce Wilson) on the weekends. David, now Viking's Design Manager, recreates this classic 1984 shot on a 64 Convertible.



Al Uhl started his career with Viking in 1979. In 1996 he was the Supervisor of Carpentry and posed for a picture with Larry DeGiovanni. Now Vice President of Manufacturing, Al is flanked by Production Managers Pat Armano and Jim McLaughlin.



The Healey family celebrated Viking's 50th anniversary with a themed cake at the 1st annual Viking Key West Challenge in 2014. The 2nd and 3rd generations gathered again at the 10th annual event (missed one due to COVID) in 2024 to say cheers to 60 years.



A gang from the dock crew recorded history in 1983. And again in 2024 with a Valhalla 55 in a Travelift.



A proud Bill Healey (Viking Co-founder) stood with his army of boatbuilders in 1977. Today, President and CEO Pat Healey (Bill's son) stands on the Viking 90 flagship with some of the 2,017 employees of the Viking Marine Group.





**watch out
bertram and hatteras,
someone's gaining
on you.**

We're a late entry into the race. Bertram and Hatteras have a head start with years of heavy advertising. And no question about it, their boats are among the finest in the industry. But now Viking is after them. And coming up fast. What has long been inside dock talk among discerning boatsmen, will now be stated loud and clear.

Viking has a better boat. There, we've said it in print. After many years of testing, perfecting and quietly selling our 35, 40 and 43-footers by word of mouth, we're ready to make waves. Viking can efficiently outper-

form either Bertram or Hatteras. Pound for pound and dollar for dollar, we have a better boat. We don't make these statements lightly. Our boats will back up what we say. So if you're ready for a boat in the 35-foot and over class, compare Viking with Bertram and Hatteras. And find out why we're better.



For more information see your local Viking Dealer or write Viking Yachts,
Dept. M, Route 9 and The Garden State Parkway, New Gretna, New Jersey 08924

FROM THE FLYBRIDGE



As we celebrate our 60th anniversary, people often ask me to reflect on how far we've come since 1964. The magazine advertisement on the opposite page helps put it in perspective. Published in the mid-1970s, the headline read, "Watch out Bertram and Hatteras, Someone's Gaining on You." Not only did we overtake the competition, we left them in our wake thousands of boats ago by assembling a team of the best boatbuilders, dealers and vendors in the industry.

The development of our sister companies under the Viking Marine Group – such as Palm Beach Towers, Atlantic Marine Electronics, Valhalla Boatworks, Princess Yachts America and the Viking Yacht Service Center – has pushed us even further ahead. That distance will continue to grow as the Viking Marine Group remains dedicated to providing our owners with the absolute best products, support and services.

Looking back at the past six months, we've had an incredible stretch that began with the debuts of our V-28 Bay boat and V-29 Hybrid. The announcement of the Viking 82 occurred on April 1st – our 60th anniversary. We celebrated our birthday at the 10th Viking Key West Challenge, an event launched on our 50th anniversary. We continued to reminisce about our growth – through good times and bad – at our annual dealer meeting in Atlantic City in June. It was a great event where we recognized some

of the pioneers in attendance – including Rudy Dalinger, Jerry Straub Sr., Bill Heller and Bill Gibbons – and paid tribute to the invaluable team members throughout the Viking Marine Group.

Of course, it all started with my father Bill and uncle Bob. Even to this day they are still being recognized for their impact on the industry. My father was inducted into the Marine Trades Association of New Jersey Hall of Fame in April. It was an honor to receive the much-deserved award for him. The following month, I was fortunate to receive the Eddie Smith Manufacturer of the Year Award. But any type of individual achievement or milestone is a reflection of the dedication and hard work of everyone.

LOOKING AHEAD

The record-setting consumer buying that occurred during and immediately after COVID is over. We've shaped our production schedule and inventories to reflect the current demand, which is still much greater than pre-COVID levels. This fiscal year, we'll build 66 Vikings and 146 Valhallas and deliver 31 Princess yachts. Our Viking 82 has gotten off to a fantastic start with 17 boats sold, an indication of our strong brand loyalty.

In this economy with its higher interest rates, we're committed to maintaining our pricing model on all boats. Our workforce in the Viking Marine Group is 2,000 strong, and we're going to work

hard to keep all of our people as we push through this unpredictable political period. The skill level of our boatbuilders is very high. Over the past two to three years our entry-level shipwrights have become seasoned boatbuilders. We now have five manufacturing lines in both New Gretna and Mullica, all operating more efficiently than ever.

In the coming year, we will continue to build a better boat every day by not only developing innovative new models but also refining current designs to keep them at the top of the market. We'll also begin diversifying within certain models to avoid overbuilding a particular boat. The V-55 Sport is a good example of this. This new Valhalla model merges the commanding ride of the V-55 center console hull with cruising features, amenities and luxury, allowing us to bring more owners into the family.

In closing, the Healey family would like to thank all of our owners, dealers and business partners for their support. Enjoy your summer with your families and friends, and I hope to see you down on the docks! 🍷

Sincerely,

Patrick Healey
President & CEO

INTRODUCING THE PRINCESS PASSPORT

The **Princess Passport** is a digital resource brought to you by the creative teams from Princess Yachts America and *Yachting* magazine updated with news and stories from *Yachting* editors and Princess Yachts America on a regular basis, and allows you to explore new places, discover new passions, and enjoy everything the yachting life has to offer – from new Princess vessels to tips on yacht ownership, safety, entertainment and more. To check out the latest **Princess Passport** stories below and join the conversation, visit yachtingmagazine.com/princess-passport.

Introducing the Dynamic Princess V50

From its refined aesthetics to its robust performance, the V50 is engineered to impress.



Exploring Key West

Unlock the rich history and culture of Key West, Florida, on your next cruise to the Conch Republic.

Galley Recipe: Fabulous Fish Cakes

Whip up this galley-friendly fish cake recipe for a tasty appetizer or lunch.



Valo's Foiling PWC

The Valo electric foiling personal watercraft is seeking to create a new water toy category known as hyperfoil.

Saving Yourself With ACR's PLB

ACR's ResQLink AIS Personal Locator Beacon is the type of safety upgrade every boater needs.



Great Dayboating Cruising Options

Yacht owners rarely have to cruise far for a memorable on-the-water adventure.





FROM THE HELM

From an impressive showcase featuring a “world’s first” boat show display to featuring both a Princess X95 and Y95 to hosting the largest gathering of Princess owners to date, the spring season of 2024 marked another series of exceptional milestones for Princess Yachts America.

With a sprawling display located front and center along the beautiful waterfront in Downtown West Palm Beach, Princess Yachts America launched the 2024 Palm Beach International Boat Show in style with a private preview event the evening before the show’s official public opening. Members of our Sales, Marketing, Customer Service and Commissioning teams were on hand as a crowd of over 400 owners, guests, dealer representatives and industry partners came together for a closer look at our Princess models on display. We were pleased to once again partner with Palm Beach Fashion Week as a capstone event, and our guests were treated to island tunes from a live calypso band and a preview of the latest trends in resort and casual waterfront lifestyle fashions from various world-renowned fashion houses.

From the excitement of the Palm Beach show, we looked ahead to what was to be our largest gathering of Princess owners

and their guests to date as the fleet arrived once again at beautiful Valentines Resort in Harbour Island for the 2024 Princess Spring Owners Holiday. This year’s event marked the 22nd Owners Holiday since Princess Yachts America began hosting them twice annually in 2012, with our guests enjoying a full agenda of friendship, fun and celebration of the cruising lifestyle over the course of the five days spent in one of the most picturesque destinations in The Bahamas. We can’t wait to welcome everyone to our 2024 Princess Summer Owners Holiday this July as we head to Block Island, Rhode Island.

Turning our sights toward the fall and the start of boat show season, we are looking forward to hosting the North American premiere showing of the latest addition to the Princess S Class as we unveil the new Princess S65 at the 2024 Fort Lauderdale International Boat Show. Building on the success of the recently launched F65, the Princess S65 adds the perfect blend of performance, luxury and accommodations in a hard to beat sport bridge package that has made the S Class yachts popular in our market. We can’t wait to unveil this latest model as part of an expansive display of Princess models.

During a recent trip to the Princess factory in Plymouth, I marveled at the number of Princess yachts currently in build that were bound for members of our growing Princess family. Within the largest production hall at the company’s main facilities on Newport Street where most models over 72 feet are built, the pulse of the North American market was strong. All of us at Princess Yachts America recognize that this is largely due to our current owners upgrading, as well as the many who have continued to be an invaluable “voice on the dock” in sharing positive ownership experiences with those they meet. For this we are all very grateful.

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

Sincerely,

Tom Carroll Jr.
President





VIKING 82

READY TO DOMINATE

Our Latest Large Sportfishing Yacht Surges into the Limelight with Industry-Leading Performance, Engineering, Luxury and Tournament-Winning Fishing Prowess.



On its 60th anniversary of April 1st, the Viking Yacht Company proudly announced its latest large sportfishing yacht – the 82 Convertible. The five-stateroom, six-head world-traveler builds upon the tremendous success of the Viking 80, pushing the genre to new heights of excellence.

“We’ve taken a boat that has been proclaimed by the sportfishing community as the most successful 80-foot sportfish boat ever and improved upon it,” says Viking President and CEO Pat Healey. “We’ve been able to design and build a better boat by using our experiences on multiple Viking 80 demo boats and collecting a tremendous amount of feedback from owners, captains and mates. And like every new model, the 82 is going to be bad-ass – another industry leader.”

Hull No. 1 was completed in May and first shown during the Viking Yachts and Valhalla Boatworks Dealer Meeting in early June. She is serving as our summer demo boat, fishing big-name tournaments such as the Bermuda Triple Crown, White Marlin Open and The MidAtlantic.

The Viking Yacht Company has delivered more than 110 convertibles over 80 feet. The first-generation 82 Convertible was introduced in 2009 during some of the toughest economic times in recent history, and still 27 boats were sold.

Viking’s largest-ever sportfisher – the 92 – premiered in 2014. Twenty-one 92s were delivered before misguided emission regulations forced the model to be discontinued. The Viking 80’s numbers are astounding, with 54 boats delivered. Our new flagship, the Viking 90, has been utterly unstoppable since its recent world premiere, with 17 boats sold and 12 delivered.

And now here comes the 82, proving once again that Viking is the leader in the design, development and production of the biggest convertible sportfishing yachts in the world. The 82 will be offered in three different models – open bridge, enclosed bridge and sky bridge. Hull No. 1 is an open bridge model with a Pamlico Blue gelcoat and a custom tuna tower from the Viking subsidiary Palm Beach Towers. The yacht



will make its world premiere at the Fort Lauderdale International Boat Show, Oct. 30-Nov. 3.

“Like the 80 and our previous large sportfishing boats, the 82 will prove that a boat of its size can not only meet the demands of the tournament circuit – but also win,” says Viking Design Manager David Wilson. “We’ve broken that barrier, and we’re doing it again with the 82, making refinements and improvements in every area – speed, performance, ride, maneuverability and fishability.”

DESIGN/PERFORMANCE

With a length overall of nearly 83 feet, our new convertible presents a long, sleek and strong profile. Her gently sloping unbroken S-shaped sheer, double strakes and chines, deftly placed molded-in deckhouse and bridge style lines and swept-back black metallic mask are unmistakable Viking traits. The 82 features exterior stylistic refinements of the 90, including deckhouse window and hull portlights with chamfered edges and the latest hull-side engineroom vent design. The

82’s hull sides also boast a prominent feature line that appears to flow through the tinted port light.

The 82’s performance was optimized through Computational Fluid Dynamics (CFD), software that allowed the Design and Engineering team to analyze the longitudinal center of gravity and pressure distribution, study trim angle and trim tab effectiveness, and modify strakes and chines to increase running efficiency.

The Viking 82 will also be offered with the Advanced Viking Propulsion System (AVPS), which utilizes struts and rudders with modified or “twisted” shapes that minimize hydrodynamic resistance, improving performance. “The strut is designed to improve the in-flow of water to the propeller, while the rudder minimizes resistance in the flow of water from the propeller,” says Viking Naval Architect Joe Snodgrass. “These improvements allow us to use a larger propeller and gain speed.”

With twin 2635MHP MTU 16V 2000 M96Ls and the Advanced Viking

Propulsion System, performance levels are in the same range as the latest Viking 80s – 42 knots at full load with a cruise of 36 knots.

“The 80 delivered an extremely smooth, fast and dry ride,” says David. “Built at roughly the same weight as the 80 and benefitting from an additional 2 feet in length, the 82’s ride quality will be even better.”

Fiberglass and carbon fiber/e-glass hybrid fabrics, resin infusion, Light Resin Transfer Molding and the use of a variety of core materials – with specific densities for their location – in the build process maximize strength and weight savings. A modified vinylester/epoxy resin is used throughout the hull for maximum blister protection and optimal structural performance.

“We review each component within the build to optimize the structure required to meet its purpose,” says Viking Vice President of Design and Engineering Lonni Rutt. “Every material and method of construction is chosen for specific reasons.”



COCKPIT/FLYBRIDGE

The 82 gives you more cockpit space and a larger mezzanine that allows for increased storage and a new extended lounge to starboard. Just under 230 square feet, the cockpit is built with everything you need to make it to the Winner's Circle, including a transom door and lift gate, a transom fishbox/live well and full-length in-deck fish boxes with split lids to port and starboard. The Viking 82 is engineered for the installation of a Seakeeper 40, easily accessible via a single cockpit hatch on centerline with optional electric actuation.

The mezzanine holds an abundance of storage, including a tackle cabinet, ice chopper storage box and a refrigerated step box to port. Access to the engine room is via the centerline mezzanine steps, and there are two refrigerator and freezer boxes to starboard. The flybridge overhang is designed to keep guests cool and dry, and optional air conditioning is available for added comfort.

The flybridge, which applies many of the design concepts of the Viking 90, is anchored by a walkaround center console with a full-width helm platform that accommodates three Release Marine helm

chairs with teak ladder backs. The 8-inch-high platform offers 360-degree visibility, a clear view of the cockpit deck and excellent access to all instrumentation. The console's recessed black acrylic dash holds four 17-inch multifunction displays (MFD). The clean, streamlined and operator-friendly helm also features dual radio boxes with split lids housing instrumentation and controls, a teak helm pod, single lever electronic controls and a stainless steel steering wheel. Air conditioning can be added to the helm, as well. Hull No. 1 will feature a custom navigation, communication, fishfinding and entertainment package from Atlantic Marine Electronics, also a Viking company.

The 82's center console features an integrated full-length forward lounge with standard backrest air conditioning and a freezer underneath the seat. Dual freezers forward allow you to store different baits separately. The forward flybridge is also home to a convenient sink and refrigerated drink box. Seating modules to port and starboard each hold back-to-back lounges that share a backrest.

Our enclosed bridge (EB) model offers a totally climate-controlled helm area and a luxurious second salon. Viking has been

building enclosed bridge convertibles for 30 years, and this experience is unmatched in the industry, with constant evolution in design, ergonomics and comfort. Access to the enclosed bridge is provided by a ladder from the mezzanine to the EB's aft deck or a staircase inside the salon. The salon is appointed with a raised L-shaped lounge with walnut table to starboard, a refrigerator, an HDTV and ample storage. An unobstructed one-piece windshield provides gin-clear visibility at the forward control station, which features a one-piece raised black wraparound electronics pod with integrated visor holding up to five MFDs. Two double companion chairs side the centerline Stidd helm chair.

If you like the salon-like features of an enclosed bridge but also want to run the boat from an open bridge occasionally, the 82's sky bridge model is for you, providing the best of both worlds. The elevated bridge's port-side console has a fully equipped helm with a recessed black acrylic panel for flush-mounted MFDs. Guests can enjoy the view from a forward L-shaped lounge (with underneath storage), with easy access to a forward refrigerated drink box and a sink.







ACCOMMODATIONS

The interior of this amazing yacht features a horizontal-grain natural walnut throughout, available in satin or gloss finishes, and interior doors with horizontal and vertical grains and ebony inlays. Enter the salon from the mezzanine through a port-side electric sliding door. You'll immediately notice the abundance of natural light pouring in through the shapely salon windows. To port, there's a convenient day head, making trips below unnecessary during fishing excursions. The open-concept design features three distinct gathering areas with a straight walkway that extends from the salon door to the forepeak, accentuating the sense of depth and space.

To starboard, a wraparound sofa – with storage below and accompanied by a walnut hi-lo table – provides an excellent view of the large port-side HDTV, which rises from the entertainment center cabinetry. Forward on the port side, the dinette easily accommodates five with plush seating and a walnut table. The dinette sits on raised

platform, giving guests an excellent view outside while providing rod storage in a pull-out drawer below.

The fore-and-aft style of the galley maximizes useful space with two under-counter refrigerators and one freezer beneath a second dining area with a raised bar and three stools. The outboard counter accommodates a double-bowl stainless steel sink, electric cooktop and conventional oven and drawer storage. A microwave oven, trash compactor, dishwasher and upper and lower cabinet storage round out the conveniences. In the pantry forward of the galley, a bunk can be added for a third mate or extra guest.

The Viking 82's larger size can also be seen in the forepeak, where you'll find five generously appointed staterooms and additional space in the companionway for a dedicated rod and tackle locker as well as a laundry center. The latter features a full-size stackable washer and dryer with centralized control panel for easy operation. The rod and tackle locker can be customized to

the owner's liking. Beautiful walnut doors conceal both of these spaces.

The full-beam midship master stateroom is accessed via a private staircase off the companionway. This royally appointed suite boasts a king-size walk-around bed, end tables and an HDTV. Overhead LED lighting with dimmers, decorative indirect rope lighting and an upholstered headboard accent the space. Other highlights: port and starboard hanging closets and credenzas, a vanity/desk area with stool to starboard and a seating area to port. The expansive head includes twin sinks with seven drawers of storage below, a large walk-in shower and an optional mirrored ceiling.

All staterooms include their own ensuite head with separate shower. The VIP stateroom forward and the guest cabin aft are both appointed with walk-around queen beds. A guest and crew stateroom are on the port side, each with upper and lower berths. The crew stateroom is immediately adjacent to the rod and tackle locker.



ENGINEERING/ MECHANICALS

From an engineering standpoint, the Viking 82 is peerless. Painted in a gleaming Snow White Awlgrip, the engineroom provides excellent visibility and ease of maintenance. There's plenty of space to access all sides of the 16-cylinder powerplants and numerous components and controls. The engines are mounted to the stringers that are reinforced with integrated aluminum for a strong, clean installation.

The standard 32 kW generators are aft of the engines for center of gravity purposes; their location also provides outstanding accessibility outboard to the hull-side vents. The Murray Ventilation System utilizes six fans that push and pull a maximum amount of air through the engineroom.

Our Centralized Seawater System reduces complexity and increases reliability and component longevity throughout the boat. Always striving to improve maintenance, Viking has worked closely over the past several years with ElectroSea on the

development of its CLEARLINE System and SeaStrong pumps. The 82 utilizes these pumps, which are seal-less, as standard equipment. The 82 is also offered with the game-changing CLEARLINE System, which uses chlorinated water to prevent marine growth in seawater plumbing lines.

The 82 utilizes many proven systems, including digital switching from Octoplex as well as the Optimus Electronic Power Steering system. The yacht is also equipped with composite seacocks, eliminating corrosion, increasing longevity and decreasing weight. In addition, the 82 is engineered for many systems previously provided as custom installations that are now offered as optional components, such as omnidirectional sonar, multiple water makers and crushed ice machines, tuna tube bait systems as well as our standard extensive refrigerated storage boxes. 

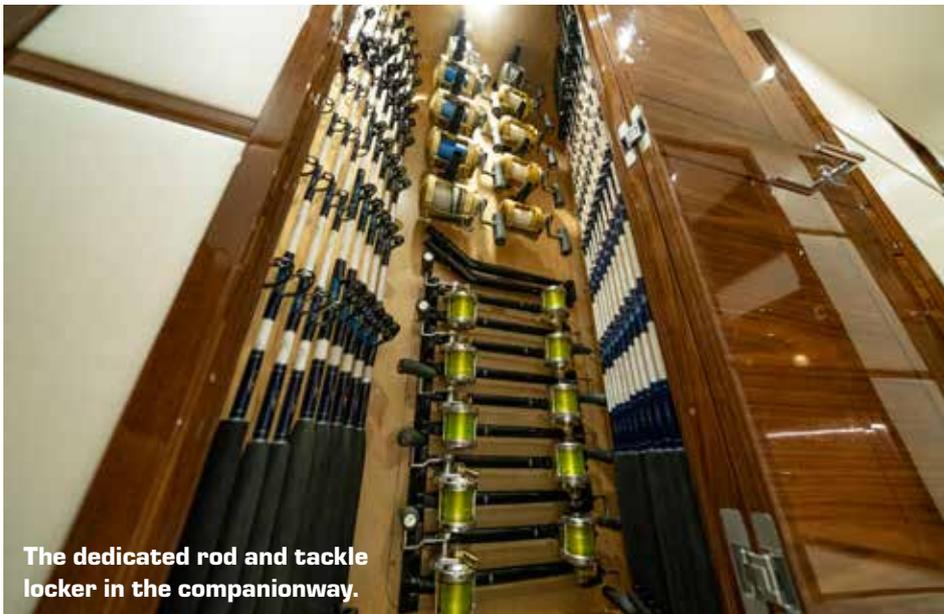
82|C

SPECIFICATION HIGHLIGHTS

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

THE BOTTOM LINE

Another example of our commitment to building a better boat every day, the Viking 82 will excel as the best sportfishing yacht between 80 and 90 feet for many years to come.



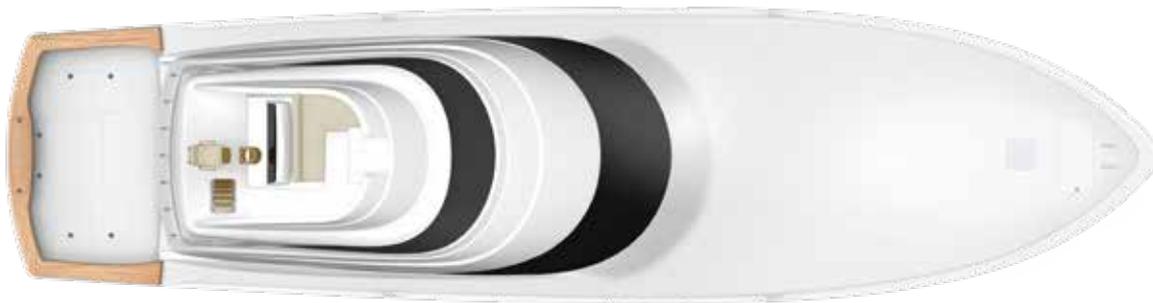
The dedicated rod and tackle locker in the companionway.



Open Bridge



Enclosed Bridge



Sky Bridge



Open Bridge Salon



Enclosed Bridge Salon



Lower Accommodations
(Optional Forward
Crossover Layout
Also Available)

CRUISE CONTROL

MEET THE V-55 SPORT



Valhalla Boatworks is proud to announce the V-55 Sport (SP) – an evolution within the V Series that emphasizes comfort, style and accommodations in a high-performance luxury cruising yacht.

“The V-55 Sport represents our ability to diversify within a model to meet the needs of more owners,” says Viking President and CEO Pat Healey. “It takes the proven performance of our 55 hull and merges it with an exciting, contemporary design that the cruising crowd will love.”

Powered by four Mercury 600-hp outboards, the V-55 SP runs on the same Michael Peters Yacht Design Stepped-V Ventilated Tunnel (SVVT) running surface, delivering a fast, stable and efficient ride.

Boarding platforms outboard of the engines lead to a pair of glass doors that provide cockpit access. Designed for maximum relaxation and outdoor entertaining, the cockpit features a large dining area with two bench seats and a table. An L-shaped summer kitchen is just forward and to starboard. The yacht features powered

fold-down balconies on each side with integrated boarding ladders. “The balconies consist of the entire aft sections of the hull sides, completely opening up the cockpit,” says Viking Design Manager David Wilson. “Each platform is 25 square feet, giving you more deck space and easy water access.”

A low-profile bow rail enhances safety and adds style. An asymmetrical side-deck design allows for increased interior volume. A raised starboard side deck (accessed via three steps) frees up space in the cabin while still providing access forward to tend to dock lines. The port side walkway is flush with the deck and leads to the bow, where you’ll find a three-person sunpad and a wraparound lounge with table.

The Valhalla 55 Sport presents a stunning profile. Her swept-back, four-sided fiberglass enclosure features tinted windows and a hardtop (with sunroof) that extends aft to cover the summer kitchen. A telescoping powered shade – hidden in the hardtop – delivers sun protection and comfort in the cockpit. Support arches gracefully project outboard to the coamings.

Accessed through a port-side bulkhead door, the command deck is designed to bring the outdoors inside with its powered aft bulkhead window and sunroof. There are also port and starboard powered doors that slide aft. They provide full-beam access from the three-person forward control station while also ushering in refreshing breezes for those relaxing in the aft seating area.

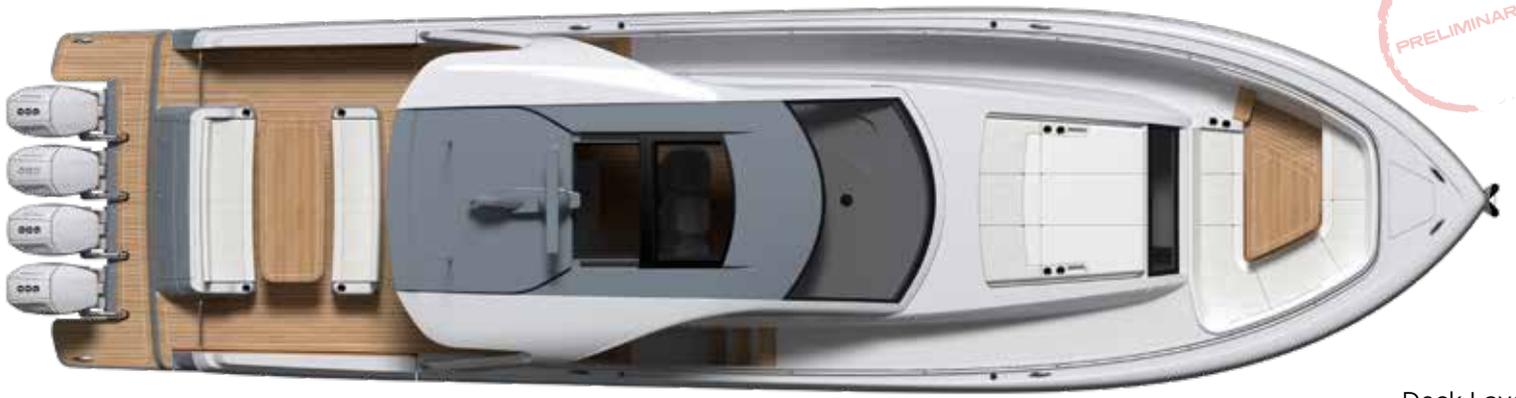
Port-side companionway stairs lead to the feature-packed galley to starboard and comfortable dinette to port (with L-shaped seating that’s convertible to a berth). Accommodations include two private staterooms with walkaround queen beds. The forward master is appointed with an ensuite head and separate shower. A day head, also with separate shower, is just forward of the amidship guest stateroom. An abundance of natural light enters through cabin and hull-side windows.

The V-55 Sport holds 1,100 gallons of fuel for extensive range and is engineered for a Seakeeper for increased comfort. We plan to have hull No. 1 completed for the winter boat show season. 🚤





PRELIMINARY



Deck Layout



Command Deck Layout



Accommodations

THE BOTTOM LINE

Fast and fun with premium accommodations and Viking quality, the V-55 Sport shines as the latest example of our commitment to building a better boat every day.

SPECIFICATION HIGHLIGHTS

Length
55' 7"

Beam
15' 6"

Draft
Engines Up
37"
Engines Down
48"

Weight
Half Load
47,500 pounds
Full Load
51,750 pounds

Deadrise
22.5°

Fuel Capacity
1,100 gallons

V-55 SPORT

Freshwater Capacity
150 gallons

Holding Tank Capacity
50 gallons

Max Engine HP
2,400 hp

Diesel Fuel
60 gallons

PRELIMINARY

VALHALLA BOATWORKS V-29 HYBRID



**VERSATILE
PERFORMER
V-29 HYBRID DOES IT ALL**



The addition of the V-29 Hybrid and the V-28 Bay boat allows Valhalla Boatworks (VBW) to continue to broaden its premium center console lineup that was launched in 2019 with the V-33, V-37 and V-41. The Viking company went bigger with its next two center consoles, the V-46 in 2021 and the V-55 in February 2023. And now the industry leader has sunk its teeth into the coastal/inshore boat market with a pair of high-end center consoles that share

V Series traits but also possess their own purposeful characteristics.

The V-29 Hybrid is the most versatile center console in its size range, melding the qualities and features of our bay boat and V-33 center console. That means you have a shallow enough draft to fish the flats and the size and freeboard to head offshore. Big-boat options combine with bay-boat accessories. Add Valhalla build quality,

engineering and enhancements and you've got yourself a true game-changer.

As hybrids go, the V-29 is big with a 29' 6" hull length and a 9' 8" beam. Like the V-28, her size contributes to excellent ride quality and extensive range. You also get more horsepower and fuel capacity, storage and interior volume, deck space and fishability, and room for standard and optional equipment.

The aft casting platform is home to a flip-up bench seat, two 28-gallon live wells and provides superb access to the bilge.



The goal with the V-29 Hybrid was to design a hardcore fish boat with unmatched versatility, one that can work the inshore reefs, fish the flats, hit the sandbar and cruise to a waterfront restaurant for dinner all in one day. We nailed it!

The V-29 certainly lives up to her “Hybrid” name. Valhalla features – such as available a Seakeeper, bow thruster, thru-stem claw anchor with windlass, Release Marine seating and an electric head with overboard discharge – merge with must-have equipment for bay boats such as trolling motors, power poles and hydraulic jack

plates. The V-29 also features 180 gallons of fuel capacity, so range is maximized with very economical fuel consumption with twin Mercury V6 225 4 strokes, twin Mercury V8 300 Verados or twin Yamaha V6 300s.

The V-29 has a 22-degree deadrise at the transom and rides on the patented Michael Peters Yacht Design Stepped-V Ventilated Tunnel hull bottom, which reduces drag while increasing speed, efficiency and stability.

The V-29 will excel on the tournament circuit or as a luxury tender to motor yachts,

sportfish boats or even larger Valhallas due to its fish-focused layout that does not sacrifice comfort. The aft flip-up bench seat, numerous helm seating options (everything from a standard leaning post with rod holders and slide-out cooler to Release Marine teak helm seating with outboard armrests and flip-up bolsters), console lounge with armrests and available forward bench seats with teak backrests tout her luxury.

Premium upholstery with available Diamond/Bentley stitching and faux teak toe rail add to the yacht finish of the



The helm seating module features a custom Valhalla cooler with seating pad, a drawer and a tackle locker with door that doubles as a rigging table when open.

V-29. We feature Gemlux rod holders and hardware. And of course, it wouldn't be a Valhalla without built-in toekick space outboard and around the console and seating modules.

The V-29 features dual 28-gallon live wells on the aft casting deck and an optional helm seating module with 45-gallon live well. The V-29 also includes two insulated in-deck fish boxes in the cockpit that plumb to a Whale Gulper pump, two midship lockable storage boxes that will fit 10 rods (five in each hatch) up to 7'. A large in-deck hatch at the bow and on centerline

under the cockpit sole add to the extensive storage.

The helm seating module that comes with many of the optional seating choices includes a custom slide-out Valhalla cooler with padded seat; drawer storage, and a tackle locker with a door that serves as a rigging table when open. When closed, all components are flush for a clean streamlined look. A row of rod and cupholders lines the top of the module.

Valhalla DNA can be found on the contemporary helm with a fiberglass, teak or faux teak helm pod. Electronics options

include dual 16" multifunction displays (MFDs) from Garmin or Simrad, or a single 22" Garmin or 19" Simrad. Additionally, dual 19" Garmins are available. The helm also features backlit-labeled Bocatech switches, an overhead electronics pod to house a Fusion stereo, VHF radio and other accessories.

Additionally, the V-29 is designed and engineered for the installation of the optional Seakeeper 1 in the forward section of the console under the lounge. The installation does not sacrifice a head or valuable dry storage under the lounge.



Like the larger Valhalla models, the V-29's optional hardtop comes with a five-rod rocket launcher, molded-in electronics pod, radar pod, ample lighting (such as bow and cockpit-facing Lumitec spreader lights and overhead lights) and molded-in speakers. Light bars, FLIR infrared camera and radar are available for those looking to enhance fishing capabilities and safety. Telescoping or fixed outrigger poles from Gemlux are also offered.



The V-28 and V-29 are available with or without a hardtop. Without the hardtop, a half acrylic or half ProCurve glass windshield are offered. A full ProCurve glass or Costa Clear enclosure or half acrylic or glass windshield are all available with a hardtop. In addition, both models can be equipped with a factory-installed stand-on console with elevated second station. The second station, which comes with synthetic teak decking on the console, is ideal for owners looking for a height advantage while sight fishing. Custom second

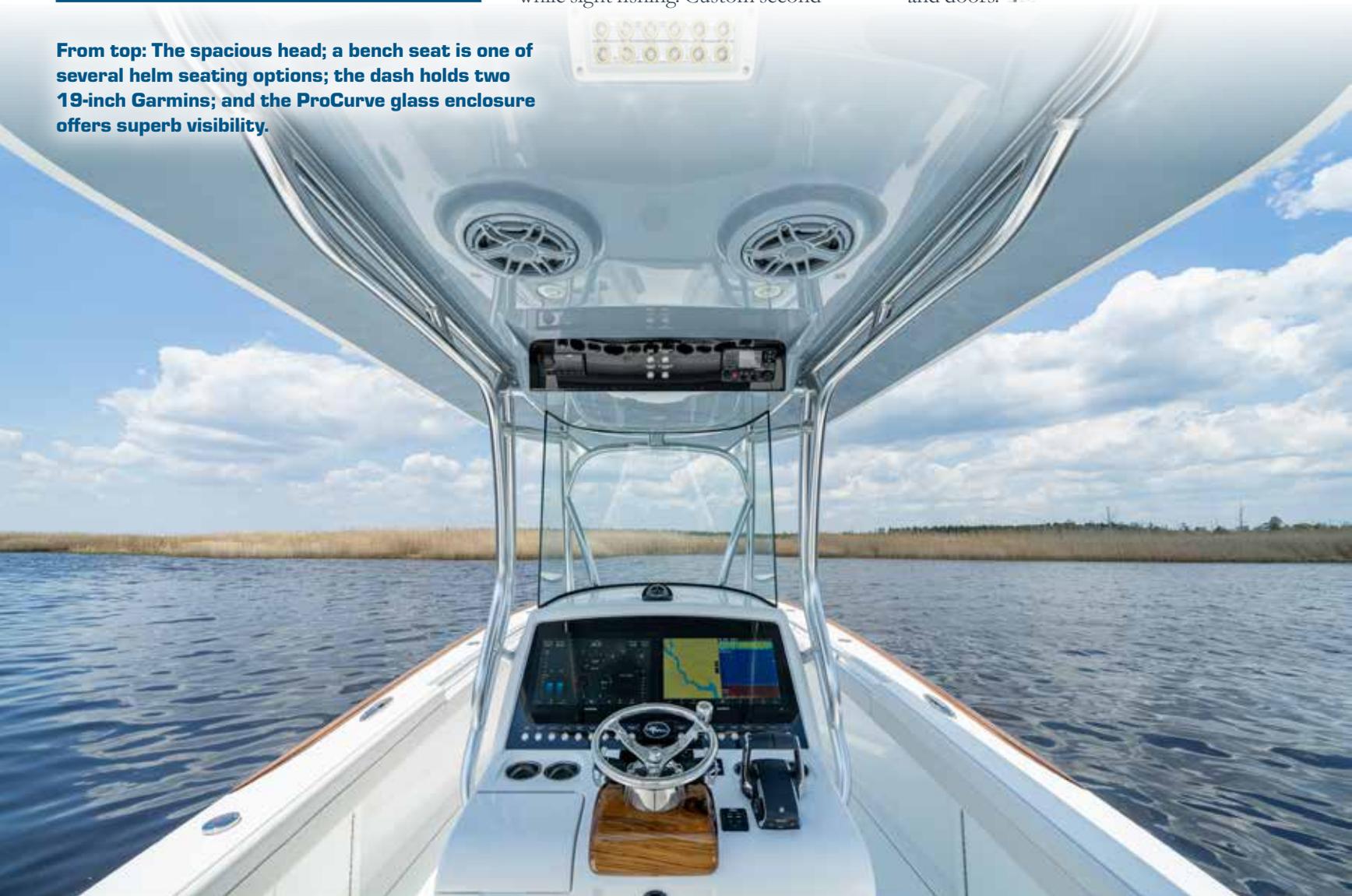
stations are available through the Viking subsidiary Palm Beach Towers.

Serviceability is a key design objective for Valhalla, which is why we maximized bilge access via a flip-up bench seat on the forward section of the aft casting deck. Clear access to mechanicals such as the standard Hooker sea chest live well system, seacocks and bilge pumps make maintenance a dream.

Build quality and fit and finish are industry leading. Like the rest of the V-Series, the V-29 is constructed with a resin-infused structural stringer grid that minimizes weight while bringing stiffness and strength to the build. The grid “essentially serves as the backbone of the entire structure. They’re a big reason for the smooth, solid ride of our boats,” says Design and Engineering Vice President Lonni Rutt.

A big part of premium fit and finish is our use of Light Resin Transfer Molding (LRTM), which produces smooth two-sided gelcoat finishes on our deck hatches, lids and doors.

From top: The spacious head; a bench seat is one of several helm seating options; the dash holds two 19-inch Garmins; and the ProCurve glass enclosure offers superb visibility.





An abundance of seating at the bow. The V-29's S-shaped sheer and double chines are V Series design traits.



THE BOTTOM LINE

The V-29 is another example of VBW constantly breaking new ground in the evolution of our brand.

SPECIFICATION HIGHLIGHTS

Length, hull
29' 6" (8.99 meters)

Beam, Overall (B.O.A. With Rub Rail)
9' 8" (2.95 meters)

Freeboard at Bow (Top of Toe Rail)
45" (1.14 meters)

Freeboard at Stern (Top of Cap)
28.5" (.72 meters)

Draft Engines Up, Full Load
21" (.53 meters)

Draft Engines Down, Jackplate Up
25" (.64 meters)

Weight (Twin V6 225s) Dry
8,683 pounds (3,939 kilograms)

Half Load
9,079 pounds (4,118 kilograms)

Full Load
9,800 pounds (4,445 kilograms)

Deadrise (at Transom)
22.0°

Fuel Capacity
180 gallons (681 liters)

Freshwater Capacity
40 gallons (151 liters)

Max Engine HP
600 hp

Live Well (Transom)
(2) 28 gallon each, AFT (105 liters)

V-29 HYBRID





BEHIND THE WHEEL OF INNOVATION

PADDLE SHIFT HELM DESIGN INCREASES EASE OF OPERATION, SAFETY – AND LOOKS GREAT

If you haven't noticed, we're particular about the way we build and design our boats. If a part is unavailable or can't be manufactured to our standards, we design and fabricate it ourselves. This in-house mentality goes back to our Co-founder's philosophy. Bill Healey always believed in the resourcefulness of his people.

A recent example of our home-grown ingenuity is the paddle shift design on our V-28 Bay boat and V-29 Hybrid. The goal was to incorporate a paddle shift on each side of the steering column to control jack plate height and engine trim position. Simple enough, right?

Not so fast. Even the most experienced Design and Engineering Department in the industry runs into some

challenges. The helm and paddle shift mount had to be ergonomically perfect so you could operate both paddles without taking your hands off the wheel. In addition, the mount and the helm cover (or bezel) had to accommodate two different steering pumps – one from Optimus, the other from Mercury (both are offered depending on the engine package chosen by the owner) and fit a Viking/Valhalla-style helm pod.

“Functionality, aesthetics and safety were the top priorities,” said Winston Zeberlein, Viking's Special Projects Engineer. “Our in-house 3D printing allowed us to design and prototype this unique solution.”

Aesthetically, the paddles and the helm cover needed to blend seamlessly with the teak helm pod and Edson steering



“Functionality, aesthetics and safety were the top priorities.”

– Winston Zeberlein
Viking Yachts
Special Projects Engineer

wheel. “It was imperative that we maintained the signature streamlined look of the Valhalla brand,” said Winston.

Our 3D printing was used to fabricate four different prototypes of the helm/paddle shift mount. “The mount had to be at a precise height and inclination so that the paddle shifts were at the optimum angle and distance from the wheel,” says Winston. The end product is a laser-cut 3/16”-thick stainless steel mount that exceeds marine industry strength standards by three times. Actual 3D printed parts – washers and wedges – are also used in the assembly of every V-28 and V-29 helm/paddle shift mount.

“Like the helm and paddle shift mount, the helm cover required four 3D printed iterations,” says Winston. “Each time I was able to see, feel and fit the part until we got it to its optimum shape and look.” The underside of the helm cover required specific curves and contours so it could fit over the helm mount and sit on the helm pod. In addition to 3D printing, the production of the helm cover requires the use of lost-wax casting, also known as investment casting. This is a versatile process in which a single metal object is cast from a wax model, producing detailed results. “We needed a highly refined and detailed – inside and out – stainless steel part,” says Winston. “This tried-and-true technology was the answer. Our final 3D printed design is utilized in the lost-wax casting process to make the part.” And oh, what a part it is – the helm cover is like a shiny jewel sitting upon the teak helm pod.

The V-28 and V-29 paddle shift helm has impressed everyone who has seen it, including media from *Southern Boating*, *boats.com* and *Boating* magazine. “By incorporating paddle controls for trim tabs and jack plates into the steering wheel, Valhalla gives captains more intuitive and convenient control of its new V-28 and V-29,” says *Boating* magazine Editor Kevin Falvey, who checked out the boats at the Palm Beach International Boat Show. “It’s a truly functional feature, especially given the high performance of these boats. For these reasons I am not shy about terming it ‘an innovation.’”

These boats are extremely fast, and their minimal drafts and jack plates allow them to run through shallow inshore waterways with varying depths that may require constant adjustment of outboard height and trim. “Being able to keep your eyes on the water and your hands on the wheel is crucial,” says Justin Healey of Valhalla Boatworks. “The paddle shift design gives you immediate and precise fingertip control.”



PIONEERING SPIRIT V-28 REDEFINES BAY BOAT GENRE



We're writing the next chapter in the history of bay boats with our V-28, bringing levels of quality, attention to detail, fishability and performance never seen before to this genre.

Hull No. 1 – powered by a single 400hp Mercury V10 Verado and no hardtop – received rave reviews upon its debut at the Atlantic City Boat Show this winter. The kudos continued at the Palm Beach International Boat Show in March,

were hull No. 2 (with twin Mercury V8 300s and hardtop) joined its stablemate, the V-29 Hybrid that made its premiere. The dynamic duo didn't disappoint, drawing a steady flow of attendees eager to see the new inshore Viking-built boats.

The size of both the V-28 and V-29 give them a huge edge over the competition, beginning with superior ride quality and extensive range. You get more of everything

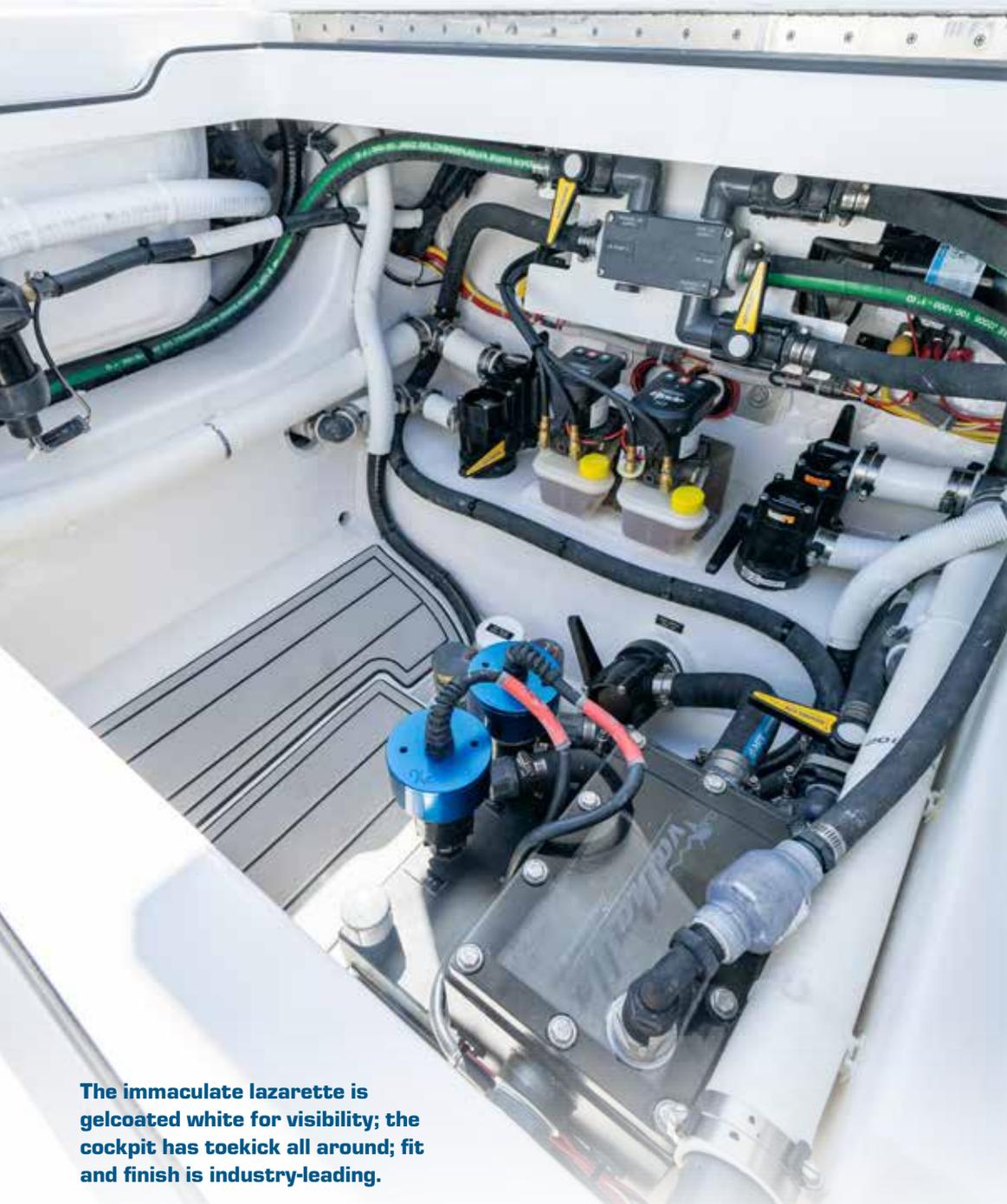
– horsepower and fuel capacity, storage and interior volume, deck space and fishability, and room for standard and optional equipment.

No matter the species, the V-28 has you covered. She draws only 18", allowing anglers to fish the flats and shallow-water bays. She also has the deadrise and proven double-stepped hull bottom to run out front on calm days to near-shore reefs.



Clockwise from top:
Twin Power-Poles make shallow-water anchoring quick and easy; the 25-gallon insulated and pressurized live wells keep bait frisky. The friction hinges keep the lids open for max access. The foredeck serves as a huge casting platform.





The immaculate lazarette is gelcoated white for visibility; the cockpit has toekick all around; fit and finish is industry-leading.



With a maximum horsepower capacity of 600, the new model is available with five different engine packages: single Mercury V10 400hp Verado, twin Mercury V6 225hp 4 stroke, twin Mercury V8 300hp 4 stroke, single Yamaha V8 450hp and twin Yamaha I4 200hp. And with a 130-gallon fuel capacity, the V-28 has excellent range. Heavy-duty Dometic hydraulic jack plate(s) are standard, giving this high-performance boat greater versatility.

Like the existing fleet of V Series center consoles, the V-28 Bay utilizes the patented Stepped-V Ventilated Tunnel running surface from Michael Peters Yacht Design that reduces drag while increasing speed, stability and efficiency. The hull's integrated engine setback increases deck space while optimizing maneuverability, efficiency and buoyancy.

Twin Blade Series Power-Poles for shallow-water anchoring have been a popular option on the first few boats, as has the Minn Kota Riptide Instinct Quest trolling motor with 60Ah lithium battery and charger installed in a dedicated compartment under the bow casting deck.

Fore and aft casting decks and toekick built into the deck liner and around the console and helm seating module provide the most on-deck space possible. The aft casting deck epitomizes our smart use of space for storage, seating and access to service items. The centerline portion flips up and becomes a comfortable two-person seat with integrated handrails.

Outboard, there are twin 25-gallon insulated live wells. The entire hatch (with seat) lifts 90 degrees to provide access to the lazarette – which is gelcoated white for enhanced visibility and easier maintenance – where you'll find the standard Hooker Sea Chest System, live well and bilge pumps, hydraulic Power-Pole pumps, various manifolds, overboard seacocks and other critical components expertly installed and labeled. The V-28 also features dual in-deck fish boxes that are plumbed to a Whale Gulper pump for overboard discharge.



The V-28's size gives her a number of advantages, including more deck space, fuel capacity and room for a head. Below: No better way to start the day. The Minn Kota trolling motor is remote controlled and features auto deploy and stow.



The recessed black acrylic dash is home to your choice of dual Garmin 19” multifunction displays, dual 16” displays from either Garmin or Simrad, a single 22” Garmin or a single 19” Simrad.

The V-28 and V-29 are available with or without a hardtop. Without the hardtop, a half acrylic or half ProCurve glass windshield are offered. A full ProCurve glass or Costa Clear enclosure or half acrylic or glass windshield are all available with a hardtop. In addition, both models can be equipped with a factory-installed stand-on console with elevated second station. The second station, which comes with synthetic teak decking on the console, is ideal for owners looking for a height advantage while sight fishing. Custom second stations are available through the Viking subsidiary Palm Beach Towers.

The available hardtop is resin-infused and includes molded-in recessed areas and pods for electronics, lighting, speakers and radar antenna. You can also add Gemlux outriggers.

Thanks to an in-house fabricated stainless-steel bezel and helm mount, the teak helm pod with Edson wheel maintains its classic Valhalla/Viking design while incorporating paddle-control technology (see sidebar, page 32). The paddles, which extend from each side of the steering column, allow you to control engine trim and jack plate height without taking your hands off the wheel.

Our bay boat has ample space for a private head with easy ingress and egress via a port-side door with friction hinges. There’s also excellent access via a two-door panel in the head to the electronics and electrical wiring, which features a color-coded, numbered and labeled wiring system.

Like the stern, the bow hides a plethora of storage. Each hatch and lid – with accompanying hardware and gasketing – shows the great level of fit and finish and quality of the Valhalla brand. All forward storage lockers are well-lit and can be used for dry storage, and the outboard lockers can also be utilized as fish boxes with overboard drainage. The centerline box is home to a lithium battery charger on the bulkhead and a lithium battery in a dedicated area forward of that.

The boat’s third live well (28 gallons) on centerline features an integrated clear lid. The forward console seat houses an insulated drink box; outboard on each side are dedicated rod lockers with reel pads. Every inch of space is well-thought-out and used to its fullest potential. 

THE BOTTOM LINE

With VBW’s industry-leading design, engineering, fit, finish and customer service, the V-28 Bay has redefined its class of high-performance inshore boats.



SPECIFICATION HIGHLIGHTS

V-28 BAY

Length, Hull

28' 1" (8.56 meters)

Beam, Overall

(B.O.A. With Rub Rail)

9' 3" (2.82 meters)

Freeboard at Bow

(Top of Toe Rail)

30.5" (.77 meters)

Freeboard at Stern

(Top of Cap)

22.5" (.57 meters)

Draft Engines Up, Full Load

18" (.46 meters)

Draft Engines Down, Jackplate Up

22" (.56 meters)

Weight (Single V10 400)**Dry**

6,930 pounds (3,143 kilograms)

Half Load

7,160 pounds (3,248 kilograms)

Full Load

7,942 pounds (3,602 kilograms)

Deadrise (at Transom)

18.0°

Fuel Capacity

130 gallons (492 liters)

Freshwater Capacity

28 gallons (106 liters)

Max Engine HP

600 hp

Live Well (Transom)

(2) 25 gallon each, AFT (95 liters)

(1) 28 gallon, FWD (106 liters)





VALHALLA BOATWORKS V-28 BAY

GENERATION NEXT: INTRODUCING THE NEW PRINCESS F58

Embodying the Essence of Contemporary Yacht Design with Sleek Lines, Refined Detailing and a Distinct Sense of Luxury, the New Princess F58 Truly is a Yacht Without Compromise.

Announced during the Palm Beach International Boat Show this past spring, the all-new Princess F58 is the latest model in the acclaimed Princess F Class and enters the line up between the very popular F55 and the series flagship F65. With elegant lines, exceptional space and a level of specification and standard of finish normally reserved for much larger yachts, the new F58 is unmistakably Princess and is already proving to be a very popular addition to the F Class family.

The exterior spaces of the Princess F58 have been designed with sociability and

relaxation very much in mind. The vast flybridge has been configured to maximize entertaining space and incorporates a large dining area and a fully equipped wet bar complete with electric grill that has been situated aft to open up deck space. The centrally located flybridge helm provides superb all-round visibility and offers a second companion seat for guests or crew while underway. A convertible settee adjacent to the helm converts to a sunpad and is perfect for lounging.

On the main deck, the foredeck of the F58 has a true terrace-like feel and incorporates a similar layout and features found on

much larger Princess yachts. Twin sunbeds can be transformed into conversational style seating that faces the built-in settee, and the option for a molded refrigerated coolbox means beverages are never out of reach. The aft deck of the F58 features a centerline dining table and connects seamlessly to the salon and galley to create a social space. Twin stairways lead from the aft deck to the hydraulic bathing platform where an innovative “beach club” style transom can incorporate storage for water toys or an additional grilling area, where a unique fold-down transom seat provides the perfect perch for a day on the water.

**PRINCESS**





The interior of the Princess F58 blends meticulous craftsmanship with a contemporary, yet timeless design that flows throughout the spacious accommodation. Panoramic windows surround the salon and fill the space with natural light creating a seamless connection to the outside. A contemporary U-shaped sofa with convertible coffee/dining table and adjacent sofa create the perfect place to spend time with loved ones. The well-equipped galley, featuring a full height refrigerator/freezer, is situated aft of the salon and can be easily

open to the aft deck via an awning window and triple-framed polished stainless steel sliding door.

On the lower deck, the three-stateroom layout is highlighted by an expansive VIP guest stateroom forward and a twin berth stateroom to starboard that has the option for electrically sliding beds that convert into a larger single bed. The midship master suite spans the yacht's full beam and includes large yacht features such as a walk-in closet and three quarter beam ensuite bathroom for ultimate luxury and

comfort while cruising. An optional single berth crew quarter with ensuite head and storage is available and is accessed privately from the yacht's aft deck.

With a launch date scheduled for early 2025, the F58 will undoubtedly bear the hallmarks of iconic design, exceptional engineering and unrivalled craftsmanship that make each model in the Princess F Class an incomparable blend of contemporary style, exhilarating power and precise performance. 🚤







BILL HEALEY INDUCTED INTO MARINE TRADES ASSOCIATION OF NEW JERSEY HALL OF FAME

Viking Co-founder's Mantra of Building a Better Boat Every Day Still Guides the Industry Leader

Bill Healey, a Co-founder of the Viking Yacht Company who guided the boatbuilder to the top of the industry, has been inducted into the Marine Trades Association of New Jersey's Hall of Fame.

"On behalf of my father, I'd like to thank the Marine Trades Association of New Jersey [MTA/NJ] for this honor," Bill's son, Pat Healey, President and CEO of Viking, said at the April 18 ceremony. "New Jersey is truly a great state, and the Healey family is proud to have founded and successfully run our boatbuilding business here for more than 60 years. Through good times and bad, we've stayed the course by building a better boat every day. That is my father's mantra – and it still guides us today. We look forward to a bright future and continued growth right here in New Jersey."

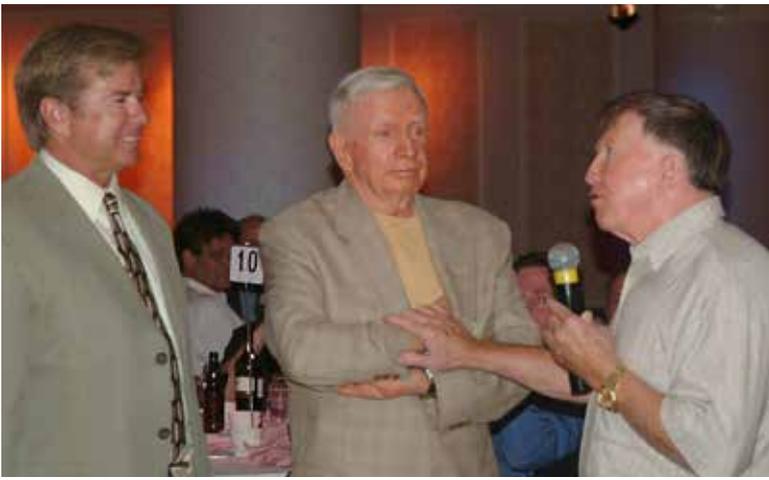
The MTA/NJ Hall of Fame was established to honor an individual, group or organization who, over the years, has proven to be outstanding in furthering MTA/NJ's objectives of promoting and protecting the recreational marine industry. The award is presented in recognition of extraordinary achievements, dedication and perpetuating the highest ideas, trust and professionalism for the recreational boating industry.

Viking was founded in 1964 by Bill and Bob Healey, who was previously inducted into the MTA/NJ Hall of Fame. Viking started "with 17 barren acres and a winter storage shed," said Pat. Today, the New Gretna plant stretches for nearly a quarter of a mile, with five manufacturing lines where yachts from 38 to 90 feet are built.

Between the New Gretna and Mullica facilities, the company has about 1 million square feet of manufacturing space and built 174 boats between the Viking and Valhalla brands last year.

For 49 years, Bill was the President and CEO. Bill's leadership and vision built one of the most recognizable and respected brands in the marine industry. At the helm, Bill was intimately involved with the design, engineering, manufacturing and service of over 5,000 Vikings delivered since the brand's launch.

On any given day Bill could be seen using a bicycle to check on his boatbuilders in the various stages of manufacturing. His contributions to the industry are numerous. He played a crucial role in leading the industry through the repeal of the Luxury



Clockwise from top left: Pat, Bob and Bill Healey; Bill always thanked his boatbuilders at the end of each day; the Viking plant today; Bill making the rounds on his bicycle.

Tax, which severely impacted the marine industry and the families it supported. His efforts in that campaign benefited countless marine businesses and also helped maintain domestic boatbuilding.

Viking has always had a leg up on the competition because it's owned by a family of boatbuilders that calls the shots. And the people of the Viking Yacht Company are its heart and soul. A former marine known for his work ethic and discipline, Bill always made it a point to shake hands with his builders, thanking them for their hard work at the end of the day.

"This is a well-deserved award," said Pat. "My father has had great longevity and many accomplishments in his career, and one of his greatest is experiencing the 60th anniversary of the company with the Healeys still owning and managing the company, including the third generation."



"We look forward to a bright future and continued growth right here in New Jersey."

– Pat Healey
Viking Yachts President and CEO



Pat and CSP President Jeff Angers holding the award (an antique sextant) along with last year's winner, Joan Maxwell of Regulator Marine.

PAT HEALEY HONORED

Recognized for Industry Leadership and Marine Conservation

Recognizing his industry leadership and significant contributions to marine conservation, the Center for Sportfishing Policy (CSP) honored Viking President and CEO Pat Healey this May in Washington with its Eddie Smith Manufacturer of the Year Award.

The prestigious accolade was given during the American Boating Congress Industry Lunch, hosted by the National Marine Manufacturers Association (NMMA). CSP President Jeff Angers presented the award (an antique sextant) along with last year's winner, Joan Maxwell of Regulator Marine, to Pat as a crowd of over 250.

The Eddie Smith Award, named after the chairman and CEO of Grady-White Boats, was established by CSP to honor individuals who demonstrate excellence in both manufacturing and conservation in the marine industry.

DIFFERENCE-MAKER

Jeff gave a moving introduction before turning the mic over to Pat:

“Pat Healey has not only led the expansion and innovation within one of the most prestigious and recognized companies in the world, but he has also ensured that boaters and anglers continue to have access to America's public marine resources. His journey from his formative years at Viking working alongside his father through innovative leadership creating Valhalla Boatworks and spearheading the Viking Marine Group, exemplifies the dedication to enhancing the boating experience while respecting and preserving marine environments.

“Pat's commitment extends beyond corporate success. He is actively involved in conservation efforts, evident in his roles on boards like the Billfish Foundation,

and in campaigns against overly restrictive maritime regulations. An accomplished angler himself, Pat has effectively used his involvement in tournament sport fishing to guide the concept, design and development of new Viking sport fishermen.

“One man can make a difference, and Pat Healey has. All of us will remember the nightmare luxury tax, the pain it caused, and the dogged determination of the entire Healey family to right that wrong. All of us are living another nightmare today with the Biden administration pushing these vessel speed restrictions on the Atlantic.

“We are all about teamwork here, but one man has made a difference uniting this industry like no one else could. As Viking Yachts celebrates its 60th anniversary, we recognize Pat not only for his industry prowess, but for his visionary approach that aligns closely with the values that



“One man can make a difference, and Pat Healey has.”

– Jeff Angers
CSP President

Over 250 people attended the awards ceremony in Washington.

Eddie Smith has championed for so long. Today as Pat guides the next generation of the Healey family in the boat building business, the legacy continues to intertwine family, innovation and stewardship.”

KEEP PUSHING

“Receiving the Eddie Smith Award – I’m honored, flattered and completely wowed,” Pat said. “I want to thank my father [Bill Healey] and my uncle [Bob Healey] for being two of the founders in this industry who made it what it is today and who made me what I am today. I want to thank our 2,000 boatbuilders that we have in

the Viking Marine Group. And what I can assure you is that our family will keep pushing and keep doing the right things to make this a better industry. Because it's all I know – it’s all the Healeys know. This industry's done a lot for us. And we need to give back to it.”

As Pat wrapped up his speech, thanking his family and all who were in attendance, he rallied the crowd to stick together and continue the campaign to seek alternatives to the 10-knot restriction along the Eastern Seaboard proposed by the federal government.

“Thank you for this great award,” said Pat. “I’ll treasure this for life. It’s a wonderful moment and I thank you all. And let’s stay together and let’s win this fight. We have no other alternative but to win. We have to get more people involved so that we can protect our rights. Thank you for being part of this incredible industry. And let’s go boating!”

The boatbuilder and sportfisherman received a standing ovation after his speech, which also touched on everything from early mornings at boat shows with his father, the NMMA’s valiant efforts fighting the speed restrictions, the great people in the marine industry and the need to work hard because “we build something people don’t have to have.” He also fondly recalled Eddie Smith taking him under his wing at age 17 at the Miami International Boat Show.”

“BRAVO PAT!”

Michele Goldsmith, Vice President and General Manager of the Soundings Trade Only Marine Group, who attended the ceremony, was impressed to say the least.

“Congratulations to Pat Healey, the well-deserving recipient of the 2024 Eddie Smith award for advocacy. Continuing the legacy begun by his father and uncle, Pat has built a great company, prioritizing the care of his family of employees, and advocating for the betterment of the marine industry for future generations. It is a truth that one individual can make a significant difference.



“Our family will keep pushing and keep doing the right things to make this a better industry.”

The crowd gave Pat a standing ovation after an inspiring and emotional speech.



“Pat’s leadership spearheading the response to the challenges posed by vessel speed reduction legislation, which could be disastrous for our industry if passed, has been crucial. Proactively convening experts from diverse sectors of the industry, he orchestrated collaborative efforts to propose viable alternatives leveraging existing technologies. As he stated in his personal and impassioned speech to the industry, ‘We have to fight the good fight.’ Bravo, Pat! Your passion, leadership, and fearless approach to safeguarding our beloved industry are appreciated and truly commendable. Thank you for stepping up and tackling this challenge head-on.”

The antique sextant awarded to Pat.





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Kent Island, MD

DEPARTMENT PROFILE

TEAMED UP



Of the 30 different departments that make up the Viking manufacturing facility in New Gretna, New Jersey, every one is integral to the success of each build. But there is one team that is a little misunderstood, the Sales Department.

Although the Sales Department is involved in assisting our authorized dealer network with selling a Viking or Valhalla, their job isn't done once the boat closes. They continue to see the process through until the vessel is delivered to the customer and act as a liaison between the customer, dealer and manufacturer.

"It's not just sales, it's also project management," said Viking's Sales Manager Keith Monahan. "We work with the customer, the dealer, Purchasing, Engineering and Production to ensure the boat is built perfectly."

Keith, who manages upwards of 30 boats at a time says the early stage and the finish stages (when the captain and crew are in) are where the most work is put in. "Months before the boat even starts, we are working with the team determining how the boat is going to be built." Keith explains that some builds are very straight forward while others may be highly customized.

"Any non-standard request is filtered from the dealer to us," said Keith. "We then collaborate with both the Engineering and Production teams to review what the customer wants and then devise a development process to implement the request – or determine that we have to find an alternative approach." And timing plays a big part, too. "When we put custom orders in place we need to clearly communicate to all teams involved because we can't let that one boat affect the rest of the boats around it – everything needs to keep moving down the production line."



A man with a beard, wearing a grey hoodie, blue shorts, a blue and black baseball cap, and sunglasses, is standing on the deck of a white boat. He is focused on adjusting a fishing reel on a vertical rod. The boat's deck is made of light-colored wood. In the background, the blue water of the ocean is visible under a clear sky. The boat's cabin structure is on the left side of the frame.

Joe Coyle is also (like many of the Sales Department) part of the Demo Program - spending time on the boats in real-life conditions.

Once a Viking Sales Representative is assigned to a boat, he will see that boat throughout the build project right up to delivery. And even beyond. For example, Sales Representative Joe Coyle was invited to fish in Costa Rica after he delivered a boat to a repeat Viking and Valhalla customer. “It was a highly customized 68 that was a lot of work,” said Joe “But the customer was great, I really enjoyed the project. And then he invited me to fish the Los Sueños Triple Crown. Actually fishing the boat I helped build was really cool, it brought it full circle. When people ask me what I do, I can pull up pictures and show them images of that exhilarating trip – and beautiful boat.”

But with so much going on it is imperative that the team stays organized. “I’m a big list person,” says Joe. “Every morning, I start with a fresh list and prioritize it. The volume of emails, phone calls and meetings could become overwhelming if I don’t structure my day. Everything moves pretty fast around here.”

On the other hand, sometimes the start of the day is at 1am for International Sales Manager Anthony Scola. “Because I am dealing with customers who are hours ahead, or behind, I take calls and meetings at all times of the day – or night,” says Anthony. “If I wait and follow up on Eastern Standard Time it may be a full day before the correspondence is completed.”

“And it’s interesting,” Anthony continues. “There is a lot more communication with international customers than with domestic clients. Because they are so far away and often don’t visit during the build, it’s reassuring that they are talking directly to the factory building the boat. Of course, I try to provide them pictures regularly so they can see the progress of the boat, and that’s great because they are excited. But it’s also helpful to facetime so we can real time one-on-one review any questions that might arise. I can go down to the boat, aim my phone at the custom feature and we can review the topic together.”

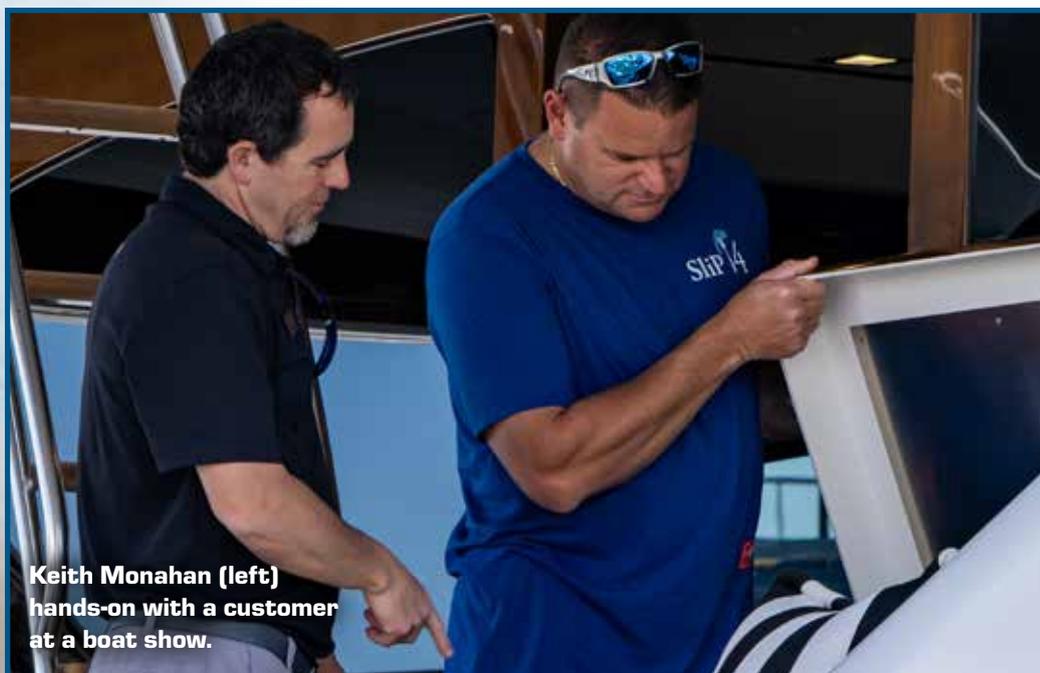
Anthony also manages between 30 to 40 boats in a calendar year with about 25% of them international customers. “Typically, we shoot for around 25% international total sales companywide,” said Anthony. “Right now, we’re in a 15 to 20% range but we’re getting back up to 25%. We took a slight dip due to the lack of availability throughout the model lineup and quite a few customers didn’t want to wait. Now that our backlog numbers are resuming to more normal levels, we’re seeing an uptick in the international clients starting to come back again.” Current hot spots in the international market include the Middle East, Japan and Australia although we have builds taking place for customers all over the world.



Mark Waldron (navy shirt) and Anthony Scola (white shirt) share high-fives with the team after a successful release on the demo.



Mark and Gina Waldron, supporting the Viking Demo Team at a tournament.



Keith Monahan (left) hands-on with a customer at a boat show.

The young gun in the Sales Department is Jacob Addis, the newest sales rep. Jacob started with the company just days after receiving his diploma from Salisbury University and spent his first year on the production line. There he learned about the product and not only how it is built but establishing solid relationships with the team on the line. “It’s a cool way to get your feet wet before working with customers,” said Jacob. “I understand the boats, inside and out, so when a customer has a question, I have firsthand knowledge.”

Speaking of customers, Valhalla Boatworks’ Sean Healey values his relationships with customers. “We have wonderful customers,” says Sean. “And many are repeat because we have created such strong connections. A lot of our Valhallas are sold to people that already own a Viking.” Sean continues, “What’s nice is that although Valhalla Boatworks is a newer company, we have mirrored it after the Viking Yacht Company. Even though the build cycle is quicker, it still follows the same procedures as the bigger boats such as a completed work order, start date, cut date and so on.

You have deadlines that have to be met, and this makes for a tried-and-true success plan.” One aspect that Sean enjoys is, “when a customer tells me about a trip or fishing excursion and they are truly excited, you can hear the satisfaction in their voice.”

On the other end of the Sales Department hallway (literally) are Gina Waldron, Denise Bonin and Mark Waldron. Gina began as an Administration Assistant and has now become Viking’s President and CEO Pat Healey’s Personal Assistant in addition to coordinating boat shows and events. She also follows the build process on the administrative side which includes organizing the Viking and Valhalla production schedules and entering work orders into the system. Gina works very closely with each person in the department “doing whatever they need. I facilitate a lot of their paperwork so they can focus on the customer,” said Gina. “This is a very tight team, and we all look out for each other. Whatever I can do to help, I do.”

Denise is on the financial side of the Sales Department so she works closely with the Accounting Department. “The team provides me a work order starter which I

enter into our system,” said Denise. “As the build evolves, I work with the sales rep to modify any changes and keep it up to date. Then I work with our dealer network to prepare the final invoice for every Viking or Valhalla upon delivery.” She emphasizes the teamwork the department shares: “We are all really close, and sometimes I feel like they are my kids!”

And the rock in the corner office is Mark Waldron, the Vice President of Sales. With his calm demeanor, Mark coordinates all the moving parts. “The key to success is to surround yourself with good people and let them do their jobs,” said Mark. “And we have the best people – I’m proud of our group.” Mark is confident in every team member. “They are all very thorough and excellent at what they do. I’m comfortable traveling to a dealership for a meeting or fishing a tournament because I know the gang back in the office has it under control. But if they need me, they know I am always available to them.”

Mark adds, “And we all love what we do. Sometimes it gets a little crazy, but we wouldn’t be doing it if we weren’t all passionate about it.”

“The key to success is to surround yourself with good people and let them do their jobs.”

– Mark Waldron
Vice President of Sales



Sean Healey working with a customer at a boat show.



Denise Bonin holding it down in the office.

MEET YOUR SALES TEAM



Mark Waldron

December 6, 1999



Mark is an avid hunter although his target fluctuates throughout the year. In the fall and winter Mark hunts big game and has traveled to customers' ranches in Kansas and Texas. In the warmer months he fishes off his center console, *Summer Hunting*, which is a play on Mark's ever evolving hobby.

Keith Monahan

January 28, 2002



Keith is a husband and dad to three boys – 7-year-old Austin and 10-year-old twins Brad and Carter. He's busy! When he's not coaching baseball or attending youth basketball games he likes to be on the beach with his family or deep sea or freshwater creek fishing with friends.

Anthony Scola

July 17, 2007



Dad to Hudson and Piper and husband to Lauren, the foursome spends the summer on their center console *Backlash*. Everything they do is via the boat. They go to dinner and the beach on the boat as well as cruising and fishing and rafting up with friends. During the school year he's on the sidelines watching his girls play basketball and soccer.

Joe Coyle

November 2, 2020



Although Joe is a big Philadelphia sports fan (Go Birds!) his real appetite is big game fishing. Back in 2020 he was mating on the boat that weighed the winning white marlin at the White Marlin Open. That fish is the 3rd heaviest white marlin ever weighed in the tournament history.

Gina Waldron

September 25, 2000



In the summer Gina can be found with Mark (Waldron, her husband) on their center console. Although Gina is more of the cruising type, she loves when their three adult children and granddaughter join them on the water. Spring and summer are biking season and trips via the Cape May Lewes Ferry to Lewes, Delaware, is in regular rotation.

Denise Bonin

October 30, 2006



As a new empty nester, Denise is enjoying the dating scene – with her husband. After years of football practice and games as well as proms and school functions with her (now adult) children Kurt and Nicole, weekends are now filled with picnics, wineries and exploring undiscovered local haunts.

Sean Healey

June 28, 2011



He's comfortable on both a snow board and a surfboard but more than likely, Sean is on a boat. His family has a Valhalla 28 Bay as well as a Valhalla 41 and he's a part of the Demo Program. So, growing up around boats it's natural that his interests revolve around the company.

Jacob Addis

May 30, 2023



A new year-round citizen of Ocean City, New Jersey, Jacob takes advantage of his locale. If he is not surfing the South Jersey beaches he's on a boat offshore tuna fishing or hooking fluke. He's also a big foodie and is quickly becoming the in-house Zagat.



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Friday, November 1 • 10am - 7pm

Saturday, November 2 • 10am - 7pm

Sunday, November 3 • 10am - 6pm

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JUST GETTING WARMED UP

Valhalla Boatworks Has Delivered 500 Boats in Under 5 Years

Valhallas from 28 to 46 feet are built at Viking Mullica.

When this issue of *Valhalla* magazine arrives, the Viking subsidiary Valhalla Boatworks (VBW) will have delivered 500 boats. The V Series began with three models – the V-33, V-37 and V-41 – introduced simultaneously at the Viking dealer meeting in Atlantic City in 2019.

The trio of luxury high-performance center consoles built with Viking quality and featuring a patented double-stepped running surface was an immediate success. Larger Valhallas followed – the V-46 in 2021 and the V-55 in 2023. VBW shifted gears and took a bite out of the coastal/inshore boat market with a pair of high-end center consoles, the V-28 Bay and V-29 Hybrid, introduced earlier this year. And now we have the announcement of the V-55 Sport – a high-performance luxury cruising yacht that utilizes the proven hull of the Valhalla 55 center console.

The V-55 is built in New Gretna, where there was room to add a fifth production line to manufacture this larger boat. Thirty-three of these massive center consoles have been delivered since the model premiered at the 2023 Miami International Boat Show. That's quite a feat, considering the size and amount of equipment and accessories that go into the V-55. (Look for a similar article in the next issue that focuses on the V-55 production line.)

The remainder of the V Series fleet, which includes six models from 28 to 46 feet, is built at our sister facility, Viking Mullica. This plant used to build smaller Vikings and is now a finely tuned center console manufacturing machine. About 470 of the 500 Valhallas were built at Viking Mullica. We asked Viking Mullica General Manager John Leek IV to reflect on the past five years.

Q: These are premium high-end semi-custom center consoles, so building so many of them in such a short period seems like a major accomplishment. How does that make you feel?

A: It's an accomplishment we are all proud of. Our whole team knew that Valhalla would be a success, but it has definitely exceeded my expectations. I feel very fortunate to be a part of this team and it makes me feel very proud to build boats of this caliber.

Q: What have been the keys to the success at Viking Mullica?

A: Starting off with a great foundation as part of the Viking Yacht Company can't be overstated. Our whole team comes from a strong background, and everyone involved operates at a high level. From the beginning of the design process, through the engineering department, R&D, production, sales and service the whole company really



Clockwise from top left: the V-33, V-37 and V-28/29 lines; Viking GM John Leek IV; hull No. 1 of the V-55 series, which are built in New Gretna; the V-41 and V-46 lines.

focuses on delivering a high-quality product and experience for the customer. You can't have an exceptional product without everyone involved doing their part. The product itself stands out in terms of its styling, performance and construction. No other boats out there have that combination of attributes to our level.

Q: What are some of the major milestones – both with the boats and the 106,000-square-foot facility?

A: When we delivered the 100th boat of each of our first three models (the V-33, V-37, and V-41) it was very special. We've also delivered more boats each year since we began production. Last year we delivered over 100 boats from this facility for the first time. Each of our facility expansions have also been major milestones and well worth the effort. We added 6,000 square feet to our hull lamination area which connected two of our buildings. That improved efficiency and productivity in our hull area, which sets the pace for our production lines. Our 12,000-square-foot addition last year allowed us to bring our Light RTM (Resin Transfer Molding) parts to Mullica from New Gretna, and to become more efficient with the lamination of our small parts.

Those moves facilitated a domino effect of other re-organizations – area by area – that has resulted in overall improvements throughout the facility.

Q: What are some of the efficiencies gained since the first V-37 popped out of the mold?

A: Each of our expansions helped contribute to efficiency. We have also evolved into doing more resin infusion in key areas which has contributed to efficiency. Another thing that might resonate with our readers is just gaining experience. During our ramp-up we provided training to bring new employees up to speed, which takes time. Now many of those employees have several years under their belts and they have become very proficient at what they do. Experience counts!

Q: All the boats are special but are there any that stand out in your mind? Memorable builds or boats that had unique features?

A: We've built a lot of notable boats but one that stands out in my mind is a V-41 that has now circumnavigated the globe as part of a yacht/tender operation. To

hear about the exotic places that boat has been, and to know right where it came from, has been very cool. We have several very good customers who have bought multiple Valhallas. Working with each of those customers has been very rewarding because they bring new ideas to the table for each new build. We've also built Valhallas for several of the Viking Marine Group leadership, including Pat Healey. It's been fun to work with each of those guys in a different capacity and to see their excitement as we build their personal boats.

Q: Who are some of the people who have been instrumental in your success in building a better boat every day?

A: Wow – I don't want to leave anyone out. I've had valuable feedback from virtually everyone at one point or another. We're very fortunate to have a leadership team that is truly engaged and into the details. Pat Healey, Drew Davala, Lonni Rutt, Al Uhl, John Kasinski, Mark Waldron, David Wilson, Ryan Higgins, Drew McDowell to name a bunch. Everyone on the leadership team comes from a strong Viking background and has provided key direction. And there are others – I just can't list everyone.



“Last year we delivered over 100 Valhallas from this facility for the first time.”

John Leek IV
Viking Mullica General Manager

Q: Describe the addition of the V-28 and V-29 to your production. Where are they built? What changes had to be made?

A: We build the V-28 and V-29 on their own new production line in Mullica Building 1. To fit another production line into that building we had to make modifications to the inside of the facility. We were able to tighten up our existing 37 and 33 lines and then trim back our interior mezzanine to fit the third production line in that building. It

sounds easy but it was quite a bit of work. The mezzanine area includes one of our main employee break areas, and we wanted to make sure our boatbuilders didn't lose any amenities. So, we revamped the break area by lengthening the mezzanine in one direction and then provided new seating and additional microwaves and refrigerators so the boatbuilders had a better break area than before.

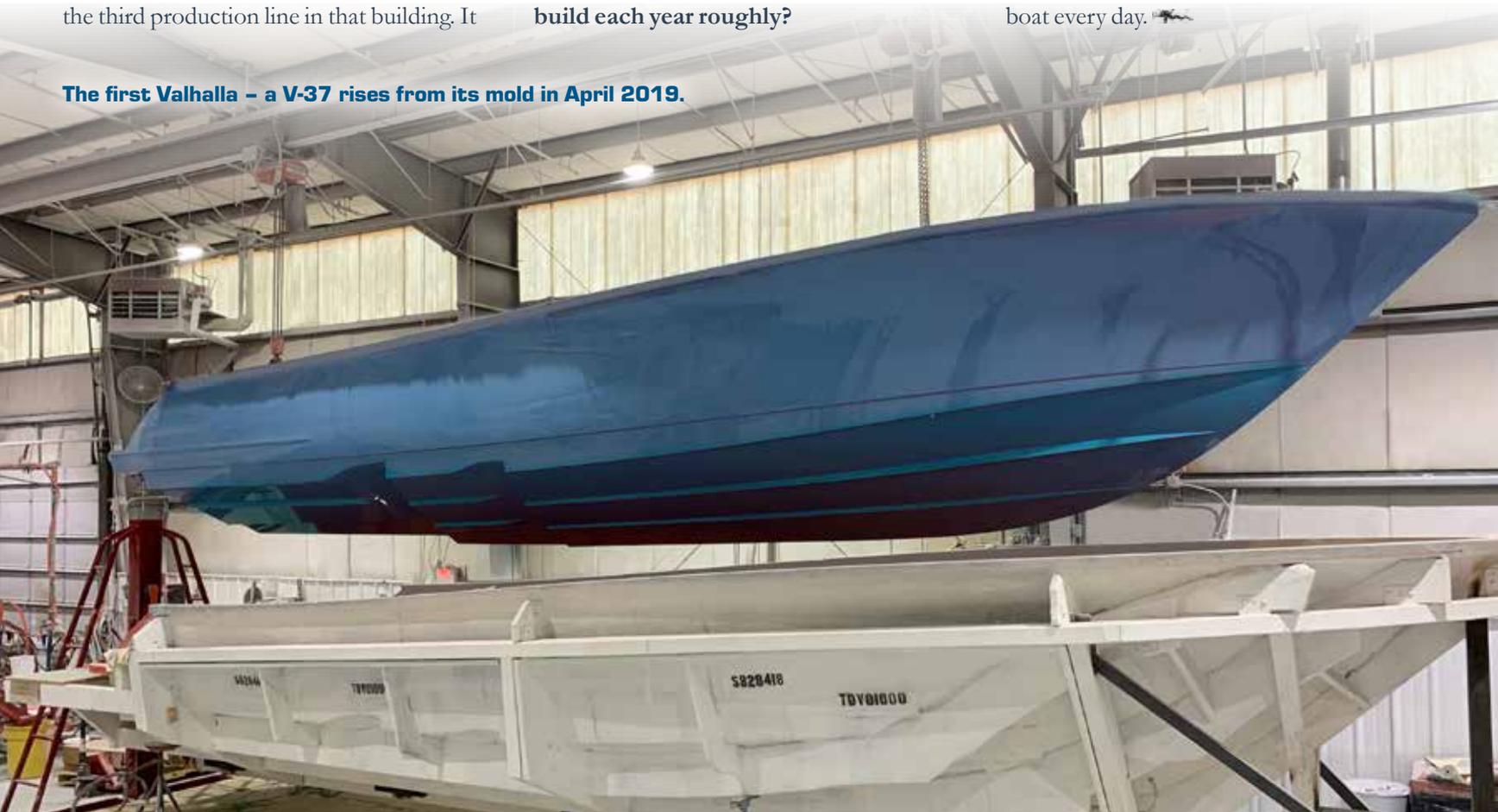
Q: How many of each model will you build each year roughly?

A: We always try to carefully match our output to the market demand. That being said, we will produce about 25 boats per year from each line for the V-28/V-29, V-33, V-37 and V-41. The V-46 line produces 22 boats per year.

Q: What's your current number of boatbuilders?

A: We generally hover around 250 employees – all proud to be building a better boat every day.

The first Valhalla – a V-37 rises from its mold in April 2019.





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STICKING WITH IT

Industry Gains Ground in Campaign Against Speed Restrictions



“The industry has used the additional time ... to demonstrate that technology is an effective tool for risk reduction.”

– Viking’s John DePersenaire

It’s been nearly two years since the National Marine Fisheries Service, an agency within NOAA (National Oceanic and Atmospheric Administration), proposed amendments to the North Atlantic Right Whale (NARW) Vessel Strike Reduction Rule to reduce the likelihood of vessel strikes. The changes would make this mandate the most consequential maritime regulation that the recreational boating and fishing sector has ever faced. The federal rule would broaden the current 10-knot (11.5 mph) speed limit to include boats 35 feet and larger (down from 65 feet); expand the zones from discrete areas to virtually the entire East Coast (from Massachusetts to Florida) as far out as 100 miles; and extend the go-slow mandate for up to seven months a year.

A lot has transpired in 24 months – and we still have no decision. Viking has played a crucial role in the campaign to raise awareness and rally political support, exposing flaws in NOAA’s rule while taking leadership in developing technological alternatives. To help us understand all that has happened and explain the current situation, we tapped John DePersenaire, Viking’s Director of Government Affairs and Sustainability.

Q: Where does the rule stand now and are we close to getting a decision?

A: The proposed rule has moved to the final step of the federal rule making process. It has been delivered to the Office of Management and Budget (OMB), a White House level office that evaluates proposed rules and prepares a brief that is used to make a final decision. During this final stage,

stakeholders are afforded an opportunity to request meetings where they can point out the flaws of the rule, point out information that was incorrect or overlooked and suggest alternatives that should be considered to help meet the conservation objectives. Viking, Viking suppliers, Viking dealers and charter boat operators took advantage and conducted meetings with OMB. After this review, the federal government can finalize the rule or send it back to NOAA for additional analysis and alternative development. Viking and many others asked for OMB to send the rule back to NOAA to do a better job of assessing risk and to work with the marine industry to development technology-based alternatives that reduce the risk of vessel strikes. The rule was sent to OMB in early March, and we can expect action in the near future.

Q: Are we in better or worse shape than we were when the rule was first proposed?

A: We appear to be in a good position for several reasons. When the rule was first introduced in August of 2022, NOAA had originally offered a 30-day comment period with the intent of having a final rule in place by November of 2022. Viking was the first to submit a request to extend the public comment period and an additional 30 days was granted. During this time, NOAA was under considerable pressure to finalize the rule. As Viking—working with industry members such as the National Marine Manufacturers Association (NMMA) and the American Sportfishing Association—started to review how the rule was developed, it was clear that there were significant flaws.

The fact that the rule is still under consideration nearly 2 years later shows that NOAA and others are listening to us and giving careful thought to the rule. We also understand that NOAA may have made some concessions to the rule, but the public will not see those changes until the final rule is published. In addition, the industry has used the additional time during the rule making process to demonstrate that technology is an effective tool for risk reduction. Again, NOAA did not include any alternatives in the rule that utilized technology to reduce risk. What we have shown is that technology has clear advantages for this issue, and it needs to be incorporated into the long-term management approach.

Q: Has our campaign made a difference?

A: The industry campaign has been extremely effective in numerous ways. Starting with the press conference/industry briefing organized by Viking at the 2022 Fort Lauderdale International Boat Show. We've worked tirelessly to explain how the rule will devastate marine manufacturers and businesses and deprive the American public access to the waters off the Atlantic Coast. It was clear that NOAA failed to fully understand or quantify the impacts. Efforts to push back against the rule included action alerts that ended up with over 90,000 public comments being

submitted. That number is considered substantial.

This thoughtful review and consideration for alternatives has slowed the process and prompted many to ask if there are better ways to manage this issue.

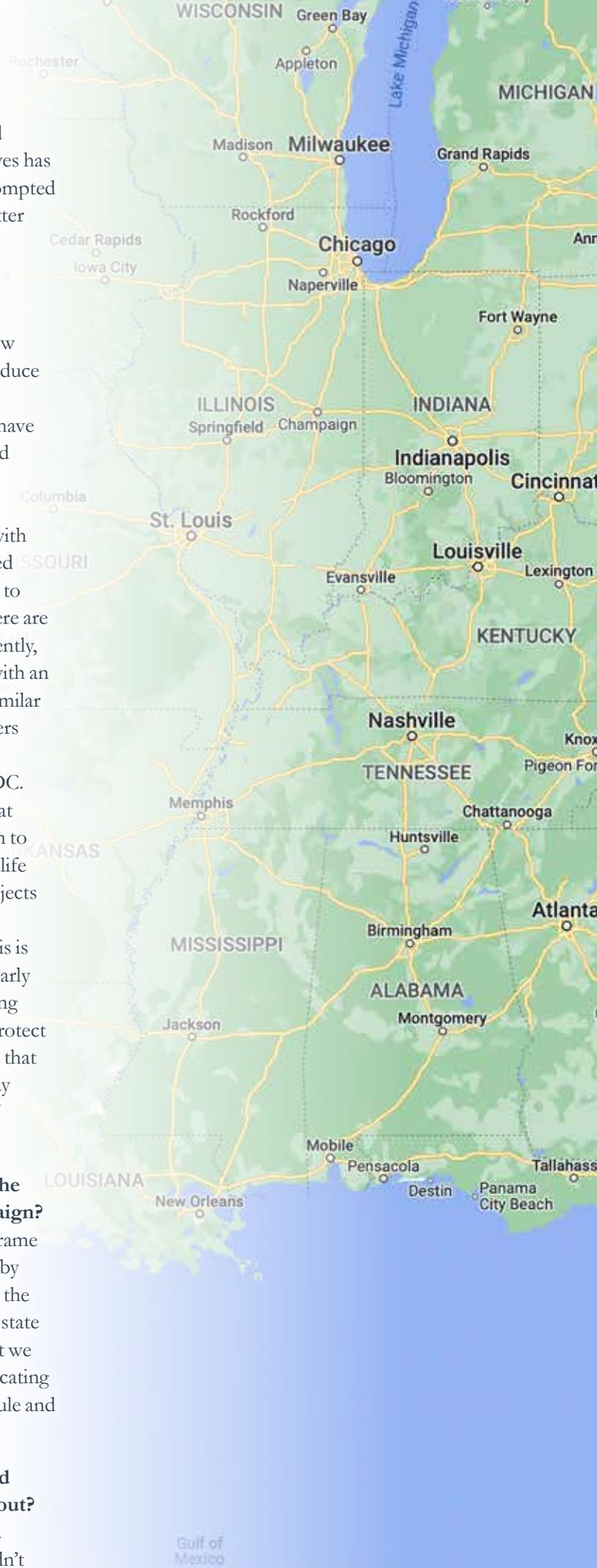
Viking was responsible for planning and executing an industry workshop to review technologies available to reduce strike risk. Viking was also successful in its request to have a NOAA liaison be assigned to work with the industry as it endeavors to develop additional tools. Working with NMMA, Viking participated in a Congressional briefing to dispel any question that there are tech-based tools. Most recently, NMMA provided Viking with an opportunity to provide a similar briefing to industry members at the American Boating Congress in Washington, DC. In late May we got word that NOAA provided \$6 million to the National Fish and Wildlife Foundation to support projects developing technologies to minimize vessel strikes. This is a big win for us. NOAA clearly recognizes the value of using technology to detect and protect whales. This acknowledges that the marine industry will play a significant role in NARW conservation.

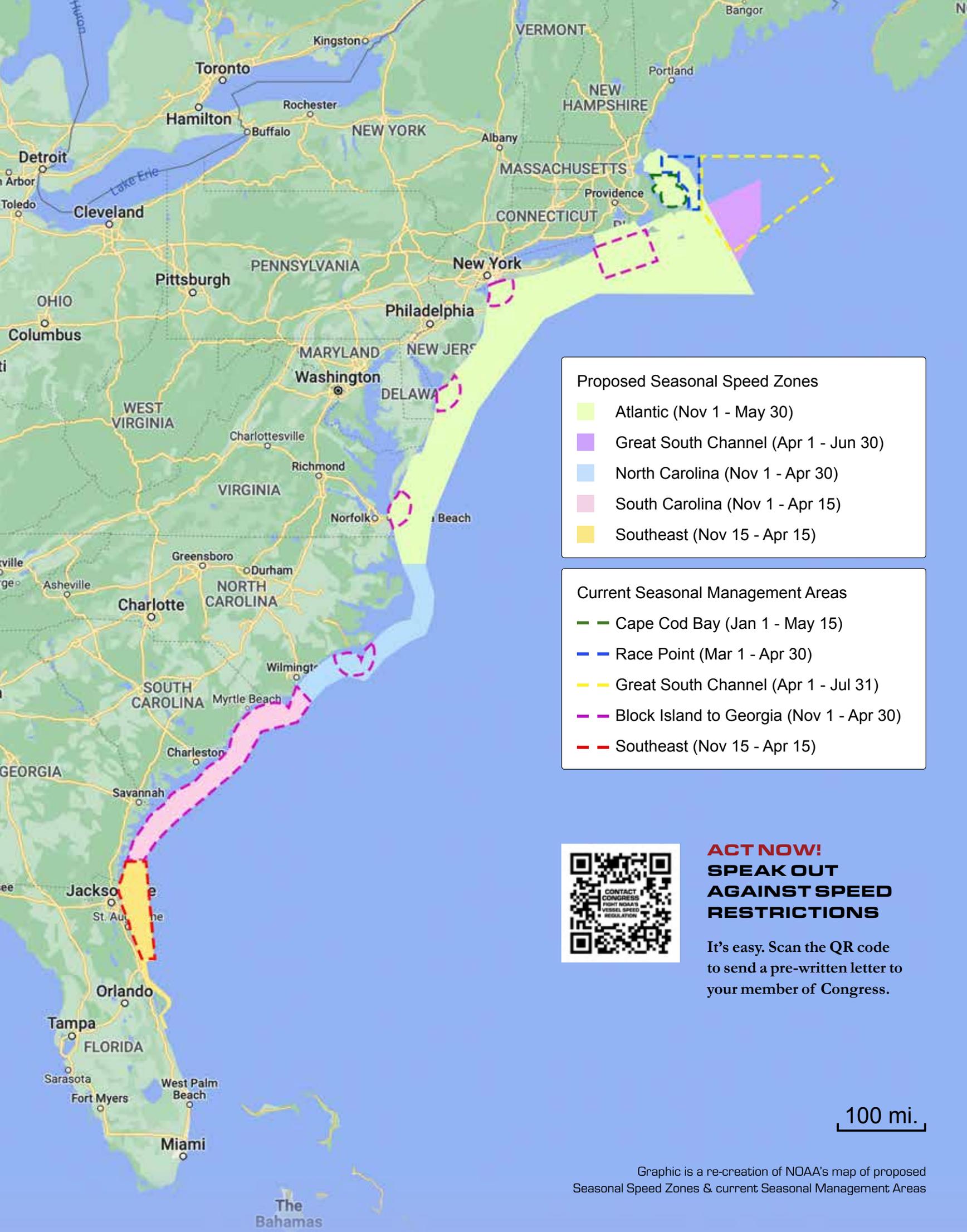
Q: What were some of the milestones for the campaign?

A: Given the initial time frame to have a final rule in place by November 2022, every day the rule remains in a proposed state is a milestone. It shows that we are making progress in educating people on issues with the rule and how we can do it better.

Q: What have we learned since the rule first came out?

A: We have learned much. We learned that NOAA didn't





- Proposed Seasonal Speed Zones**
- Atlantic (Nov 1 - May 30)
 - Great South Channel (Apr 1 - Jun 30)
 - North Carolina (Nov 1 - Apr 30)
 - South Carolina (Nov 1 - Apr 15)
 - Southeast (Nov 15 - Apr 15)

- Current Seasonal Management Areas**
- Cape Cod Bay (Jan 1 - May 15)
 - Race Point (Mar 1 - Apr 30)
 - Great South Channel (Apr 1 - Jul 31)
 - Block Island to Georgia (Nov 1 - Apr 30)
 - Southeast (Nov 15 - Apr 15)



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Graphic is a re-creation of NOAA's map of proposed Seasonal Speed Zones & current Seasonal Management Areas



“Every day the rule remains in a proposed state is a milestone. It shows that we are making progress in educating people on issues with the rule and how we can do it better.”

Viking's John DePersenaire traveled to Washington a dozen times to raise awareness about the vessel speed rule's harmful effects on the marine industry – and to push for technological solutions.

fully understand or calculate late risk for recreational boats. NOAA inaccurately estimated the number of vessels that would be impacted and failed to recognize that November through May are critically important for our industry with lots of fishing and boating activity. NOAA overlooked the importance of speed, and how our boats are designed to operate most effectively and safely when on plane. NOAA intends to enforce the rule with AIS, a system designed to be a navigation tool to enhance boater safety. Perhaps the biggest revelation that we learned is there are tools available today that can help reduce the risk of boats striking a North Atlantic right whale without constraining the operation needs of our boats.

Q: What are some of these tools?

A: Thermal imaging cameras, radar and AIS (Automatic Identification System) are

just readily available technologies. Through WAVS, we're working with companies on whale detection (Whale Seeker) and predictive data modeling (Fathom Science). Also, the marine electronics segment is working to improve the display of whale management areas.

It takes time, and collaboration among entrepreneurs – which is what WAVS is all about.

Q: What can boat owners, anglers and the public do now to help?

A: The boating public can continue to reach out to their members of Congress and explain how this rule would impact their access to waters off the Atlantic Coast and make boating less safe. The Boating United campaign organized by the NMMA is an easy way to engage your member of Congress and provide feedback with this ill-designed rule. (See QR code.)

Q: Describe the Whale and Vessel Safety (WAVS) Task Force, the role Viking played in creating it, its overall goal and the work it has accomplished so far.

A: Noting that NOAA failed to consider any other tools to reduce risk besides vessel speed, we recognized the burden to explore other tools would fall upon the industry, and Viking immediately accepted the challenge. Viking organized a group of experts who are committed to evaluating and developing technology-based tools to reduce risk of vessel strike to NARW and other marine mammals. The goal of WAVS is to leverage the expertise and innovation of the private sector to demonstrate that there are products in use today that mitigate the risk of vessel strikes. Since its formation, WAVS has been working diligently to explain how technology absolutely can reduce vessel strikes and how NOAA needs to work with



As anglers, we are conservationists. We want clean, safe water for all marine life – but without sacrificing access to the ocean.

“Our work stands to have broad benefits for all boats in all oceans of the world.”

the industry. More recently, WAVS has been working to educate members of Congress, NOAA and the public that there are more effective ways to protect whales and keep boaters safe.

Q: Viking’s Atlantic Marine Electronics (AME) has played a crucial role as a member of the task force. Can you explain?

A: It’s important to understand that decreasing vessel strike risk is a multi-step approach. Detection is important but only one part of reduction. AME General Manager Todd Tally has been instrumental by addressing all those other steps from a marine electronics and communications standpoint. With AME being the largest marine electronics installer in North America, they have the expertise to address the communication and integration aspects of this effort.

Q: No matter the outcome, it sounds like Viking is committed to developing better object-detection technology to protect all marine life and to operate more safely on the water.

A: Part of building a better boat every day is building a safer boat. Collision avoidance is a fundamental attribute when designing new boats or developing marine electronics. Since we don’t want to hit any object in the water, Viking and others are expected to

continue this work. We also see the specific need for the industry to remain engaged in NARW management and with particular attention on finding ways to better detect them, sharing management information and contributing to the long-term conservation efforts for the species. Viking has committed to this work because our interest is not limited to the NARW along the Atlantic Coast; we want to be able to avoid hitting any marine mammal, in any region of the ocean. This is one of the key reasons that we see technology-based tools as being the preferred approach because they are not limited by time, areas, vessel size or species. Our work stands to have broad benefits for all boats in all oceans of the world.

Q: What is our message to extreme environmentalists who think that we “just want to have fun and don’t care about marine life?”

A: There is no question that fishing and boating is fun, it’s why so many Americans want to do it and why the outdoor recreation economy is roughly 2.5% of the US GDP, which is huge. Part of what makes any experience on the ocean so enjoyable is having access to those wild, undeveloped waters – and enjoying the marine resources. Viking is in the business of building fishing and cruising boats; so, we have a vested interest in having healthy, sustainable oceans

with flourishing marine life. I would contend that Viking has demonstrated a sincere commitment by putting resources and money toward helping the NARW. We don’t see this as an issue where someone must pick a side, either boating or the whales. Ironically, many of the ‘environmental’ groups appear to be simply turning this issue into a binary decision and are more focused on their own financial advantages than putting shoulder to grindstone.

Q: Do you mean the environmentalists supporting the rule have done little to help the NARW?”

A: They appear to use the plight of the NARW to drive fundraising for litigation without doing any real work to advance conservation. To them, environmental problems are what drive their business model, and they have no incentive to solve those problems. This has become apparent over the past 1.5 years where the marine industry has rolled up its sleeves to find solutions while many of the environmental groups worked to dismiss our work and launched misinformation campaigns with the purpose of misleading legislators and the media. It’s been disappointing to see how few of these “environmentalists” care about doing the work to help conserve the NARW and are more concerned about the cash flow that comes from the species being in crisis. 🐋



NOT JUST A TOWER

VIKING 82

With locations at the Viking plant in New Gretna, New Jersey, and at the Viking International Yacht Center in Riviera Beach, Florida, Palm Beach Towers (PBT) has been the industry leader in the design, fabrication and installation of custom tuna tower/hardtop packages for more than two decades.

Part of the Viking Marine Group, PBT plays an integral role in Viking's vertically integrated company that provides owners with turnkey-ready yachts. Viking has succeeded for more than 60 years by following its mantra of building a better boat every day. "PBT shares that philosophy, looking to constantly improve and raise the bar," says General Manager Drew McDowell.

What's helped Drew over the years is his experience on the water. He is a member

of the Viking demo team, fishing in all the big-name tournaments such as the Los Sueños Signature Triple Crown, Bermuda Triple Crown, the White Marlin Open and The MidAtlantic. He also was the first demo captain for the Viking demonstrator team. "Fishing our boats, seeing other boats at the tournaments and watching developing trends has been invaluable," says Drew. "And I have an incredible team that is always coming up with ideas in terms of styling, manufacturing and materials."

All that experience and knowledge goes into every tower PBT designs and fabricates, including the tower for hull No. 1 of the new Viking 82. Viking's latest large sportfishing yacht is also serving as our summer demo. The structure consists of anodized aluminum brushed pipe with an 11-foot gap between the hardtop and upper control station's standing platform.

(It's about 40 feet from the water to the tower's sunshade.) All major fiberglass parts – including the hardtop, standing platform and sunshade – are fabricated with carbon fiber for strength and weight savings.

Engineering, strength, ergonomics and aesthetics all play roles in the size and shape of the piping. For maximum strength, the tower has 3-inch-diameter front legs and 2-1/2-inch main legs with 2-inch brace piping. The forward X brace, side diagonals and hardtop braces are all contoured to compliment the boat's curves. "Not only are we considering strength, engineering and function of the tower but also the aesthetics of the structure," says Drew. "Owners want that strong, sleek look."

A total of 16 rod holders are welded to the tower – eight to the aft double rail and eight to the aft legs (four on each side).



A great amount of detail went into the hardtop on the 82, with various pods, recessed areas and mounting fixtures for lighting, antennas and safety devices. An array-style Furuno radar antenna is mounted to the radar pod, which allows for the space to mount two Miya Epoch Super US-9 24V teaser reels as well as a 12-inch Garmin multifunction display (MFD) inside the hardtop. An oversized sliding panel provides excellent access to the teaser reels and MFD. The radar pod also gives you room to mount a power-actuated dropdown electronics box (with 12-inch Garmin MFD), which is flush-mounted in the hardtop when closed.

Back on the sunny side of the hardtop is a wedge-shaped pod for the installation of a Starlink antenna as well as a molded round platform for the installation of a FLIR thermal imaging camera.

The upper station's steering wheel, engine controls, 12-inch Garmin MFD, joystick and

other instrumentation are mounted on a 63-inch control box painted satin black for better visibility. There's also a bench seat with backrest and the sunshade top is painted satin black for glare reduction. There's a custom PBT mount on the sunshade top for a satellite TV antenna.

The underside of the standing platform has two molded-in pods for Rigid Industries LED light bars with defused lenses – one 20-inch forward and the other a 50-inch aft. There's also a custom molded-in pod on the forward end of the platform that holds a spot-style 50-inch LED light bar, also from Rigid Industries.

PBT is also responsible for the installation of the outriggers, hydraulic system and teaser reels. The boat is equipped with 50-foot Rupp hydraulic outriggers and a Rupp center rigger.

So as you see, PBT has its hand in many facets of the boat – from fishability and visibility to safety and electronics to aesthetics and communications.

About PBT: The Viking subsidiary has a workforce of more than 60. PBT designs and fabricates the towers in Riviera Beach, Florida, with a team of 23 employees, which includes 18 fabricators. PBT has a full fiberglass department of about 30 boatbuilders in New Gretna (led by Manuel Quintanilla) in addition to an eight-man crew (headed up by Joe Glonek) that installs the hardtop frames and towers in New Gretna. (Towers and frames can be installed in both locations, which usually depends on the owner's homeport and fishing program.) On top of all that, PBT also installs all outriggers systems, and other custom fishing accessories that are part of the tower design. PBT designs, fabricates and installs towers for Vikings, Valhallas and other select manufacturers. 🦋



“Not only are we considering strength, engineering and function of the tower but also the aesthetics of the structure.”

Drew McDowell
Palm Beach Towers General Manager

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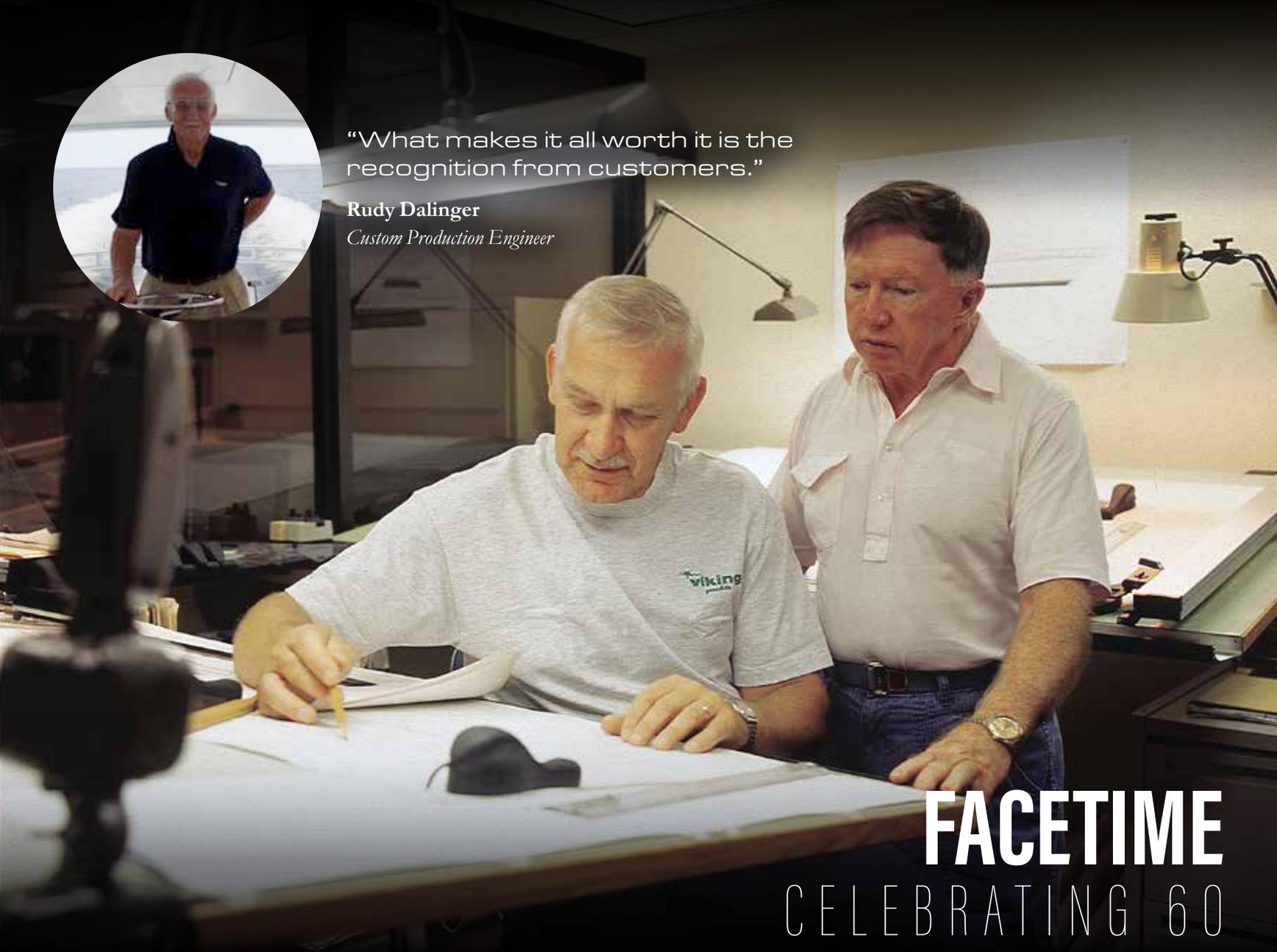


JOHNSON & TOWERS



“What makes it all worth it is the recognition from customers.”

Rudy Dalinger
Custom Production Engineer



FACETIME

CELEBRATING 60

When we started thinking about this issue of *Valballa* magazine and the celebration of our 60th Anniversary, how could we not think of Rudy Dalinger! In 1964, the year Viking started, Rudy drove up the long driveway leading to the facility and was hired on the spot making \$2.10 an hour. “It was a storage shed,” said Rudy, referring to the plant. “It had nothing but garage doors and half of it was a dirt floor. I was hired as a carpenter, but really I did whatever had to be done.”

We asked Rudy his thoughts about accepting the job with Viking and in his thick German accent he said, “It’s been a blessing. I have been able to contribute and work. Viking has been good to me – and as long as I can contribute, I will continue to work.”

Back in the day the Viking culture was pretty rough and tumble and Rudy wasn’t used

to that type of environment. But quickly, Viking Co-founder Bill Healey recognized that Rudy had talent and took him under his wing. “Mr. Healey made this company what it is,” said Rudy. “He was here every day and I appreciated that. His work ethic impacted the employees because they saw him working hard and putting in long days. We all had a lot of respect for him. He would say, ‘We are a Chevy, but we’re going to work hard, and we’re going to be a Mercedes.’ And we became a Mercedes.”

Bill didn’t start out as a boatbuilder, he was a proud iron worker, but he became passionate about boats. “Whatever we needed, he got for us,” said Rudy. “It might have been used or second-hand but that’s how we grew. A little at a time.”

Back in 1964 there were no computers, CNC routers or cell phones. Everything

was done by hand. Although Rudy has adjusted to today’s modern technology and appreciates the speed and efficiencies, he admits, “I never dreamt it would come to this – it’s progress. But the machine only does what someone puts into it. It’s still about the people.”

Rudy’s son worked here and now his grandson is here in the IT Department. “There was no such thing as an IT Department back in the day,” said Rudy.

Rudy’s thoughts on being here for 60 years? “I didn’t think Viking was going to be in business for more than a year or two!” But then he humbly said, “What makes it all worth it is the recognition from customers. It’s not the paycheck, it’s the appreciation for what I do and the acceptance from employees and customers – even in my older days. That’s my hall of fame.”

FACETIME

Now that we've heard from Rudy, an original pioneer of the Viking Yacht Company, it's time to hear from some other voices from the early days in this 60th anniversary year. This next class' youngest member has a 35-year tenure with Viking. There's a lot of history here!



DAN PASSARELLI
FOREMAN PLANT ENGINEERING
JULY 5, 1977

"I was 18 when I started here, working in Mechanic Stage 1," says Dan. "I knew who Bill Healey was but hadn't met him yet. He came walking up to me as I was cranking on a ratchet and wrench installing a throttle linkage on an engine. And I was so nervous I snapped the darn thing! He brushed it off and grabbed me another one, which I proceeded to snap as well. He looks at me and says, 'Oh, I'm making you nervous, I'll let you be.'"

Dan explains that originally, the crew on the production line would be assigned to a boat and follow it throughout the build. "We would build it through the entire process and even take it out for sea trials. When my boat finished, my name was on it, I signed off on it. That always made me proud."

At one point, Dan took some time to help with his family's business, but "Bill encouraged me to come back. He was always very good to me. As well as his brother Bob."

"When people ask why we are at the top of the industry I explain because it is a family-owned business, and they care. It's not a big corporation. The bosses care. And we care about what we do. It's got to be perfect. That's what our customers expect. There is a tremendous amount of pride with every boat that leaves here."



FRANK UHL
SUPERVISOR JOINER SHOP
& SUB ASSEMBLY
NOVEMBER 24, 1980

Eight months into Frank's career at Viking, "Rudy Dalinger handed me my paycheck, and Rudy didn't hand out paychecks," said Frank. "I thought I was getting fired!" But Rudy asked Frank if he would move to the Carpentry Department and work under him. "I said, 'Do you think I can handle it?' And Rudy said he wouldn't ask me if he didn't think I could. I'm fortunate for that opportunity because not only was Rudy an incredible mentor to me but I was able to realize my passion in woodworking."

"If you needed help with something, Rudy was the go-to guy. He was patient and would teach you the proper way to get the job completed. It didn't matter if it wasn't within the realm of his job, he's probably the most knowledgeable guy I've ever known."

As Frank learned from the best and advanced in his career, Bill Healey approached him in 1998. "He pulled me aside and said, 'Kid, The Mill isn't running right, and I need someone to run it right – and you're the man.' I asked him if I could think it over and he told me not to take too long. That was Bill, a very genuine guy."

With 44 years under his belt, Frank has many friendships at Viking that have evolved to family. Rudy and his wife attended Frank's son's wedding and every year the two golf together at a charity outing. Another important person is the late Rick Muggelberg. "He started a month before me, and we were great friends from day one. Ricky was a special guy and I miss him tremendously as a co-worker but more importantly as a friend."



STEVE WALKER

CAD DESIGNER

JUNE 25, 1981

Following in the footsteps of his father Bobby Walker (one of Viking’s original pioneers), Steve began his career at Viking. “I started in the original building as the second building hadn’t been completed yet.”

Steve started in the Electrical Department and worked in the many subdepartments eventually becoming a foreman. “I enjoyed what I was doing but they were expanding the Design and Engineering Department and were looking for someone with electrical and computer skills – and I had both. So, I took the opportunity and began drafting.”

“Back in the day Bill Healey would make his rounds every day. He’d come by and say, ‘Hey, how are you doing?’ and smack you on the back. And he had some energy, you’d feel it!”

“In those early years, if something needed to be done, you just did it. It didn’t matter what department you were in or what your role was. Things are different now. The technology and expertise is so advanced you can’t just jump in. The advancements are astounding. And that’s what Bill drove home; he wanted the best.”



JUAN BELTRAN

SUPERVISOR FIBERGLASS

DECEMBER 1, 1983

“My brother Carlos worked here under Bill Gibbons in Vglass, what Mr. Bill Healey called the Fiberglass Department. When I came here from El Salvador, Carlos asked Bill (Gibbons) if I could work with him and he said, ‘You’re a good apple Carlos. Good apples come from good trees, so of course your brother is welcome here.’”

When Juan started with Viking, he didn’t speak any English but he quickly learned that the language barrier didn’t affect the ability to teach. “Everyone was so passionate about what they were doing I was able to learn. And that is what I teach my team, passion for building the best boats. Just like Mr. Healey taught me, ‘build a better boat every day.’”

It’s obvious that Juan loves what he does. “My business degree helped me develop here and I appreciate the opportunities I have been given. My job is great and I work with fantastic people. And I mean that, we work together. It’s not just me or a foreman directing, we all work together.”

Juan points to dozens of pictures on his wall. “There are a lot of memories here. There is me and Mr. Healey, those are my supervisors, there’s a birthday party...” and Juan goes on to identify more images. “And we build very beautiful boats. I’m proud to be a part of the Viking Yachts team.”



RUTH HILBERT

ACCOUNTS PAYABLE

JULY 5, 1989

Ruth Hilbert started working for Viking Yachts in 1989. Her late husband Dave also worked there. He began sweeping floors at 16 and worked his way up to a Mechanic Foreman. And, when Dave headed home at 4:30pm, Ruth would leave the kids with him, and she headed to the New Gretna facility.

At the time she worked in the IT Department. “I would run these big reels that would save all the information that was entered into the system during the day,” said Ruth. “It was pretty quiet at night and there was only one other person there, the night security guard Ed. He would always check on me.”

Less than a year later, the recession hit and Ruth’s job was absorbed. But understanding what a strong employee she was, her manager recommended her to the Accounting Department, which was looking for a person. Ruth switched gears and has been a smiling face with the Accounts Payable Department ever since.

PRINCESSES

PRIVATE PREVIEW





“Palm Beach Chic” Meets “Princess Magnifique” During the Princess Private Preview and Palm Beach Fashion Week Extravaganza Held Each Year to Kick Off the Palm Beach International Boat Show.



Bringing over \$1 billion in economic impact, 800-plus boats, 600 marine brands and nearly 60,000 visitors to the scenic stretch along the Flagler Drive waterfront in downtown West Palm Beach each spring, it is no wonder that the Palm Beach International Boat Show has fast become one of the most prominent and important events on the North American marine industry event calendar. The location along the bustling Downtown West Palm Beach waterfront makes it an ideal venue not only for a boat show, but also for what has become a fantastic annual preview event ahead of the show’s opening that brings fashion, luxury and all things Princess together.

Started in 2021 as a celebration to mark the global premiere of the flagship X95, the Princess Private Preview presents a perfect opportunity for Princess owners, guests and VIP clients to get a sneak peek at the expansive Princess display annually ahead of the opening of the Palm Beach International Boat Show. Though the evening is centered on the yachts, Princess Yachts America is a proud supporter of The Palm Beach Fashion Week™ and the Princess Private Preview serves as a signature event in the fashion calendar each year.

The Palm Beach Fashion Week™ is the only official fashion week in the Palm Beaches. It is all about celebrating Palm Beach County,

its philanthropy and fabulous lifestyle: fashion and style; arts and culture; civility and elegance; exquisite cuisine and special events; great people and of course pet craziness. For this year’s collaborative event, guests of the Princess Private Preview were treated to an island ambiance on the docks with a steel drum calypso band and an informal fashion showcase featuring signature resort wear looks from the Spring and Summer 2024 collections of J’DA Palm Beach and Caryna Nina. With graphic, abstract designs, swirling in a kaleidoscope of color designed as an art form, the gorgeous prints did not disappoint. Seasonal favorite shades of coral, blue, pink, yellow, gold, green and turquoise in soft, flowing fabrics were enhanced by gentle breezes and framed by exquisite Princess Yachts against a backdrop of made-to-order South Florida spring weather.

Princess Yachts America featured the global premiere of the Princess X95 Vista in a rare showing alongside the Princess Y95 making her Palm Beach show debut as part of a six-yacht showcase that also included the F50, V55, X80 and Y85. The 2025 edition of The Palm Beach Fashion Week™ and its Shop33480™ event will kick off in March and will showcase fabulous fashions, local and international products, as well as honor a Palm Beach community leader who has made a difference.

CONSTANT CONTACT (WITH YOUR PRINCESS!)

Princess Launches Princess Connect: A Factory-Installed Monitoring and Maintenance Solution for Princess Yachts Designed to Keep the Yacht in Continuous Communication with the Owner/Captain from Anywhere in the World.

Developed in collaboration with a leading provider of remote monitoring systems, Princess Connect is the first proprietary Princess Owner's App which is offered on all models in the Princess range and enables remote monitoring of the yacht on both mobile and desktop devices from anywhere in the world. All data is held in a secure cloud server that can be accessed by multiple authorized account holders.

The Princess Connect App provides continuous real time measurement of running hours, engine data, tank levels, electrical systems, bilge alarms, ambient temperatures, humidity and GPS location data as well as previous navigation and security information.

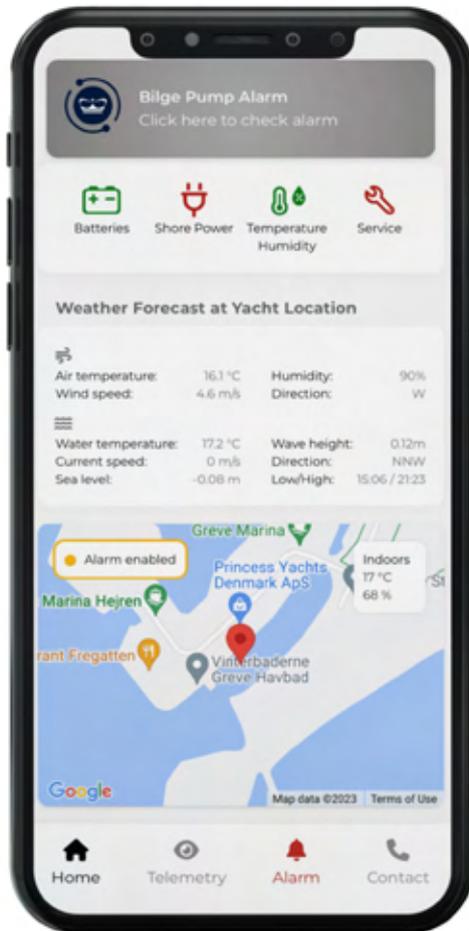
In addition to increased control on-board, Princess Connect acts as a virtual service operator, providing personalized notifications on upcoming maintenance requirements, a digital library of all user guides and manuals, plus further support information.

According to Princess, "The launch of Princess Connect is a major milestone in our quest to enhance the ownership experience of our Princess Owners through the application of technology and innovation. The owner-centric app provides access to your yacht at your fingertips and peace of mind in helping an owner/captain keep tabs on servicing and maintenance requirements."

Latest conditions at the yacht's location

Easy activation and deactivation of alarms

Sensor measurement of temperatures and humidity within the yacht



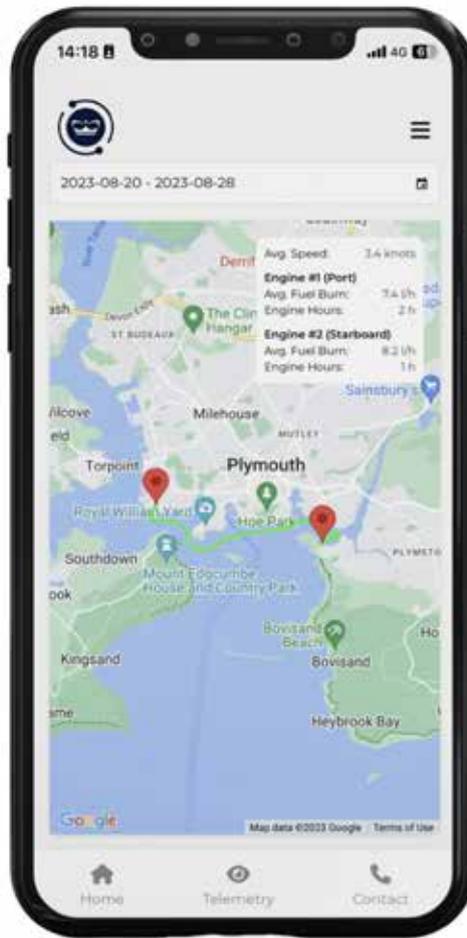
Quick health-check for vital systems

GPS confirmation of the yacht's location

Useful contacts can be added to the app for easy access

Previous navigations can be tracked and retrieved by date range

Map is interactive for zoom-in



Engine performance and fuel consumption recorded between any date range

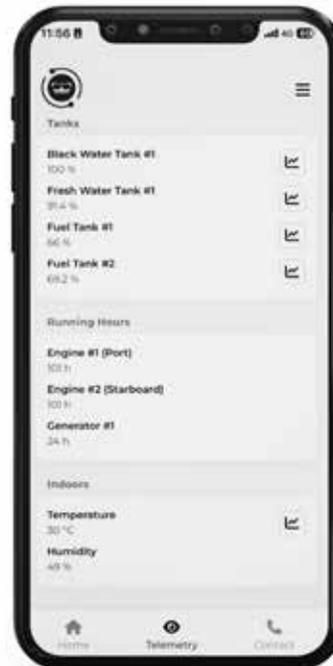
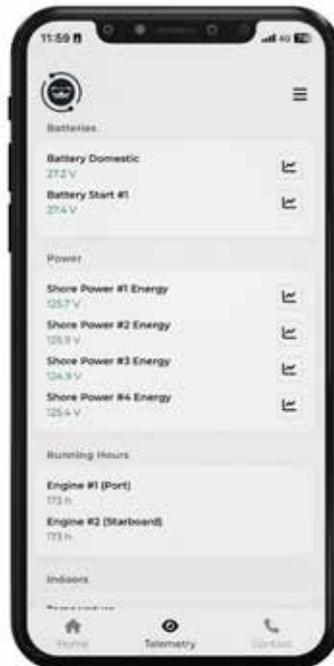
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SCANIA



LET THE GOOD TIMES ROLL

64 and 68 Owners Living the Dream in Costa Rica



“I was so excited and filled with adrenaline that I was shaking – what an awesome feeling. I was hooked.”

– Aileen Gonzalez
Pura Vida



A few members from Viking Yachts and Galati Yacht Sales had the privilege of accompanying team *Pura Vida* on their Viking 68 and team *Fish Tank* on their Viking 64 for several unforgettable days of fun fishing out of Los Sueños Resort and Marina in Costa Rica.

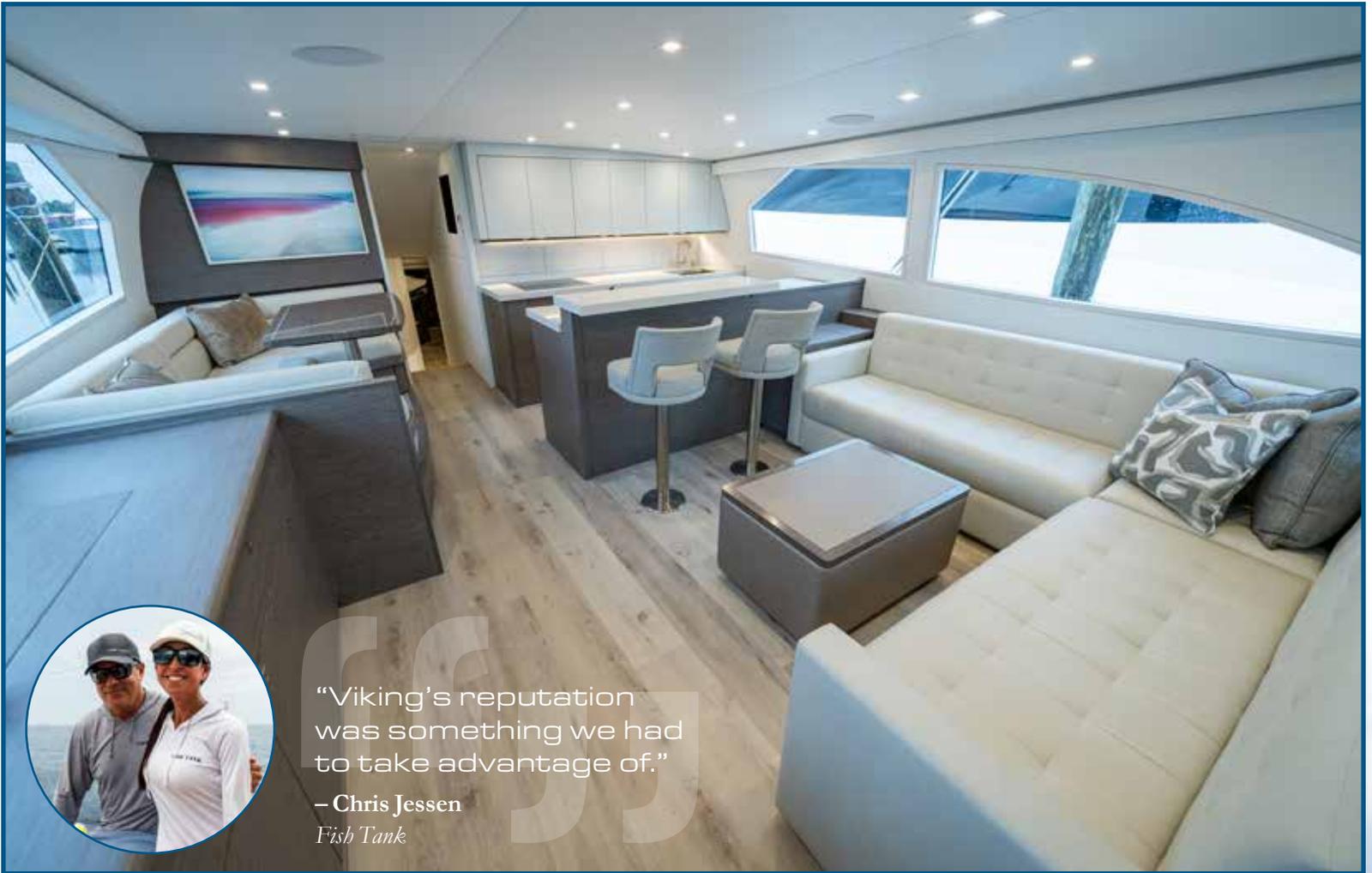
Fish Tank owners Chris and Laura Jessen and *Pura Vida* owners JC and Aileen Gonzalez are two wonderful couples who love spending time together on their Vikings, enjoying the fishing and boating

lifestyle to the fullest. They fish well together, too. Both teams have succeeded on the tournament circuit since recently taking delivery of their Vikings.

Fish Tank won the Pelagic Rockstar Offshore Tournament and took 2nd Place Overall in the prestigious Los Sueños Signature Triple Crown. Chris and Laura and their team made it to the podium in all four tournaments they’ve completed this year.

Meanwhile, *Pura Vida* was 2nd Place Boat in the International Masters Angling Tournament, and JC and Aileen, finished 2nd and 6th as anglers, respectively. *Pura Vida* also captured 1st Place in the Marina Pez Vela Open in Quepos and took 3rd Place in the Triple Crown’s Ladies Only Tournament.

Whew. Time for a break, right? During some much-deserved downtime, each team was kind enough to host a small group from Viking and Galati for a few days of fishing,



“Viking’s reputation was something we had to take advantage of.”

– Chris Jessen
Fish Tank

friends and fun. Viking’s Kaitlyn Healey along with Galati’s Vanessa Torres and Maria Galati Hill were guests aboard the Viking 64 and the Viking 68. Viking Interior Designer Cullen Moser was also a guest on *Fish Tank*. Cullen worked with the Jessens on their custom interior. (More on that later.)

They fished. They cruised. They relaxed. They laughed. And they talked about their boats and experiences on the water. A good time was had by all – and some beautiful photography was captured.

PURE LIFE

“We’ve never had so much fun – together,” said JC. “No matter if we are first or last, as we’re pulling into Los Sueños, we know we’ve won. This is the best place on the planet. We’re very blessed to do what we do. We don’t take it for granted.” Their love of Costa Rica explains the name of the boat. *Pura Vida*, which is the unofficial national slogan of Costa Rica, means pure life. “We love this place so much we never want to go home – that’s why we named it *Pura Vida*,” says JC.





On the foredeck of *Fish Tank*, left to right: Viking's Kaitlyn Healey; Galati's Vanessa Torres and Maria Galati Hill; *Fish Tank* owners Laura and Chris Jessen; Viking's Cullen Moser; and Tony Carrizosa from Galati.

The Gonzalezes, who live in the Tampa, Florida, area bought their first Viking, a 55, after JC got tired of the rough ride in a 34-footer on long runs to the fishing grounds in the Gulf of Mexico. Aileen fell in love with sportfishing in 2021 after she hooked her first blue marlin in the Pescadora Billfish Championship. “I was so excited and filled with adrenaline that I was shaking – what an awesome feeling,” says Aileen. “I was hooked.”

The couple loved their 55 but was ready for the 68's extra size, which gave them a four-stateroom boat, each with its own head, plus a day head.

JC is a competitor, but also laid-back and always looking for a good time. So, it was no surprise when he disappeared in the middle of the fishing day and emerged from the salon in an Elvis costume, uttering “Thank you. Thank you very much!”

WHY VIKING?

This is Chris and Laura's first Viking. “We needed a boat that performs well, a company that stands behind their product and good customer service,” says Laura. “The obvious choice was Viking and Galati.”

“The support was what we were looking for,” adds Chris. “We had a couple boats that we enjoyed certain aspects of but there was no support. Viking's reputation was something we had to take advantage of.”

Fish Tank has certainly lived up to its name since the Jessens took delivery late last year. They've released more than 1,300 sailfish. “We've just had so many incredible times on this boat as a team, with so many accomplishments,” says Chris. “I can't think of one specific time – it's all been amazing,” adds Laura.

And one of the other keys to their good times has been their captain, Ben Horning, who has been with them for 12 years. “Before you even consider buying a sportfishing boat, find a good captain with good references who has experience and is reliable and responsible,” says Laura. “It makes all the difference in the world.”



Fish Tank sports a custom Fish Tank Grey exterior and grey faux toe rail, salon door and helm chairs. The boat's four-stateroom, three-head interior is highly personalized. The contemporary design emphasizes whites and shades of grey with custom woodwork throughout. It makes excellent use of natural light, which increases the sense of size and space. *Fish Tank* is equipped with a custom Palm Beach Towers (PBT) tuna tower, and a teak cockpit.

Captained by Rudy Argues, *Pura Vida* also has a teak cockpit. She boasts a Nardo Grey gelcoat and faux teak transom and toe rail and is outfitted with a custom PBT hardtop.

Both Vikings are powered by twin MTU Series 12V 2000 M96X (2002MHP) engines and feature all the latest fishing equipment, including tuna tubes and omni sonar and electronics packages from the Viking subsidiary Atlantic Marine Electronics.





Where Legacy Meets Innovation



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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): 30" (.76 m)

FUEL CAPACITY: 541 g (2,048 l)

WATER CAPACITY: 49 g (185 l)

MAX ENGINE HP: 1,600 hp

LIVE WELL: 90 g (341 l)

V-46



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

LOA: 46' 7" (14.20 m)

BEAM: 13' 4" (4.10 m)

DRAFT

(Engines Up, Full Load): 35" (.9 m)

FUEL CAPACITY: 757 g (2,866 l)

WATER CAPACITY: 70 g (265 l)

MAX ENGINE HP: 2,400 hp

LIVE WELL: (2) 54 g each (204 l)

V-55



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

LOA: 55' 7" (16.90 m)

BEAM: 15' 6" (4.70 m)

DRAFT

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

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

WATER CAPACITY: 125 g (473 l)

MAX ENGINE HP: 3,000 hp

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

V-55 SP



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

LOA: 55' 7" (16.90 m)

BEAM: 15' 6" (4.70 m)

DRAFT

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

FUEL CAPACITY: 1,100 g

WATER CAPACITY: 150 g

MAX ENGINE HP: 2,400 hp



V-28 BAY



From stern to bow, the V-28 is designed to make your own luck.

LOA: 28' 1" (8.56 m)

BEAM: 9' 3" (2.82 m)

DRAFT

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

FUEL CAPACITY: 130 g (492 l)

WATER CAPACITY: 28 g (106 l)

MAX ENGINE HP: 600 hp

LIVE WELL: (2) 25 g each, AFT (95 l)
(1) 28 g, FWD (106 l)

V-29 HYBRID



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

LOA: 29' 6" (8.99 m)

BEAM: 9' 8" (2.95 m)

DRAFT

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

FUEL CAPACITY: 180 g (681 l)

WATER CAPACITY: 40 g (151 l)

MAX ENGINE HP: 600 hp

LIVE WELL: (2) 28 g each, AFT (105 l)

BILLFISH



38|O BF

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

LOA: 38' 8" (11.79 m)

BEAM: 14' 0" (4.27 m)

DRAFT: 3' 5" (1.04 m)

FUEL CAPACITY: 460 g (1,741 l)

WATER CAPACITY: 69 g (261 l)

COCKPIT: 109 sq ft (10.10 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 (10.10 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 (13.00 sq m)

44|O



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

LOA: 45' 1" (13.74 m)

BEAM: 16' 4" (4.98 m)

DRAFT: 4' 5" (1.34 m)

FUEL CAPACITY: 825 g (3,122 l)

WATER CAPACITY: 120 g (454 l)

COCKPIT: 119 sq ft (11.10 sq m)

44|C



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

LOA: 45' 1" (13.74 m)

BEAM: 16' 4" (4.98 m)

DRAFT: 4' 8" (1.42 m)

FUEL CAPACITY: 825 g (3,122 l)

WATER CAPACITY: 120 g (454 l)

COCKPIT: 119 sq ft (11.10 sq m)

48|O



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

LOA: 49' 1" (15.00 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 7" (1.40 m)

FUEL CAPACITY: 970 g (3,672 l)

WATER CAPACITY: 178 g (674 l)

COCKPIT: 124 sq ft (11.50 sq m)

48|C



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

LOA: 49' 1" (15.00 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 8" (1.42 m)

FUEL CAPACITY: 970 g (3,672 l)

WATER CAPACITY: 178 g (674 l)

COCKPIT: 124 sq ft (11.50 sq m)

54|ST



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

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 10" (1.47 m)

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

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.30 sq m)

54|C



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

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 11" (1.50 m)

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

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.30 sq m)

58|C



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

- LOA:** 58' 11" (17.96 m)
- BEAM:** 17' 9" (5.41 m)
- DRAFT:** 5' 0" (1.52 m)
- FUEL CAPACITY:** 1,502 g (5,686 l)
- WATER CAPACITY:** 207 g (784 l)
- COCKPIT:** 165 sq ft (15.30 sq m)

64|C



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

- LOA:** 63' 10" (19.46 m)
- BEAM:** 18' 11" (5.77 m)
- DRAFT:** 5' 7" (1.70 m)
- FUEL CAPACITY:** 1,850 g (7,003 l)
- WATER CAPACITY:** 302 g (1,143 l)
- COCKPIT:** 180 sq ft (16.70 sq m)

68|C



This tournament ready battlewagon 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' 6" (1.68 m)
- FUEL CAPACITY:** 2,015 g (7,627 l)
- WATER CAPACITY:** 344 g (1,302 l)
- COCKPIT:** 176 sq ft (16.40 sq m)

72|C



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

- LOA:** 72' 8" (22.15 m)
- BEAM:** 20' 0" (6.10 m)
- DRAFT:** 5' 9" (1.75 m)
- FUEL CAPACITY:** 1,997 g (7,559 l)
- WATER CAPACITY:** 372 g (1,408 l)
- COCKPIT:** 209 sq ft (19.40 sq m)

82|C



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

- LOA:** 82' 11" (25.27 m)
- BEAM:** 21' 5" (6.53 m)
- DRAFT:** 5' 9" (1.75 m)
- FUEL CAPACITY:** 2,671 g (10,111 l)
- WATER CAPACITY:** 425 g (1,609 l)
- COCKPIT:** 229 sq ft (21.30 sq m)

90|C



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

- LOA:** 90' 0" (27.41 m)
- BEAM:** 23' 2" (7.05 m)
- DRAFT:** 5' 11" (1.80 m)
- FUEL CAPACITY:** 3,801 g (14,388 l)
- WATER CAPACITY:** 480 g (1,817 l)
- COCKPIT:** 224 sq ft (20.80 sq m)

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Pat Healey, President and CEO, Viking Yachts

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HISTORIC HOLIDAY

Princess Yachts America's Spring Owners Holiday Brings a Record Number of Princess Yachts to the Pink Sand Shores of Harbour Island in the Bahamas.

This past May, Princess Yachts America again hosted their annual Princess Spring Owners Holiday in magnificent Harbour Island at the incredible Valentines Resort and Marina. The event marked the 22nd Owners Holiday since Princess Yachts America began hosting them twice annually in 2012 and was the largest gathering of Princess owners to date with 52 Princess Yachts in attendance and a group of owners,

guests, staff, dealers and vendors totaling nearly 500 attendees.

After some help navigating the infamous Devil's Backbone from local pilot "Lil' Woody," owners and guests were greeted with a traditional island cocktail and gift bag of custom Princess branded items to help them settle for the long weekend. The festivities kicked off with a welcome

celebration with hors d'oeuvres and cocktails on the dock highlighted by fireworks over the marina to close out a memorable first day.

A full breakfast buffet was in order to fuel everyone for a busy second day that offered a range of activities including a competitive pickleball tournament held at the picturesque Dunmore resort, as well

as a painting class hosted by a local artist. Undoubtedly, the highlight of the day was the second running of the Harbour Island “Knot So Grand” Prix poker run/golf cart decorating extravaganza. Participants were invited to decorate their golf cart, visit five local destinations around Harbour Island to collect a poker hand, then perform a song or skit at the event’s finish line where each golf cart was displayed for a “Concours de Knot So Elegance” review and cocktail party. A panel of guest “celebrity” judges evaluated each entry based on several categories, and a fantastic time was enjoyed by both the participating teams and the onlookers.

Day three of the event saw over 400 chairs and nearly 100 umbrellas set up for an incredible beach day on the pink sands of Valentines Beach. Guests were treated to food, refreshments and live music and had the opportunity to try paddleboarding, kayaking, horseback riding and the latest underwater toys from SeaBob. Shoreside games including four square, spike ball, yard

pong and volleyball provided the perfect precursor to the ever-competitive egg toss competition. Following a full day of beach fun, guests had time to unwind and explore the many outstanding culinary options that Harbour Island has to offer.

The event’s fourth day offered a charcuterie class taught by a local food artisan, with the rest of the day open for exploring the many excursion options available around Harbour Island such as swimming with the pigs, feeding sea turtles, snorkeling, diving, fishing and guided eco-tours. As the sun set, a full course dinner complete with bottles of wine and bubbly was delivered to each Princess. Then, with owners and guests well fed, a traditional Bahamian Junkanoo parade wound its way through the marina to lead everyone to a dockside celebration to close out the event.

World-class destinations such as Harbour Island are such an important part of the cruising lifestyle, and Valentines Resort and Marina provided a fantastic venue to

enjoy the best of The Bahamas. Princess Yachts America was pleased to welcome dealer representatives from Bluewater Yacht Sales, Galati Yacht Sales, HMY Yacht Sales and SI Yachts who were on hand to support customers at the event. Additional support from Princess Yachts, Atlantic Marine Electronics, Bluewater Chairs, Canvas Designers, Complete Marine Freight, Harrington Marine Services, Marine Solutions, Ocean Medic, Quickstep Marine, Scarano Marine (MAN Engines), SeaBob, Spot Zero, Volvo Penta USA, Williams Tenders and 411 Boat, Inc. helped make the event a resounding success.

Look for the Princess Yachts America fleet of owners this summer as they head to Block Island, Rhode Island, for the Princess Summer Owners Holiday the end of July! If you own a Princess and would like to join in on the fun, email Melissa DiMarco at mdimarco@pyamerica.com for more information and to register for upcoming Princess Owners Holidays. 🌟



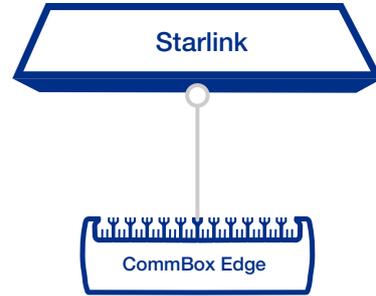


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BY CAMERON J. RHODES

As published in Marlin April/May 2024

INSIDE THE VIKING DEMO PROGRAM

SETTING RECORDS, MAKING CAREERS AND CEMENTING RELATIONSHIPS, ONE FLAGSHIP AT A TIME

On a breezy day in June, *Viking 64*—her right rigger full of flags—rounded the corner of the Intracoastal Waterway as the boat approached Toler's Cove Marina in Mount Pleasant, South Carolina. The spartina grass on either side of the saltwater creek's edge glowed fluorescent green in the afternoon sun, and the humid haze of a Lowcountry summer hung low and thick around the boat's gleaming hull. Those driving across the nearby drawbridge might have assumed that the Viking Yacht Co.'s demonstrator team had placed in yet another tournament. Instead, the crew had just set an unofficial state record for blue marlin releases in a single day. Celebrating accordingly, the demo crew had just made history, a standard that Viking Yachts considers a fundamental component of company culture.



The Viking demonstrator program is one of the most widely recognized sport-fishing operations of its kind, with a long list of outstanding tournament performances and boat sales tied to its storied title. Pat Healey, Viking's president and CEO, oversaw the establishment of the program 40 years ago; since then, not only has he watched it foster strong relationships with new and returning customers, but he's also seen the operation build character and lifelong careers. While it's now become a critical pillar of the company's success, with a full-time captain and two full-time mates who travel the globe aboard the company's most advanced builds, Viking's demo program didn't quite start that way.

THE FOUNDING OF A WORLD-CLASS PROGRAM

Healey first learned the value of these programs while working as a part-time mate aboard another company's demo boat. Fresh out of high school, he'd spend the week working at Viking Yachts, which his father and uncle owned and operated. Then, on the weekends, he'd head out on *ViCat*, a Viking build that the local Caterpillar dealer used as a demonstrator. "While working on the *ViCat*, I started to see the benefit of having a boat available during the summer months that Viking could use to test new systems and to showcase new models to customers," Healey recalls. "That's when I started talking to my dad and uncle about the possibility of us building a demo boat."

At the time, Viking built cruisers. Healey's father and uncle had little interest in the fishing market. He, on the other hand, couldn't resist the sport. In 1978, Healey's father and uncle finally agreed to expand Viking's suite of cruising models to include boats optimized for fishing. "We built a 40-footer with turbos and a Bimini top that we used during tournaments and for fun fishing," Healey says. "I ran the boat for a couple of summers with a group of other young mechanics and sales guys who worked at the plant. After 150 hours each summer over two years, we started gaining success and attention with the fishing models."

By 1984, Drew McDowell had taken over the helm of the demo program, a position he'd hold for the next 19 years. With the

new operation in place, Viking's team was able to compete at an entirely different level. Soon, leadership expanded the program to have a demo boat operating year-round. Meanwhile, Viking's designs continued to evolve and adapt to the demands of the sport-fishing industry. The boats got bigger, and the systems grew more complex. To date, the company has fished 50 different demo boats ranging from 46 to 92 feet. Over the program's 40-year history, those 50 boats have been critical hubs for owners, captains and mates to socialize and exchange ideas.

In his many years as demo captain, McDowell was responsible for boat design, testing, sales and, of course, tournament fishing. It was a big job and one that required world travel. In 2003, McDowell moved into a full-time position with Viking Marine Group's newest endeavor, Palm Beach Towers.

In 2004, Capt. Ryan Higgins found himself at an interview that would determine the course of his life. "I was 24 at the time, and my interview with Viking was running the 65 demo during the Buccaneer Cup," Higgins says. "We had an incredible tournament, which led to a job opportunity with Viking. I told Pat and Don Gemmell, another former demo captain and longtime member of Viking's design team, that I wanted to be part of the design of the product, not just the demo program. Pat brought me up to New Gretna [New Jersey] to learn the product firsthand and work on the production line. I worked every stage of the line for the build of Hull No. 1 of the flagship 74 convertible. It was the best learning experience of my life."

A few years into his career on the production line and as a mate aboard the demo program, Higgins moved up to the bridge as Viking's demo captain. He'd hold that position for 15 years and in that time would also take on responsibilities as the demo program manager, a job that handles the administration and communication related to the operation. Much like McDowell, Higgins eventually moved into another position in the company. He's now the Southeast sales manager for Viking

Yachts and general manager for Valhalla Boat Sales, another division of Viking Marine Group.

The demo program has created an impressive pipeline for Viking. When they're ready for it, the program's crewmembers have been able to step away from full-time fishing jobs into other fulfilling industry-leading positions. McDowell, Gemmell and Higgins are examples of the caliber of employees that the program has fostered and built, all while promising vertical growth. That kind of climate is tough to find in all industries, and sport fishing is no different. And it was that high-profile career pipeline that locked in Viking's newest crew.

FORMING THE CREW

New Jersey might be home to Viking Yachts, but the company's demo program now boasts a full-time crew of fishermen born and raised in the South. Capt. Sean Dooley took the helm in 2021, with mates West Rivers and Thomas "Smalls" Garmany coming on board shortly afterward. They've proved themselves a formidable team, just as equipped to compete with the best as they are to talk trash to each other. They're extremely talented and wildly fun, with a mix of Southern grit and charm that Viking welcomes.

Although he now lives in Charleston, South Carolina, Dooley got his start working on charter and private boats in his hometown of Wrightsville Beach, North Carolina. Once he graduated from college, he worked as a mate for more than a decade, traveling to premier fishing destinations around the world. Dooley took his first turn as a captain in 2016 on a 63-foot Scarborough called *Jackpot*, a new program that would spend most of its summers fishing the South Carolina circuit with Garmany in the cockpit. Dooley and Garmany, who consider each other brothers, would ultimately lead that team to win the South Carolina Governor's Cup Billfishing Series in 2019.

When Dooley was ready for something new, he got a call from a friend about a potential job opportunity and reached out to Higgins to see if he'd be one of his references. That call opened the door to an entirely unexpected and exciting opportunity for

"I RAN THE BOAT FOR A COUPLE OF SUMMERS WITH A GROUP OF OTHER
YOUNG MECHANICS AND SALES GUYS WHO WORKED AT THE PLANT.
AFTER 150 HOURS EACH SUMMER OVER TWO YEARS, WE STARTED GAINING
SUCCESS AND ATTENTION WITH THE FISHING MODELS."

—Pat Healey, Viking's president and CEO

A photograph showing three people on a boat fishing. They are wearing white t-shirts with the Viking logo. The boat is moving through the water, leaving a white wake. The sky is clear and blue.

Since its inception, the Viking demo program has been about fishing—to ensure the company continued to build some of the finest sport-fishers in the world.

"WE HAD AN INCREDIBLE TOURNAMENT, WHICH LED TO A JOB OPPORTUNITY WITH VIKING. I TOLD PAT AND DON GEMMELL, ANOTHER FORMER DEMO CAPTAIN AND LONGTIME MEMBER OF VIKING'S DESIGN TEAM, THAT I WANTED TO BE PART OF THE DESIGN OF THE PRODUCT, NOT JUST THE DEMO PROGRAM."

—Capt. Ryan Higgins

Dooley: a shot at becoming Viking's demo captain. It was a career move he couldn't pass up, so he made the trip to Palm Beach the next morning to interview with some of the demo program's longest-running members: Healey, Gemmell, McDowell and Higgins. "When you're considering any new job, you never really know what you are getting into," Dooley says. "I'd known all of those guys for a long time, but not on a personal level. It turned out to be a hell of an interview. For two hours we talked about all kinds of things. It was all just so comfortable and easy, which helped me to make my decision when they offered me the job."

As the captain, Dooley was given the freedom to select his mates for the program. Garmany was tied up in prior commitments to other boats, and Dooley needed someone to sign on right away. He lucked out when he learned that Rivers, Garmany's childhood friend and the longtime mate aboard *Fa-La-Me*, was looking to make his next career move. Rivers was a natural fit for the program. Not only did the Charleston native have great experience already under his belt after fishing with prominent programs such as *Rookie IV*, *Caramba* and *Fa-La-Me*, but he also had the foresight to see the bigger picture. Rivers recognized that taking a job with the Viking demo program was not just a great opportunity, but it also offered potential longevity.

Garmany, however, still had some reservations about the job even after his schedule opened up. The exceptionally talented mate grew up fishing with his dad, Capt. Bobby Garmany, in Charleston. He's worked for big-name programs such as *Big Oh*, *Outlaw* and *Fish Tank*. So when Dooley came to him with an opportunity to join the demo program, he wasn't sure he was ready for a corporate gig. "Dooley sat me down and told me that this was what we needed to do together, that this was the right next move for our careers. He told me it was the best job in the industry. And he was right."

Ordinarily, a captain and mate have years to get to know a boat, but that's not the case for the demo crew. With boats cycling in and out of the program every three months or

so, the demo boys never stop running. "One of the hardest things about it is having to switch out boats so often," Dooley explains. "Each year we have a winter boat and a summer boat. Then, every other year, in addition to our one winter boat, we have two boats—an A boat and a B boat—operating at the same time in the summer, so there are a lot of moving parts to manage."

That efficiency would come with perks for the crew. "Pat told us that the more we are willing to change boats, the more we get to go fishing," Rivers explains. "Since we can't put too many hours on a demo before it sells, if we want to get on the water every day, then we have to be ready to make those transitions. It's a lot of work on the side, but we can load and unload a boat in a single day now."

Fishing has always been a priority for Dooley, Rivers and Garmany. While Healey enjoys a day or two of downtime, he knows that his demo crewmembers are always chomping at the bit to head offshore. "I call them my thoroughbreds," Healey says. "I can't have them sitting around too long. We have to go out and run 'em."

Each of those prized horses brings very different skills to Viking's demo team. "Sean has the desire to catch more fish than everyone else, whether or not he's in a tournament," says Higgins. "He's been a great addition to the demo team, and his success in just a short amount of time has been impressive." Healey agrees and says, "Sean is loved by everybody. He's always bopping around the docks and networking. He does a great job getting us on the fish, keeping the boat in excellent condition and running the program."

While Dooley leads the program, Rivers steps in to run the B boat whenever Viking has two demos fishing at the same time. He's widely recognized as a voice of reason among the three friends. Wholly professional and self-aware, he acknowledges that Garmany is one of the best fishermen working today, and he's mature enough to realize that Garmany's talents don't diminish his own. He fills in where he's most needed, and that's why he's become such an enormously valuable

From top left: Capts. Don Gemmell, Ryan Higgins, Sean Dooley and West Rivers are all a significant part of the rich history of the program, as Rivers and Dooley continue to write those pages even today. Below: *Viking 64* with a record-setting blue marlin release day off South Carolina.



A large white fishing vessel is shown from a side-on perspective, moving across the ocean. The boat has a complex rigging system with multiple masts and antennas. In the background, a shark is breaching the water, creating a splash. The sky is blue with some light clouds.

“SEAN IS LOVED BY EVERYBODY. HE’S ALWAYS BOPPING
AROUND THE DOCKS AND NETWORKING. HE DOES A
GREAT JOB GETTING US ON THE FISH, KEEPING THE BOAT
IN EXCELLENT CONDITION AND RUNNING THE PROGRAM.”

—Pat Healey, Viking’s president and CEO

While it’s an incredible responsibility to keep multiple vessels traveling and fishing while also maintaining them in boat-show-ready condition, the demo team remains up for the challenge each season.

cornerstone of Viking’s team. “West was all in and committed immediately,” Healey says. “He’s always so focused and organized. He’s the glue that holds everything together.”

And then there is Garmany, an impossibly charming fisherman with a disarming laugh and a sense of humor akin to a hound on the trail. “Smalls is one pot-stirring son of a gun,” says Healey with a laugh. “But I’ve never seen a set of eyes on anybody like that.” Higgins agrees: “To say he is incredible in the cockpit is an understatement. He is always thinking and is faster than anyone I’ve ever seen. He is, hands down, one of the best.”

WORLDWIDE OPERATIONS

Since taking the demo captain job, Dooley has absorbed the demo program manager responsibilities as well. In addition to managing the boat and addressing maintenance and fishing needs with the help

of Rivers and Garmany, Dooley is now in charge of coordinating the program’s busy schedule. The crew splits time between boat shows, tournaments and international fishing destinations for more than 300 days of the year.

The tournament fishing team includes Viking’s upper management and members of the sales, design and engineering teams. But when fun fishing, the potential guest list expands. “First, Pat fills up whatever dates he’s able to fish with us,” Dooley explains. “Then we open up our calendar to the broker network with a mass email to all of our dealers, potential clients and past clients who are looking to purchase a bigger build or those who have been recurring buyers for years.”

Viking’s demo program offers brokers and their clients front-row access to one of the world’s most professional fishing operations.

“The Viking demo crew helps to sell Viking’s customizable product,” explains HMY Yacht Sales’ Tim Gredick, who recently sold two demo boats and whom Healey describes as having used the demo program perfectly. “A team of that caliber showcases how best to use the tool and sets the standard for the kind of crew an owner might like to have in their program. Sean, West and Smalls make clients comfortable, answering questions and showing them a good time, all while proving the outstanding performance that Viking offers.” And that’s the real purpose of the program: to effectively show and sell world-class boats.

The question of who gets to fish the demo boat is almost just as important as where to send the boat next. The program matches the demo to the fishery and the customers in the area, so mapping out a year’s worth of builds requires careful planning. “Sean and his team always want to be where the bite



is, and that's what I love about them," says Higgins. "Since they've come on board, the demo has been spending time in Bermuda, Cabo, Mag Bay, the Dominican Republic and several other great spots. And Pat's sons, Justin and Sean Healey, are members of the demo fishing team as well, representing the next generation."

Throughout a build, the current demo team also gets to offer their input on flagship designs and features for the engineers to consider, exchanging ideas and testing new models with the common interest of

ensuring the best possible product. "We get to sit in on meetings and give feedback to the engineers," Garmany says. "I'm getting to see all these aspects of the business that I've never been a part of before, which is pretty cool." Rivers adds, "It's been clear from the beginning that this company is Pat's family. He takes care of the people around him, and he fully trusts us, which is important in any job. It's great to be part of it all."

As Viking's demo crew continues to tack on accolades around the world, maintaining

the notoriety Healey is proud to have seen develop over the program's history, he can't help but look ahead. "Sean, West, and Smalls are all such incredible fishermen. They're a breed all to themselves," he says. "When they first came on, I told all of them that this can be a lifetime job if they want it. I can see that they're proud to be the demo crew. They're all in. And maybe 10 years or so down the road, when they're ready, they'll bring in another crew. And then we'll get to do this phenomenal cycle all over again." 🐟



ABOUT THE AUTHOR

Cameron J. Rhodes is the owner of The Buckskin Billfish, a company that offers press and photography services for the outdoor and fishing communities. She is also the official photographer and social media coordinator for the South Carolina Governor's Cup Billfishing Series.

VIKING KEY WEST CHALLENGE

Celebrating 10 Years
of Family, Fishing and Fun!





Over 50 Viking and Valhalla owners converged on the sun-kissed Conch Republic this past April to not only partake in four days of fun and lively fishing but also to celebrate Viking's 60th Anniversary and the Viking Key West Challenge's 10th edition.

"These tournaments are about camaraderie, a little competition, great dinners together and lot of fun," Viking President and CEO Pat Healey said during the Captains' Meeting at Dante's Key West. "I want to thank all of you – the largest group we've ever had in our 10-year history, and it's on our 60th anniversary. Wow!"

Presented by Christi Insurance Group and Travelers Insurance, this year's Viking Key West Challenge (VKWC) was all about the kids. The top three anglers were all juniors and 10-year-old Piper Hatcher claimed Top Angler, Top Female and Top Junior Angler. She needed her dad Chris Hatcher to help her tote all her awards back to their Viking 58 *Salt Shaker!* When asked what her secret is? "Keep it tight," she shared.

The Viking 61 *Right Choice* was the Grand Champion releasing 11 sailfish and weighing two kingfish and a pair of tuna at the Spot Zero Weigh Station. Second Place overall finisher was the V-41 *Papa's Pilar* and 3rd Place went to the Viking 72 *Magic Hour*.

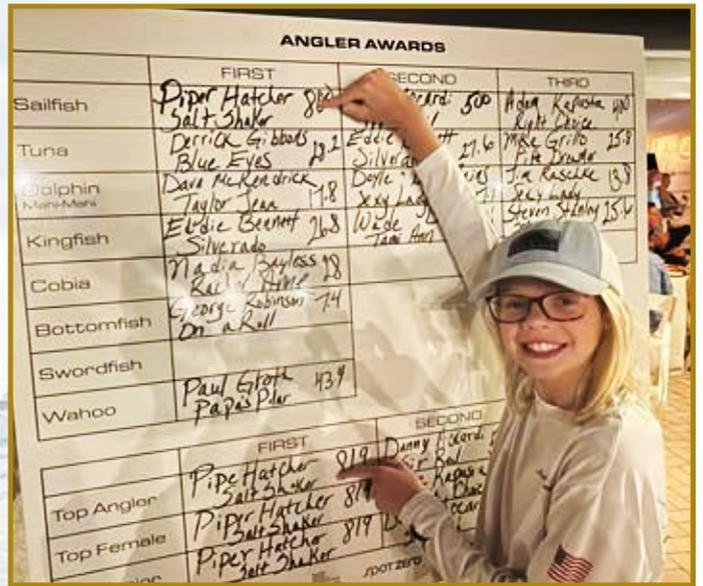
"It's priceless to see all the smiling faces," said Pat, who was on the docks giving thumbs ups and slapping high fives. "It's absolutely the best."

And while it's not a money tournament, the VKWC has incredible partners who donate amazing prizes – almost \$40,000 worth. In a random drawing, the top prize of a GOST Global Tracking and Security Monitoring package worth \$7,500, went to *C-Student*, a Viking 66; a Spot Zero Mobile Pro Unit valued at \$7,000 went to 1st Place team *Right Choice*; and a \$5,000 Switlik Coastal Passage Raft was awarded to Top Angler Piper Hatcher. Other fantastic prizes were from FLIR, Simrad, Seatronx, Garmin, Furuno, Icom, KVH, SiriusXM, The Dean Company and Yeti as well as others.

More than 80 of Viking's vendors sponsored the VKWC, supporting event functions, such as the Captains' Meeting (Foley Cat), Thursday Dinner (MAN Engines) and Awards Dinner (Christi Insurance Group and Travelers Insurance). Johnson & Towers/MTU sponsored the Pool Party, while the Kids Dock Tournament was supported by the The Billfish Foundation. Several companies provided assistance for the Duval Street Poker Run.

But as the VKWC tagline says – it's "More Than Just Fishing!" In fact, a few boats come just for the party. From the Kids Dock Tournament to the Lay Day Barbecue Pool Party to lavish Awards Dinner under the stars, there is plenty to do at the VKWC. So, mark your calendar for the 2025 edition April 9 – 13, 2025. Book your slip at your favorite Key West marina then email marketing@vikingyachts.com to get on the list. 🐟


More than just fishing!



TEAM AWARDS			
	FIRST	SECOND	THIRD
Sailfish	Right Choice 1,100	Badfish 1,000	Magic Hour 1,000
Tuna	Pipe Dreamer 69.6 lbs.	Mother of Pearls 55.6 lbs.	Magic Hour 51.6 lbs.
Dolphin Mahi-Mahi	Sexy Lady 86.2 lbs.	Taylor Jean 17.8 lbs.	Checkmate 16.2 lbs.
Kingfish	Miss Carrie 46.4 lbs.	Team Harvey 37.6 lbs.	Right Choice 28.8 lbs.
Cobia	Rachel Anne 21.0 lbs.		



GRAND CHAMPION

Right Choice 1,171

ANGLER AWARDS			
	FIRST	SECOND	THIRD
Sailfish	Piper Hatcher 800 Salt Shaker	Danny Accardi 500 Sir Reel	Adam Kapusta 400 Right Choice
Tuna	Derrick Gibbons 28.2 lbs. Blue Eyes	Eddie Bennett 27.6 lbs. Silverado	Mike Grillo 25.8 lbs. Pipe Dreamer
Dolphin Mahi-Mahi	Dave McKendrick 17.8 lbs. Taylor Jean	Doyle "Bud" Rains 17.4 lbs. Sexy Lady	Jim Raschke 13.8 lbs. Sexy Lady
Kingfish	Eddie Bennett 26.8 lbs. Silverado	Wade Baker 26.4 lbs. Tami Ann	Steven Stanley 25.6 lbs. Miss Carrie
Cobia	Nadia Bayless 28.0 lbs. Rachel Anne		
Bottom Fish	George Robinson 7.4 lbs. On a Roll		
Wahoo	Paul Groth 43.4 lbs. Papa's Pilar		



	FIRST	SECOND	THIRD
Top Angler	Piper Hatcher 819 Salt Shaker	Danny Accardi 522.8 Sir Reel	Adam Kapusta 441 Right Choice
Top Female	Piper Hatcher 819 Salt Shaker	Lucie Kapusta 430 Right Choice	Nadia Bayless 351.2 Rachel Anne
Top Junior	Piper Hatcher 819 Salt Shaker	Danny Accardi 522.8 Sir Reel	Adam Kapusta 441 Right Choice





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CAPTAINS' MEETING

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VIKING YACHT SERVICE CENTER MAKING MOVES

The Florida team is excited to have a new Marine Travelift with a 150-metric ton capacity. This unit provides the latest technologies and innovations and joins a Marine Travelift 150-ton boat hoist as well as a marina forklift. It resides at the Viking International Yard, which is an extension of the Viking Yacht Service Center.

“With this new Travelift, we are able to get customer boats into service and back on the water as quickly as possible,” said Ray Connolly, Director of Customer Service. In order to service more customers at once, in the most efficient manner, the new machine is equipped with a wireless remote control and Marine Travelift’s patented All Wheel Electronic Steering (AWS) system. “The remote and steering system have allowed us to safely utilize more space at the Service Center.”

The AWS option features five modes of steering, including carousel and crab, which

is invaluable when operating in tight spaces and has already proven to be a great asset. “The addition of a Travelift with AWS has been a game-changer,” said Ray. “Not only can we maneuver more effectively but we can also store more boats in the same footprint.”

Having the wireless remote allows the operator to move freely around the machine and vessel, providing unmatched visibility without the assistance of spotters. The remote comes with an LCD display which supplies load information and engine parameters, similar to the cab display. “The operator can control the lift in tight quarters safely and with ease,” said Ray.

This brings the Viking Marine Group’s Travelifts to a total of seven across the various facilities. “It’s been a great experience,” says Ray. “The customer service has been outstanding.”



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VIKING YACHTING CENTER

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The Viking Yachting Center is all you need to enjoy your time on the water. From an apparel boutique to a repower center and even a place to grab a bite with live music, the Yachting Center is your one-stop marina.

Family friendly, the year-round, 32-acre protected marina offers seasonal and transient slips complete with a sparkling bathhouse, barbeque grills, picnic facility and even a refreshing pool. The modern floating docks and deep-water slips are home to a fleet of happy boaters, many of whom dry dock at the Yachting Center over the winter.

The Service Team at the Yachting Center is Viking-trained and ready to assist. This skilled operation can repower your vessel, install or retrofit a bow thruster and they are a certified Seakeeper installation center. Routine maintenance like bottom painting, general cleaning and waxing are offered as is running gear, wood and fiberglass repair. If you need work done, the Service Team has you covered.

A host of Viking subsidiaries also call the Viking Yachting Center home. Atlantic Marine Electronics (AME) and Palm Beach Towers (PBT), industry leaders, each have a location at The Yachting Center. AME brings the highest level of quality

and care to every customer with state-of-the-art navigation, communication and entertainment packages. PBT is your source for tuna towers, express towers, marine aluminum fabrication and hardtops.

Valhalla Boat Sales (VBS), another arm of the Viking Yacht Company, is also part of The Yachting Center family. A full-service dealership, VBS sells both new and pre-owned vessels and is New Jersey's No. 1 dealer of Contender high-performance center consoles. Sportsman Boats is part of the fleet and of course, they are the exclusive dealer for Valhalla Boatworks V Series, the ground-breaking center console line built by the Viking Yacht Company.

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

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



VIKING YACHTING CENTER

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609.296.2388

vikingyachtingcenter.com

ATLANTIC MARINE ELECTRONICS

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atlantic-me.com

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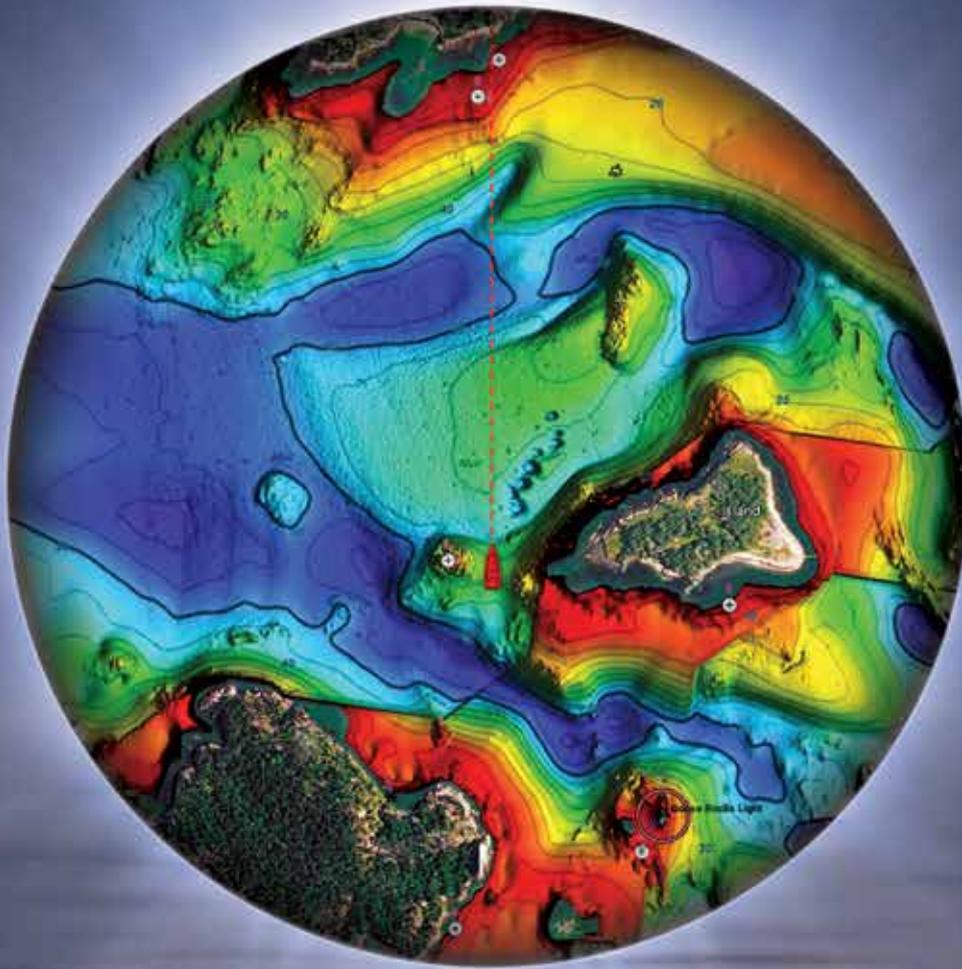
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VALHALLA BOAT SALES EXPANSION UPDATE

Palm Beach County (FL) Sales and Service Facility Scheduled
to Open in Winter 2025

“This is going to be a first-class
facility that will be a huge asset
for our owners.”

– Pat Healey

Viking’s President and CEO



The Valhalla Boat Sales (VBS) Florida expansion is moving along at a brisk pace, with the grand opening of the VBS Showroom and Service Center coinciding with the Viking and Valhalla VIP Boat Show in early 2025.

The \$13 million project in Riviera Beach, Florida, serves as the latest example of the Viking Marine Group’s (VMG) continuing growth as well as its commitment to responsible and highly useful community business development.

“We’re extremely excited,” said Viking Yacht Company President and CEO Pat Healey. “Combined with the resources of our adjacent waterfront Viking Yacht Service Center (VYSC), this new upscale development will be one of the largest outboard boat sales and service facilities in the country.”

Immediately inland from the VYSC, the two-story 30,000-square-foot complex will consist of two showrooms – one indoor and another indoor/outdoor – showcasing Valhalla Boatworks, Contender and Sportsman boats. The two showrooms combined will hold 30-plus boats (depending on size), with additional space for 12 more boats outside the main entrance.

Located at the northeast intersection of Broadway Ave. and East 15th St., the facility will also include ample office space for sales, service and support staff; an enclosed eight-bay service area with overhead crane; and a covered customer delivery area. The building will be an attractive, modern structure with a glass façade on three sides to enhance the visibility of the boats inside. The grounds' enhanced landscaping will feature expansive green spaces, and there

will be onsite customer parking as well as an adjacent 80-space staff and overflow fenced car lot to the south.

“This is going to be a first-class facility that will be a huge asset for our owners,” added Pat. “It will also strengthen the marine industry in Palm Beach County while raising the area’s overall appeal.”

In addition to facilitating new and brokerage boat sales, the VBS complex will provide a wide range of services and maintenance to Valhalla, Contender and Sportsman owners as well as other production brands. VBS will continue to utilize the VYSC’s in-water slips and boatyard equipment and machinery as needed.

“The project will be about 50 percent done in July,” says Jeff Staub, Viking’s Facilities Engineering Manager. “The roof, windows and doors will be completely installed,

making the structure watertight, and then the interior and mechanical work will begin. Things are looking good and we’re right on schedule.”

This will be the second showroom for Valhalla Boat Sales. The first, which opened in March 2023 in VBS’ New Gretna, New Jersey, location, features a glass exterior with excellent visibility from Route 9 that showcases upwards of 20 boats. It also has office space, a customer meeting alcove and features a pro shop with apparel and merchandise representing the various Viking Marine Group (VMG) brands.

Owned by the Viking Yacht Company, the VMG consists of Viking Yachts, Valhalla Boatworks, Princess Yachts America, the Viking Yacht Service Center, the Viking Yachting Center, Palm Beach Towers, Atlantic Marine Electronics and Valhalla Boat Sales. 🚢





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TOURNAMENT NEWS IN THE WINNER'S CIRCLE



Los Cabos Billfish Tournament

Cabo San Lucas, Mexico – October 16 - 18, 2023

The team fishing aboard *The Daddy Rabbit*, a Viking 58, were crowned the 2023 Los Cabos Billfish Tournament champions. Captain Angel Agundez Sandez, behind the wheel of owner/angler Dennis Hoods' boat, put his team on an incredible 140 striped marlin in three days. *Meshuga Fish*, a Viking 68 led by captain Jeffrey Stolarz, claimed 3rd Place honors with 110 striped marlin and one blue.



Bisbee's Los Cabos Offshore

Cabo San Lucas, Mexico – October 18 - 23, 2023

C-Student, a Viking 72, weighed the Heaviest Dolphin at the Bisbee's Los Cabos Offshore. Ian Megarity's fish registered 50.2-pounds on the scale. The 2nd Place Tuna went to Mike Wells and his 149-pound yellowfin. He was fishing on the Viking 62 *Chasin' Tail*.



Dust'em Off Sailfish Warmup

Palm Beach, Florida – November 29 - December 3, 2023

Forty-five boats kicked off the winter sailfish season with the Dust'em Off Sailfish Warmup out of Palm Beach, Florida. Todd Willard's Viking 48 *Fish On* released four sailfish to claim 2nd Place Overall Boat. Captain Andrew Dotterweich put Josh Jasper and Austin Rowe each on a pair of sails for the honors. In the Pro Division Viking went one, two and three with *Fish On*, the Viking 68 *Odyssey* and the Viking 80 *Osb-It*, respectively.



888-POUND BLUEFIN

Warren Williamson was out for his first fun fishing trip on his new Viking 80 *Flat Dangerous*. The team spotted a huge school of tuna so captain George Gill relocated – along with their last four baits. “The school was massive,” said George. They hooked two big tuna but broke them off. The third spit the hook. Then, with the final bait, Warren got the bite and pinned an oversized circle hook in the corner of the bluefin's mouth. “It made a big hole in the water,” said mate Eddy Griffith.

Warren fought the fish for an hour before handing it off to Kole Melancon and then the mates took over. When *Flat Dangerous* put the fish on the scale in Destin, Florida, it clocked in at 888 pounds and measured 110 inches (over 9 feet!) long. The tuna would have been a new record (currently 827 pounds set in 2017) for the Gulf of Mexico, but they had more than one person on the rod. And all that meat? What the team didn't give away they donated to a local food bank.



RECORD BREAKER

Captain Chris Moward and the crew on Scott Crump's Viking 55 *Best Trait* were enjoying a day of fun fishing in the Gulf of Mexico when the bite that everyone dreams of hit. The blue marlin was hooked near an oil rig approximately 110 miles south of Orange Beach, Alabama. It ate a live blackfin tuna and took two hours to boat. The fish measured a massive 145.75" from the bottom of the jaw to the fork of the tail – and had a 62" wide tail. At the scale it clocked in at 1,145.6 pounds. This monster blue broke the Gulf of Mexico AND Alabama state records.

Angler Scott "Scooter" Anderson said, "It really hasn't sunk in yet. The trip wasn't going our way then we reorganized ourselves. The rest is history."

"Running out of places to pinch myself," said captain Chris. "I've been dreaming of a fish like this my entire life."



Pirate's Cove Sailfish Classic

Stuart, Florida – December 6 - 9, 2023

Alan Sadler's Viking 62 *Intents* covered the leaderboard at the Pirate's Cove Sailfish Classic. With captain Rhett Bailey at the helm, the team released six sails for 3rd Place Sailfish Overall, 1st and 2nd Heaviest Tuna at 18.01 and 17.34 pounds, 2nd Heaviest Kingfish and Michelle Keeney claimed Top Lady Angler Points. The Heaviest Kingfish was caught by the Viking 64 *Irish Goodbye* and the 2nd Heaviest Dolphin went to the Viking 68 *Why Knot*.



Pelagic Rockstar Offshore Tournament

Quepos, Costa Rica – January 11 - 14, 2024

Congratulations to Team Fish Tank/Galati for their back-to-back win at the 8th annual Pelagic Rockstar Offshore Tournament. The team was on top of the 91-boat fleet after two days of fishing the largest tournament in Central America. With captain Ben Horning at the wheel, the anglers released 40 sailfish for the win. Last year the team fished Galati Yacht Sale's Viking 64, but this year Chris and Laura Jessen (who contributed 15 sails) offered up their newly delivered Viking 64 *Fish Tank*.



Los Sueños Triple Crown Leg 1

Herradura Bay, Costa Rica – January 17 - 20, 2024

Fish Tank, a Viking 64 with captain Ben Horning at the helm, released a blue marlin and 71 sailfish to claim 3rd Place during Leg #1 of the Los Sueños Signature Triple Crown Billfish tournament.



Dust'em Off Sailfish Warmup

Palm Beach Shores, Florida – January 17 - 21, 2024

The Viking 48 *Fish On* took the 2nd Place Team honors during Operation Sailfish. Eight releases clinched the spot during Leg #1 of the Quest for the Crest Sailfish series. *Trophy Wife*, a Viking 52, was the 2nd Place Team and Karen McCann was the Top Lady Angler. Top Angler with five releases went to Matthew Rodriguez on the Viking *Priceless*. Markos Argiros, fishing on the Viking *Twin Reels* claimed Top Junior Angler. The Viking 54 *Olde Floridian* weighed the Heaviest Tuna.



Spice Island Billfish Tournament

St. George's, Grenada –
January 22 - 26, 2024

The Sabga family enjoyed some time on the podium at the Spice Island Billfish Tournament. Fished out of the Grenada Yacht Club, the Viking 80 *Afunday* released a blue marlin and 11 sailfish to claim 3rd Place on time. Forty-five boats from across the Caribbean formed the fleet.



Buccaneer Cup Sailfish Release Tournament

Palm Beach, Florida – January 23 - 27, 2024

With more than 40 boats in the mix, the Viking and Valhalla fleet rose to the occasion at the Buccaneer Cup Sailfish Release Tournament. Charles Brogdon's Viking 50 *Two Daze Off* claimed 2nd Place Overall Release and 2nd Place Dead Bait Boat with seven sails. Captain Scott Fawcett put Victor Ferrato on four of those releases which earned him Top Angler.

Captain Ryan Higgins led his team on the *Valhalla 55* to 3rd Place Overall Releases and 1st Place Live Bait Boat. The team released 10 sailfish.

Jeff Feuerman's Viking 55 *No Mercy* was the 2nd Place Live Bait Boat and also weighed the Heaviest Meatfish, a 26.4 kingfish. *Catch 23*, a Viking 80, was the 3rd Place Live Bait Boat. The 3rd Place Meatfish was caught on Frank Mazza's Viking 72 *Tami Ann*.



VIKING DEMO IN DR

Joe Coyle, a member of the Viking Sales Department and the Demo Program, was a part of a fishing adventure on the *Viking 68* in the Dominican Republic. “The trip was phenomenal,” said Joe. “It was slick calm which is unusual in December. My first day we went three for five on blue marlin, including a double header. There was non-stop action on mahi and barracuda, too. Back at the dock we donated the meatfish to the local mates and crew – they loved it! And the boat ran great, we cruised in and out at 30-plus knots.” Unfortunately, weather moved in and cut the demo's trip short in the Dominican but not before they released 58 blues, one white and five sails in under 20 days.



INTHEBITE

GULF CAPTAIN OF THE YEAR

Captain Chase Lake, at the wheel of Allen and Lisa Krake's Viking 72 *Team Supreme*, earned the esteemed title of *InTheBite's* Furuno Gulf Coast Captain of the Year due to an extraordinary season in the Gulf of Mexico. The team, including talented mates and a sonar operator, showcased a unique blend of individual expertise and strategy. Their incredible accomplishment at the Blue Marlin Grand Championship, where Alex Krake hooked six blue marlin in one day, highlights their exceptional teamwork and innovative angling strategies. This remarkable season, based on hard work, collaborative thinking and a strong ethos, rightly places Chase and *Team Supreme* at the pinnacle of sportfishing excellence. Congratulations!



International Masters Angling Tournament

Herradura Bay, Costa Rica – January 23 - 27, 2024

In 1963, John Rybovich, Jr. and his buddies created a tournament where the rules pitted man against fish without the assistance of a team. Sixty-one years later, those rules are honored by a confident group who learned that fishing can be a humbling experience. The International Masters Angling Tournament rules state that anglers cannot fish the same boat twice and they literally draw their boats right out of a bowl.

This year Lachlan Cheatham was crowned the Masters Champion by releasing the most fish overall on time. Second Place was awarded to JC Gonzalez who owns the Viking 68 *Pura Vida* – which took 2nd Place Boat. Carmine Galati was the 3rd Place Angler. The Viking 64 *Amarula Sun* was the 1st Place Boat and the 68 *Ohana* was 3rd. It was also a proud father-son moment as Viking's Pat Healey initiated his son Justin into the fabled Masters.



Los Sueños Triple Crown Leg 2

Herradura Bay, Costa Rica – February 23 - 27, 2024

Chris and Laura Jessen's *Fish Tank* team was back on the podium at the 2024 Signature Triple Crown in Los Sueños, Costa Rica. For Leg #2 the crew posted 84 sails for 2nd Place. "On the last day we didn't get a bite all morning then captain Ben Horning made a power move, and it paid off," said Laura.



Chub Cay Classic

Chub Cay, Bahamas – March 7 - 9, 2024

Bob Moss' Viking 80 *SandboB* claimed 2nd Place Boat at the 2nd annual Chub Cay Classic in the Bahamas. Third Place was awarded to James Adams' Viking 66 *Gunnslinger*. *Gunnslinger* also took the Top Lady Angler award while Bob Edwards' Viking 52 *Shakedown* weighed the Heaviest Meatfish.



Los Sueños Triple Crown Leg 3

Herradura Bay, Costa Rica –
March 13 - 16, 2024

Hot off a big win at the Pelagic Rockstar Offshore Tournament, Chris and Laura Jessen jumped right into the Los Sueños Signature Triple Crown on their Viking 64 *Fish Tank*. With captain Ben “Whitey” Horning at the wheel, the team stepped into the Winner’s Circle in all three legs ultimately claiming 2nd Place Overall.



In Leg I, the *Fish Tank* crew released a marlin and 71 sailfish to kick the tourney off with a 3rd Place finish. They came back in Leg II with 84 sails and a 2nd Place award. Leg III saw *Fish Tank* tally 65 sails, which cemented a 3rd Place win for the leg and 2nd for the series. “Incredible season for us on our new Viking 64! We placed in all three Los Sueños Legs,” said Laura. “We placed in four out of five tournaments in Costa Rica this year. Unfortunately, we had to drop out of the 5th tournament due to a medical emergency. Can’t thank our captain, crew and anglers enough!”

Chub Cay Invitational

Chub Cay, Bahamas –
April 11 - 13, 2024

The Guidry family’s Viking 72 *Team Harvey* was the 2nd Place Boat at the Chub Cay Invitational earlier this month. Top Lady Angler went to William Johnston’s Viking 80 *Wingman* and the team on Bob Moss’ Viking 72 *SandboB* weighed the Heaviest Meatfish.



Marina Pez Vela Open

Quepos, Costa Rica – April 12 - 13, 2024

Aileen and JC Gonzalez ended their season in Costa Rica on a strong note. Fishing on their Viking 68 *Pura Vida*, with captain Rudy Arguedas, the team released 14 sailfish to win the Marina Pez Vela Open. Aileen tallied four of those sails to claim Top Lady Angler. Teammate Kendal Owens released three for 2nd Place Lady Angler.

Second Place Boat was the Viking 61 *Caliente*. Captain Keith Banks put the team on a blue marlin and six sails. Ericka Sandi released two sails to take 3rd Place Lady Angler.



INTHEBITE INTERNATIONAL CAPTAIN OF THE YEAR

Captain Tony Carrizosa has won the *InTheBite* International Captain of the Year – for the second time! While many captains fish the same boat day in and day out, Tony and his team have a slightly different program. “Being part of Team Galati, we get a new Viking every tournament season,” Tony said. “Each year we find something we can do better. Viking does an amazing job giving us the best boat and the support to be competitive.”



**IF I TOLD YOU
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MADE IN A DUSTY WOODSHOP**



WOULD YOU BELIEVE IT?

Release
MARINE


WINTER SHOWCASE

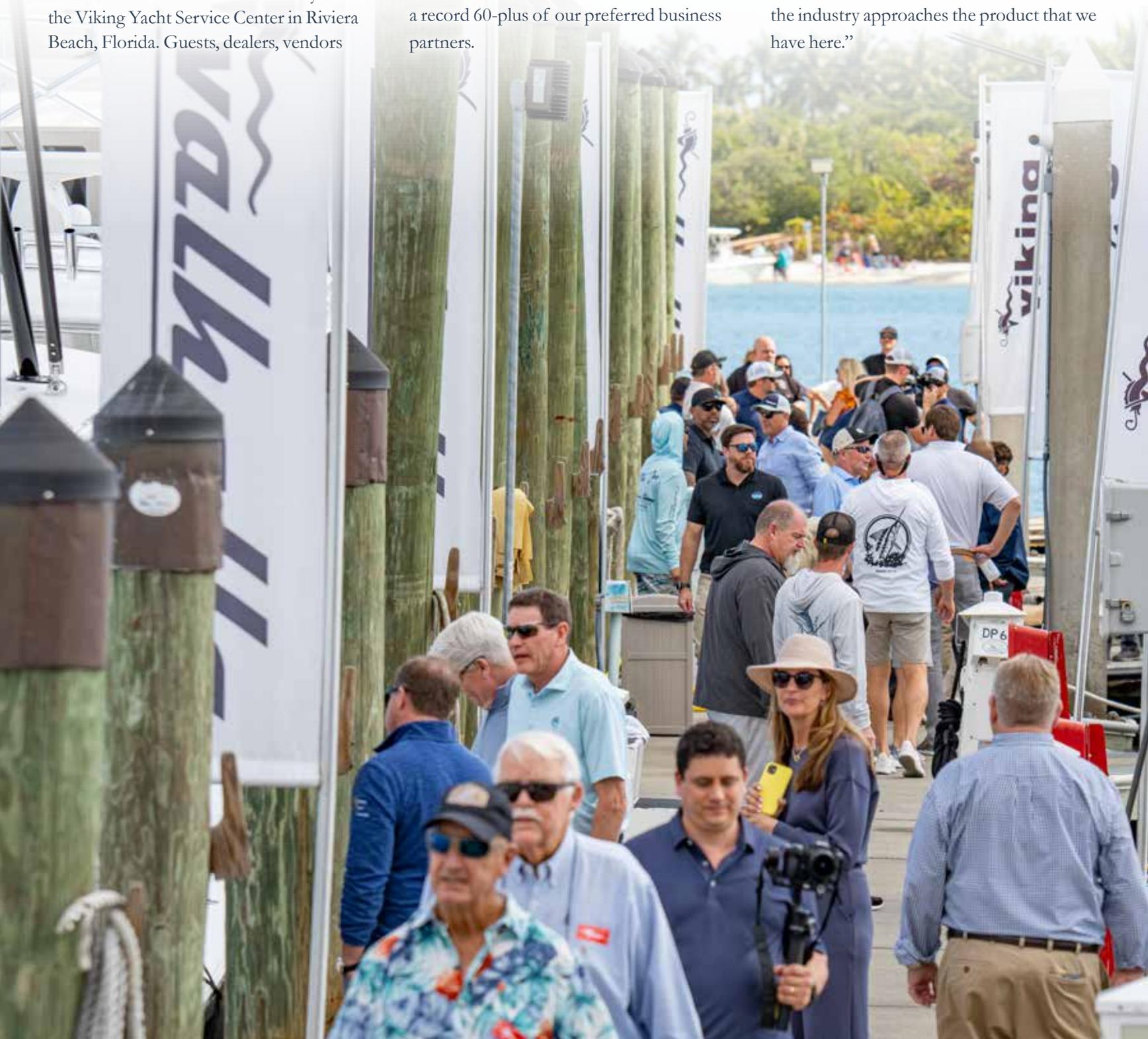
FOUR SHOWS, THREE NEW MODELS, TWO MONTHS

This past winter was a whirlwind! With four boat shows packed into two months and the introduction of three new models, this team was busy.

The season kicked off with the Viking and Valhalla VIP Show in our own backyard at the Viking Yacht Service Center in Riviera Beach, Florida. Guests, dealers, vendors

and media gathered at the Viking Yacht Service Center for the 28th annual event. The finest sportfishing yachts and center consoles in the world were on display under sun-drenched south Florida skies. Sea trials were held, and the vendor village featured a record 60-plus of our preferred business partners.

The lineup consisted of Vikings from 46 to 90 feet and Valhallas from 33 to 55 feet. “This is truly a unique event – a wonderful two days where we can show you how we are building a better boat every day,” said Viking President and CEO Pat Healey. “Nothing in the industry approaches the product that we have here.”





At the Miami International Boat Show the Viking Marine Group shined. We unveiled a new display featuring Viking Yachts and Valhalla Boatworks immediately adjacent to sister company Princess Yachts America. “It was wonderful to be able to show our three industry-leading brands together,” said Viking Yacht Company President and CEO Pat Healey. “No one in the industry has this kind of quality and diversity of product.” The Viking 68 and Valhalla 55 demonstrator boats headlined the five-day event for Viking Yachts and Valhalla Boatworks. The Princess Y85, featuring the new “infinity cockpit” layout, was shown for the first time in the U.S., and the F65 made its Miami debut.

At the Atlantic City Boat Show, Hull No. 1 of Valhalla Boatworks V-28 Bay was the headliner for the fleet of boats on display. With a Nardo Grey bottom and raised faux teak toe rail, the boat turned heads and impressed the crowd.

The Viking Marine Group saw strong sales activity across all brands at the Palm Beach International Boat Show. When Mother Nature allowed, droves of boating enthusiasts came to see the industry-leading fleets from Viking Yachts, Valhalla Boatworks and Princess Yachts America. The Valhalla Boatworks V-29 Hybrid made its world debut, drawing a steady stream of marine journalists, social media videographers, dealers and intrigued show-goers.

THANK YOU TO OUR 2024 VIP VENDORS:

Arid Bilge Systems
 Awlgrip/Interlux
 Axalta
 BlueWater Chairs
 Bluewater Desalination
 Canvas Designers
 Carling Technologies
 Centek Industries
 Channell Glass
 Christi Insurance Group
 Costa Marine Canvas & Enclosures
 Creations by Monique
 Cummins Power Systems
 DNA Concepts
 Dometic Marine
 Dragonfly Boatworks
 DRSA
 ElectroSea
 Fisherman's Center
 FLIR
 Foley/CAT
 Furuno
 Garmin
 Gemlux
 GOST Global
 Handcraft Mattress
 Hooker Seachest
 IMTRA
 Johnson & Towers/MTU
 KVH
 Lumishore
 MacLeod
 Mack Boring
 Maclaren
 MAN Engines
 Marine Exhaust
 Marine Tables
 Matrix Coatings
 Melton Tackle
 Mercury Marine
 Minn Kota
 Outrigger Yacht Products
 Palm Beach Towers
 Parker Hannifin
 Precision Prop Technology
 Quick Step
 RAP Apparel
 Release Marine
 Rite Aire Marine
 Rupp Marine
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HMC is proud to be part of Viking Yachts 60th Anniversary tradition!





DEALER NEWS

The Best in the World



With more than 40 years of experience, Artemisa Yachts knows boating on Venezuela's Caribbean

coast. They began in 1982 as Phoenix of Venezuela and in 1996 Bill Healey welcomed them to the Viking family.

In 1999 the company rebranded as Artemisa Yachts and remains the exclusive Viking dealer for Venezuela. Today, the team continues to provide the very best in

sales and service, personally guiding customers through the process of buying a vessel with ease – and making sure service needs are met in a timely manner. Their goal is to elevate their customer's boating experience.

[ArtemisaYachts.com](https://www.ArtemisaYachts.com)



Every summer, the Bluewater Yacht Sales (BWYS) team shifts their focus to the packed lineup

of Mid-Atlantic tournaments, and this year is especially significant because they will be among the first to see the new Viking 82 demo in action. The season kicked off in their backyard at the Big Rock Blue Marlin Tournament, where they hosted the second annual Big Rock Party for BWYS customers in town for one of the largest sportfishing events in the country. This year, BWYS customers had the true Big Rock experience, with a private view of the scales from Big Rock Landing as well as live entertainment. They will also be cheering for the many Viking customers who will be participating in summer events, such as the Worden family, who recently fished in the Viking Key West Challenge on their new 72 Convertible and is now preparing for multiple Mid-Atlantic tournaments.

is nearing completion. They plan to use these two boats to introduce customers to Viking's newest products, as well as to continue growing their presence in the Mid-Atlantic. Both boats are remarkable, and BWYS is confident customers will agree.

In addition to the summer events, they will also be busy with several new boat deliveries, including a Valhalla 33, 37 and 41, which all delivered in early July. All three customers are extremely excited to get their boats in time to enjoy the best part of the boating season. Bluewater will also be proudly showing off their in-stock Viking 64, as well as a 48 that

The Bluewater team is eager to build upon their success with Viking and Valhalla, whether through fishing and cruising alongside customers or through introducing the next generation of boaters to the quality products from both brands. As always, they look forward to another great year representing the finest boats in the business.

[BlueWaterYachtSales.com](https://www.BlueWaterYachtSales.com)



This past year was a fantastic sales season for the CFR Yacht Team. CFR was proud to introduce the

new Valhalla 29 Hybrid in July in Puerto Rico, adding a new model to the Viking and Valhalla family. The fishing season kicked off very strong. First up for the white marlin season, CFR customer Miguel Ricart aboard his Viking 54 *Malcria* took 1st Place Boat in the Cabeza de Toro Dominican Republic White Marlin Tournament in Cap Cana Dominican Republic. They also took 2nd Best Team Overall based on time. And as always, CFR and Viking are proud sponsors of the International Billfish Tournament.

A new addition to their facility and upgraded technology will be completed for the fall boat show season. Once again, CFR wants to thank their customers and friends for their support and loyalty thought the years. CFR is unwavering with a strong commitment of sales and services for their clients.

[CFRYachtSales.com](https://www.CFRYachtSales.com)



Galati Yacht Sales wishes Viking congratulations on their milestone 60th

anniversary. With nearly 30 years as a trusted partner and over 55 years in business, they're honored to be part of the journey.

The 2024 sportfishing scene has kicked off with Galati Yacht Sales front and center. From the exciting Triple Crown Tournaments to the exclusive Viking & Valhalla VIP event and the laid-back vibes of the Viking Key West Challenge, their team is creating unforgettable moments with valued customers and friends.

At Galati Yacht Sales, their passion for sportfishing runs deep. When you purchase a yacht with them, you're not just buying a boat – you're joining a close-knit community. Through their active participation in tournaments and events, they not only connect with customers but also build lasting relationships.

This dedication was evident as they made waves on the Gulf Coast tournament circuit with their impressive Viking 68. This powerful sportfish yacht made waves at the Orange Beach Billfish Classic, Bay Point Billfish Open and the Emerald Coast Blue Marlin Classic and the Bay Point Billfish

Open and it's gearing up for more action at the Blue Marlin Grand Championship and the Texas Lone Star Shootout. Join them on tour and experience the 68 Convertible firsthand, highlighting its top-of-the-line features, upgrades, and equipment available for immediate ownership.

Crafted by Viking experts, some of the features include cutting-edge advancements like the Seakeeper Gyro 26, dual 29kW generators, additional fuel tank, upgraded MTU Series 2000 V12 M96X 2002MHP engines, custom AME packages, Release Marine chairs, a luxurious air-conditioned mezzanine, Furuno sonar and custom Palm Beach Towers tuna tower.

If you've never experienced the thrill of sportfishing, take it from Galati: It's a one-of-a-kind adventure. Their senior content writer recently embarked on a sportfishing adventure in Costa Rica, where she landed her first billfish. Hosted by Laura and Chris Jessen on *Fish Tank*, a Viking 64, and JC and Aileen Gonzalez on *Pura Vida*, a Viking 68, she discovered that sportfishing is about more than just the catch; it's about the supportive community and shared experiences. Both couples, renowned anglers, helped her improve her skills and build confidence, while the camaraderie and new friendships she formed revealed the true essence of the sport.

In other news, Galati is proud to announce Maria Galati Hill's recognition in Boating Industry's 40 Under 40 program, a prestigious honor that celebrates emerging talents who are making waves in the marine industry. She joins other Galati team members like Michael C. Galati, Emma Galati Tsantles and Jay Dee Jackson who previously received the honors.

Galati is excited to unveil the opening of a new sales and customer support hub in the Pensacola Marine Center. The newest location boasts a sales office and customer support center that enhances their Northern Gulf operations and emphasizes the commitment to providing unparalleled service. Be sure to pay them a visit – they look forward to welcoming you to Pensacola.

At Galati, the team serves the sportfishing and boating community with unwavering passion. Whether you're buying, selling, exploring new adventures, or simply sharing stories, they're available every step of the way. They extend gratitude to their team, customers and the Viking Yacht Company for their steadfast support. Galati wishes you memorable moments on the water – make this summer one to remember!

GalatiYachts.com



HMY Yachts would like to congratulate The Viking Yacht Company on their 60th anniversary and extend their

heartfelt appreciation to Viking for their unwavering support and loyalty as a manufacturing partner to HMY for over 31 years. They look forward to continuing their mutually beneficial partnership in the future.

HMY Yacht Sales has enjoyed a remarkable winter and spring, delivering over 20 Viking and Valhalla models and maintaining a robust inventory of customer builds in

progress. Their team is in the process of five of the new 82 Convertible projects, with open bridge, sky bridge and enclosed bridge models. They've been closely involved in various inaugural builds, from the first 68 Open Bridge with a molded-in staircase to the Valhalla V-28.

When not at the New Jersey factory collaborating on the latest builds, the HMY team has been active on the docks, and offshore fishing with their friends and clients. This spring, they began at the 10th annual Viking Key West Challenge and then moved immediately to the Bahamas, where their sales professionals participated in the Skip Smith Abaco Series and the Walker's Cay Invitational.

Additionally, they've been covering the entire South Carolina Governor's Cup Series, and the 2nd annual HMY Lowcountry Cup in Charleston, South Carolina. HMY is elated to host another exceptional tournament and to display hull No. 5 of their in-stock V-28 at the event.

If you spot an HMY team member at a tournament this summer, be sure to give them a big smile and say hello! As always, HMY sends their deepest appreciation to their clients and friends for their continued loyalty, and they can't wait to see everyone this summer.

HMY.com



The team at Jefferson Beach Yacht Sales (JBYS) continues to

grow and become more dynamic. In recent months they have welcomed 10 professionals to their crew: Service Technician Gabby Inman, Accounting Assistant Kim Larsh, Senior Marketing Director Zach Reese, Associate Marketing Director Claire Schaden, Holland Service Manager Jerzy Zdrojkowski, South Marine Systems Technician Kevin Bell, Business Office Manager Grant Glanville, along with three Sales Professionals, Jeremy Washegesic, Kevin Burnett and Stefan Knost. They pride themselves on Team

JBYS and aligning everyone with the same core values to deliver the ultimate customer experience.

JBYS enjoyed an unforgettable rendezvous event at the exclusive Rattlesnake Island Club on Lake Erie in June and are looking forward to a host of boat shows, fishing tournaments and poker runs throughout the summer months.

The open water season is in full force in the Great Lakes. JBYS is thrilled to welcome seven new Valhallas, with every model in the range represented, and two new Viking Yachts to their boating family. They are especially thrilled about delivering hull No. 2 of the all-new 82 Convertible. Additionally, the Lakes will see a stunning Princess V55

strutting her stuff and a 'superfly' X80 which will have all the heads turning.

With over five decades of company heritage, multiple locations and a passionate team with over 900 years combined industry experience, JBYS is ideally positioned to service boaters throughout the Great Lakes Region. Recognized locally, nationally and globally for excellence, the JBYS team maintains the highest industry standards and delivers only the finest quality service and customer care. They work tirelessly on your behalf. Jefferson Beach Yacht Sales takes great pride in cultivating an exceptional team of honest, hard-working professionals to deliver the boating lifestyle you deserve. Experience matters!

JBYS.com



With summer in full swing, Maspur Marine is ready for deliveries and

tournament season in Central America. Team Rumba took 1st Place Billfish at the Honduras Internacional Billfish Tournament on their recently delivered Viking 48 Convertible *Utila*.

The Maspur team is excited for the El Salvador International Billfish Tournament, being held in Bahia Del Sol in November. Three fishing days are scheduled and are always filled with excitement and great times. This tournament is sponsored by Maspur Marine and it is our main event every year in El Salvador.

A Viking 48 Open recently delivered to El Salvador and is acclimating to her new

homeport. She's prepping for tournaments and raising plenty of blues and sails for the proud owner.

And the Maspur crew is looking forward to a new 64 Convertible. Once it finishes at the New Gretna factory, Palm Beach Towers will provide a custom tuna tower.

Maspur-Marine.com



From their homebase in Panama, Novey Marine is a company dedicated to

guiding clients with the highest professionalism in the acquisition, satisfaction and enjoyment of their new yacht. They personally guide customers through setting up their new boat with the most modern equipment available in the market by

providing accurate and up to date information. Their goal is to help customers acquire the yacht that will best suit their lifestyle and activities.

NoveyMarine.com



Oyster Harbors Marine is pleased to announce the appointment of Michael Gisch as its new

General Manager. Michael is bringing a wealth of experience and a proven track record in the marine industry.

Michael joins Oyster Harbors Marine (OHM) from a distinguished career spanning over two decades, during which

he has held various leadership positions within the marine and boating sector. His expertise encompasses operational management, customer service excellence and strategic business development, making him a valuable addition to the OHM team. Michael's background includes extensive

experience in sales and sales management, where he has consistently driven growth and exceeded targets.

In his new role, he will oversee all aspects of the company's operations, including sales, service and customer relations. He will work closely with the existing team to enhance operational efficiency, foster innovation and ensure that Oyster Harbors Marine maintains its position as a leader in the luxury yacht market.

"I am excited to join Oyster Harbors Marine, a company renowned for its dedication to quality and customer satisfaction," said Michael. "I look forward to working with the talented team here and contributing to the continued success and growth of the company. Together, we will strive to exceed our clients' expectations and uphold the high standards that Oyster Harbors Marine is known for."

Outside of his professional life, Michael is a lifelong boater, avid traveler and motorcycle

enthusiast. He enjoys exploring new destinations and spending time on the water with his wife Annie, who shares his passion for travel and adventure.

Oyster Harbors Marine has been serving the boating community since 1987, offering a wide range of services including yacht sales, maintenance and storage. With locations in key maritime hubs in New England, the company is dedicated to providing superior marine solutions to its discerning clientele.
OysterHarborsMarine.com



PW Marine is proud to offer Bermuda's best

selection of boats, engines, parts and supplies. Their insistence on quality

products is reflected in the world-famous brands they offer, such as Viking Yachts and Valhalla Boatworks.

Their highly experienced and professional service team is the best in the business.

Whether you need repairs, rebuilds, clean installs or existing maintenance, they make it simple for you. PW Marine is a one-stop-shop that does it all.

PWMarine.bm



Viking's authorized dealer in Japan is Quay Side

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

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



SERVICIOS NÁUTICOS

At Servicios Náuticos, they distinguish themselves

with personalized attention and guidance to clients. They have offices in Puerto Vallarta, Merida and Veracruz, Mexico. With almost four decades as a family

business, they continue to provide their customers the yacht of their dreams.

Servicios-Nauticos.com



At Short Marine, their vision is to make boating

easy and enjoyable. Owners Ryan and Sam Short want to enable people to create more memories and live better lives. Their mission is to deliver the best boating experience in

the world. They build and maintain strong relationships with their customers, suppliers and fellow teammates.

shortmarine.com.au



A reference point for all fishing enthusiasts in Italy and the

Mediterranean, SNO Yachts is considered a center of excellence in the boating industry with one of the largest and most modern shipyards in the world. The yard features a working area of over 80,000 square meters

and employs the use of an advanced Travelift with a capacity of 820 tons. Services range from storage to refits for yachts and megayachts.

SNOYachts.com



South Jersey Yacht Sales, Viking Yachts and Valhalla Boatworks is a team that continues to

excel in the New Jersey, Pennsylvania and Delaware market. The 2024 year marks another season of significant interest in sales for Viking and Valhalla. The spring schedule was full of events showcasing the Viking and Valhalla products. South Jersey Yacht Sales (SJYS) kicked off the tournament season with the Viking Key West Challenge. They enjoyed great fishing and laughs with friends and cannot wait until they're back next year. As soon as the

festivities ended in Key West, they headed back for the grand opening of the SJYS Show Room in Somers Point, New Jersey.

SJYS's showroom houses sales and administrative offices, Seakeeper sales and Atlantic Horizon Capital. The new 10,500 sq. ft. headquarters allows them to display up to a dozen boats in a climate-controlled environment. In April they invited local dignitaries, community groups, marine industry members as well as the Healey family to the opening. The showroom accomplishes the goal of providing a boat buying experience in line with the quality of Viking and Valhalla's premium boats.

South Jersey Yacht Sales Viking 64, hull No. 30, delivered at the dealer meeting in June.

The Viking 64 *Polarizer* will be appearing in 11 major tournaments this summer from Brielle, New Jersey, to Ocean City, Maryland, and many points in between. Keep an eye out for her on the tournament circuit and stop by and say hello. South Jersey Yacht Sales will again host their annual Offshore Showdown July 7 through 10. This tournament brings Viking and Valhalla owners together to compete against one another. There is and will continue to be a lot of interest about the 64 Convertible among all the other Viking models. There is no doubt, the SJYS team's experience on the 64 demonstrates that Viking builds a better boat every day.

SouthJerseyYachtSales.com



SI Yachts is looking forward to another great fishing and boating season in the Northeast.

Time spent with friends and family while on the water provide great moments and memories that last a lifetime.

This season is a special one as they welcome the Germain family, the new owners of SI Yachts who have taken the helm from Frank Bongiorno. All of SI Yachts wishes Frank the very best in his retirement and his legacy

will carry on for generations. The Germain family is eager to meet valued clients and friends. They have great plans and initiatives in the works as they move forward in providing the best customer service in the industry.

They would like to congratulate a few customers on taking delivery of their new boats. Look for the Viking 72 Convertible *Reelaxin*, the Viking 64 Convertible *Otter* and the Valhalla 55 *Montrachet* on the water this summer.

Who's got fishing fever? SI Yachts does. Their new Viking 58 demo will be on the

tournament circuit this season. Team SI Yachts will be running the canyons raising big game fish. Look for them on the docks in Montauk, New York, Block Island, Rhode Island, and at several major tournaments.

They are excited for another great Montauk Canyon Challenge. Presented by SI Yachts, this year's Challenge is shaping up to be the biggest ever with more boats and more prize money. This tournament is the fastest growing tournament in the Northeast. The tournament runs July 12-20, 2024. For more info visit SIYachts.com or contact SI Yachts' Rich Lucas.

SIYachts.com



As summer unfolds, Valhalla Boat Sales (VBS) is thrilled to

celebrate continued success. Not only was team member Fred Gamboa recently awarded the 2024 Hammond Marine Industry Leadership Award, but VBS was recognized as one of Sportsmans Boats' Top 10 Elite Dealers of 2023 and their own Joe Rutland was recognized as a Top Sales

Person. Meanwhile, the team continues to be a leader for the Valhalla Boatworks and Contender brands, underscoring the commitment to excellence.

They are also pleased to announce the successful delivery of hull No. 1 of the V-29 series. Valhalla Boat Sales is dedicated to enhancing customer experiences, which drives the introduction of more options and models catering to a diverse range of customer needs. As the V Series expands,

they anticipate a stronger presence in both the northern showroom and the soon-to-be-completed 30,000 square-foot southern showroom at the Riviera Beach, Florida, location. The Riviera Beach showroom is set to open during the Viking and Valhalla VIP Event in early February of 2025. Look for more exciting developments from Valhalla Boat Sales as they progress with planning grand openings and future events.

ValhallaBoatSales.com

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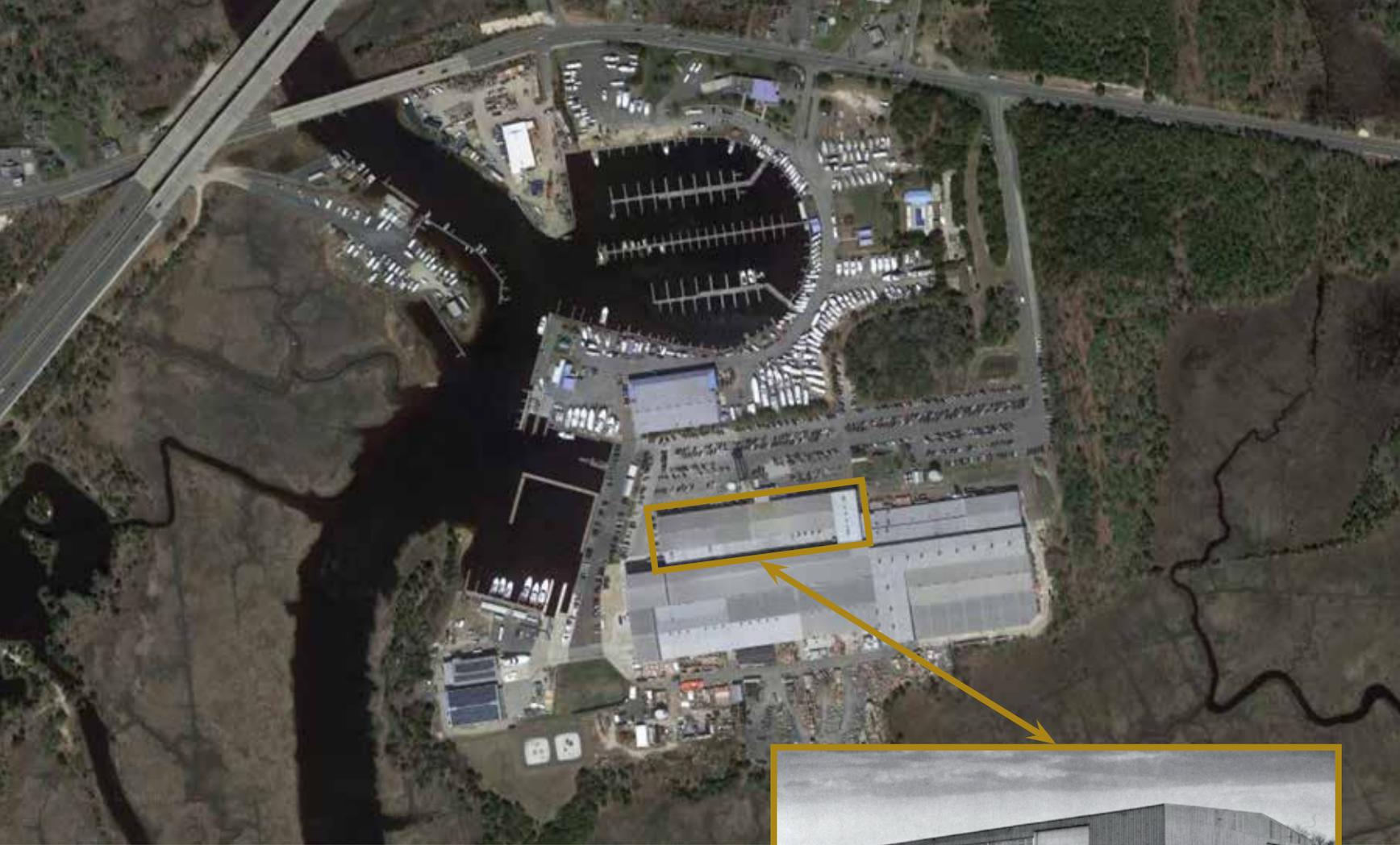
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BY THE NUMBERS

Now and Then

We thought it would be fun to do some comparisons on how far we have come in 60 years with some hard numbers. From two administrative departments (Clerical and Purchasing) with six people to 2,017 people now on the Viking Marine Group payroll, saying we've made some strides would be an understatement!

	1964	2024
Number of Boat Models:	1 (37 Sedan)	42 (Viking, Princess and Valhalla)
Standard Options on the 37	0 (37 Sedan)	113 (V-37)
Employees on Payroll	42	2,017
Departments on the Viking Production Line	6	24
Viking Administration Departments	2	6
Building Square Footage in New Gretna	25,000	984,000
Parking Spaces	63	875
Largest Engine Package Offered	700HP (gas)	5270HP
Authorized Dealers	5	21
Dealer Locations	5	49
Standard Hull Color Choices	1 (white)	8

ADVERTISER INDEX

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		Handcraft Mattress	127	Smooove	51
		Johnson & Towers-MTU	72	ZF Marine	85

2024 VIKING SUMMER CALENDAR*

JUL

3-6	HMY Lowcountry Billfish Tournament	Mount Pleasant, South Carolina
3-7	Bermuda Billfish Blast	Bermuda
4	World Cup Blue Marlin Classic	Worldwide
10-13	Offshore Showdown	Cape May, New Jersey
10-14	Blue Marlin Grand Championship	Orange Beach, Alabama
12-20	Montauk Canyon Challenge	Montauk, New York
13-17	Bermuda Big Game Classic	Bermuda
14-20	Quest for the Ring	Atlantic City, New Jersey
19-23	Sea Horse Anglers Club Billfish Tournament	Bermuda
22-25	Tri-State Canyon Shootout	Block Island Rhode Island
23-28	Lone Star Shoot Out	Port O'Connor, Texas
25-28	Cape May Marlin Tournament	Cape May, New Jersey
31- Aug 4	Texas International Fishing Tournament	South Padre Island

AUG

5-9	White Marlin Open	Ocean City, Maryland
10-16	Pirate's Cove Billfish Tournament	Pirate's Cove, Manteo, North Carolina
11-18	Ocean City Marlin and Tuna Club Offshore Open	Ocean City, New Jersey
12-17	San Juan International Billfish Tournament	San Juan, Puerto Rico
13-17	Beach Haven White Marlin Invitational	Beach Haven, New Jersey
18-23	The MidAtlantic	Cape May, New Jersey & Ocean City, Maryland
21-24	Virginia Beach Billfish Tournament	Virginia Beach, Virginia

SEP

5-8	Atlantic City In-Water Power Boat Show	Frank Farley, Atlantic City, New Jersey
10-15	Cannes International Boat Show	Port de Cannes, France
12-15	Newport International Boat Show	Newport, Rhode Island
19-22	Norwalk International Boat Show	East Norwalk, Connecticut
19-24	Genoa International Boat Show	Fiera di Genoa, Genoa, Italy

OCT

3-6	Annapolis Powerboat Show	Annapolis City Dock & Harbor, Annapolis, Maryland
8-12	Los Cabos Billfish Tournament	Los Cabos, Mexico
10-13	Barcelona International Boat Show	Barcelona, Spain
30-Nov 3	Fort Lauderdale International Boat Show	Bahia Mar Yachting Center, Fort Lauderdale, Florida

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



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**"We build boats and we fish —
that's what we do."**

- Pat Healey, President & CEO

Pat and Viking Marine Group
team members aboard hull
No. 1 of the Viking 82.



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