

Valhalla

A PUBLICATION OF VIKING YACHTS
CELEBRATING 60 YEARS

EXPERIENCE VIKING HEAVEN // WINTER 2024



VIKING MARINE GROUP

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.

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WELCOME TO

Valhalla, Winter Edition, the magazine for owners of Viking yachts and Valhalla center consoles.

EDITOR-IN-CHIEF

Chris Landry
clandry@vikingyachts.com

MANAGING EDITOR & CONTRIBUTING WRITER

Mary Foust
mfoust@vikingyachts.com

ART DIRECTOR

Katrina Clugh
kclugh@vikingyachts.com

STAFF PHOTOGRAPHER

Kyle Juall
kjuall@vikingyachts.com

ASSOCIATE EDITOR

Kaitlyn Healey
khealey@vikingyachts.com

PHOTOGRAPHY

Katrina Clugh, Mary Foust, Kaitlyn Healey, Kathy Healey, Kyle Juall, Chris Landry, Los Sueños Resort and Marina/Pepper Ailor, Steve Momot, Cameron Rhodes

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VIKING YACHT COMPANY

Route 9 "On the Bass River"
P.O. Box 308
New Gretna, NJ 08224
P: 609-296-6000
E: marketing@vikingyachts.com
W: vikingyachts.com

A PUBLICATION OF THE VIKING YACHT COMPANY

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.



BEHIND THE COVER

In sixty years we've certainly come a long way, from this one lone building in 1964 to the Viking Marine Group in 2024. The Viking Marine Group is a portfolio of eight unique companies all under one umbrella.



In Memory

BRUCE WAYNE WILSON

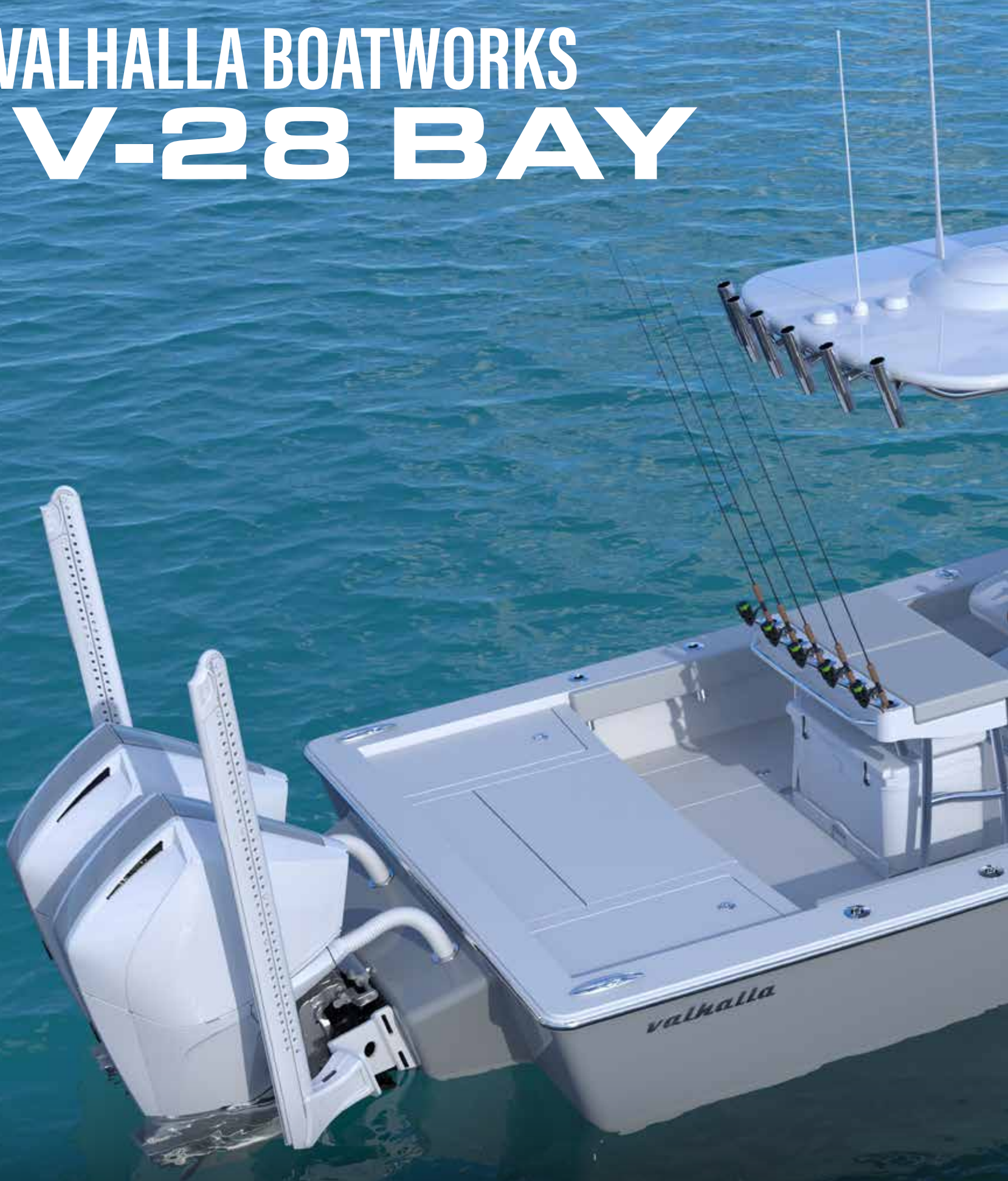
A boat designer and builder from an early age, in 1942 a precocious 11-year-old Bruce announced to his parents that he was going to build a duck boat in his bedroom.

That early instinct made Bruce a natural fit for Viking as he joined the construction team in 1967. Encouraged by Bill Healey, Bruce shifted gears and returned to his love of designing boats, becoming a Designer at the Viking Yacht Company. He was instrumental in developing the signature hull that propelled the company to become the industry leader of today.

David, Bruce's son, joined him at Viking in 1987 and the pair worked shoulder-to-shoulder designing boats for over 30 years. Bruce retired in 2018 as one of Viking's original pioneers. His dedication led to not just a fulfilling career, but also a second family.

Bruce teamed up with David again in 2021 when the pair built a V-33 together. "Building that boat with my father was very emotional because it represented everything he taught me as a designer," said David. "When he first saw the Valhalla center console design, he said, 'Wow, you guys really nailed it.' But these boats are built on Viking DNA. So, I told him, 'No Dad, you nailed it!'"

VALHALLA BOATWORKS V-28 BAY





PRELIMINARY

QUIT WISHING AND GO FISHING

When it is time to quit wishing and go fishing, the new Valhalla Boatworks' V-28 Bay boat is the ticket. Bonefish, false albacore, bonito, snook, striped bass, tarpon, redfish, sails, whatever your quarry, this is the ride to get you into unforgettable action. Every inch of this new model is designed to make you a better angler and is what you have come to expect from Valhalla Boatworks starting with an impressive lineup of power choices.

Rated for up to 600 total horsepower, this speed merchant is offered from the factory with your choice of single or twin engines provided by three Mercury Verado single V10 400 HP, twin V6 225 HP, twin V8 300 HP and two Yamaha outboard motor packages – a single V8 450 HP or twin I4 200 HP. The availability of twin engines on a bay boat is a notable option for blue-water fishermen and adds a redundancy some prefer. The V-28 Bay features 18-degree

transom deadrise, which merges nicely with the ventilated twin stepped hull for performance, efficiency and range.

From stern to bow, the V-28 Bay is designed and outfitted for making your own luck. The shallow draft will let you work your way deep onto the flats where bonefish and permit mill about awaiting your artful presentations of bait or artificials. Whichever technique you choose, you will



be able to carry an arsenal of equipment to hook that fish and safely release it boat side thanks to its moderate freeboard.

The stern casting platform is flanked with a pair of 25-gallon live wells. Beneath the platform is quick access to the bilge, the Hooker live well pump and fuel filters. The optional third 28-gallon live well is in the bow and an available 45-gallon live well can be installed in the helm seat module. Indeck fish boxes are plumbed with a Whale Gulper pump for easy clean outs. Moving forward, four secure lockers under the bow casting platform can accommodate a total of 16 fishing rods, including fly rods. The bow casting platform also includes a recessed anchor rode compartment and a massive dry stowage well. A set of optional cushions

with teak back rests transforms the platform into an inviting sun deck.

The molded center console features a fiberglass helm pod, a low rake windscreen and a raised dash to house a choice of electronics from Garmin or Simrad. A second choice involves selecting a single 24-inch screen or a pair of 19-inch displays for the multifunction displays (MFDs). A row of back-lit Bocatech switches operate various accessories. Paddle switches on the steering column make quick adjustments for the outboard jack plate and engine trim. A compact glove box to port contains one 12V outlet and a pair of USB ports. The console design allows stand up room for a second helm station for getting a better read on the water. The leaning post abaft the

helm contains rod holders and a cooler. A fiberglass hardtop supported by muscular anodized polished aluminum framing is available, which also permits a taller windshield, and the installation of radar if so desired for your fishing area.

Bay boat versatility is enhanced with a 36 volt bow mounted trolling motor and the V-28 is offered with Minn Kota, Power Pole, Rhodan and Garmin units. The trolling motor package includes a 60 Ah lithium battery in a dedicated compartment beneath the bow casting platform.

The new V-28 Bay will be unveiled at the Atlantic City Boat Show, February 28 - March 3, 2024. Tight lines! 🎣



SPECIFICATION HIGHLIGHTS

Length Overall
28' 1"

Beam (With Rub Rail)
9' 3"

Weight (Single V10 400)
6,930 lbs

Draft Hull (Engine Up)
18"

Draft (Engine Down, Jackplate Up)
22"

Deadrise at Transom
18 deg

Freeboard at Bow (Top of Toe Rail)
30.5"

Freeboard at Stern (Top of Cap)
22.5"

Fuel Capacity
130 gal.

Fresh Water
25 gal.

Live Well
(2) 25 gal. each aft, (1) 28 gal. fwd

Max Engine HP
600 hp

V-28 BAY





viking REVIEW

This is a section where we reflect on the past few months. But in anticipation of our 60th Anniversary on April 1, 2024, we decided to dig into the archives and see how far we've come as well. Although things have changed, many stay the same, like building a better boat every day – with the best boatbuilders in the world. 🐉





The original crew posing for a picture in 1970 and in 2021 standing proudly in front of the Viking 90.



Co-founders Bill and Bob Healey on the New Gretna docks with 2nd generation Pat. Today Viking President and CEO Pat joins his children, the 3rd generation.



Sea trials have come a long way from a pair of guys and a clipboard to a team of engineers and a battery of tests.



In 1999 the Demo Team celebrated a win at The MidAtlantic and today they are still in the Winner's Circle, this time at Jimmy Johnson's Atlantic City Fishing Week.



A celebration was in order at Viking Mullica in 2017 when the first 37 Billfish was completed and another was held summer 2023 when hull No. 100 of the V-33 and V-41 finished.





why viking will be number one.

We have a distinct advantage. The Viking owners are boat builders, who eat, breathe and sleep boats 24 hours a day. Bill and Bob Healey. They run an aggressive, privately owned company. No stockholders to answer to. No sales quotas that could lessen the quality of the boat. No conglomerate dictates by businessmen who never go down to the sea in ships. Real boatmen call the shots at Viking.

You'll find Bill Healey on the production line every morning. Before the rest of the boat building crew arrive. And even after they're gone. Checking every detail, down to the cleats.

What a finicky pair they are. If a manufactured part isn't exactly what they want, they'll manufacture it themselves. They won't cut corners. Or compromise. They're true boatmen, who make sure the

esthetics, construction and performance is to their liking. Our Viking 35, 40 and 43-footers are personally test run in the Atlantic. A conglomerate can't do that. And the results show up in the boat you get.

So if you're in the market for a boat in the 35-foot and over class, check out the competition. Then see Viking. And find out why we're going to be number one.



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

FROM THE FLYBRIDGE



We use “milestones” a lot when discussing new model launchings and other company developments to mark changes, advancements and achievements. But nothing can compare to the upcoming company milestone slated for April 1, 2024, which is the date of Viking’s 60th Anniversary. Looking back there are countless milestones to be sure, but one that truly signifies what this date actually means is a magazine ad from the late 1970s with a brave headline stating “Why Viking Will be Number One” considering at that time we were only building 35 and 40-foot convertibles and a 43 double cabin motor yacht. Yet the ad, which featured my father Bill and uncle Bob standing in front of the bow of a convertible made the case that Viking is owned by a family of boatbuilders that call the shots and sets it apart from any and all competition. Early on, my father drove home the point that Viking was about building a better boat every day and Uncle Bob insisted that we like the view from the top of the mountain and plan to stay there. Almost six decades later the Co-founders’ statements are stronger than ever.

Through good times and bad times, Viking has remained on course, and with more than 5,500 boats built during our reign we continue this commitment to be an industry

leader. I am fond of pointing out that we are not smarter than our competition; we just work harder at what we do. In 1964 we started building wooden boats in an unheated shed with dirt floors on the banks of the Bass River and today we have multiple modern facilities in New Jersey, Florida, North Carolina and Texas. We have grown our vertically integrated manufacturing processes to build the best boat worldwide in every class from 28 feet Valhalla Boatworks bay boats to 90-foot Viking Yacht convertibles. Our British sister company Princess produces a fleet of luxury cruising yachts. Our subsidiaries Palm Beach Towers and Atlantic Marine Electronics enable every boat we build to be delivered turnkey ready. This compilation of value and support enables the Viking Marine Group to maintain a very stable financial position.

This edition of *Valhalla* magazine will bring you up to date with our company happenings. We look forward to seeing our Viking family and friends at the VIP Boat Show Preview February 2-3, 2024 at the Viking Yacht Service Center in Riviera Beach, Florida, followed by our display of the Viking and Valhalla Boatworks fleet at the Miami International Boat Show February 14-18, 2024. Our 60th Anniversary

will be celebrated with our 10th Annual Viking Key West Challenge family fishing tournament slated for April 3-7, 2024.

We are grateful to all of our Viking shipwrights, our Valhalla Boatworks boatbuilders, our fabulous Viking domestic and international dealer networks, vendors and Viking owners for their support and dedication over the years. And most especially to Bill and Bob Healey, who started this wonderful company and helped make us number one.

In closing, I would like to dedicate this issue of *Valhalla* magazine to the memory of Bruce Wilson who passed away in November. Bruce was instrumental in developing the signature hull that propelled this company to become the industry leader it is today. After a career spanning more than five decades, Bruce retired in 2018 as one of Viking’s original pioneers. His memory and ingenuity will live on. 🦋

Sincerely,

Patrick Healey
President & CEO

FOR THE LOVE OF MEGAYACHTS

Check out more yachting stories at the ***Princess Passport*** – a joint venture between *Yachting* and Princess Yachts America. You'll find a look at the Princess Yachts Y95, cruising St Lucia, and more. Stay up to date by visiting yachtingmagazine.com/princess-passport.

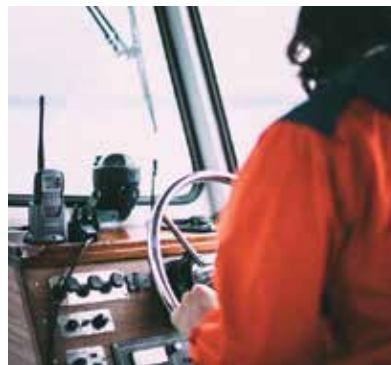
North American Debut – Princess Yachts Y95

The 2023 Fort Lauderdale International Boat Show saw the premiere of the Y95



Safer Boating with Handheld VHF Radios

A modern handheld VHF radio can make time afloat better and safer



Cruising Stunning St Lucia

Striking natural beauty is just the start of this Caribbean island's tremendous appeal



First look at Princess Yachts X80

Fort Lauderdale International Boat Show Premiere – Princess Yachts X80



New Options for Onboard Internet

A new broadband service emerges



First Sail on a New Boat

A sailor takes his first voyage onboard the new-to-him Pearson 356





FROM THE HELM

It often amazes me when I sit down to write this letter how much happens and how much takes shape between the issues of *Valhalla* magazine. From the time of the last issue in the summer until now, a full season of boating has come and gone in the northern climates, and things are beginning to get into full swing in the southern parts of the country. Princess Yachts America has hosted another series of successful events including our Summer Owners Holiday, Annual Dealer Conference and a full set of fall shows highlighted by a very busy Fort Lauderdale International Boat Show.

Our visit this past summer to Provincetown, Massachusetts, for our Summer Owners Holiday saw 30 Princess Yachts and 36 Princess owners, along with over 200 family members, guests, dealers and vendors enjoying four days of fun, friendship and an endless array of activities that kept all entertained and enjoying the lifestyle that comes with owning a Princess yacht. Our destinations in 2024 will see a return in early May to the beautiful Valentines Resort & Marina in the Bahamas for our Spring

Owners Holiday, followed by a visit in late July to the picturesque Champlin's Marina and Resort at Block Island, Rhode Island, for our summer event.

In late August we had the chance to gather with our outstanding dealer network to look back on the year, look ahead to the coming year and celebrate milestones achieved during our Annual Dealer Conference. I would like to take this opportunity to again congratulate our sales representatives and dealers for another year of helping us grow the Princess family. Planning is already underway for our meeting in 2024 where we will once again have the opportunity to travel to Plymouth, England, to visit the Princess Yachts facilities.

The arrival of October brings anticipation of the Fort Lauderdale International Boat Show, and this year's 64th edition did not disappoint. With the North American premiere of the new Princess Y95 alongside a strong lineup of Princess yachts including the Y85, X80, F55 and F50, the Princess display was bustling each day of the show with what was among the highest attendance

in recent years. We were honored by the naming of the Y95 as a finalist in the Fox Sports "Best of Show" and pleased as always to welcome so many members of our Princess family throughout the course of the show. As we head into 2024, we are looking forward to the upcoming Miami International Boat Show in February, followed by the ever-popular Palm Beach International Boat Show in March. In addition, this coming year will see the arrival of the first Princess Y80 and Princess S65 to the North American market, as well as news of more exciting models in development.

On behalf of all of us at Princess Yachts America, I wish you and your families all the best in 2024 and look forward to seeing you at one of our many events throughout the year. ✨

Sincerely,

Tom Carroll Jr.
President



VALHALLA BOATWORKS V-29 HYBRID





PRELIMINARY

BREAKING NEW GROUND

The V-29 Hybrid breaks new ground as the perfect answer for the special owner looking for a boat that enjoys a myriad of fishing assignments with luxurious appointments and custom features delivering a one-of-a-kind blue-water performer. Sporting the distinct style of its larger siblings, the V-29 Hybrid is a head turner with its proud bow, signature toe rail and sloping S-sheer. The go-fast running surface produces fuel efficient performance

with its twin step ventilated tunnel that ensures rapid acceleration, responsive handling and stability. The 9' 8" beam and 22-degree transom deadrise merges usable space with sea keeping authority. Engine choices include the standard power of twin Mercury V6 225 HP, as well as available twin Yamaha V6 300 HP, or twin V8 Mercury 300 HP Verado outboards. The 180 gallon fuel capacity enhances range and offshore fishing time.

The center console is framed with a tall wraparound one-piece windshield offering all-weather clarity and protection. The helm pod adds a custom touch when augmented with an available faux teak finish. A bank of back-lit Bocatech switches control the accessories. Ample space is provided for navigation and fishing electronics in the raised dash that accommodates a choice of a single 24-inch multifunction display (MFD), or a pair of 19-inch screens.



The fiberglass hardtop has an overhead compartment for a VHF radio, a six rod rocket launcher and other equipment, and is well supported by husky polished anodized aluminum framework that doubles as convenient grab rails for passengers. Helm seat selection offers a collection of options from Release Marine aimed at providing style and comfort for the operator and guests. The back side of the helm seat molded console is equipped with stowage drawers, a cooler and six rod holders.

A transom seat is flanked with a pair of 26-gallon live wells. Beneath the seat is access to the lazarette to reach the bilge pump and the Hooker sea chest live well system. A 40-gallon in-deck live well aft of the helm is an option for additional capacity. A pair of

insulated in-deck fish boxes stow the catch of the day. Lockable below deck stowage for 10 fishing rods, including up to 10-foot long fly rods, keeps equipment safe, secure and accessible. More rod stowage is provided forward of the helm console along with flush rod holders along the coaming.

When the rods are put away and it's time to cruise, guests will appreciate the three forward lounges ahead of the helm. Each lounge is fitted with dry stowage compartments and the V-29 offers an owner's choice of premium upholstery throughout including Bentley stitching and teak backrests.

In addition to the boat's offshore capabilities with optional equipment

including outriggers, a Seakeeper 1, an electric head with overboard discharge and a bow thruster, other options can tailor the vessel for inshore or bay boat use with electric trolling motors and power poles for running in skinny water. The V-29 is a water loving SUV of a vessel, which not only can fish tournaments with serious intent but also serve as a family boat for any water activity. Because of these desirable and versatile characteristics designed into the boat, the V-29 also can serve as a seaworthy tender for a large yacht or a sportfishing convertible. In addition, like all Valhalla models, the V-29 can be delivered turnkey ready. We invite you to see it for yourself at its premiere at the Palm Beach Boat Show, March 21-24, 2024. 🦋



SPECIFICATION HIGHLIGHTS

Length Overall
29' 6"

Beam (With Rub Rail)
9' 8"

Weight (Twin V6 225s)
8,358 lbs

Draft Hull (Engine Up)
21"

Draft (Engine Down, Jackplate Up)
25"

Deadrise at Transom
22 deg

Freeboard at Bow (Top of Toe Rail)
45"

Freeboard at Stern (Top of Cap)
28.5"

Fuel Capacity
180 gal.

Fresh Water
40 gal.

Live Well
(2) 26 gal. each aft

Max Engine HP
600 hp

V-29 HYBRID





ROOM WITH A (BETTER) VIEW


Princess Yachts Reveals the New Princess X95 Vista as Part of their Award Winning and very Popular X Class Motor Yacht Range.

With the global launch of the Princess X95 in 2021, Princess revolutionized the volume and flow of both interior and exterior spaces with the X Class range of yachts designed to appeal to the modern cruising lifestyle. As the next generation of this iconic Princess launch, the new X95 Vista offers an enhanced exterior design and a new panoramic bow structure that brings a fresh and contemporary feel to the flagship of the X Class while maintaining all the features, volume and flexibility that have made this pioneering yacht so successful.

The X95 Vista features a new, single hull window that stretches the length of her elegant profile complementing the majestic lines that have become synonymous with the X Class. A redesigned bow structure features an expanded opening to give panoramic views from both the main deck stateroom and the sanctuary of the foredeck seating area, providing the perfect haven from which to take in the surroundings. On deck, Princess continues to boldly rewrite the rules of yacht design by incorporating a 'super flybridge' that combines extensive outdoor space with versatile interior space. This unprecedented use of space and available volume creates the near full-length living experience that defines the Princess X Class.

The X95 Vista follows an open-living approach, defined by large distinctive areas that flow into one another to offer the most versatile and accommodating experience, all while keeping Princess Yachts' familiar characteristics of outstanding quality in detail and materials. Expansive windows along the entire length of the main deck bring the outside in, creating a sense of being at one with the ocean, while beautifully and carefully sculpted surfaces with long flowing lines echo classic Princess design cues. Life on an X95 Vista is unlike that on any other yacht of its size. The layout provides 10% more outdoor

space and 40% more indoor space than a traditional motor yacht. It is built for a life at sea, and focused on those who wish to spend significant time aboard to explore cruising grounds further afield.

From the moment you step on board this new flagship of the X Class range, you know immediately this is a yacht like no other and yet the familiar craftsmanship, fluid interior style and impeccable detailing mean she is also unmistakably Princess. Princess Yachts America looks forward to the North American arrival of the first X95 Vista in early 2024. 





PRINCESS

/
OWNERS HOLIDAYS 2024
EXPERIENCE THE EXCEPTIONAL
/



VALENTINE'S
RESORT & MARINA
HARBOUR ISLAND, BAHAMAS



**PRINCESS YACHTS OWNERS HOLIDAYS
SAVE THE DATE**

/ **Spring Owners Holiday**
May 2nd - 6th, 2024
Harbour Island, Bahamas

/ **Summer Owners Holiday**
July 25th - 28th, 2024
Block Island, Rhode Island

For more information and to obtain a
registration packet please contact:
E-mail: mdimarco@pyamerica.com
Phone: 561-840-1940

CHAMPLIN'S
MARINA & RESORT
 **BLOCK ISLAND** 

VIKING 90

LEADING THE INDUSTRY



Our new flagship – the incredible Viking 90 – is the latest example of our commitment to build a better boat every day. The next king of large sportfishing yachts is ready to rule the seas with world-class accommodations (six staterooms and seven heads); superior performance (38-plus knots); high-level fishability; and unmatched style and luxury. A magnificent feat of yacht design, engineering and construction, the 90

reinforces Viking's commitment to building a better boat every day. "It's a thrill to be the coach of this incredible team," says Viking President and CEO Pat Healey. "This is what we do – build the world's finest sportfishing yachts."

One of the goals with the Viking 90 was to provide the same premium style, luxury and living conveniences of its legendary predecessor, the 92. Mission accomplished

– and then some! A magnificent feat of design and engineering, the six-stateroom, seven-head world-traveling convertible builds upon the success of previous Vikings and sets new standards in style, luxury, performance, engineering and fishability. The open-concept interior design, with its horizontal grain walnut throughout, enhances the depth of space while contributing to a modern style.



IN CLEAR COMMAND

Viking pioneered the Enclosed Bridge (EB) and Sky Bridge (SB) designs, and with the 90 we've raised the bar again. A one-piece windshield provides gin-clear views, and the innovative helm console is home to five large multifunction displays (MFDs) in a wraparound pod. A sliding door leads to the EB's salon, which boasts walnut cabinetry, a large L-shaped lounge, a cocktail table, a pop-up HDTV, ample storage and refrigeration. The EB's aft deck features a two-person seat (with backrest A/C) and a fully equipped control station.









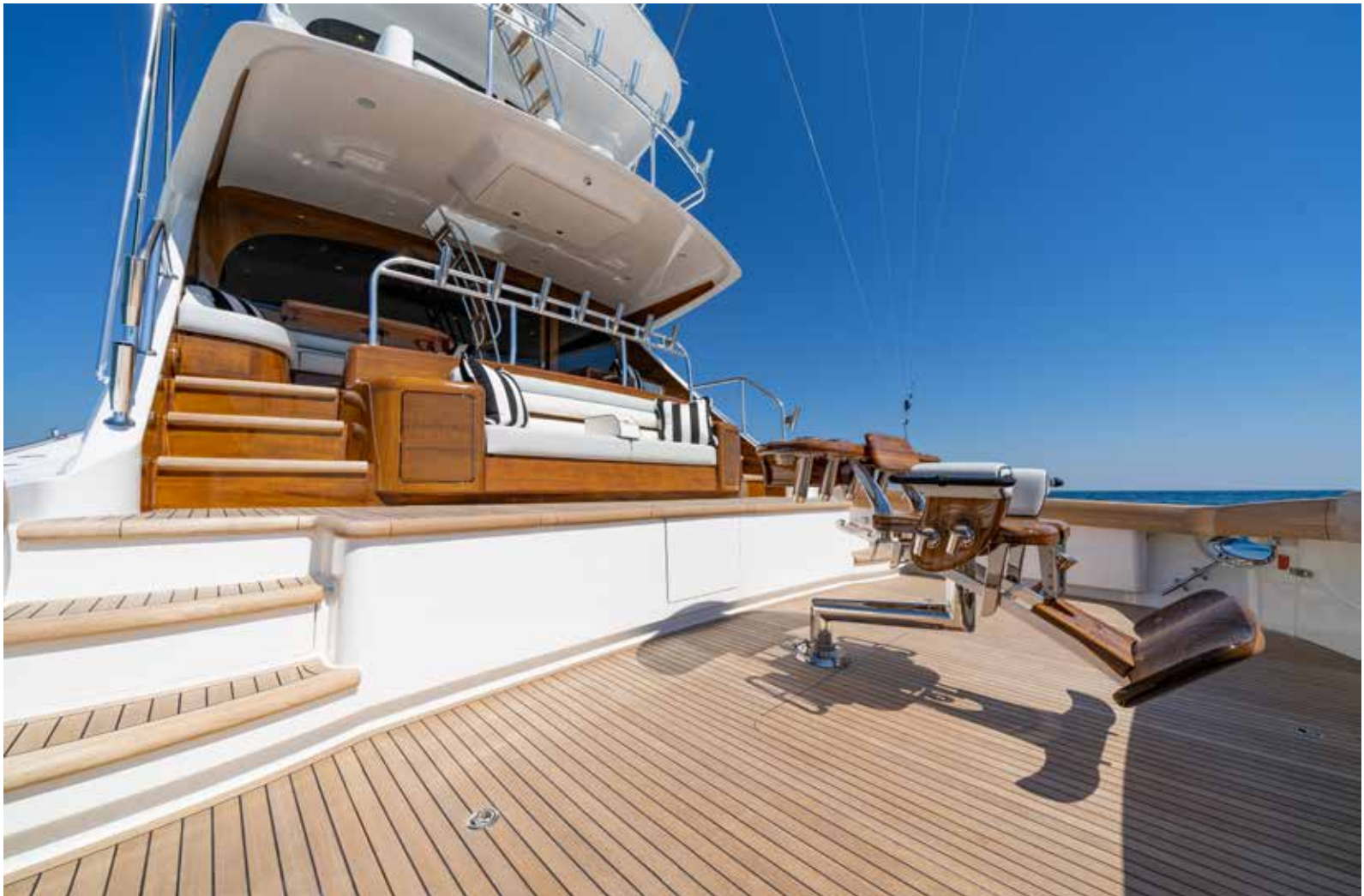
VIEW FROM THE TOP

The Sky Bridge console is positioned on the starboard side, with a raised electronics pod housing three MFDs. Port and starboard radio boxes flank the teak helm pod. Forward, guests can relax in an L-shaped lounge (with storage underneath); a forward fiberglass module holds a sink to port and an optional drink box to starboard. In the hardtop, you can add an optional drop-down electronics box as well as a box for electric teaser reels.



BUSINESS OR PLEASURE?

The 224-square-inch teak-clad cockpit is battle-ready, with a reinforced sole for a fighting chair or rocket launcher. A 203-gallon transom fish box/live well anchors the business end, and the deck holds a pair of full-length insulated fish boxes and a single water-tight hatch for Seakeeper access. Three seating areas face aft, so everyone enjoys the view. Optional faux teak adorns the mezzanine, upper aft deck and salon bulkhead. An inviting social space, the aft deck is appointed with an L-shaped lounge with teak table and a versatile cooking and refreshment hub with an integrated seat. An available HDTV drops down from the overhang.



ABUNDANT LUXURY

The open-concept interior design's horizontal grain walnut enhances the depth of space and its contemporary style. A staircase to starboard leads to the EB. The wet bar and galley counter's illuminated top accentuates the allure. The entertainment center with a pop-up HDTV faces a U-shaped lounge – accompanied by a cocktail table – that wraps around the port side. The lounge, which has ample storage beneath, is a perfect gathering area, and large enough for anglers or guests to stretch out and sleep when traveling long distances.



ANYWHERE YOU'D LIKE

Seating in the galley and dinette is abundant. Five stools flank the raised countertop, with the inboard corner remaining open for walk-up access to the galley counter and wine cooler below. The large, raised dinette with walnut table seats upwards of six. The elevated platform allows for excellent views outside and provides space for two pull-out drawers – one for rods and the other for general storage. The cooking area includes an electric range with four-burner cooktop and oven underneath, microwave/convection oven, stainless steel sink with garbage disposal and a trash compactor.





MASTER RETREAT

The master's stateroom is a royally appointed full-beam suite; its climate-controlled walk-in closet to starboard is immense. A king bed faces an HDTV with a credenza below. On the starboard side, there's a vanity/desk area (with swing-out stool) flanked by two credenzas. The lounge seat on the port side is ideal for relaxing with a good book. The stateroom also features an amazing his-and-hers head with a shared shower that nearly spans the beam.







RESTFUL NIGHTS

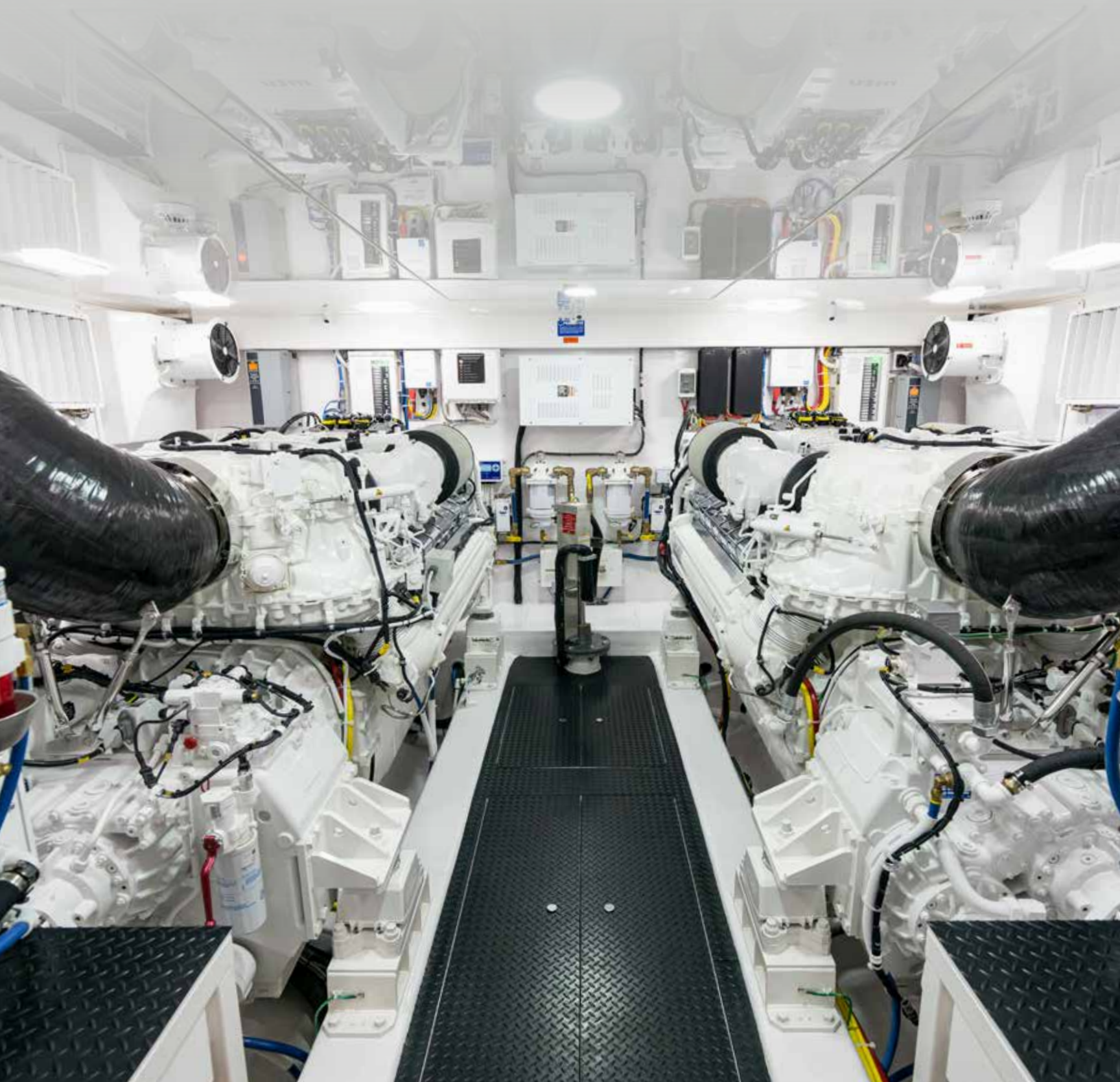
Four more luxuriously appointed guest staterooms, including two with queen beds, await guests in the forward lower accommodations. Each has plenty of storage, an HDTV and stereo speakers. Their ensuite heads feature engineered stone countertops, overhead recessed LED lights, a medicine cabinet with mirrored doors and separate shower.





MECHANICAL MASTERPIECE

Every Viking engineroom is a showpiece of mechanical engineering and expertise. But the Viking 90's has reached another level of excellence. The size itself is impressive, with over seven feet of headroom and 40-plus inches between the optional 2635MHP MTUs. Everything is painted in Snow White Awlgrip for maximum visibility and ease of maintenance. There's 360-degree access around the powerplants, so you can easily get to the components and systems. The crew quarters have direct access to the cockpit, engineroom and ship's system controls. Amenities include a two-bunk stateroom, galley, head with separate shower and washer/dryer combo.





90|C


SPECIFICATION HIGHLIGHTS



OPEN BRIDGE

The Open Bridge includes a walkaround center console with an integrated forward lounge. The helm's MFDs are flush-mounted in a recessed black acrylic panel. Three helm chairs with teak ladder backs are mounted on a raised platform for optimal visibility. Lounges on each side feature wraparound backrests. A large bait freezer forward is sided by a drink box to starboard and a sink to port. There's no shortage of storage, and the flybridge can be equipped with optional air conditioning. The Viking subsidiary Palm Beach Towers will install a custom designed and fabricated tuna tower at the owner's request.

ENCLOSED BRIDGE

The Enclosed Bridge features a luxurious climate-controlled second salon that includes an L-shaped lounge with a cocktail table, HDTV, refrigeration and ample storage in beautiful walnut cabinetry. The control station is forward, with a helm chair and flanking companion seating. Five MFDs span the raised black helm pod, while recessed areas in the helm's lower panel outboard of the steering wheel are home to a variety of instruments and controls – all within easy reach of the captain. The 90 Enclosed Bridge can be outfitted with – or without – a Palm Beach Towers custom tuna tower. 

Length Overall	90' 0" 27.41 m
Length w/ Bow Pulpit	95' 0" 28.96 m
Length Waterline	78' 10" 24.03 m
Length Load Line (96 Percent)	76' 1" 23.20 m
Beam Overall	23' 2" 7.05 m
Beam Waterline	19' 2" 5.84 m
Deadrise at Transom	12.4 deg
Draft	5' 11" 1.80 m
Freeboard Forward	9' 4" 2.84 m
Freeboard Aft	3' 2" 0.97 m
Height Waterline to Top of Flybridge Hardtop	21' 8" 6.60 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	24' 0" 7.32 m
Height Waterline to Top of Flybridge Console	18' 3" 5.56 m
Displacement Standard Fuel Load	193,490 lbs. 87,766 kg
Fuel Capacity Standard	3,801 gal. 14,388 l
Water Capacity	480 gal. 1,817 l
Holding Tank Capacity	282 gal. 1,067 l
Cockpit Area	224 sq. ft. 20.80 sq. m



Open Bridge



Enclosed Bridge



Sky Bridge



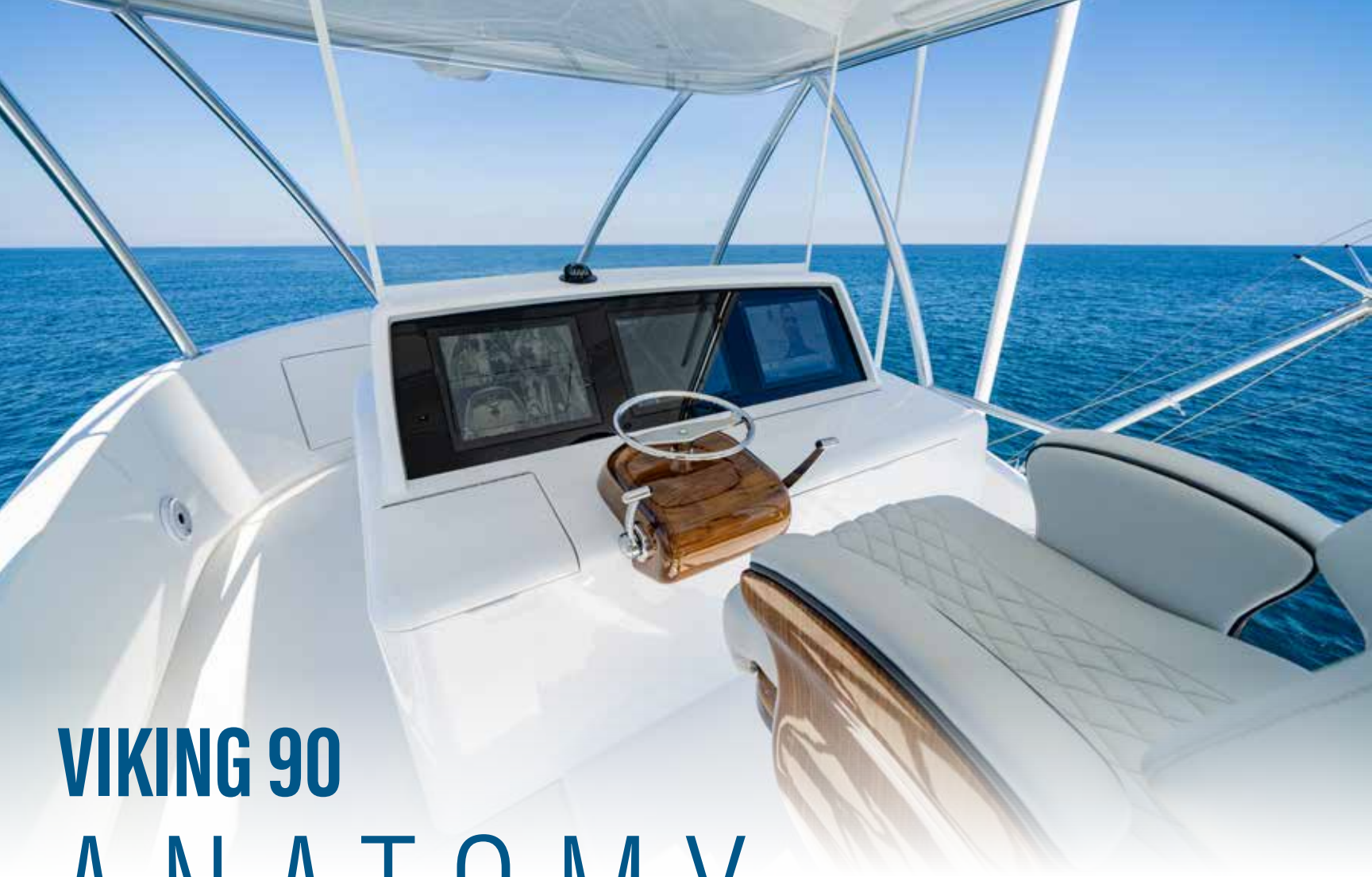
Open Bridge Salon



Enclosed Bridge Salon



Lower Accommodations



VIKING 90 ANATOMY OF A SKY BRIDGE

A. FRESH WATER

A sink with spray head conveniently located forward on the bridge. Fresh water wash down located below.

B. REFRIGERATED DRINK BOX (OPTIONAL)

Convenient, refrigerated, insulated storage to keep beverages and snacks cool while also within reach. No need to climb the ladder to keep your guests happy and hydrated.

C. SEATING WITH STORAGE

Comfortable forward lounge with two hinged access hatches for additional dry storage.

D. HELM DASH ELECTRONICS PANEL

The large flush mounted helm dash allows for three 19" MFDs for easy viewing and ergonomics.

E. RADIO BOXES

Recessed port and starboard radio boxes are at your fingertips while also keeping electronics protected from elements with gasketed lids and stainless steel piston lifts.

F. HELM CHAIR

A Release Marine teak ladder back helm chair mounted on centerline with optional starboard side companion chair provides excellent visibility and adds additional seating.

G. STANDING PLATFORM

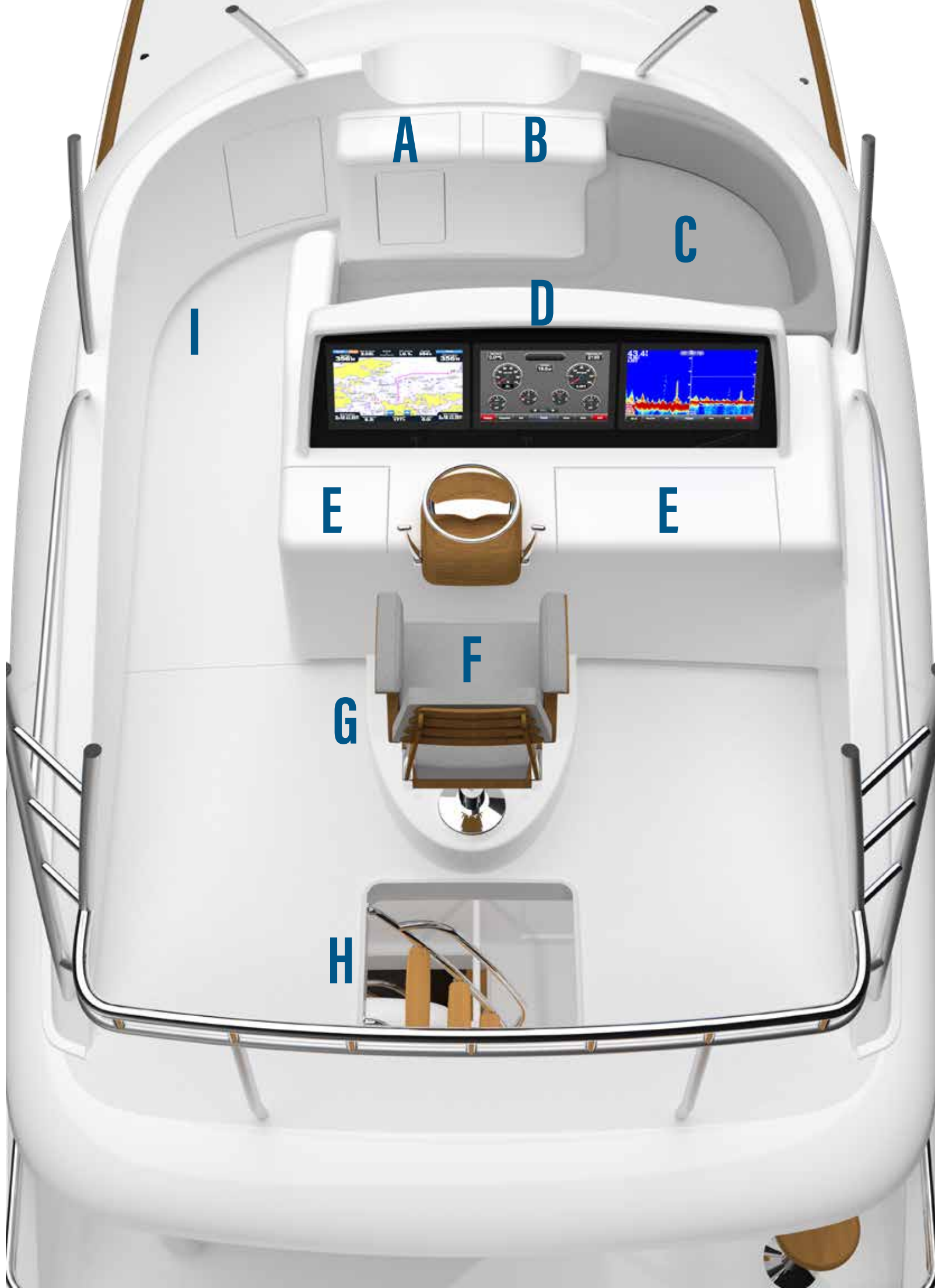
An elevated centerline platform offers the captain a heightened line of sight for confidence while docking or backing down.

H. SKY BRIDGE HATCH AND LADDER

A hinged access hatch to optimize space and safety in the sky bridge overhang.

I. TOEKICK

Interior perimeter of the sky bridge and seating modules have an integrated toekick for added aesthetics and function.



A

B

C

D

I

E

E

F

G

H

VIKING 90 IN THE MEDIA

THE VIKING 90 IGNITED A MEDIA FRENZY
IN THE WORLD OF LUXURY BOATING.



TRADE ONLY



POWER & MOTORYACHT



IBI NEWS



FORBES



IN THE BITE



MARLIN MAGAZINE



ROBB REPORT



YACHT WORLD



YACHTING MAGAZINE



SOUTHERN BOATING





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TRIPLE THREAT

Princess Yachts Builds on the Success of the Recently Launched F65 with the Introduction of the S65 and V65 as the Next Generation of New Models to Come from the 65 Platform.

INTRODUCING THE PRINCESS S65

Since its inception 10 years ago, the Princess S Class range has delivered a sublime combination of sports yacht styling and breathtaking performance with the space and comfort of a flybridge yacht. The S class has opened Princess up to a thrill-seeking audience who are searching for speed, fun and excitement but who refuse to compromise on space and flexibility. These yachts are about feeling connected to the water, bringing loved ones together and cruising in ultimate comfort and style. They exemplify all the ability, quality and design expected from a Princess and inject a unique level of performance, style and on-water attitude.

Designed by the in-house Princess Design Studio in collaboration with naval architect firm Olesinski and Italian design house Pininfarina, the S65 features a sleek, low-profile exterior that gives it a powerful, sporting stance. The long, flowing exterior

lines almost completely hide the large sports-bridge above. The clever design means there is still enough room to accommodate a large sunroof which, when opened, fills the salon and lower helm with light and air for those 'wind in the hair' moments.

"Defined by Princess' sweeping design language and sculpted exterior surfaces, the S65 illustrates a prominent yet sophisticated presence," says Andy Lawrence, Director of Design at Princess Yachts. "Maintaining that low-profile, powerful stance while accommodating a spacious flybridge is a crucial element of the S Class design and I am delighted that we have created something that still looks sporty but provides more space on board that we have ever had in this size range."

On approach to the S65, you are met with her teak laid electro-hydraulic bathing platform and tender storage garage with electro-hydraulic door and launch system

with electric winch. The aft deck features U-shaped seating, a dining area with folding teak table and aft sunpad. The cockpit countertop to port connects to the galley countertop separated by a hinged glass panel which, when open, seamlessly connects the inside with the outside. To starboard, there is an option to install either a serving unit with drawer refrigerator or an aft facing L-shaped settee with built in storage.

Leading to the flybridge is a stairway with teak step treads, opening to a spacious sportbridge deck on which owners can experience the S65's immaculate handling and comfortable ride with unbroken views of the horizon. Featuring an optional table with infill cushions that can be utilized to create a large sun bed means guests can relax in comfort while enjoying the smooth ride that the S65 has to offer. The Sportbridge helm station features twin helm seats and dual station instrumentation and controls. To starboard is a large U-shaped





upholstered seating area with storage below and teak-double-fold dining table with built in drink holders for added practicality.

The foredeck offers a truly unique cruising experience featuring a U-shaped seating area and walk through, as well as a sunbathing area with twin sun beds including cushions and storage lockers – the perfect environment to relax alfresco with family and friends.

The sociable salon on the main deck offers a versatile environment to kick back and relax. The U-shaped sofa with drawers,

coffee table and sideboard unit with bottle and glass storage provide ample storage while a large LED TV on lift mechanism paired to a surround sound system provides a state-of-the-art entertainment system. The L-shaped dinette with folding table easily accommodates guests for both casual and more formal meals, while the well-equipped open plan galley features a full complement of luxury appliances.

Below deck, the S65 accommodates eight guests across four cabins, with the option of an additional crew cabin toward the aft with

separate water closet and shower. The full beam master stateroom makes use of the generous space, featuring a large double bed with drawers below, twin bedside tables and walk-through wardrobe area for ultimate storage options.

Equipped with a choice of twin MAN V8 1200 or V12 1400 engines, the new Princess S65 is set to deliver the level of exhilarated performance expected from the sporty S Class models. The first Princess S65 built for the North American market will arrive in the early spring of 2024.





PRESENTING THE PRINCESS V65

Launching in 2025, the Princess V65 will join the S65 and highly successful F65 to complete the Princess 65-foot model line-up. She is designed to deliver the combination of dynamic power and exclusive luxury that have become the hallmarks of the Princess V Class range.

Designed in collaboration with the Princess Design Studio, Princess's long-standing naval architect firm Olesinski and Italian design house Pininfarina, the all-new V65 features a sophisticated standard of refinement with a spacious main deck that is lined with expansive panoramic windows providing sweeping views of the ocean.

"The new V65 features the latest V class exterior styling," says Andy Lawrence, Director of Design at Princess Yachts, "her sleek and dynamic profile is coupled with an intelligent use of space both inside and out. Familiar Princess Design Studio accents such as tailored exterior upholstery, soft angled geometry furniture, contemporary line outs, hand stitched helm seats and soft touch high pressure laminate reinforce her as a worthy and exciting new member of the V Class range."


A pioneering, efficient hull design and uniquely developed resin-infused construction provides the 65-foot Princess model with responsive handling, exceptionally quick transition to planing speeds, and assured seakeeping. Conceived as a true thoroughbred sports yacht and powered with a choice of twin MAN V8 1200 or V12 1400 engines, the V65 will boast speeds in the upper 30 knot range with incredibly agile handling.

While the sleek, low-profile and purposeful stance evoke a sporting prowess, an exceptionally spacious interior with meticulously crafted luxury awaits within. This flagship V Class yacht is unashamedly focused on a modern, exciting and comfortable life at sea and fits perfectly to outdoor lifestyles – whether cruising from port to port, enjoying water sports or entertaining friends and family.

The expansive aft deck invites relaxation and features U-shaped seating, a dining area with folding teak table and aft sunpad. The cockpit countertop to port has been aligned with the countertop and hinging window and can be equipped with a top-loading refrigerator, sink and storage cupboard. To starboard, there is an option to install either a serving unit with drawer refrigerator

or an aft facing L-shaped settee with built in storage. A spacious tender garage aft is designed to accommodate a Williams SportJet 345 or equivalent sized tender of the owner's choice and features a roller system for simple launch and retrieval.

Below deck, guests can enjoy beautifully appointed cabins each bathed in natural light from elegant hull glazing. Eight guests can be accommodated in four cabins – three of which are ensuite with the starboard ensuite having day access. There is also the option of a further cabin aft for occasional guests or crew.

The Princess Design Studio has designed every element of the new S65 and V65 with meticulous attention to detail, resulting in both exterior and interior elements that are crafted with flowing yet functional forms to deliver the ultimate standard of luxury at sea in their respective classes. With a nearly 60-year reputation of designing and delivering exceptional luxury yachts, Princess looks to raise the standard once again with two new models that blend iconic design, exceptional engineering and unrivalled craftsmanship to deliver the ultimate standard of luxury and performance at sea. 



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VIKING YACHT COMPANY LAUNCHES GOVERNMENT AFFAIRS AND SUSTAINABILITY DEPARTMENT

The Viking Yacht Company seeks to bolster its commitment to critical industry concerns, impacting not only the company and its subsidiary brands but also the entire landscape of marine manufacturing and the long-term well-being of the marine ecosystems. This commitment takes shape through the establishment of the Government Affairs and Sustainability (GAS) Department. Through its reach, this department serves an essential role in connecting Viking directly to lawmakers, regulators and policy makers. In recognizing the value of this initiative, Viking is investing strategically, reinforcing the pillars of growth, success and the welfare of its dedicated employees and customers. In tandem with these goals, the department will be actively advancing policies that translate into tangible benefits for the marine environment and the industry.

Boat building is a uniquely American industry, with an astounding 95% of boats purchased in the United States being made in the United States. This statistic is even more impressive when we narrow the focus to the realm of sportfish boats. Yet, the domestic marine manufacturing sector is confronted with various challenges that make it susceptible in both its operations and products. Safeguarding this industry and the livelihoods of more than 800,000 individuals employed within the American marine sector requires a vigilant and proactive stance in the legislative and regulatory arenas. In this endeavor, Viking's GAS Department will take a leadership role, forging direct partnerships with elected officials, policy makers and industry allies and associations, both domestically and internationally. This commitment extends beyond Viking's interests, as it champions initiatives that fortify the entire marine industry.

As Viking continues its legacy of decades of building high-performance fishing boats, its commitment to sustainable, well-managed fish stocks is a top priority for both the company and the passionate anglers who pursue catch aboard Viking's boats. Without fish, there are no fishing boats. It's important to recognize that fisheries management, whether on a domestic or international scale, is intrinsically entwined with politics. From the selection of data incorporated into stock assessments, which dictate annual quotas, to the equitable distribution of those quotas among stakeholders and nations, fisheries management highly influenced by both politics and science. In understanding this dynamic and that these decisions must ultimately serve the best interests of both fisheries and the anglers who pursue them, Viking is committing to maintain a role as an active and engaged participant in these critical discussions.





Viking's GAS Department is actively engaged in collaborating with industry partners to navigate the intricate landscape of fisheries management. Viking maintains a significant presence in various influential bodies, holding a seat on the Center for Sportfishing Policy Board of Directors and its government relations committee, The Billfish Foundation Board of Directors, the National Marine Manufacturers Boat Builders Board of Directors and the American Sportfishing Association Government Affairs Committee. Furthermore, Viking's expertise extends to serving as a technical advisor on the International Commission for the Conservation of Atlantic Tunas Advisory Committee, a proxy representative on the Highly Migratory Species Advisory Panel, participation in the Gray's Fish Tag Research Advisory Panel and membership in the Hudson Canyon National Marine Sanctuary Advisory Committee. Viking's involvement in these diverse roles illustrates

its unwavering commitment to promoting the sustainability and vitality of the marine environment.

Viking's pledge to this cause underscores its interest to seek ways to reduce its environmental footprint and actively contribute to its improvement wherever feasible. This proactive stance not only elevates the brand's standing but also promises stability for its employees and products for generations to come. During this transformative effort, there is one constant: Viking's mantra to build a better boat every day and its unyielding commitment to producing the best sportfish and center console boats on the water.

The GAS Department and its portfolio of work will be led by John DePersenaire. Hired in 2022, he brings an extensive marine biology and fisheries management background to Viking. Prior to joining Viking, he worked for the Recreational Fishing Alliance in various roles including

serving as its Executive Director, thereby gaining valuable insight into the political workings of natural resource management. He serves as an officer for the Fisheries Conservation Trust, an affiliated non-profit that operates three charitable fishing tournaments, The Buccaneer Cup, the Manhattan Cup and the Valhalla Flounder Open, and participates on numerous advisory committees.

Viking firmly believes that its investment in the GAS Department is not only a sound business decision, but a declaration of its dedication to the well-being of its business, its employees and its valued customers, allowing them to continue pursuing their deepest passions – building the world's preeminent sportfish boats and enjoying precious time on the water. This strategic move attests to Viking's unwavering commitment to environmental stewardship, bolstering its position as an industry leader and a conscientious citizen. 🐟

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"I wouldn't build a boat without one."

-Capt. John Crupi



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-Capt. Bart Van Der Horst


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BOATS HAVE SOCIALS TOO!

We want to follow along on your adventures! Create an Instagram account for your boat and tag @vikingyachts and @valhallaboatworks in your posts for a chance to be featured in our magazine. Here are a few of our favorites!



FOLLOW OUR OWN @VIKING.DEMO

The Viking 64 Demo with Sean Dooley at the helm broke the one-day South Carolina state record with five blues. They kept the momentum rolling with a total of seven blues and 26 sails over four days of fishing.

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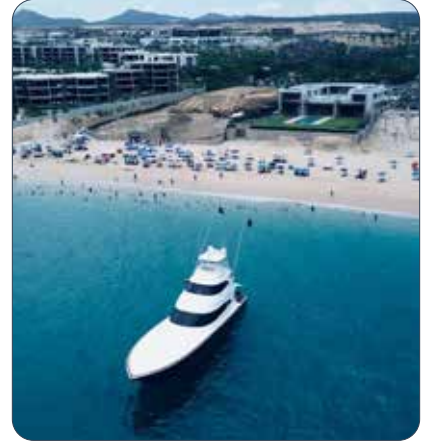
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KOHLER





PRINCESS Y95 DAZZLES IN NORTH AMERICAN PREMIERE

The First Princess Y95 Delivered to North America was Unveiled as the Focal Point of the Princess Yachts America Display at the Recent 2023 Fort Lauderdale International Boat Show.






The Fort Lauderdale International Boat Show (FLIBS) returned for its 64th year this past October, offering the perfect opportunity to introduce the new Princess Y95 to the North American market as the centerpiece of an expansive display along the show's main thoroughfare. From the time the show opened to the sounding of the last horn marking the traditional closing day fanfare, the Princess display was bustling with visitors eager to get a closer look at the new Y Class flagship, particularly when it was announced the Y95 was selected as a finalist for the annual Fox Sports "Best of Show" award.

The Fox Sports "Best of Show" award is presented annually during FLIBS to a new model making its initial debut and is based on elements of innovation, performance, design, technology and architecture. The overall winner is chosen by a panel of elite judges with various backgrounds in the different award qualification categories and

is announced during the show. In addition, Fox Sports produces a one-hour special showcasing the yachts selected as finalists to highlight the latest new models leading the way with innovative designs and features.

Stepping aboard the Princess Y95, judges observed a key focus on living life on board beginning with the full 22' 3" beam master stateroom, with skylights, that is located forward on the main deck. Below deck, four beautifully appointed ensuite staterooms host guests, while crew accommodations include an ensuite captain's cabin and bunk cabin with the option for an additional bunk cabin. Judges also loved the asymmetric teak-laid flybridge layout that enables easy access to all areas of the exterior deck space. Though other finalists selected were yachts of much larger size, it was noted by several judges that the Y95 delivered the same volume but allows for exceptional cruising destinations typically difficult to access with larger yachts. It was hard not to

love the expansive flybridge that combines a forward helm with twin adjustable seats, forward-facing L-shaped seating area, as well as a dining table that seats 10 with a fully equipped wetbar to provide a unique setting to entertain, relax or enjoy dining alfresco with guests.

The essence of the Princess Yachts Y class is one of refined luxury, meticulous attention to detail and elevated levels of craftsmanship without compromise. It is the epitome of Princess craftsmanship that has long been associated with the brand. Ingeniously designed to cater for all owner's needs, whether cruising with family, entertaining guests or cruising alone with a professional crew, the versatility of the Y95's configurable layout options means it fits perfectly into a wide range of lifestyles. It is no wonder that, with a number of hulls being built for North American customers, the Princess Y95 is already setting a pace worthy of a flagship. 



INTERNATIONAL COMMISSION FOR THE CONSERVATION OF ATLANTIC TUNAS

In the realm of recreational boating and angling, the international fisheries management process plays a pivotal role in preserving and safeguarding the abundance of iconic species, including marlin, tuna, swordfish and others. As a dedicated participant in the management of highly migratory species (HMS), Viking Yachts acknowledges the indispensable role these species hold within our industry. The annual International Commission for the Conservation of Atlantic Tunas (ICCAT) meeting stands as a critical juncture in the ongoing effort to ensure the sustainable future for these species. Viking stands firm in its commitment to advocating for measures that benefit United States fishermen, bolster scientific knowledge and promote responsible management practices for these species, which are not only vital to its business but also to the anglers who pursue them. In preparation for this meeting, Viking has proactively put forth recommendations to the United States delegation, emphasizing the importance of informed decision-making, demanding adequate monitoring by partner nations and ensuring adequate quota for the United States as a position that would help achieve

safeguarding the future of these important species. It is through collaborative efforts and proactive engagement with international fisheries management that we can secure opportunity for United States fishermen.

OPTIMIZING BIGEYE TUNA CONSERVATION:

The United States' focus on landing adult bigeye tuna that have spawned at least once represents a crucial conservation effort. This approach directly contributes to the enhancement of recruitment and the maximum sustainable yield. Viking suggests that maintaining a minimum quota of 1,575 metric tons for bigeye tuna is justified, as it accommodates historical usage, considers the seasonal nature of the fishery and allows flexibility to respond to availability and market dynamics.

DATA-DRIVEN BILLFISH MANAGEMENT:

Viking strongly advocated for a policy that links the landing of billfish species to the availability of sufficient and accurate landing data. The United States domestic fisheries management system serves as a global model for data-driven management. The highly migratory nature of the billfish

species makes them vulnerable to mortality in numerous jurisdictions after leaving United States waters. The importance of improved data for managing these significant species is underscored by Resolution 95-12.

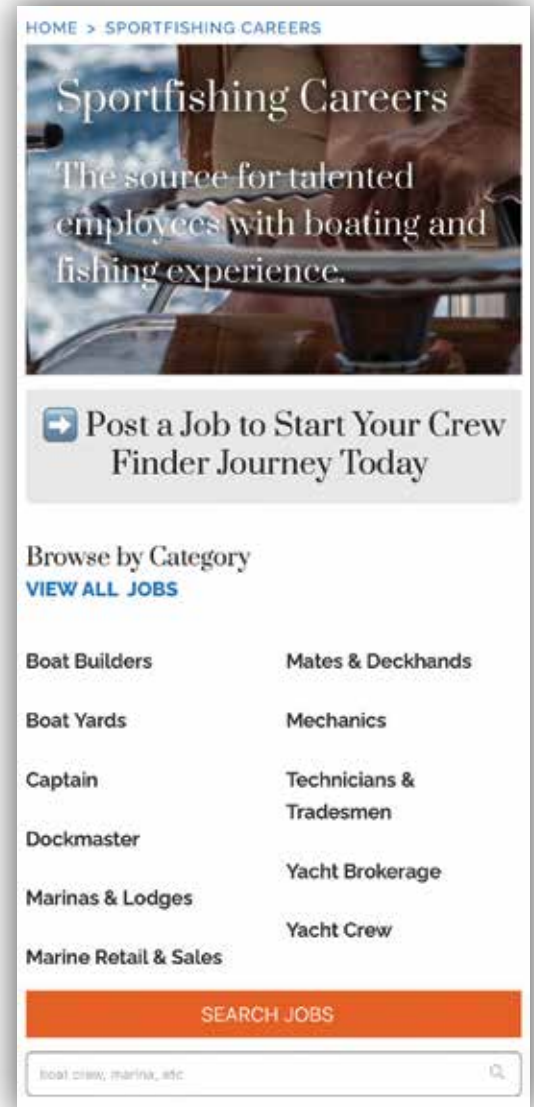
ADDRESSING MISIDENTIFICATION AND MISLABELING OF BILLFISH LANDINGS:


Viking requested an investigation into the apparent misidentification and mislabeling of billfish landings by specific contracting parties in recent years. Such practices can be used to circumvent conservation objectives and compromise assessment results that inform management decisions. Accurate species-level landing information is crucial to achieving effective conservation and management of billfish.

Viking will continue to participate in the ICCAT process and monitor actions that would have a negative impact on important species. It's critical that appropriate recommendations and management decisions continue to support the long-term health of these vital species and their ecosystems. 🐟

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60 YEARS OF VIKING

ONLY THE STRONG SURVIVE, ESPECIALLY WHEN IT COMES TO BOATBUILDING

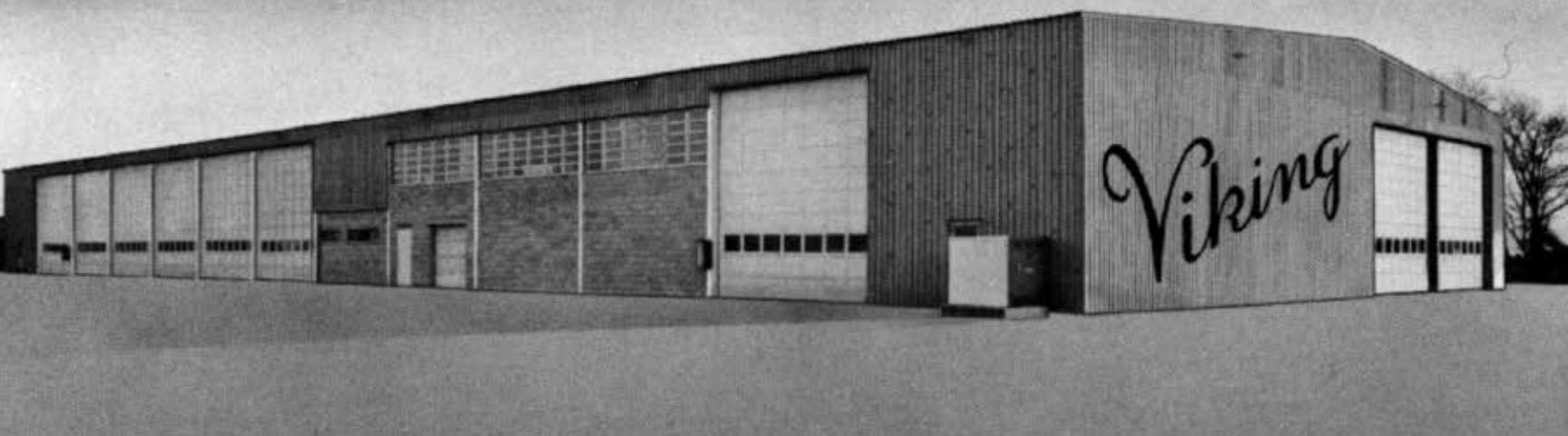
BY PETER FREDERIKSEN

As published in Marlin, December 2023

[all photos courtesy of Viking Yacht Company]

On April 1, 2024, the Viking Yacht Company will celebrate its 60th year in boatbuilding. From humble beginnings on the banks of the Bass River in New Gretna, New Jersey, Viking has become the largest manufacturer of luxury fiberglass sport-fishing yachts in the world, with more than 5,500 boats delivered. Armed with a constant influx of new models that define the company mantra of building a better boat every day, Viking shows no signs of slowing down heading into its seventh decade. But the story of this family-owned and -operated company actually began well before its opening on April 1, 1964.





The original Viking building in New Gretna, New Jersey.

THE EARLY DAYS

In 1961, the Healey brothers—Bill, an ironworker at his father's steel company, and Bob, an attorney with real estate expertise—built a marina on the Bass River. The Healeys soon realized that for the marina to be profitable, it would need to sell boats, marine supplies and equipment, as well as provide repairs and winter storage. The pair struck a deal with Carl Peterson, a cottage-size local builder whose brand was flagged Peterson-Viking. Peterson produced a dozen or so boats per year, and

the Healeys were able to sell half or more of the builder's yearly inventory.

The well-built mahogany-planked Peterson-Viking boats were handsome, seaworthy and compared favorably with the South Jersey competition. Although Carl Peterson was a good builder, his company soon developed financial problems. A bank approached the Healey brothers about buying Peterson-Viking, an idea they liked. The Healeys decided to sell their marina and set up shop constructing boats in a large but unheated

building in an undeveloped area behind the marina, where the Viking Yacht Company is today.

The brothers dropped the Peterson name, and the Viking Yacht Company began with Bill the boatbuilder and Bob the money man. Bill may have started out with his father, Patrick, in the steel-erection business, but his genius was soon apparent. He was born to be a boatbuilder, and together with his brother's financial and legal acumen, the Healeys began their unstoppable quest.



The first wooden Viking models slowly gave way to all-fiberglass boats in 1971, thanks to these dedicated and talented shipwrights.

Bob knew that his brother would never compromise the quality of the boats, and his philosophy and commitment were obvious to every employee. His service in the United States Marine Corps also helped employees to understand from their first day that it was Bill's way or the highway.

The first wooden Vikings sported lots of varnish, teak cockpits, and artfully hand-painted hulls. Popular styles in those days featured sedan layouts with flybridges, but Viking's first real milestone came in 1971 when the first all-fiberglass 33-footer was launched. In fall 1972, the company made its industry mark with the 40 Sedan Convertible, which remained in production for 16 years. More than 600 were sold both as the original 40 and an updated 41-foot version. By 1979, the fleet had expanded to include a 35 Convertible and a 43 Double Cabin. A 46 Convertible was added in 1981.

As Viking was gaining attention from its major competitors, Bertram and Hatteras, a growing number of customers began to recognize that the well-built and smartly styled Vikings were formidable industry players. The lineup expanded further in 1987 when Viking bought Gulfstar, a St. Petersburg, Florida, yachtbuilder, and its factory. Viking now had established a stable

of desirable tournament-ready sport-fishing yachts and a luxurious lineup of motoryachts from 50 to 63 feet.

ROLLING WITH THE PUNCHES

A recession reared its ugly head in summer 1990, but it was the federal luxury tax that passed in November of that year that crushed the boating industry. The tax added a 10 percent upcharge to boats and other luxury items that sold above \$100,000. On January 1, 1991, the tax went into effect, and the result was the equivalent of running aground at 35 knots. The brain-dead government felt that wealthy folks could afford the added expense, but they figuratively missed the boat in not realizing that the tax also affected the tens of thousands of workers throughout the marine industry. In 1990, Viking sold 90 boats. When the tax went into effect, sales dwindled to 32. A year later, it sold 12 boats, three of which were heading overseas. Both the dealers and Viking were stuck with inventory, so Viking closed the St. Petersburg plant and shipped the molds and other equipment back to New Gretna. Between Florida and New Jersey, Viking had more than 1,500 employees before the luxury tax; just 64 remained by 1993.

Using their personal resources, including their retirement plans, the Healey brothers sold their real estate holdings to keep the doors open and fought with the banks to arrange a workable loan payment schedule. Bob Healey also took the fight to Washington with busloads of unemployed craftsmen and raised national attention by burning a boat on a barge in Narragansett Bay. The government did not understand that the issue was about the working people and their families who were losing their jobs and homes, not just the wealthy.

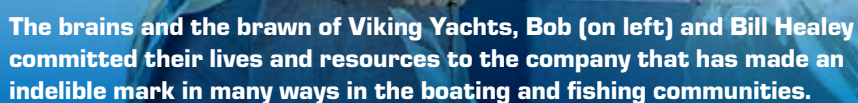
On August 10, 1993, President Bill Clinton finally repealed the luxury tax. When Bob Healey told the story about the IRS telling him that the luxury tax cost the government more in unemployment benefits than it took in with the tax, it was further proof that the tax was foolish and ill-conceived. *Soundings*, a popular boating publication, wrote, "On a national level, no one battled the luxury tax harder than Robert Healey." When the Healeys were inducted into the National Marine Manufacturers Association Hall of Fame in 2003, many in attendance remembered the grit and dedication that the Healeys provided through those horrible years.



The Viking Yacht Company employee class of 1984.



The brains and the brawn of Viking Yachts, Bob (on left) and Bill Healey committed their lives and resources to the company that has made an indelible mark in many ways in the boating and fishing communities.



The Viking 72 Enclosed Bridge was the company's largest convertible at the time, circa 1995.



SILVER LININGS

During those troubled times, an interesting benefit and asset emerged. Bill's son, Pat Healey, who is now president and CEO, became a full-time employee in 1976 and was working his way up in the sales department. Every week, he'd hit the road to visit Viking dealers. He was after input; he wanted to hear what the customers were saying, and then he would take those ideas back to the team in New Gretna. It was time to shake out the "if you build it, they will come" theory, and building what the customers wanted would revive sales and grow the company in a post-luxury-tax world. Pat sought out dealers who shared his company's mission. He insisted on total

commitment to work through the remaining inventory and to be ready when customers returned to the market.

Viking survived the luxury tax—barely keeping its doors open—but the company continued to innovate and tool up new models. So when the tax was lifted, Viking was well-positioned to leapfrog the competition.

Once the inventory and dealer supply were under control, it was time to start bringing back Viking's workforce—but not without another glitch: Nearby Atlantic City was eating up all the electrical, mechanical and carpentry labor. So, Bob Healey enhanced the pay program, including profit sharing,

and instilled a four-day workweek. New models were coming, and the existing lineup, especially the 50 and 53 Convertibles, were branded with new interiors and other upgrades. There was a powerful energy among the employees, and when Bill stood at the door every night wishing them—each one by their first name—a good evening, smiles were everywhere.

By 1995, the company was about to launch its largest convertible: a 72-footer. A 54 Sports Yacht enhanced its motoryacht line, followed by a 58 enclosed-bridge model and a 60-foot Cockpit Sports Yacht that was *Boating* magazine's Boat of the Year.

Vintage Vikings—a 38-footer and two 37-footers—on a photoshoot.



As Bob Healey recognized the importance of healthy fish stocks to keep customers interested in new offshore-fishing boats, he founded the Recreational Fishing Alliance in 1996. That same year, Viking formed a strategic alliance with Marine Projects, a British yachtbuilder of highly regarded motoryachts from 40 to 72 feet. The British-built yachts were manufactured to Viking's specifications for the American market and named Viking Sport Cruisers. It was an immediate hit that every Viking dealer embraced to expand the company's footprint.

Meanwhile, Pat had been drilling his father with ideas for a better convertible. With Bill's go-ahead, what followed was the Viking 55, a convertible loaded with custom features built on a production schedule. It set the standard as the ultimate sport-fishing yacht of the era and established Viking as a worldwide industry leader. Before it debuted at the Fort Lauderdale show in 1997, Viking had already sold 20 boats. The company eventually sold 115 during its five-year run in the tournament spotlight. It was so popular that when the next Viking, the 65 Convertible, was announced in 1998, it also sold 20 boats before the first one launched. The same year, Viking gained more acclaim from Ernst & Young as the New Jersey Manufacturer Entrepreneur of the Year.

And in 1999, the beloved 61 appeared on the scene.

EXPANSION, RENOVATION AND INNOVATION

In 2000, Bill orchestrated a \$10 million plant expansion to improve factory efficiencies because the company was constantly introducing new models. The Healeys were obsessed with offering their owners value, and in February 2002, they opened the Viking Yacht Service Center in Riviera Beach, Florida. In December, they bought back the Bass River Marina and reflagged it as the Viking Yachting Center. Pat saw another opportunity to provide Viking owners with more value when Atlantic Marine Electronics and Palm Beach Towers were created. The subsidiaries enabled Viking to offer turnkey delivery with every new Viking. Since their establishment two decades ago, both have become leaders in their respective industries.

In 2004, Viking launched its 74 Convertible, the largest boat in its 40-year history. Bill upgraded the plant again by purchasing a \$1 million five-axis CNC machine, which carved foam plugs used to produce new molds for hulls, decks, cockpits and other large parts. It shortened the time it would take to build new models, becoming so useful that Viking bought a second five-axis machine to build myriad smaller fiberglass

parts. Viking was on a roll, introducing one to three new models every year. At the 2005 Fort Lauderdale International Boat Show, a 68 Convertible and a 74 Enclosed Bridge Convertible were showcased, along with announcements of a 52 Open and a 64 Convertible under construction.

Now in the zone, the ideas kept coming: Viking sponsored the Riviera Beach Maritime School in 2006 and displayed the first 68-foot enclosed-bridge model. Bill designed and built a wastewater-treatment plant for the New Gretna facility, triggering an effort to explore alternative-energy options, including the installation of 798 solar panels on the roof of Building 5A to provide power for it and Building 5. In January 2012, Bill's most ambitious project got underway: a tri-generation power plant using natural gas to power six microturbines. The power plant reduced heat, electrical and cooling costs.

Despite the Great Recession, which began in December 2007, Viking continued to introduce fresh new models, with its largest-ever yacht debuting in 2009: the Viking 82. Several other boats were also introduced, such as the Viking 76. Other milestone yachts would follow, including the 70 Convertible in 2010 and the 66 the following year.



**Brothers and Viking
Co-founders Bob
and Bill Healey.**

The innovation was nonstop and Viking's industry-leading boat-show displays—with upwards of 16 boats in the water—were dominating. At the 2014 Fort Lauderdale show, the world was wowed again as Viking celebrated its 50th anniversary with the premiere of its game-changing 92 Enclosed Bridge Convertible and the 75 Motor Yacht.

The success of the Florida Service Center had made it so popular that Viking built another yard a few blocks north—Viking International Yacht Center—which also became home to Atlantic Marine Electronics and Palm Beach Towers. Also in celebration of its 50th anniversary, the company held its first Viking Key West Challenge—a family fishing tournament that became a fixture in the Conch Republic.

The following year, the company launched the 80 Convertible. In 2016, Pat Healey announced that Viking had purchased the Ocean Yachts property on the nearby Mullica River to build its smaller models and provide more space for the larger Vikings in New Gretna. The groundbreaking 93 Motor Yacht began construction that summer.

Three new models arrived in 2018, including a 68 and a 44 Convertible in Miami, with a September sneak peek of the new 58 Convertible. No other company has built as many new boats as Viking, but this is a company that simply does not rest on its laurels. For proof, Pat made an announcement at the 2019 VIP event in February that stunned all 800 people in attendance: Viking would introduce three outboard-powered Valhalla Boatworks center-consoles—the V-33, V-37 and V-41—in September, and the Valhallas would be built at the Mullica plant. These 2020 models were joined by two new boats—the 38 Billfish Open and the 46 Billfish—which set a record of sorts at the Fort Lauderdale show with five new-boat introductions.



Refusing to preserve the status quo, Viking is constantly updating its facilities to ensure efficiency across the board, including the annexation of factory buildings to be sure that both its employees and products can move freely between them without exposure to the outside environment

The momentum continued in 2021 with a new Valhalla 46 and Viking 54 Convertible; followed in 2022 by the Viking 64 Convertible and 54 Open; and at the 2023 Miami International Boat Show, two new flagships—the Viking 90 and Valhalla V-55—made their world premiere.

Bill Healey still visits his company and has always been fond of the Fleetwood Mac song “Don’t Stop,” with the familiar, recurring line: “Don’t stop thinking about tomorrow.” No words better describe the harmony and heartbeat that drives Viking to build a better boat every day. Sixty years later, it never gets old. Viking Yachts is privately owned, vertically integrated, and comprised of three generations, producing 90 percent of everything that goes into the vessels in order to control and maintain quality.

Bob Healey passed away in 2021, with Viking, the boating and fishing community, and the media recognizing his tremendous impact on the marine industry. His son, Bob

Healey Jr., has taken the reins from his father as chairman, working with his cousin Pat as Viking charges into the future. The company now includes the third generation of the Healey family. Pat’s children—Sean, Justin and Kaitlyn—are now fully involved with the company in sales and marketing roles, while also representing Viking at boat shows, tournaments, and other events.

The hundreds of components that make a Viking are derived from the sweat equity of the company’s proud boatbuilders. Pat Healey smiles when he says, “We’re not smarter than our competition; we just work harder,” which is proved by the overwhelming feeling visitors get when touring the company’s 880,000-square-foot factory in New Gretna, where some 1,500 shipwrights produce the Viking product. And no matter where you turn in the Viking dimension, the people you see never stop thinking about the boat they will build tomorrow. 🌊



ABOUT THE AUTHOR

Peter Frederiksen is an award-winning marine journalist, editor, and 100-ton Master Mariner specializing in boathandling, construction, and maintenance, as well as offshore and inshore saltwater sport fishing. His boating experience extends along the US East Coast from New England to Florida and from the Bahamas to Mexico, as well as West Coast adventures in Alaska and Baja.





The Valhalla Boatworks fleet.



PRINCESS S72 CAPTURES WORLD YACHT TROPHY

Princess Yachts is Proud to Announce the Princess S72 as the Recipient of a World Yacht Trophy for “Best Exterior Design”

The World Yacht Trophies have become one of the most prestigious and recognized awards in the world of luxury yachting for the past 20 years. Held annually during the Cannes Yachting Festival, this unique event takes place on the beach of the International Carlton Hotel. The 22nd edition of the World Yacht Trophies, hosted by Yachts France, took place in Cannes this past September with over 700 industry members in attendance. Representatives of Princess Yachts on hand were honored when the new Princess S72 was announced as the winner of the “Best Exterior Design” award for 2023.

Recently launched at the 2023 Dusseldorf Boat Show and shown for the first time in North America at the 2023 Palm Beach International Boat Show, the new S72 provides a sporty alternative to the highly successful Y72 as one of the largest models in the Princess S Class range. As with all models in the Princess S Class, the S72 features sleek exterior lines that are extenuated by beautifully sculptured full-length hull windows to provide a powerful profile. The judges were impressed with the myriad of sociable outdoor living spaces on the S72, particularly the expansive aft deck entertaining space that incorporates a generous dining area opposite the fully equipped galley and a large aft sunpad that sits above a spacious tender garage.

Designed by the Princess Design Studio in collaboration with naval architect firm Olesinski and Italian design house Pininfarina, the S72 is equipped with twin MAN V12 engines at either 1,650 or 1,800 horsepower each and a highly efficient resin-infused deep-V hull to deliver dynamic performance and agile handling with speeds of up to 38 knots. Though the S Class presents a hybrid between a true flybridge yacht and an express cruiser, the combination of accommodations, performance and entertaining space aboard the new Princess S72 give this award-winning model the feel of a much larger yacht. 🌊




PRINCESS

OWNER OF INTEREST JEFF & CAROL RILING

TEAMWORK MAKES THE DREAM WORK

When Jeff and Carol Riling toured the Viking manufacturing plant for the first time in 1989 with Co-founder Bill Healey, never in their wildest dreams did they think they would one day own a Viking-built boat. “Bill treated everyone the same – it didn’t matter what walk of life you came from,” says Jeff, whose brother Jay worked at Viking in the Service Department for decades. “I was an automotive technician at the time, so this is truly a dream come true.”

TEAMWORK, a striking Kingston Grey Valhalla 46 with triple Mercury 600-hp Verados delivered in summer 2023. The boat is impressive, no doubt.

Jeff uses the Valhalla in New Jersey in the summer and in Stuart, Florida, in the winter

for family fishing and cruising. He and Carol have three children and four grandchildren (ages 1 through 8).

“The boat is extremely well-thought-out,” says Jeff. “I like the flush, single-level deck; the freeboard is at the perfect height; and the forward seating still allows easy access to the anchor locker.”

The family loves all of the different options for seating, and the grandkids are especially fond of the cabin.

“The visibility from the helm is awesome – I’m a bit vertically challenged,” laughs Jeff. “But when you’re coming up on plane you never lose sight of the horizon.”

“Everyone on the Valhalla Boatworks (VBW) team made sure that the build process was very smooth,” says Jeff. “We enjoyed tracking the build and must have visited Viking Mullica a dozen times. The Valhalla team gives you the freedom to make it your boat, but they also give you valuable guidance along the way.”

One of the Rilings’ personal requests made good by VBW was turning the second row of helm chairs into bench-like seating so the children could sprawl out, as Lindsey demonstrates.

“They’ve taken all the things that they’ve learned on the Viking side and incorporated them into a center console,” adds Jeff. “We couldn’t be happier.”



Lindsey demonstrating the custom second row bench-like seating. Which comes in handy when it's nap time.



Emmy and Riley chill out in the cabin.







From left to right: the Rilings' son, Jeff Jr., Carol, Viking Southeast Sales Manager Ryan Higgins and Jeff.



TEAMWORK
STUART, FL

“The boat is extremely well-thought-out.”

—Jeff Riling

	Wind Lease Outlines
	Outer Continental Shelf Active Renewable Energy (Wind) Leases
	Wind Planning Areas Outlines
	Outer Continental Shelf Offshore Wind Planning Areas
	Marine Hydrokinetic Leases and Planning Areas <i>OCS-P 0560 - Oregon State University</i>
	State/Federal - Submerged Lands Act Boundary

ORSTED'S DECISION TO HALT OFFSHORE WIND PROJECTS OFF NEW JERSEY COAST SPARK DISCUSSION

In a recent announcement, Orsted, the world's largest offshore wind developer, revealed its decision to cease development on two major projects, Ocean Wind 1 and Ocean Wind 2, located off the coast of New Jersey. While the reasons behind this move were attributed to macroeconomic factors, it has generated mixed reactions from both critics and supporters of offshore wind development and poses questions about the viability of these projects.

Orsted's official press release cited macroeconomics, high interest rates, high inflation and supply chain bottlenecks as reasons for halting work on the projects. However, critics and supporters of offshore wind development offered different perspectives. Some suggested that Orsted's decision was due to their perceived incompetence, arrogance or credibility issues, while others contended that the company mishandled the projects and failed to heed public concerns and political dynamics. A vocal offshore wind supporter

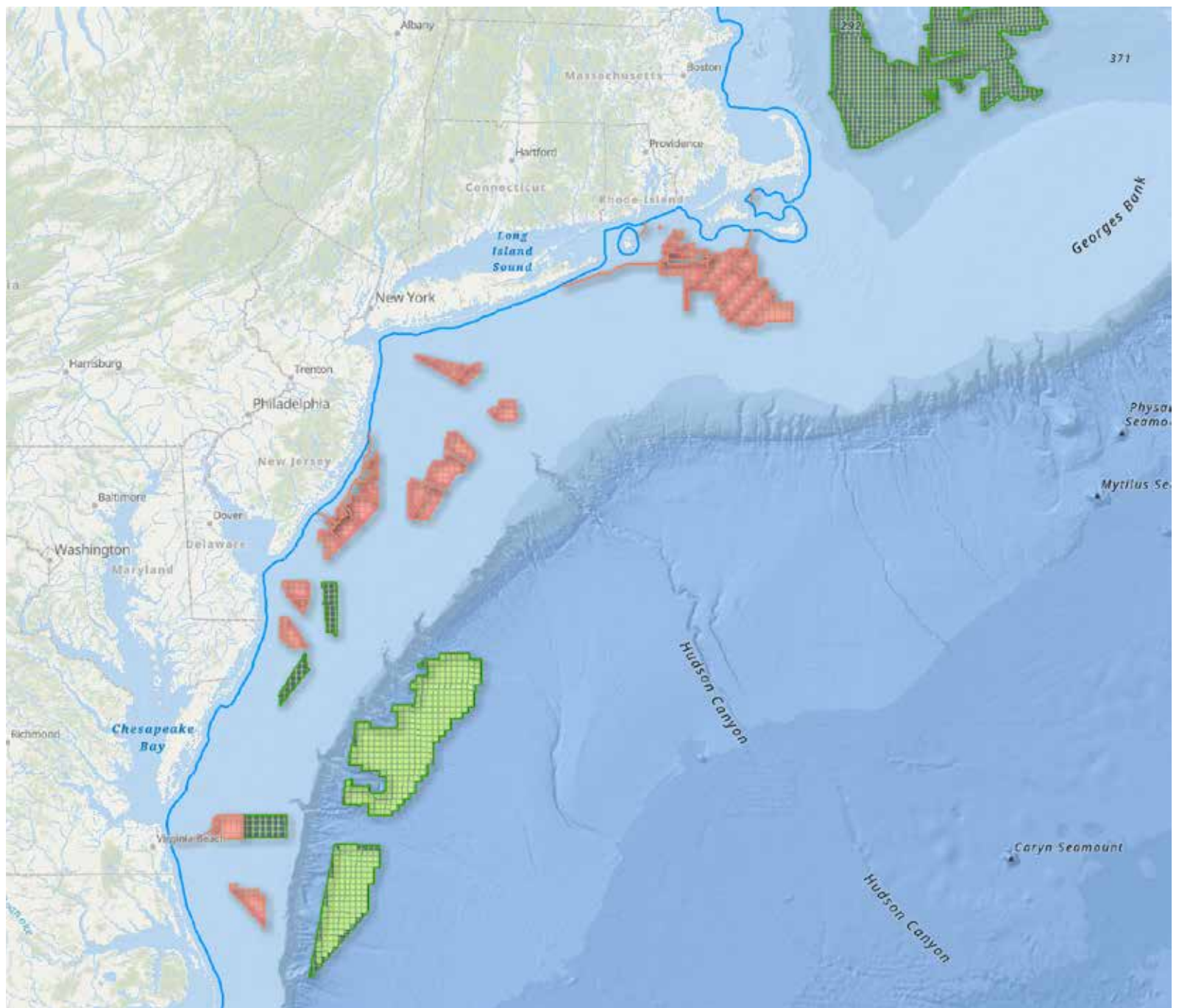
even implied that Orsted was expecting an open checkbook to finance their projects.

Orsted's decision to halt the Ocean Wind projects does not preclude the possibility that these areas will never be developed. The development rights which Orsted secured in 2016 for a price of \$880,715 and holds for 25 years, along with survey, design and permit documents, can be sold to another entity interested in pursuing these projects. Despite this decision, Orsted remains committed to four other projects off the coasts of Rhode Island, New York and Maryland, which should be expected to face similar economic challenges that led to the suspension of Ocean Wind 1 and 2.

It is important to note that this announcement has no impact on the nine other leases off New Jersey or the 27 areas along the Atlantic Coast, spanning from Massachusetts to South Carolina. Offshore wind development is also under consideration in the Gulf of Maine, the Great Lakes, the Gulf of Mexico and

the West Coast. Each wind lease area presents unique challenges and follows its own permitting process at both state and federal levels. The sheer geographic scope and scale of these lease areas underscore the complexity of gathering input and minimizing impacts on recreational fishermen and the marine environment.

For many in the recreational fishing and boating community, Orsted's decision is welcomed, as it reflects concerns that these projects were advancing too swiftly, without sufficient engagement with the recreational fishing and boating community. Recent scientific research suggests that offshore wind development may have large-scale ecological impacts, affecting both fishermen and the species they pursue. Balancing the interests of various stakeholders within the wind lease areas is a challenging endeavor, one where the ambitions of the developers have largely been put over the concerns of the public. This is particularly acute given the diversity and scale of the recreational



fishing sector and the complexity of effectively engaging in every development project.

This decision by Orsted also sheds light on the financial hurdles facing the offshore wind industry. While the current administration and numerous coastal governors feverishly endorse offshore wind development, it comes at a cost to taxpayers and ratepayers, who are straddled with the burden of paying for the substantial tax credits, subsidies and above-market power purchase agreements. Recent events, such as a lackluster public auction in the Gulf of Mexico and New York's rejection of higher payments to offshore wind companies,

highlight growing scrutiny on the financial sustainability of offshore development. Regulators are increasingly demanding that such projects must be economically viable without overburdening ratepayers.

Along the Atlantic Coast, developers are aiming to install thousands of turbines across 27 different lease areas, which, collectively, are expected to provide less than 1% of the nation's energy needs. This ambitious investment may have profound disruptions to navigation and have lasting ecological consequences for limited returns. For recreational boats sailing out of New Jersey, a trip to the Hudson Canyon or the Texas Tower would

require the boat to navigate through four different offshore wind facilities. It is crucial to consider alternative approaches to achieve energy goals without industrializing our oceans and facing unpredictable consequences.


Orsted's decision to halt offshore wind projects off the New Jersey coast may offer a valuable pause for reflection and greater evaluation. It should prompt a critical review of offshore wind development, addressing economic feasibility, impacts on anglers and boaters and environmental concerns moving forward. 🌊

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VIKING MULLICA

PAUSE TO CELEBRATE

On a beautiful Indian Summer Day, the boatbuilders of Viking Mullica proudly posed with the 100th Valhalla 33 and 41. “We were fortunate to have good timing with the completion of hull No. 100 of the V-33 and the V-41 within two days of each other,” says John Leek IV, General Manager of Viking Mullica. “It was the perfect opportunity to bring together the

boatbuilders and celebrate this achievement with a group photo. Our boatbuilders are our greatest asset – and they deserve recognition for doing such a great job on each and every Valhalla.”

Just a month earlier, the 100th V-37 rolled off the production line – a major achievement for Valhalla Boatworks

(VBW). A Viking Yacht Company, VBW burst onto the center console scene in February 2019 with announcement of the V-33, V-37 and V-41. All three models debuted that September. The V-37 was the first to reach the 100-boat mark, but now the milestone has been met by all three of these ground-breaking models. “After completing 100 boats of each of the first three V Series models, we’ve seen tremendous improvements in the efficiencies of the build processes,” says VBW Sales Representative Sean Healey. “The boatbuilders of Viking Mullica have certainly lived up to our Viking mantra of building a better boat every day.”

“It’s hard to believe we’re already at 100 boats,” says Antonio Gonzalez, Exterior Trim Leadman and Lead Painter on the V-41 line. “I remember hull No. 1 like it was yesterday – it was Flag Blue with a Sunset Red boot stripe.”



Hull No. 100 of the V-37 Series is in south Florida, where the owners use the boat for family fishing and cruising, including an occasional run down to the Keys.

“It’s very rewarding every time you finish a boat,” says Kevin Holak, Leadman of Finish Electrical for the V-33 and V-37 lines. “My crew is great, and we bring positivity to work each day. Every boat is special and gets special treatment.”

“Going from hull No. 1 to 100 – wow – it’s an incredible feeling,” says Tito Hernandez, Deck Assembly Leadman on the 33 and 37 lines. “It’s about teamwork. We all work together very well, and that is the most important thing.”

“All of us at Viking Mullica are very proud of reaching this milestone,” says John.

“To be able to maintain steady production of each model since their debut has been a success not just for sales, but also for production. Building these center consoles so consistently has allowed our boatbuilders to hone their skills and become the best they can be.”

The V Series has seen tremendous growth with the addition of the V-46 and the V-55. They are known for their meticulous fit and

finish, straightforward deck layouts that maximize access and safety, and their ability to be outfitted with equipment and features – for both fishing and day cruising – that fully satisfy the owner’s wants and desires.

“This achievement also says so much about the popularity of Valhalla in the marketplace and should propel the future success,” adds John. “I’m already looking forward to the next 100!” 🦋



From left to right, General Manager of Viking Mullica John Leek IV, Production Manager Dan Wilk and Sales Representative Sean Healey.

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The Viking Yachting Center is a family friendly 32-acre marina on the scenic Bass River. The modern facility has everything you need for life on the water including Viking-trained marine technicians. Viking subsidiaries and a lively dockside restaurant are also on property making it perfect for one-stop-shopping.

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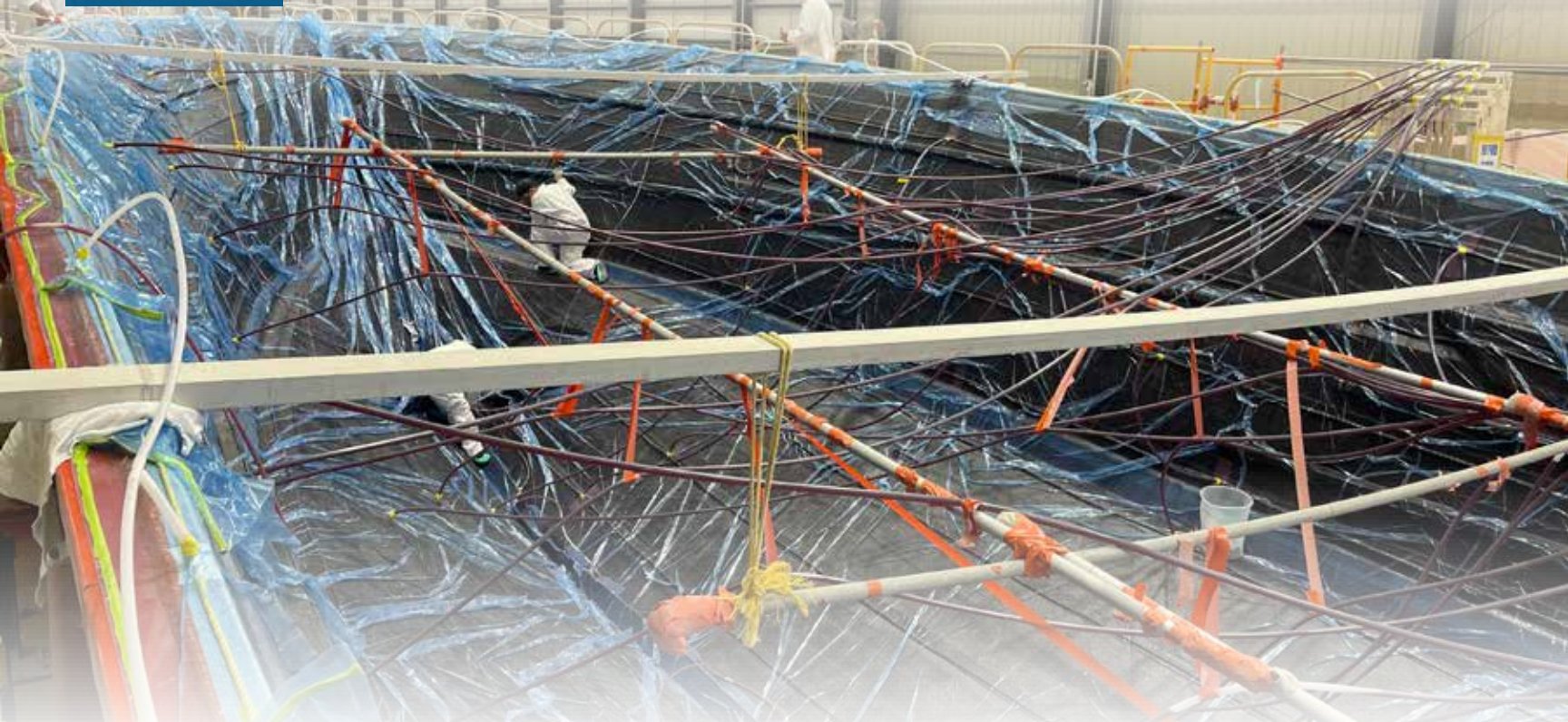
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FIBER REINFORCED PLASTIC ATTENTION TO DETAIL



As the Vice President of Design and Engineering, Lonni Rutt wears many hats. And one of them is overseeing the Fiber Reinforced Plastic (FRP) Department. FRP (or in layman's terms, fiberglass) is critical to the boatbuilding process and within the Viking culture is a clear example of the commitment and dedication to the product. Lonni and his team are responsible for all things composite; resin, core materials, fiberglass and adhesives to name a few. With Viking since 1994, Lonni embraces a passion for composites, quality control and building the best boat.

Every batch of gelcoat and resin that arrives at the New Gretna, New Jersey facility is tested in the FRP Quality Control Lab to ensure it meets manufacturer specifications. Typically, a three-foot by three-foot test panel is sprayed with gelcoat and examined for surface quality, color match and depth of gloss. Once cured, the gelcoat is then scuffed and a separate drum of gelcoat (made specifically for patching) is sprayed to make sure it blends properly.

A sample from both drums is retained and stored in a refrigerated location for a



minimum of two years. This sample may be used later for color matching but is also checked to ensure the product is consistent time after time.

Prior to the infusing process, the temperature of the infusion location in the FRP QC Lab needs to be recreated. Let's say the plant is 73 degrees, then lab temperature needs to be brought to 73 degrees to test the resin in a real-life environment to anticipate performance expectations. This helps to determine the flow and cure of the resin which results in better time management. Every Viking that is infused goes through this process.



During the infusion process, a dedicated person retrieves a sample of resin every 200 pounds and records the time, temperature, catalyst level and gel time. This information is later permanently documented. The complete process includes infusing the resin into the laminate, allowing it to cure and cool and then removing the vacuum bag from the part.

“This attention to detail and extensive quality control results in a consistently superior product,” says Lonni. “It requires a commitment and investment that not everyone is willing to make. This is one of the many things making Viking a leader in the industry.”

RESIN TANK MAINTENANCE

KEEPING THE GEL FLOWING

Plant Engineering runs a tight ship when it comes to keeping the production facilities maintained. They have schedules and routines they adhere to and one of their projects include keeping the resin tanks in tip-top shape for efficiency.

At the New Gretna, New Jersey, location, there are two bulk resin tanks. Each one can hold 6,650 gallons of resin – or 60,515 pounds. Over time the resin builds up inside the tanks. This build up can reduce the flow through the piping system, and even damage the mixer.

“Every two years we take one of the tanks out of service for two to three weeks for cleaning,” says Plant Engineering Manager Jeff Staub. “We utilize the whole team for this undertaking.” He is referring to the many skilled talents that are needed to complete this feat. Electricians, plumbers, crane operators, laborers and painters are just a few.

To start, the team disconnects the tank from all power and plumbing. Then the tank is taken down with a crane since it is surrounded by a containment wall. This wall, or basin, acts as an emergency system in the event of a leak.

The team then chips away at any hardened resin prior to preparing it for painting and interior surface recoating. While this is happening, the mixing and heating equipment is serviced by Viking’s team of mechanics.

Finally, the tank is put back in place and all equipment is reinstalled and connected. A cover is positioned over the tank to provide additional weatherproofing and insulation.



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LISTEN, LEARN & THRIVE

PALM BEACH TOWER'S UNCOMPROMISING COMMITMENT



"After two decades in the business, you'll be hard pressed to find a better group of manufacturing specialists like we have at PBT."

Drew McDowell

Palm Beach Towers General Manager

Since Palm Beach Tower's (PBT) inception in 2000, they have become the leader in the industry – and for good reason. From their talented team of installers and designers to their "keep the foot on the gas" mentality, they are committed to build a stronger, lighter, sleeker tower that compliments the design and function of the Viking and Valhalla fleet. Let's take a deeper dive into what makes PBT the best in the business.


When you understand that PBT was founded and established by two influential men in the sportfish industry, it is easy to understand the success. After Drew McDowell's (PBT General Manager) 15-year tenure as Viking's Demo captain, Pat Healey (President and CEO Viking Yachts) approached him with an idea to broaden Viking's area of expertise outside of boat building. Pat's idea was a subsidiary of Viking Yachts consisting of a tower and electronics company. Drew was already a seasoned captain with countless hours of experience on the water and was intrigued with rigging boats and tower design.

A decision was made that the tower company (PBT) and electronics company, Atlantic Marine Electronics (AME) would actually be two separate companies. And PBT was a natural progression for Drew with his vast experience operating sportfish yachts for the demo team. Twenty plus years later it's obvious he was the right candidate for the position and ultimately the immense success of the company. Brett Standen (Tower CAD Designer) and Don Gemmell (Viking's Field Support Engineer), all with PBT from ground zero, contributed to this powerhouse team of tower design and fabrication.

Fast-forward to 2023 and PBT fabricates over 100 towers a year, a big milestone coming from their humble beginnings of 25 towers the first year. This is due to the commitment to build a better product each and every day, which started with an incredible team of designers, fabricators, installers and rigging specialists both in New Jersey and Florida. An ever-growing demand for towers on sportfish boats and large center consoles, the PBT team is bending, cutting, welding and wiring their products to be superior in strength while aesthetically pleasing.

Now that they have experienced two decades in business, one might think they have seen, heard and built everything imaginable – but that is not the Viking Yacht Company ethos. We never stop innovating, progressing and pushing the limits of design, engineering and manufacturing. This starts with Drew's willingness and excitement to get feedback from owners and their crews about wants and needs. Criticism can be taken personal but not by PBT where they crave information coming from an angler, owner or crew that is using their products and offering first-hand feedback on ways to improve upon or accommodate their specific needs.

The team strives to be the best and part of that evolution is listening and applying customer feedback. It is not just customers they listen to either. Their team of installers and fabricators have developed new ideas of streamlining production and the installation process.

PBT's future is one that has no limit with new technologies, processes and techniques that can be applied to their ability to listen, learn and thrive. 

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February 2 - 3, 2024

**Viking Yacht Service Center
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MIAMI INTERNATIONAL BOAT SHOW

February 14 - 18, 2024

**One Herald Plaza
Miami Beach, Florida**

ATLANTIC CITY BOAT SHOW

February 28 - March 3, 2024

**Atlantic City Convention Center
Atlantic City, New Jersey**

PALM BEACH INTERNATIONAL BOAT SHOW

March 21 - 24, 2024

**South Flagler Drive
West Palm Beach, Florida**

Off the heels of a smashing Fort Lauderdale International Boat Show, the team has their sights set on the upcoming winter shows. With four boat shows in two months, the Viking Marine Group is in demand.

Kicking off the exhibits will be the Viking and Valhalla VIP Boat Show in our own backyard. Hosted by the Viking Yacht Service Center, a fleet of Viking yachts and Valhalla Boatworks center consoles will be on display during the two-day event. This exclusive event is a preview to the Miami International Boat Show.

First seen at the 2023 Cannes Yachting Festival, Princess Yachts America will feature a Y80 at the Miami show. Designed as a new iteration of the Y Class, the flybridge aims to offer volume as well as al fresco living.

The Atlantic City Boat Show will see the much-anticipated debut of Valhalla Boatworks V-28 Bay. After being announced at the Fort Lauderdale International Boat Show, all eyes will be on the V-28. And right on the heels of the Atlantic City show, the V-29 Hybrid will make her world premiere at the Palm Beach International Boat Show.

Mark your calendar! For more information on any of these events contact your authorized Viking, Valhalla or Princess dealer.



MAINTENANCE CORNER



Whether you take your boat to the yard or maintain it yourself, the most important thing is to be sure maintenance gets done on a regular basis. Here are some tips that will keep your boat in top shape.

FLYBRIDGE

Clear vinyl and acrylic panels enclosures also require specific products for maintaining properly. Ask the supplier what is recommended to protect and preserve clarity.

Noxon removes spots on stainless steel and aluminum. Use Collinite for longer lasting protection.

Pay special attention to anodized aluminum surfaces. The various shapes in a tuna tower present curves and crevices where salt can collect and corrode the finish.

COCKPIT

Wipe out the hatch gutters and keep drains clear of debris. Wipe down gasket material, the insides of fish and dunnage boxes and the undersides of each hatch.

Open the lazarette hatches and wipe down the Seakeeper gyro stabilizer if so equipped. Use this time to check that your bilge pumps are working.

When cleaning teak with caustic products, wear gloves, and keep plenty of water flowing down the hull sides and transom to prevent staining and streaking. Tape anodized aluminum tower bases to prevent exposure to teak cleaners, which will permanently mar the finish.

ENGINE ROOM

Glendinning Cablemaster shore power cords should be extended to their maximum length a few times every season to retain flexibility and ease of operation.

Exercise all of the boat's sea valves once a month. If you encounter a valve in a stuck open position, don't force it but add it to your boatyard list of chores and have it greased for proper operation.

To keep the bilge smelling clean, pour a pint of hydrogen peroxide in the shower sumps and the condensate collection boxes of air conditioning and refrigeration equipment as needed.

Beware of oxidation and corrosion. Green or white-ish build up on hardware (often below deck, in the lazarette or forward bilges where there is high moisture) needs to be removed to prevent failure. You can use a Scotch-Brite pad or a brass brush for more stubborn areas. Follow up with a marine-grade corrosion blocker.

Clean the rock trap which is the component catching solid contaminants prior to reaching fuel filters. If left unserviced the buildup can cause a fuel restriction.

HULL SIDE

Start at the top and work your way down. Grime collects on the tower buggy top and on the fiberglass hardtop. If you wait for the rain to rinse it off, it will leave black streaks down the topsides and hull.

Wash with a neutral PH soap that does not remove wax. Dish detergents will quickly dissolve wax and expose the gelcoat or paint to the elements.

Use clean cotton mitts for fiberglass and metal surfaces. Use another mitt for the vinyl enclosure to avoid transferring grime from one surface to the other. Occasionally, take all the cotton mitts and toss them in the washing machine to remove residual dirt that collects in the fibers.

Painted boats should only be washed and waxed with the paint manufacturer's recommendations.

Dry with a blade, a chamois or a clean terry-cloth towel. Water left to evaporate leads to spotting on metal, black painted windshield masks and glass. A dockside filtration canister is a good investment.

Wax is not the same as polish; the former seals; the latter cleans and preps the surface for wax.

When water no longer beads on the surface, the wax protection is gone. Always test a small area to determine the condition of the substrate. If the wax is difficult to remove, the surface needs to be cleaned before wax can successfully be applied.

Cleaner/waxes combine two steps into one but are not as durable as a pure wax coating.

ANCHOR LOCKER

Open the anchor rode hatch and let fresh air circulate to reduce mildew build up. Occasionally pull out the anchor line and let it fully dry in the sun. Open deck hatches and invite fresh air aboard.

INTERIOR

Acrylic mirrors on medicine cabinets and head ceiling panels should be wiped with clean, damp chamois or Novus products available at marine stores. Household glass cleaners containing ammonia or similar chemicals cause permanent damage clouding the finish.

Inspect mirror vanity door hinges. When running they can become loose so it's important to tighten to prevent damage.

Air conditioning filters should be cleaned at least once a month or sooner if you notice a loss of cooling efficiency. Most filters are located in hanging lockers or in the return vents in the overhead. Vents and grills should also be cleaned regularly as dust build up can hinder performance.

Physically inspect and monitor the chargers and batteries of the Octoplex.

Check the expiration dates on your flares and other safety equipment.

HULL BOTTOM

Many owners have the bottom cleaned by a diver a few times during the season. Best results will generally be achieved by using the recommended paint for the area of your boating.

If fouling is a problem, consider special coatings like Prop Speed for propellers and epoxy paints for underwater hardware. Keep a record of maintenance performed for reference at the next haul out.

Inspect the running gear at every haul out. Check props for damage and evaluate the condition of the bearings and rudder.



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VESSEL SPEED RULE UPDATE

Since 2008, the National Oceanic and Atmospheric Administration (NOAA) has imposed 10-knot (approximately 11 mph) speed restrictions on vessels over 65 feet in length in certain areas along the Atlantic Coast, focusing on reducing the risk of vessel strikes on the endangered North Atlantic right whale. These restrictions have been limited to large vessels and specific areas.

A new proposal from NOAA, released in August 2022, is a significant expansion. It aims to extend these speed restrictions to all boats 35 feet and longer for up to seven months of the year, covering the entire Atlantic Seaboard and, in some places, reaching up to 90 miles offshore.

Over the past year, the marine industry has shown unwavering determination in pushing back against the looming threat of the NOAA vessel speed rule. Recognized as the most significant maritime regulation ever proposed for boating and fishing, this rule would have devastating impacts on the industry.

In response to the proposed rule, the marine industry came together with a unified voice, highlighting the flawed nature of the proposed rule and advocating for more reasonable alternatives to address the issue at hand. In 2022, Viking held an industry briefing at the Fort Lauderdale International Boat Show (FLIBS) and the industry responded by flooding NOAA with

public comments, making it clear that this regulation must not advance as proposed, and that the industry's concerns cannot be ignored.

Following the close of the public comment period, the industry's focus shifted to engaging with elected officials and congressional allies, ensuring they understand the dire consequences this rule would impose on public access to the oceans and safety at sea. Viking and industry partners are working diligently on all fronts to halt the progress of this rule. Initiatives include appropriation requests to explore alternative solutions, a bill to prevent the use of AIS for enforcing vessel speed rules, an amendment to the United States Coast

Guard reauthorization requiring stakeholder engagement before rule changes and a bipartisan bill in the House and Senate aimed at preserving the vessel speed rules for six years while technology-based solutions are developed.

The threat posed by this rule is not limited to the Atlantic seaboard but extends to the Gulf of Mexico and the Pacific Northwest, setting a dangerous precedent that we must work collectively to prevent. Viking held a second briefing at FLIBS 2023 and highlighted the need for the marine industry remain steadfast in keeping the pressure on to protect the boating and fishing communities from the devastating impacts of this proposed rule.

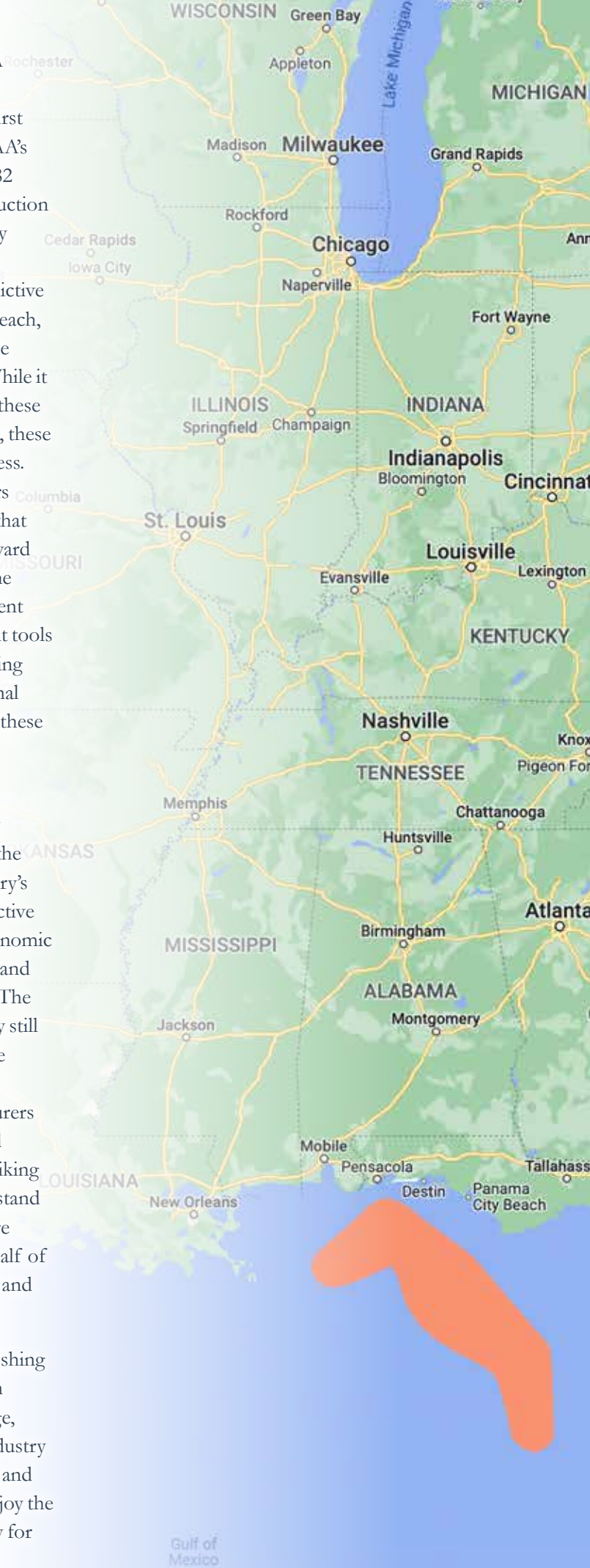
The development of technology to mitigate the risk of vessel strikes on marine mammals has been a primary focus for the industry from the outset. Recognizing that vessel speed alone should not be the only management tool, Viking, along with Atlantic Marine Electronics convened a panel with private sector experts and the marine industry to explore alternative approaches that leverage cutting-edge technology. The group is called the Whale and Vessel Safety Task Force (WAVS) and it has made significant progress over the past year. Through initiatives like WAVS, Viking brought together industry stakeholders and experts from various fields to identify, develop and implement advanced technology and monitoring tools. This collaborative effort demonstrates the belief that the industry's expertise is essential in addressing the risk of vessel strikes to marine mammals. The long-term goal is not merely to reduce actual strikes but to quantify and minimize the overall risk, which calls for innovative solutions.

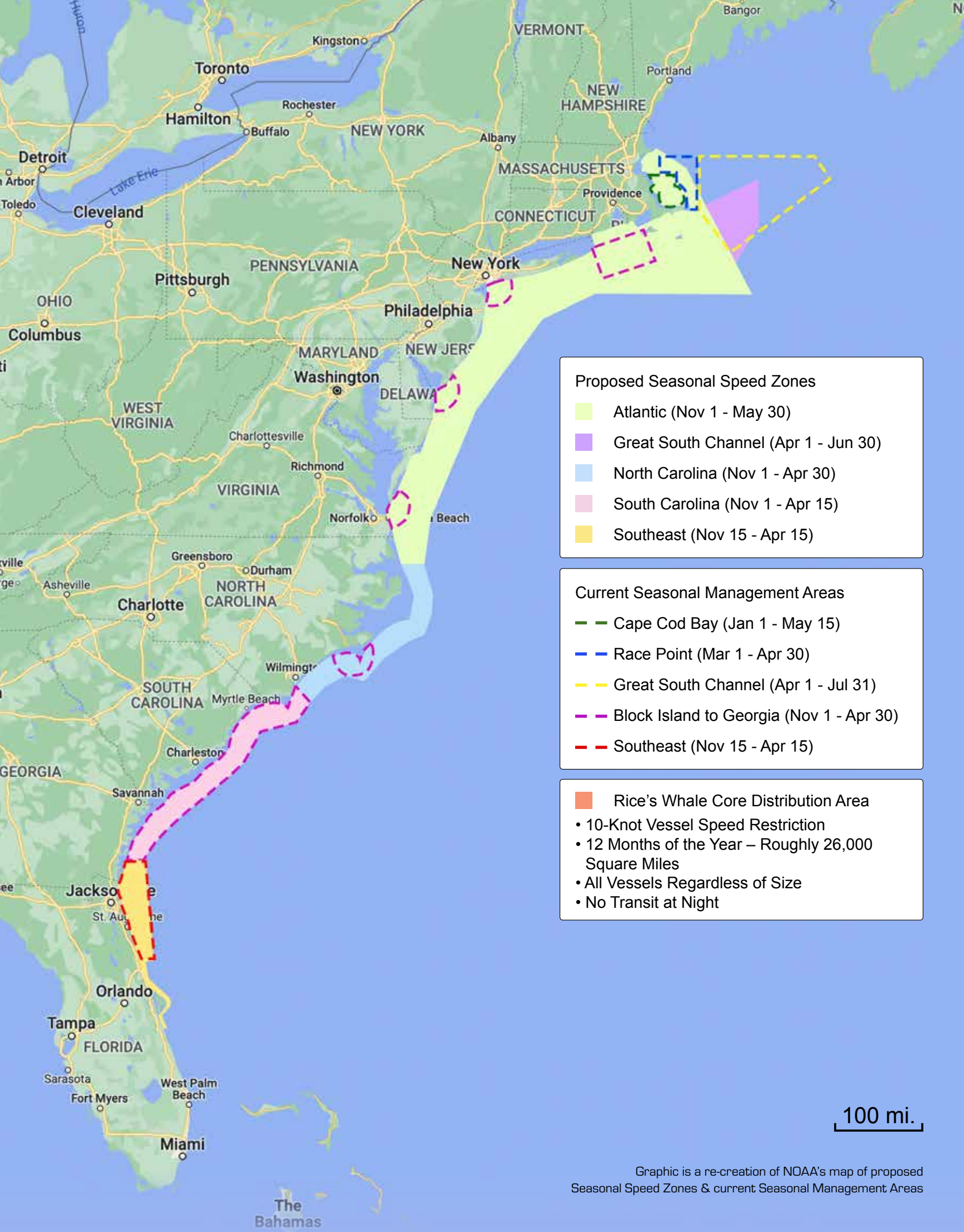
WAVS is actively working with NOAA, the marine industry and the conservation community to find these solutions. Last fall, WAVS requested a NOAA liaison, which was appointed in the summer, and monthly meetings have been held to help guide efforts and keep NOAA informed of progress. Furthermore, WAVS requested that NOAA host a technology workshop to explore available advancements and foster public-private partnerships, a crucial step

in this area of work. NOAA recently confirmed plans to hold that workshop in the first quarter of 2024. With NOAA's recent announcement of \$82 million in the Inflation Reduction Act allocated for technology development, including monitoring, detection, predictive models, avoidance and outreach, it can be expected to provide promising opportunities. While it would have been preferred these efforts been initiated earlier, these steps represent good progress. Viking and industry partners are committed to ensuring that these funds are directed toward solutions that will benefit the industry the most. It is evident that alternative management tools are within reach, underscoring the critical need for additional time to develop and deploy these innovative approaches.

In this crucial moment, it's imperative that the industry sustain the united voice of the marine industry. The industry's strength lies within its collective numbers, its substantial economic impact, the jobs it provides and the votes its members cast. The recreational marine industry still has the opportunity to make its voice heard by using the National Marine Manufacturers Association Boating United action alert. Additionally, Viking encourages the industry to stand alongside the groups that are tirelessly advocating on behalf of your businesses, employees and customers.

Together, the recreational fishing and boating community can continue to influence change, ensuring that the marine industry thrives and that the boating and fishing communities can enjoy the ocean safely and sustainably for generations to come.





100 mi.

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



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VENDOR PROFILE: INEOS SETTING A COURSE FOR SUCCESS

INEOS and Viking Yachts Forging a Strong Relationship

In the world of yacht manufacturing, the partnership between INEOS Composites and the Viking Yacht Company has been nothing short of remarkable. While both companies come from distinct backgrounds and industries, our collaboration has showcased how innovation and ambition can create synergy bringing about remarkable results.

The world-wide leader in sportfish manufacturing and INEOS Composites (formerly known as Ashland Global) an international leader in chemicals and petrochemicals, may seem like an unusual pairing at first glance. However, our partnership has proven to be a game-changer in the marine industry, combining INEOS' cutting-edge material technology with Viking's years of expertise in manufacturing exceptional luxury yachts. INEOS manufactures polyester resins, vinyl ester resins and gelcoats, which are used in Viking's (and Valhalla's) fiberglass hulls, decks, fuel tanks and other parts.

Viking and INEOS have been doing business together for over three decades when Viking started purchasing resin and gelcoat through Ashland Global. They were an integral part of Viking's continued success during the Luxury Tax, accommodating our supply demands while other vendors did not.

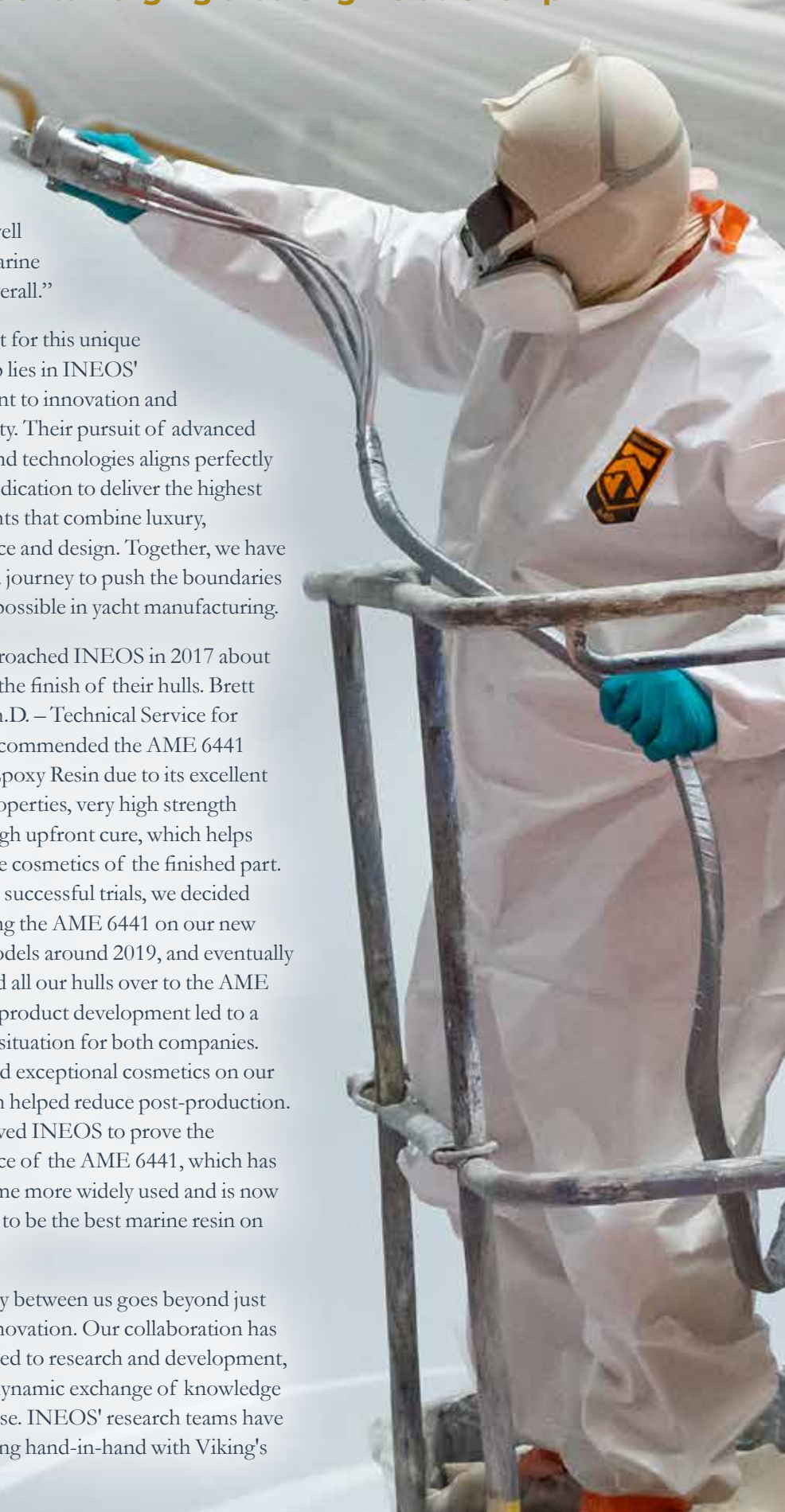
According to Julie Santinelli, current INEOS East Coast Sales Manager, the relationship ramped up when Viking started infusing hulls. This is when INEOS became more intimately involved with Viking on the technical side, regularly collaborating with both Viking and other key vendors. "Viking's motto, 'Build a better boat every day,' really pushed us to become a better supplier," says Julie. "To help Viking meet their goals, we had to invest in our technical and manufacturing resources, which has

helped us become a premier supplier to Viking as well as to the marine industry overall."

The catalyst for this unique partnership lies in INEOS' commitment to innovation and sustainability. Their pursuit of advanced materials and technologies aligns perfectly with our dedication to deliver the highest quality yachts that combine luxury, performance and design. Together, we have set out on a journey to push the boundaries of what is possible in yacht manufacturing.

Viking approached INEOS in 2017 about improving the finish of their hulls. Brett Kovach, Ph.D. – Technical Service for INEOS, recommended the AME 6441 Modified Epoxy Resin due to its excellent physical properties, very high strength and thorough upfront cure, which helps improve the cosmetics of the finished part. After some successful trials, we decided to start using the AME 6441 on our new Valhalla models around 2019, and eventually transitioned all our hulls over to the AME 6441. This product development led to a "win-win" situation for both companies. We obtained exceptional cosmetics on our hulls, which helped reduce post-production. It also allowed INEOS to prove the performance of the AME 6441, which has since become more widely used and is now considered to be the best marine resin on the market.

The synergy between us goes beyond just material innovation. Our collaboration has also extended to research and development, creating a dynamic exchange of knowledge and expertise. INEOS' research teams have been working hand-in-hand with Viking's



engineers to incorporate cutting-edge materials into the yacht manufacturing process, pushing the boundaries of design, manufacturing and engineering.

One of the key elements driving this partnership is the use of INEOS' advanced composite materials. These materials are known for their strength, durability and lightweight properties, all of which are vital in yacht construction. The integration of these innovative materials into our yacht designs has resulted in vessels that are not only faster and more efficient but also more environmentally friendly, not to mention aesthetically pleasing. Our product line showcases the perfect blend of engineering excellence, luxurious style and high performance.

In addition to technological advancements, this partnership has also emphasized environmental responsibility and sustainability. INEOS' commitment to reducing its carbon footprint has influenced the way we approach the construction of our fleet. Through eco-friendly materials and more efficient design, the two companies are striving to make the luxury yacht industry more green – setting an example for others to follow.

Although the partnership thrived, no one was expecting a global pandemic in 2020 that would have lasting effects on the supply chain issues which created major hurdles. The pandemic and subsequent supply chain crisis created some overwhelming challenges for our partnership. After the Texas Freeze of 2021, many key raw material suppliers for resin and gelcoat manufacturers were not able to produce at previous levels, leaving shortages in the market and resulting in reduced allocations of polyester and vinyl ester resins. INEOS Sales Account Manager Anne Wilkins recalls, “Viking was truly a great partner to INEOS through the 18 months of tight supply. We met regularly to discuss how we could best manage orders to keep Viking’s production running. INEOS made every effort to minimize the impact on Viking’s production schedule, and Viking also made some adjustments to their processes and scheduling. Ultimately,



we made it through this challenging time without any major shutdowns, which we considered to be a huge accomplishment for both of our organizations.”

The relationship between the two companies has built a true business partnership. While we’ve enjoyed many successes together, we have also come through the more challenging times with a stronger relationship. This collaboration serves as a testament to what can be achieved when companies from different domains come together and set a course for success.

“Viking’s motto, ‘Build a better boat every day,’ really pushed us to become a better supplier.”

– Julie Santinelli

Current INEOS East Coast Sales Manager



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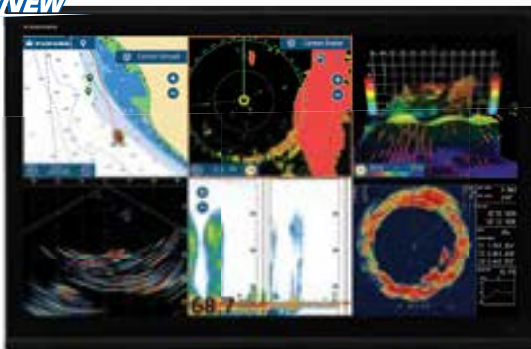
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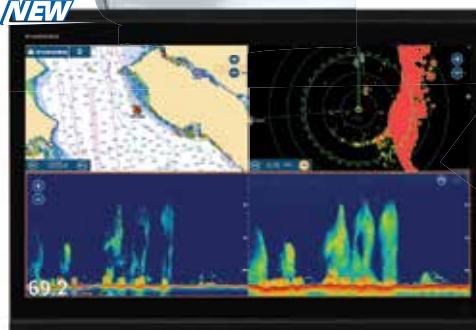
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AME: ATLANTIC MARINE ELECTRONICS NO ROUTE ABOUT IT

AME's In-House Abilities

In the ever-evolving world of marine electronics, the ability to deliver customized solutions has always set industry leaders apart. Atlantic Marine Electronics (AME) is the front-runner in the field with the recent addition of a CNC router. This game-changing acquisition thrusts AME into a position to redefine custom fabrication in the marine electronics industry.

Dash panels, custom mounts, speaker rings and other intricate components are often the unsung heroes behind a vessel's efficient electronics system. They offer not only aesthetic appeal but also functional efficacy. AME's decision to incorporate a CNC Router Shop is a testament to

their commitment to offer unparalleled customization for their clients. No longer reliant on third-party fabricators, AME now holds the reins to precision, efficiencies and turn-around times.

"AME's recent acquisition of the Multicam Apex 3R CNC router machine marks a leap forward in our quest for excellence in marine electronics solutions. This Multicam, known for its precision and efficiency, enables us to craft components with unparalleled accuracy. And the machine's ability to handle different materials with ease also allows for greater innovation in product design and efficiency. This investment not only underscores Atlantic Marine Electronics' commitment to quality

and innovation but also positions us at the forefront of the market, providing customers with solutions that are not only customized but also unmatched in durability and performance."

Without the need to rely on outside sources, AME possesses the ability to utilize advanced CNC routing - ensuring every cut, curve, and contour is exactly as designed, every single time.

Retaining control from concept to completion means projects move faster yielding shorter turn-around times while also offering more competitive pricing for customers. The Viking Yacht Companies will always be on the forefront of innovation

“This investment not only underscores AMEs’ commitment to quality and innovation but also positions us at the forefront of the market.”

Todd Tally

Atlantic Marine Electronics

General Manager



and design which allows for cost-effective experimenting, prototyping and innovation at their fingertips.

AME’s strategic move is more than just an addition of modern machinery; it’s a signal to the marine electronics industry. As systems become more technologically advanced, the demand for custom electronics solutions will only increase. By offering custom fabrication options, AME not only elevates their service offerings but also sets a benchmark for others in the industry to follow.

In an era where customization is more in demand, AME is paving the way for a future where every marine electronic solution is as unique as the vessel it graces. With the addition of their CNC Router Shop, they’ve taken a bold step forward, ensuring that they remain at the forefront of innovation, quality and customer satisfaction in the marine electronics industry.



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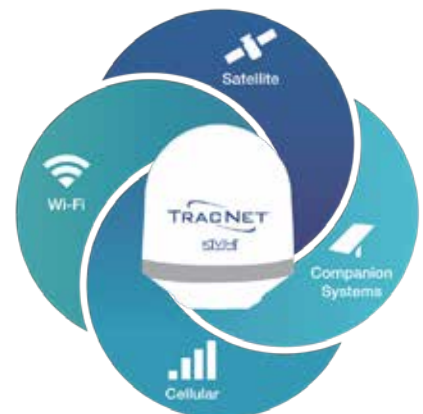
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ELITE FLEET



**V-33**

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

LOA: 32' 10" (10.01 m)

BEAM: 9' 9" (2.97 m)

DRAFT

(Engines Up, Full Load): 2' 3" (.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): 2' 4" (.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): 2' 6" (.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): 2' 11" (.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): 3' 1" (.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-28 BAY



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

LOA: 28' 1"

BEAM: 9' 3"

DRAFT (Hull, Engine Up): 18"

FUEL CAPACITY: 130 g

WATER CAPACITY: 25 g

MAX ENGINE HP: 600 hp

LIVE WELL: (2) 25 gal each AFT,
(1) 28 gal FWD

V-29 HYBRID



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

LOA: 29' 6"

BEAM: 9' 8"

DRAFT (Hull, Engine Up): 21"

FUEL CAPACITY: 180 g

WATER CAPACITY: 40 g

MAX ENGINE HP: 600 hp

LIVE WELL: (2) 26 gal each AFT

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)

80|C



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

LOA: 80' 6" (24.54 m)

BEAM: 21' 4" (6.50 m)

DRAFT: 5' 7" (1.70 m)

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

WATER CAPACITY: 400 g (1,514 l)

COCKPIT: 217 sq ft (20.20 sq m)

90|C



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

LOA: 90' 0" (27.41 m)

BEAM: 23' 2" (7.05 m)

DRAFT: 5' 11" (1.80 m)

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

WATER CAPACITY: 480 g (1,817 l)

COCKPIT: 224 sq ft (20.80 sq m)

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Pat Healey, President and CEO, Viking Yachts

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VIKING KEY WEST CHALLENGE

10th Edition

The party is on! Open to all Viking and Valhalla owners, the 10th edition of the Viking Key West Challenge is on track to be bigger and better than ever. This four-day event packs in a pair of fishing days, a festive barbecue lay day pool party, kids fishing tournament, lively bar crawl poker run, al fresco awards dinner – and a heck of a lot of fun. Call your favorite Key West marina and book your slip, then email marketing@vikingyachts.com for your registration package. The Conch Republic is calling! 🐠

April 3 - 7, 2024



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FORT LAUDERDALE INTERNATIONAL BOAT SHOW

SHOW STOPPER

The 2023 Fort Lauderdale International Boat Show (FLIBS) in October was another smashing success. With three incredible lines of vessels showcased, the Viking Marine Group stole the show.

The Viking Yachts display was abuzz with the FLIBS debut of the flagship 90 Convertible. Both fishing and cruising enthusiasts were wowed by the newest model to join the world-class fleet.

The five Valhalla Boatworks center consoles saw lots of activity throughout the five-day event. And the excitement grew with the announcement of a V-28 Bay and V-29 Hybrid. The V Series continues to redefine fishing excellence.

Princess Yachts America dazzled the crowds with the North American Premier of the Y95. With top-notch performance and stunning aesthetics paired with exceptional seakeeping, she is destined to be a star.

The team at Valhalla Boat Sales (VBS) enjoyed a busy show with sales across all models. Based in both New Jersey and Florida, VBS is an authorized Valhalla Boatworks, Contender and Sportsman dealership. 🦋



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Congratulations Viking Yachts on 60 years!

VIKING YACHTS COMMITS TO SUPPORT NEW JERSEY SHELL RECYCLING PROGRAM



In a display of dedication to environmental stewardship and an acknowledgment of the critical role a thriving marine environment plays, the Viking Yacht Company and its subsidiary brands struck a partnership with the New Jersey Marine Resources Administration (NJMRA) through the Shell Recycling Program. This initiative collects and deploys oyster and clam shells from area restaurants and repurposes them into critical habitat for young oysters while preventing thousands of pounds of waste going to local landfills. The collected shells undergo a curing process before being returned to local waters. This strategic usage serves as a way to supplement native oyster reefs by providing the hard substrate that is essential for young oysters to attach and grow. Viking's commitment to this program underscores its active role in promoting the well-being of our marine ecosystems, setting an example of corporate responsibility and emphasizing the importance of the environment to the marine industry.

Oyster reefs are recognized as a keystone species, offering a multitude of benefits, including enhancing fish habitats, reducing wave energy – whether from storms or boat wakes – and improving overall water quality. A single oyster can filter up to 50 gallons of water per day resulting in direct improvements to water quality. Yet, New Jersey faces a challenge as naturally occurring oyster reefs are scarce due to

the absence of hard material necessary for young oysters to attach. The solution to this limitation lies in the repurposing of recycled shell, a method that has proven effective in enhancing oyster reefs by providing the essential hard surfaces for spat to thrive.

The Shell Recycling Program was launched in 2019 and operates in the following manner. Shell (oysters and hard clams) is collected from area restaurants and casinos by volunteers and NJMRA staff. The shell is stored on land for a minimum of six months to reduce the risk of introducing disease to native oyster beds. In June and July, the cured shell is distributed near existing oyster reefs in the Mullica River and Great Bay. Deployment coincides with the spawning season to increase the likelihood of young oysters attaching to recycled shell. In 2022, 5,000 bushels of shell were dispersed. There is an interest in expanding this program to deploying upwards of 15,000 bushels of shell per year. Viking is optimistic its support can help advance the program toward those goals.

Oyster reefs are known to sequester carbon from the environment. During the ongoing production of its shell, oysters capture and bind atmospheric carbon. On average, 13% of an oyster shell's net weight is carbon. Protection and enhancement of oyster reef communities can be considered a biological approach to climate mitigation in coastal areas. It's expected that in the

enhancements resulting from the Shell Recycling Program can be quantified in terms of carbon sequestration. This aspect is particularly relevant from a carbon-offsetting perspective, and Viking's support can contribute to its ongoing sustainability efforts.

The Shell Recycling Program holds special significance for Viking Yachts, as its primary focus lies in rejuvenating the oyster reefs situated in the Mullica River and Great Bay, directly adjacent to the waters by the New Gretna manufacturing facility. Notably, Viking and Valhalla Boatworks navigate over these very oyster reefs almost daily during sea trials, research and development activities, service operations and deliveries. This unique connection not only underscores Viking's commitment to ecological preservation but also offers an exceptional opportunity to engage and involve the local community.

In an era where the marine industry has faced growing regulatory pressure and challenges, demonstrating a genuine commitment to environmental management has become paramount. By joining forces to support the Shell Recycling program, Viking is taking a measurable step towards improving the local marine ecology. This forward-thinking approach serves as an illustration of how deeply dependent the marine industry is to the health and conservation of the environment. 🌊

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Congratulations Viking Yachts on 60 years!

LADIES IN LOS SUEÑOS

THE THRILL OF THE CATCH



Reeling in your first trophy fish is an experience that can leave you feeling like you've just completed the most intense work out of your life. The battle is not only physical but also a mental game that brings an exhilarating rush. Viking Yachts and Galati Yacht Sales had the privilege of hosting a group of first-time lady anglers aboard the remarkable Viking 64 for an unforgettable day of sportfishing out of Los Sueños, Costa Rica.

Costa Rica is widely recognized as the ultimate destination for billfish enthusiasts. So, this was the perfect location for Maria Galati Hill, Kaitlyn Healey, Jordan Giorgio, Taylor Laffey and Tiana Carrizosa to grab

a rod. To start off the adventure, the team checked into the exceptional Los Sueños Resort & Marina, a truly breathtaking haven. The exclusive community is not only family-friendly but also offers unparalleled inshore adventures and the finest offshore sportfishing in the world. It's no wonder that sportfishing enthusiasts flock to Los Sueños.

In addition to fantastic fishing, Los Sueños offers oceanfront accommodations, an onsite Marriott Ocean & Golf Resort and a range of amenities including a luxury rainforest spa, golf course, fitness center, swimming areas and excellent dining options. The resort also offers activities

such as whale watching, kayaking, water rafting, ATV and helicopter tours, zip-lining and national park tours.

"I was blown away by the beauty," said Kaitlyn. "The attention to detail was impeccable and every inch of the resort is magnificent. I'm already looking forward to my next stay."

As the team was green to the world of sportfishing, a thorough one-day itinerary was planned. The enthusiastic group gathered at the dock before the sun rose. Although half asleep, they were radiating with eagerness for the experience that awaited them. Between the invigorating



Costa Rican coffee and the breeze leaving the docks — the ladies were feeling exhilarated as they embarked on their sportfishing journey.

The abundance of gamefish in close proximity to Los Sueños Marina makes it an angler's dream. The plan was to set off for a nearby fishing spot, but seasoned captain Tony Carrizosa caught wind of a fishy opportunity — rumor had it that marlin were biting. In flat calm conditions, the Viking 64 changed direction and charged on. "The whole experience felt surreal," said Maria. "After about two hours of anticipation, lines were in and we immediately got a bite. I was first up and had no idea what was on

the other end of the line but was ready to angle." Maria continued, "My fight lasted about 30 to 45 minutes, and the fish I was battling was about 400 pounds."

"Reeling in my first blue marlin was thrilling," said Kaitlyn. "Although my fish put up a battle of almost an hour, I felt like I was on top of the world. I'm now truly addicted to the rush and excitement of sportfishing."

The ladies eagerly absorbed all the advice shared by the captain and crew. They learned a wealth of valuable skills, ranging from arm position, hand placement, stance and even how to maneuver lines across the boat.

"Tony played a pivotal role in educating the team, and the crew was always lending a helping hand," said Maria. "They would hold our fish fighting belts for added support while we reeled. Their patient guidance was invaluable, especially when we found ourselves unsure of the next move."

"The atmosphere and camaraderie onboard was truly remarkable," said Maria. "Captain Tony, both in a physical and metaphorical sense, steered the boat with expertise." The Viking 64 featured an impressive intercom system with powerful speakers. With a microphone and headset, Tony was able to fill the cockpit with his voice. The anglers heard his instructions crystal clear. This

maintained a constant buzz of excitement and movement in the cockpit.

“It was an action-packed dream fishing trip,” said Maria. “During an unforgettable moment, we had a double hook up. It was awe-inspiring.”

“Not only was I surrounded by a fantastic group of talented ladies, but our crew was exceptional,” said Kaitlyn. “They created an encouraging atmosphere that allowed us to thrive. Thanks to them, they made us first-timers look like pros.”

“The maneuverability of the Viking 64 was absolutely mind-blowing, especially with Tony’s capability,” said Maria. “Backing down on a fish was effortless and agile, a feat not everyone can accomplish. It was

astonishing to witness a yacht of that size maneuver with such agility.”

Taylor Laffey, who has been around boats, acknowledged that fishing off the Viking 64 took the experience to a whole new level. “This was unlike anything I’ve ever experienced before. The boat was equipped with everything we needed to elevate this entire fishing adventure,” said Taylor.

“There’s something special about taking someone on their first fishing trip,” said Tony, who is frequently on stage at the Los Sueños Signature Triple Crown Series. “Being able to introduce these ladies to sportfishing and watching their enthusiasm and newly found passion is rewarding. They are always welcome on my boat.”

Kaitlyn said, “I couldn’t have asked for better company. It was a blast to cheer everyone on and even better to see their reactions after their fight. I’m thankful for the opportunity to have joined four other lady anglers. And each of us catching our first blue marlin? I am still in disbelief that we caught six blues in one day. Just wow.”

By the end of the day, the novice lady anglers were exhausted but elated. “We certainly didn’t expect to be so fascinated by it all, but the experience left a profound and lasting impression on us,” said Maria. “During our final dinner we discussed our favorite moments, and fishing emerged as the unanimous favorite.” It’s safe to say, these ladies are hooked. 🐟



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TOURNAMENT NEWS IN THE WINNER'S CIRCLE



MONGO OFFSHORE CHALLENGE

GULF COAST • MAY 1 - SEPTEMBER 30, 2023

Congrats to the MONGO Offshore Challenge Gulf Coast division winners. After 153 days, the scales closed and Vikings came out on top. The East and West Coast divisions consisted of a fleet of 162 boats with more than 3,000 anglers logging over 4,000 MONGO fishing trips. The teams utilized more than 40 weigh stations and over 70 tournaments for a place in the Winner's Circle.

BLUE MARLIN

1ST *SALT SHAKER*-VIKING 58 - 723.7 POUNDS

2ND *CE*-VIKING 80 - 680.8 POUNDS

3RD *REEL BLUES*-VIKING 64 - 657 POUNDS

MAHI

1ST *SALT SHAKER*-VIKING 58 - 59.8 POUNDS

2ND *FINS*-VIKING 62 - 53.4 POUNDS

TUNA

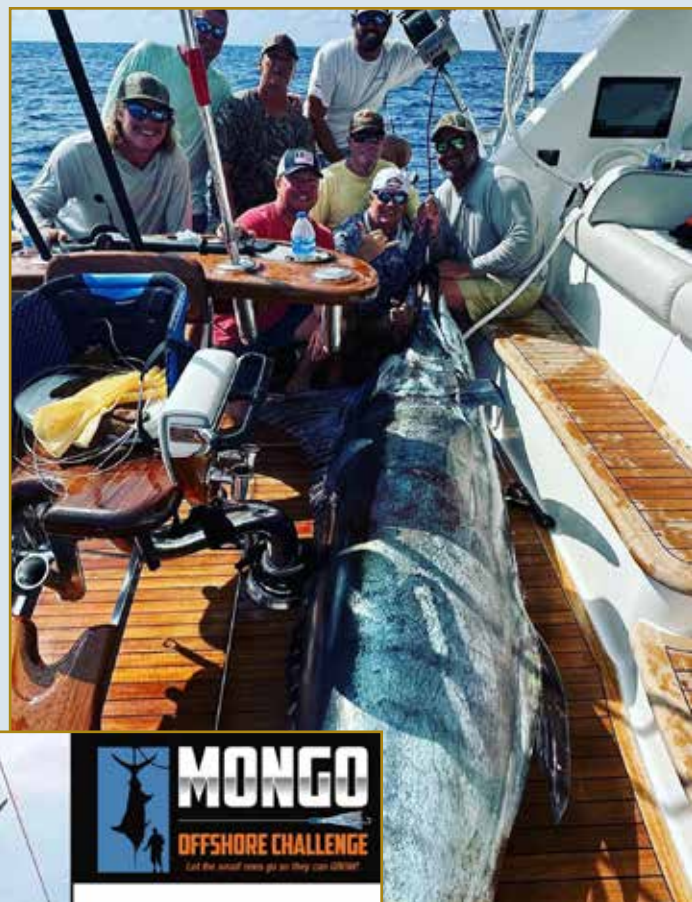
2ND *REEL FIRE*-VIKING 76 - 203.9 POUNDS

3RD *GUNNSLINGER*-VIKING 72 - 191.8 POUNDS

LARGEST BLUE MARLIN MID-SEASON

1ST *IT JUST TAKES TIME*-VIKING 80 - 540.5 POUNDS

This is a unique tournament that covers both the East and Gulf Coast. Teams compete as often as desired for five-months with weights collected from a network of official weigh stations and approved big game tournaments. This event is challenging because the minimum size limits are set high, for example a blue marlin must be a minimum of 118". This makes the weighed fish humongous.



MONGO OFFSHORE CHALLENGE	
Let the small ones go so they can OFFER!	
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BOAT:	SALT SHAKER
SPONSORS: GARMIN, PELAGIC, ICOM, GALATI, TRAPP, ZOOK, Sea Hound, YETI, JAWZ	
MONGOoffshore.com	



Marlin Madness International Billfish Tournament

Charlottesville, Tobago –
April 25 - 29, 2023

Norman Sabga's *Afunday* won the Marlin Madness International Billfish Tournament with five blue marlin, 14 sails and a pair of dolphin. Norman took delivery of his Viking 80 in early spring, and this was the first tournament he fished on the new boat. "The boat performed beautifully," Norman said. "I was very pleased with how she fished and also the accommodations. And she ran great on the run home." He added, "On our pre-fishing day we released eight sailfish."



Louisiana Gulf Coast Classic

Grande Isle, Louisiana – May 1 - 7, 2023

Miss Maysen, a Viking 56, won the Louisiana Gulf Coast Classic with a 642-pound blue marlin. The boat was captained by Danny Watts and Brandon Babin wound the fish in. Second Place went to the Viking 72 *Team Supreme* with a 535-pound blue and the Viking 70 *Quick Time* claimed 3rd Place with a 471.5-pound blue marlin.

Top Release Boat was the Viking 72 *Breathe Easy*. Teammates Jamie Hunter and Doug Fletcher each released a pair of blue marlin. *Rising Son's*, a Viking 58, claimed 2nd Place

with Jaselyn Berthelot's two blue marlin and sailfish. The Viking 72 *Share-E* was the 3rd Place Release boat thanks to Sherry Polk's two blue marlin.

The heaviest tuna was captured by *Rising Son's* Jason Leblanc with a 147.5-pound fish. But the big tuna news came from a non-competitor. David Machado, fishing on his Viking 60 *Blueprint*, landed an 810-pound bluefin during the week which was the talk of the dock for days.



Salt Life Bluewater Tournament

St. Augustine, Florida – May 10 - 13, 2023

Team *Half-A-Buc* won the Salt Life Bluewater Tournament for the third time in a row. Angler Dominic Shaw, fishing on Daniel Brown's Viking 64, released a pair of blue marlin for the win. "It was the first blue

marlin I've ever reeled in, so it felt good," said Dominic. The team's really excited, we did great and are happy with our win."

George Robinson's Viking 64 *Polarizer* got the party started with the first blue marlin release of the tournament – which landed them in 2nd Place.



Orange Beach Billfish Classic

Orange Beach, Alabama –
May 16 - 21, 2023

Miss Mary, a Viking 68, weighed the 2nd Heaviest Blue Marlin at the Orange Beach Billfish Classic. Joey DiFatta hooked the 548.6-pound fish while teammate Daniel Cater won the dolphin division with a 25.2 pounder. The 3rd Place Blue Marlin

registered 528.4-pounds and was caught by Travis Dorland, fishing on the Viking 76 *Reel Fire*.

Briar Patch, a Viking 68, was the only team in the 42-boat fleet to release three blue marlin – winning the Release category. Tanner Yancey, fishing on the Viking 70 *Miss Ma'am* claimed 2nd Place Tuna with a 143.2-pound fish. The Top Junior Angler was Clark Adams on the Viking 72 *Gunnslinger*.



HMV Lowcountry Cup

Charleston, South Carolina –
May 19 - 21, 2023

Thunderstruck, Scott Dorris' Viking 61, took top honors in the Heaviest Mahi category during the inaugural HMV Lowcountry Cup. Captain Charlie Aimair put Joe Schofield on a 43.7-pound fish to win the category.

Third Heaviest Mahi went to Emily Alex with a 16.4-pound fish. Emily was fishing on the Viking 46 *Can Do*. The Top Wahoo, 41.9-pounds, was caught by Jeff Feuerman fishing on the Viking 55 *No Mercy*.



Gulf Coast Masters

Orange Beach, Alabama – May 22 - 28, 2023

Nine sailfish releases saw Robert Burroughs Viking 70 *Quick Time* take the 3rd Place Release Boat title at the Gulf Coast Masters.

Just Lookin angler Gus Rantz worked overtime at the tournament. Fishing on the Viking 82, Gus not only weighed the Top Tuna at 189.6 pounds but also the

1st, 2nd and 3rd Place Dolphin – 33.6-, 31.6- and 26.6- pounds respectively.

Another busy angler was Cooper Yancey on the Viking 70 *Miss Ma'am*. Cooper hooked the 2nd and 3rd Place Tuna (153.2- and 129.4- pounds) as well as the 1st and 2nd Place Wahoo at 31.6- and 25.6-pounds.



Cajun Canyons Billfish Classic

Venice, Louisiana – May 30 - June 4, 2023

Vikings claimed the top three spots in the Release Team, Billfish Boat and Crew divisions at the Cajun Canyons Billfish Classic. Leading the fleet was the Viking 76 *Team Supreme* with seven blue marlin releases which earned them 1st Place Release Team, 1st Place Billfish Boat and 1st Place Captain and Mate with Chase Lake and Sethland Gam, respectively. The seven releases were hooked by Allen Krake, Allen Krake Jr., Alex Krake, Lisa Krake, Stephanie Mulle, Tyler Hanford and Lenny Stevens.

Next up was the Viking 80 *Wynsong*. *Wynsong* angler Reese Johnson released five blues for 2nd Place Release Team and 2nd Place Billfish Team. They also claimed 2nd Place Captain and Mate.

Rounding out the Billfish Boats was the Viking 70 *Quick Time* which also brought the



only blue to the scales. Robert Burroughs hung a fish that weighed 559.5 pounds and measured 115.5 inches. Jacob Holley weighed the 2nd Place Tuna at 79.5-pounds. *Quick Time* also collected the 3rd Place Captain and Mate award.

The 3rd Place Release Team was the Viking 72 *Shar-E*. Sherry Polk released three blues for the honors. The Viking 70 *Done Deal* caught the 1st Place Wahoo with Brayden Calvin's 20.8-pound fish.

Mississippi Gulf Coast Billfish Classic

Biloxi, Mississippi – June 5 - 11, 2023

Chris Hatcher landed the Heaviest Blue Marlin at the Mississippi Gulf Coast Billfish Classic while fishing on his Viking 58 *Salt Shaker*. Captain Dennis Bennett put Chris on the 120-inch fish that weighed 723.7-pounds.

The Viking 76 *Reel Fire* claimed 3rd Place Blue Marlin with Nate Neams 580-pound blue. Teammate William Duke won the Tuna Division with 203.9-pound fish.

Top Release Boat was the Viking 62 *All In*. Gregg Trenor released four blues for the honor. *Team Supreme*, a Viking 76, claimed 3rd Place Release Boat with Allen Krake's pair of blues and Allen Krake Jr.'s single.

Bimini Babe, a Viking 74, weighed the heaviest wahoo with Lee Weidner's 64.3-pound 'hoo. James Weed III, fishing on the Viking 92 *Nikki Bella*, caught the 2nd Place Dolphin at 34.3-pounds. Third Place Dolphin was angled by Toby Berthelot on the Viking 58 *Rising Sons*. "We had 80+ boats and paid out over \$1.5 million," said Tournament Director Bobbie Carter. "You couldn't have asked for a better event."



Big Rock Blue Marlin Tournament

Morehead City, North Carolina – June 12 - 18, 2023

The excitement at The Big Rock never disappoints. And this year there were 271 boats vying for millions of dollars. *C-Student*, a Viking 72, dropped lines in on Day 1 and hooked up with a blue marlin on the first bite. Hunter Megarity was in the chair and fought the fish for 45 minutes. The crew boated the blue and headed to Big

Rock Landing. It weighed 470.1-pounds and stayed on the board – all six fishing days – to claim 3rd Place Heaviest Blue Marlin.

Safari, a Viking 72, was the 2nd Place Release Boat with five blue marlin. Vikings swept the Tuna Division. Travis Cantrell, fishing on the Viking 47 *Reel Priority*, won the category with a 52.8-pound tuna. Second and 3rd Place Tuna were hooked by Matt Baxter, fishing on the Viking 68 *Odyssey*. They weighed 52.5- and 48.8-pounds.



Carolina Billfish Classic

Charleston, South Carolina – June 21 - 24, 2023

Sporty weather forced the Carolina Billfish Classic fleet to lay two days at the docks – turning the event into a one-day tournament. The *Viking 64 Demo* took

advantage of their brief fishing window and released one blue marlin and seven sailfish to claim 2nd Place Billfish Point Boat. "The conditions weren't optimal," said Viking angler Joe Coyle. "But we made the most of it and captain Sean Dooley put us on some fish."



Emerald Coast Blue Marlin Classic

Sandestin, Florida – June 21 - 25, 2023

Fleur De Lis, a Viking 68 with captain Scooter Porto on the bridge, was the 2nd Place Release Team with three blue marlin releases at the Emerald Coast Blue Marlin Classic. Cameron Joyce released a pair of blues while Jim Painter had a single. *Fleur De Lis* also claimed 2nd Place Crew.

Jason Bense set a new dolphin tournament record after weighing a 59.8-pound bull. The previous mark of 53.1 was set in 2006. Jason was fishing on Chris Hatcher's *Salt Shaker*, a Viking 58. *Squid Row*, a Viking 50, boated the 2nd Place Dolphin with Allen Buchanan's 42.8-pound fish. In the Tuna Division Clark Adams won the category with a 191.8-pound fish. Clark was fishing on the Viking 72 *Gunnslinger*. Top Junior Angler was Charlie Murdica who fished on the Viking 74 *Never Settle*.



Bermuda Billfish Blast

Bermuda – July 3 - 7, 2023

The Viking 68 Enclosed Bridge, *Unbridled*, claimed the Heaviest Gamefish at the Bermuda Billfish Blast. Captain Andy Morris put Ryan Small on a 46-pound wahoo for the honors. The 37-team field of 218 anglers caught 139 billfish during the event, including 108 blue marlin and 31 white marlin over three days of fishing. Thanks to our friends at Out Your Front Door for the great shot.



South Jersey Yacht Sales' Offshore Showdown

Cape May, New Jersey – July 5 - 8, 2023

Krazy Salt's led the leaderboard at South Jersey Yacht Sales' Offshore Showdown. John Allen weighed the 2nd Place Tuna at 78 pounds. Top Male Angler Points was awarded to Jack Kraczewski with teammate Dan Daddit taking 2nd Place.

Second Place Overall Points went to the Viking 61 *Good Chemistry*. Fifteen-year-old Asha Chakrabarti caught the Heaviest Tuna with a 167-pound big eye. This helped the team clinch the 2nd Place Tuna Points award

and secure the Top Junior Female Angler title for Asha.

The Sport Fishing Championship's Katie Sawyer interviewed Asha prior to the event. The passionate angler revealed that a big eye was her targeted fish this summer. Goal met!

Viking 54 *Irish Ayes* angler Jay Pomante hooked the Heaviest Dolphin at 17 pounds, while Norm Gearhart on the Viking 64 *Judge* had the 3rd Place Dolphin. Roxanne Clubb, fishing on the Viking 50 *Chain Reaction*, weighed the 3rd Heaviest Tuna at 58-pounds.



Los Cabos Release

Los Cabos, Mexico – July 8, 2023

Tag Team, a Viking 80, won the inaugural Los Cabos Release tournament. The crew released a dozen striped marlin during the single day event. Over 20 teams fished this tourney that is dedicated to leveling the game by only trolling dead bait and lures. All boats must be trolling forward when baiting and casting bait and fishing from the bow is banned.



Oak Bluffs Bluewater Classic

Martha's Vineyard, Massachusetts – July 11 - 16, 2023

No Mercy, a Viking 55, added some hardware to their trophy case with 1st Place Overall Points and 3rd Place Billfish Points at

the Oak Bluffs Bluewater Classic. Jeff Feuerman and his team released three blue marlin and one white marlin while also weighing a pair of big eyes and pair of yellowfin. The team also weighed the 3rd Place Wahoo at 67 pounds.

Second Place Boat was George Robinson's Viking 64 *Polarizer*, which also claimed 2nd Place Billfish Points. But there's more! *Polarizer* completed a historic Super Grand Slam – releasing a blue marlin, white marlin, swordfish and spearfish within 24

hours. The second storyline is that George reported the spearfish he released was a longbill spearfish, knowing that in the Oak Bluffs rules only round scale spearfish qualify. This honest reporting essentially moved *Polarizer* from 1st Place to 2nd Place. Longbill spearfish is an incredibly rare catch in the Northern Atlantic, so tournament directors sent the catch video to four independent marine biologists for verification – and it was indeed confirmed.

Tom Ripley's Valhalla 46 *Summersalt* claimed 3rd Place Overall Points. The team released

two blue marlin and three white marlin as well as half a dozen meatfish.

John Clark, Top Junior Angler, caught the Heaviest Swordfish at 144-pounds. John was fishing on the Viking 58 *Strictly Business*. *Gypsea*, a Viking 66, caught the 1st Place Tuna with a 245-pound big eye and the 1st Place Mahi, a 17.3-pound fish. The Viking 38 *Playing Hooky* weighed the 2nd Place Tuna at 225 pounds. Second Place Mahi was a 14.8-pound fish caught on the Viking 66 *Reel Crazy*. *Lady Lisa*, a Viking 55, claimed the 3rd Place Swordfish at 97 pounds and the Heaviest Wahoo, an 86-pound 'hoo.



Blue Marlin Grand Championship

Orange Beach, Alabama –
July 12 - 16, 2023

A Work of Art emerged victorious after angler Kevin Courville reeled in a blue marlin weighing 597.4 pounds. Captain Jason Buck, behind the wheel of Art Favre's Viking 92, put Kevin on the 120.5-inch fish which he fought for two-hours – in a thunderstorm! This team is the first repeat winner having also won the inaugural event in 2012 – with Kevin reeling in that winning fish, too. Every marlin weighed was donated to Cooper Farm, where volunteers processed the fish to provide food for families in need.

“The first time was phenomenal,” said Art. “But this time, 11 years later, it's been even greater. The competition's much more difficult; the quality of the other anglers and the captains has increased. And the boats are bigger, better and faster.”

The Top Release Boat was the Viking 72 *Team Supreme*. Alex Krake released six blue marlin for the win. *Quick Time*, a Viking 70, claimed 3rd Place Release Boat with Robert Burroughs' four blue marlin and one white marlin.

Reel Fire, a Viking 76, weighed the 2nd Heaviest Wahoo with Travis Dorland's 32.4-pound fish. This was the final leg of the Gulf Coast Triple Crown Championship Series.



Montauk Canyon Challenge

Montauk, New York – July 14 - 22, 2023

Blinky weighed the Heaviest Tuna at the Montauk Canyon Challenge. Tom DeAngelo's team on the Viking 55 hung a bigeye that tipped the scales at 224.7 pounds. The Heaviest Yellowfin was caught aboard Greg Marsuk's Viking 56 *Bluenwater* and weighed 104.3 pounds.

One Love, Stephan Kiratsous' Viking 72, claimed the Heaviest Bluefin at 97.5 pounds and Heaviest Triple Yellowfin at 290.4 total pounds. The Valhalla 46 *Otter* weighed the

Heaviest Bluefin in the Outboard Division. The tuna was 88.1 pounds, and the center console is owned Tony Florence. Heaviest Swordfish was the 110.6-pounder caught on Joe Knesich's Viking 68 *Jo-Li*.

Over \$600,000 was distributed to the 62 battlewagons during the event that supports Maggie's Mission, which raises money to fight pediatric cancers and assists families in need.



GULF COAST TRIPLE CROWN CHAMPIONSHIP SERIES

ORANGE BEACH, ALABAMA
JULY 16, 2023

Marlin tournament season in the Gulf of Mexico means big fish and a serious adrenaline rush, and nowhere is that feeling more apparent than in the highly esteemed Gulf Coast Triple Crown Championship Series.

This year's grand series champ is the crew on the recently delivered Viking 72 *Team Supreme*. The team hit their stride at the Mississippi Gulf Coast Billfish Classic where Allen Krake released two blue marlin and Allen Krake Jr., a single to put the team on the leaderboard. The blues earned *Team Supreme* a 3rd Place Release title.

Allen was back at it with a pair of blue releases while Alex Krake added one at the Emerald Coast Blue Marlin Classic. Then it was the final event in the series, the Blue Marlin Grand Championship. They were behind in the series and knew they would need an epic weekend to have a chance at the trophy.

After not catching a fish on the first afternoon, Captain Chase Lake showed the team a Day 2 they will never forget – Alex hooked six blue marlin in nine hours. One of those measured 113" inches and would head to the scales the following day. The final fishing day saw Alex release another blue marlin for a total of six for the tournament. This incredible feat propelled the team to 1st Place Release Boat and clinched the Gulf Coast Triple Crown Championship.

"I've been fortunate to fish all over the world," said owner Allen Krake. "The captains and crew on the Northern Gulf Coast are the best of the best. To win the Triple Crown against the competition we face in every tournament is what makes this such a special accomplishment."

"I'm so happy for my Pops," said Allen Jr. "This was a dream for him since we started fishing the circuit. It was a team effort all season and we came together and fought till the last blue marlin was tagged!"

"What an outstanding season for *Team Supreme* with their new boat," said Carmine Galati of Galati Yacht Sales. "It's awesome to see a great team at work, especially father and son fishing together – both great anglers. *Team Supreme* is a first-class operation."

Chris Bazor, Gulf Coast Triple Crown sponsor, congratulated *Team Supreme* at the awards ceremony. "As someone who fishes these tournaments, I know what it takes to compete against these great teams. To catch six blue marlin in one day in the Gulf of Mexico is something very few boats have ever done. It's a championship well deserved."

Briar Patch, a Viking 68, claimed 3rd Place in the Gulf Coast Triple Crown standings. At the Orange Beach Billfish Classic they were the only team in the 42-boat fleet to release three blue marlin – winning the Release category. During the Mississippi Gulf Coast Billfish Classic captain Corey Hurst put Mitchell Rielley on a 544.2-pound 4th Place Blue Marlin. The team released a blue at the Emerald Coast Billfish Classic.

The Gulf Coast Triple Crown Championship is a multi-tournament series with four billfish events for teams to accumulate points. The tourneys include the Orange Beach Billfish Classic, the Mississippi Gulf Coast Billfish Classic, the Emerald Coast Blue Marlin Classic and the Blue Marlin Grand Championship.



Beach Haven Marlin and Tuna Club's White Marlin Invitational

Beach Haven, New Jersey –
July 16 - 19, 2023

Lindsey Allen showed the fleet how it's done! Fishing on the Viking 64 *Big Oil*, she released three white marlin on the final day of the Beach Haven Marlin and Tuna Club's White Marlin Invitational. This earned her not only the title of Top Lady Angler but also Top Angler. Captain Tim Tanghare also

led the *Big Oil* team to 2nd Place Overall Billfish, 2nd Place Release Points and 1st Place White Marlin Points. In addition to Lindsey's three releases, Jay Allen and Doug Allen also released a white.

Molly K, a Viking 60, was the 3rd Place Overall Billfish Points Boat with a blue marlin release as well as two white releases. The Viking 62 *Lovin' Life* claimed 3rd Place Release Points and 2nd Place White Marlin Points.



Jimmy Johnson's Atlantic City Quest for the Ring Championship Fishing Week

Atlantic City, New Jersey –
July 16 - 23, 2023

Jimmy Johnson's Atlantic City Quest for the Ring Championship Fishing Week drew 80 battlewagons to the shore resort. Winning the White Marlin category was the *Viking 80* demo. Captain Sean Dooley put Thomas "Smalls" Garmany on the 72.25-inch fish that weighed 69.8-pounds – more than five pounds heavier than last years' winning white.

With captain Bill Davis behind the wheel, George Robinson's Viking 64 *Polarizer* claimed Top Release Boat and 2nd Place Overall Boat. The team released a blue marlin and four whites while George also

weighed the Heaviest Dolphin of the event with a 29.1-pound fish.

Good to Go, a Viking 61, weighed the 2nd Place Tuna with Brendan Taylor's 165-pound bigeye. Hall of Fame football coach Jimmy Johnson said this about the event, "It has taken on a real positive experience." He continued, "The fishermen around the country, they want to be in this tournament."

As part of a community initiative, Fish Week hosted a filet station at the scale where teams donated catches for the Boys & Girls Club of Atlantic City.



Lone Star Shootout

Port O'Connor, Texas – July 18 - 23, 2023

Dane Braun, fishing on his Viking 55 *Desperado*, weighed the heaviest blue marlin at the Lone Star Shootout. Captain Andy Hollen was at the helm when the 703-pound blue struck. Sam Rasberry hooked the 2nd Place Blue Marlin while aboard his Viking 74 *Draggin' Up*. Sam's fish weighed 576.5 pounds.

Instigator, a Viking 70 owned by Josh Owens, took 3rd in the Overall Boat and Release Boat divisions. The team released two blue marlin, five white marlin and three sailfish for the honors.

The top dolphin was 34 pounds and caught by Jonathan Williams on the Viking 45 *True Story* while 2nd Place went to Viking 65 *Relentless* angler Jordan Zimmerman with a 32-pound fish.

Jeff Schmidt on the Viking 52 *Say When* weighed the 1st Place Wahoo at 36-pounds and Bobby Walters, fishing on *Relentless*, claimed the 2nd Place 'hoo.

Mason Jones hooked the Top Tuna at 67-pounds while fishing on the Viking 62 *Big Torch*. Second Place Tuna was a 55-pound fish angled by Clift Thomas on the Viking 68 *Mine Time*.



Tri-State Canyon Shootout

Block Island, Rhode Island –

July 23 - 27, 2023

Gypsea was the big winner at the Tri-State Canyon Shootout. The Viking 66 landed in the top three in four divisions. First up, Jordan Sanford weighed the 2nd Largest Tuna with a 195.6-pound bigeye and he brought the Largest Albacore to the scale with a 56-pound fish. The boat also claimed

the Tri-Fishecta (one of each: albacore, yellowfin and mahi) and Most Points Overall.

The Viking 61 *Reel Savage* claimed the Largest Tuna with Steven Arcamone's bigeye weighing 244.6 pounds. He also claimed the 3rd Largest Wahoo at 62.2-pounds. Gregg Adamovich, fishing on the Viking 55 *Lady Lisa*, weighed the Largest Wahoo at 74.8 pounds. Third Place Mahi went to Jake Rogers for his 17.6-pounder



aboard the Viking 57 *Sea Shags*. Joe Posillico, on the Viking 66 *Torta*, received the Sportsmanship Award.

White Marlin Open

Ocean City, Maryland –

August 7 - 11, 2023

The White Marlin Open (WMO) brought out the big boys to compete for a \$10.5 million purse. But it was a 15-year-old boy who walked away with a check. On the final day of the 50th edition of the WMO, Matthew Gessler moved into 3rd Place in the Wahoo Division with a 46-pound fish. His uncle, Tommy Gessler Jr., was at the wheel of the Viking 50 *Boy's Toy*. Now here's the funny family twist – when captain Tommy was 15, he won the 1993 WMO with a 74-pound white marlin. Apparently the WMO is a family affair with fathers, uncles, sons and daughters all making

appearances in the Winner's Circle – and taking home some green bills.

With 400 battlewagons registered (we're guessing there were well over 2,000 anglers) the Angler Division is fierce, but rising to the top was Dave McKendrick. Dave claimed the 3rd Place Angler honors with one blue and seven white marlin releases. He fished on the Viking 62 *Taylor Jean* which took 3rd Place Boat.

Last year's WMO saw Frank Sinito as 10th Place Angler but this year Frank jumped up the board to 5th Place. He was fishing on his Viking 62 *Irene* and released two blue and two white marlin. Justin Healey, fishing on the Viking 80 was 8th Place Angler with a blue and three whites.



Texas Legends Billfish Tournament

Port Aransas, Texas –

August 9 - 13, 2023

The Texas Legends Billfish Tournament plays by jungle rules – which means there are no rules other than the fish must be caught on a conventional rod and reel and boated by hand or gaff. But that didn't stop the Viking 82 *Doulos* from taking 2nd Place

Overall and 1st Place Blue Marlin Points. The team released a pair of blues for the honors.

Second Place Blue Marlin Points was awarded to the Viking 68 *Mine Time* which also weighed the Heaviest Yellowfin at 40.9-pounds. Third Place Overall was awarded to the Viking 70 *Instigator. Blue Rush*, a Viking 54, hooked the Heaviest Dolphin weighing 21.5-pounds.



Ocean City Marlin and Tuna Club Offshore Open

Ocean City, New Jersey –

August 13 - 20, 2023

The Ocean City Marlin and Tuna

Club's Offshore Open perpetual trophy is back with the *Polariszer* team. The crew on the Viking 64 released two blue marlin and seven whites to reclaim the trophy after winning it in 2021, 2017 and 2014.

Viking's 64 demo released six white marlin to take 2nd Place Release and *On A Roll*, a Viking 54, rounded out the top three with one blue and two white marlin releases.

THE MIDATLANTIC

CAPE MAY, NEW JERSEY • OCEAN CITY, MARYLAND
AUGUST 20 - 25, 2023

Over the history of The MidAtlantic the last day of the tournament has become known as “Moving Day” as the leaderboard typically sees a compete shake-up. That was not the case this year as Moving Day came a day early! The billfish bite continued at a wild pace and bigeye tuna showed up in force. As a result, the categories reshuffled on Day Four. And the 11 remaining boats (of the 181-boat fleet) fishing on the final day had no impact on the final scoreboard.

Carmine “Chip” Caruso’s *Pipe Dreamer*, a Viking 70, won the Blue Marlin division with an 889-pound fish. Captain Rich Fernandez pulled up to the scale with a massive blue marlin stretched across the cockpit. Andy Confortini fought the big blue on a 130-pound class outfit and had the fish to the boat in just 20 minutes. When extended, the huge marlin measured 133 ½”. The *Pipe Dreamer* crew, which has been fishing together for the better part of two decades, landed the fish at 9am on Wednesday then held their breath until the scales closed at 9pm on Friday. Of note, *Pipe Dreamer*’s payout is a tournament record for a blue marlin and it’s the 3rd heaviest blue marlin in the tournament’s history.

An hour later captain Danny Veid wheeled Shon Craig’s Viking 80 *Amarula Sun* to the scale with a 114 ¼” billfish which weighed 548-pounds for Shon who was also the angler. The fish was good for 2nd Place Blue Marlin.

Michael Jordan’s Viking 80 *Catch 23*, with captain Stetson Turney at the wheel, took 3rd Place White Marlin with Jimmy David’s 75-pounder that measured 71 ½”.

Captain Evan Millas put Bob Hugin, aboard his Viking 62 *The Right Place*, into 2nd Place Tuna after weighing a bigeye of 234 pounds for angler Deane Lambros. Minutes later captain Blaine Birch pulled Ken Hager’s Viking 62 *Taylor Jean* to the scale and weighed a 216-pounder for angler Tony Chieffo – which claimed 3rd Place Tuna. Most Points Tuna went to William Wrede’s Viking 62 *Lovin’ Life*.

The Dolphin category saw David Schockley on the Viking 62 *Liquidify* take the Heaviest Dolphin award for his 45-pounder. Joe Bernert, on his Viking 72 *Quick Raise*, weighed a 34-pound dolphin for 2nd Place. Jeff Kogok finished in 3rd Place with a 33-pounder angled from his Viking 68 *Too Many Martinis*.

Jim McCarthy, aboard his Viking 58 *Covert Mission*, finished with a 2nd Place Wahoo for his 52-pound ‘hoo.

After spending some time at the top of the white marlin leaderboard with a 72” fish, the *Viking 80* demo took the Most Points Cape May title with 21 white marlin releases. Marty Judge and his Viking 64 *Judge* was the 3rd Place Most Points Cape May Boat. There were 750 white marlin caught and 735 were released – the 3rd highest in tournament history.



Virginia Beach Billfish Tournament

Virginia Beach, Virginia –
August 23 - 26, 2023

Just Right, a Viking 56 run by owner Robbie Brown, rallied on the final day of the Virginia Beach Billfish Tournament to win the event. The team released a blue marlin and sailfish on the first day before adding another nine sails on the final day good for the tournament championship. The team also claimed the Top Crew and F. Wayne McLeskey Memorial trophy as the Top Boat. *Just Right* team members include Mike Robinson, Collin Hula, John Lamb, Michael Lamb, Ken Fink and mate Fisher Bedmond.

In the Gamefish Division, Larry Lusk whipped the largest wahoo at 53.1 pounds. He was fishing aboard the Viking 56 *Don't Panic* with captain Bryan Peele.



Scrub Island Invitational Billfish Series Leg II

Scrub Island, British Virgin Islands –
August 31 - September 4, 2023

The team aboard *Double Shot*, a Viking 68, won the 2nd Leg of the Scrub Island Invitational Billfish Series in the British Virgin Islands. During the three days of competition, the team released nine blue marlin. The crew included captain David Noling, Byron Burris, David McGonagill, Casey Salbert, Jacob Dawson, Speedy Larez, Alberto Sanchez and Jeremy Sanders.

Top Overall Angler was awarded to Erick Salas fishing aboard *Sweetums*, a Viking 82. Erick released five blues with captain Spencer Sullivan at the helm.



Release
MARINE



ALWAYS LEAD
NEVER FOLLOW



EMPLOYEE APPRECIATION DAY

THE CLAM BAKE

Although Tropical Storm Philippe threatened our annual Employee Appreciation Clam Bake, Mother Nature gave New Gretna, New Jersey a bluebird day. Viking Executive Vice President Drew Davala said, “We didn’t let the weather forecasters alter our decision and it turned out to be a perfect day for another wonderful Clam Bake.” Friday we were building boats and Saturday we were hosting our boatbuilders and their families to a festive barbecue and fair.

Clams, pulled pork, burgers, hot dogs, corn on the cob, cotton candy and cupcakes were just a few of the delicious culinary options. Activities included pumpkin painting and sand art as well as amusement rides and tours of the manufacturing facility and boats.

Planned and organized by the Human Resources Department, over 100 managers, administrators and staffers jump in to put on a special day for the team building the boats in the plant. “Today is a day to thank our amazing Viking family for building the best boats in the world,” said Drew. 🐙



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HUDSON CANYON NATIONAL MARINE SANCTUARY DESIGNATION

The recreational boating and fishing community, along with the fishing tackle and boat manufacturing industries, share a profound dedication to science-based marine fisheries conservation and the responsible management of our nation's marine resources. Over the years, the marine industry has often expressed reservations about the establishment of National Marine Sanctuaries. This apprehension stems from concerns that these sanctuaries might have goals that diverge from traditional fisheries management practices, potentially reducing access to critical ocean areas for anglers and boaters alike. However, it is important to note that our industry is increasingly open to supporting the concept of marine sanctuaries, provided that certain conditions are met. We believe that with a careful and well-balanced approach, marine sanctuaries can complement recreational fishing and responsible resource management. This support only comes with close engagement with the process and a clear understanding of interested parties' goals and objectives.

The Hudson Canyon, regarded as a premier recreational fishing location for marlin, tuna, tilefish and other pelagic species, was nominated in 2016 for designation as a National Marine Sanctuary under the National Marine Sanctuaries Act (NMSA). National Oceanic and Atmospheric Administration (NOAA) accepted the nomination and then in June 2022, solicited public comments to help prepare a draft environmental impact statement and to move forward with the designation process. Viking and other industry partners provided comments and recommendations to

NOAA concerning the proposed Hudson Canyon National Marine Sanctuary (Hudson Canyon NMS). In a departure from previous positions, Viking offered conditional support for the designation if certain criteria were met. Conditional support was given in light of the high likelihood of the nomination moving forward towards designation and it was believed that by inserting ourselves into the process, we could influence how the sanctuary was designed and managed, so it did not impact recreational anglers or boaters.

It goes without saying that the Hudson Canyon holds a special place in the hearts of recreational anglers as one of the most significant and productive fishing grounds on the Eastern Seaboard. Species targeted by recreational anglers at the Hudson Canyon are managed through a defined management process that requires science driven decisions based on clear conservation objectives.

The waters of the Hudson Canyon currently fall under the jurisdiction of the regional fishery management councils and the National Marine Fisheries Service. Viking remains adamant that the regional fishery management councils and NOAA must maintain fisheries management jurisdiction over the waters and resources in and around the Hudson Canyon.

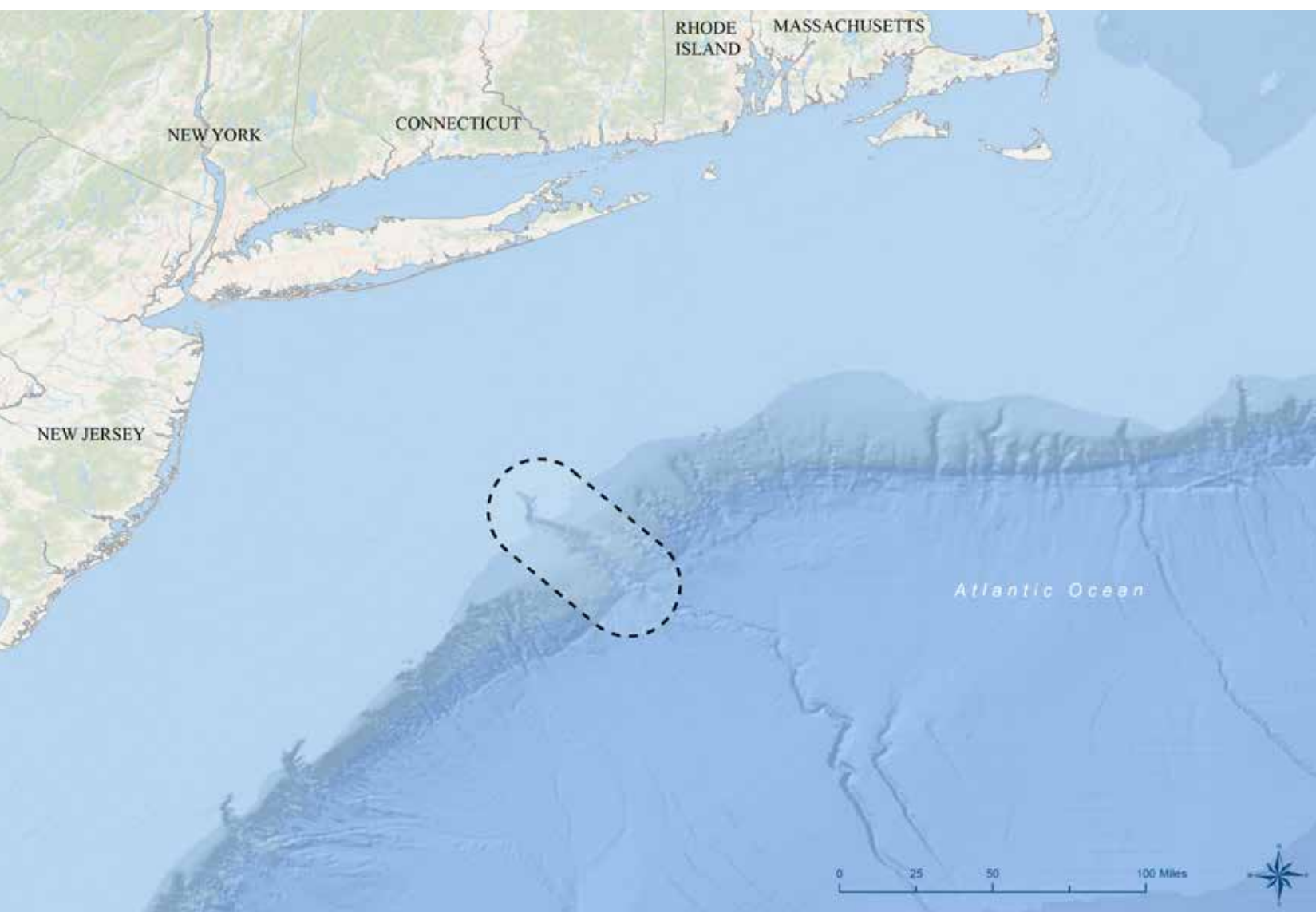
CONDITIONS FOR SUPPORT

1. Viking proposed that the sanctuary boundaries align with the definition



of a submarine canyon and align with the Hudson Canyon's bathymetry. The proposed boundaries should be set as follows: 72°30" to the west, 72°00" to the east, 39°45" to the north and 39°20" to the south. This approach respects the physical characteristics of the Hudson Canyon and provides a clear, enforceable boundary.

2. Viking requested the allocation of no less than three seats on the pre-designation Sanctuary Advisory Committee (SAC) to the recreational fishing community. The diverse recreational fisheries within the Hudson Canyon cannot be adequately represented by a single seat. The SAC's composition must reflect the significance of the recreational fishing sector. In May 2023, NOAA announced the selection of the members to serve on the Hudson Canyon SAC. The initial group of members included seven members of the recreational fishing community.



3. Viking advocated for retaining management jurisdiction with the regional fishery management councils and excluding any recreational fishing management from the sanctuary's Terms of Designation.

4. Requesting clear language that allows for the continued allowance of recreational fishing in the sanctuary management plan. The sanctuary management plan should explicitly support the continuation of recreational fishing within the sanctuary. This stance is in line with the position on recreational fishing submitted in the Hudson Canyon Sanctuary nomination and consistent with existing sanctuaries that allow recreational fishing in most sanctuary waters.

5. Recreational fishing must be permitted within the sanctuary in areas designated for research purposes unless a science-based

need for fishing closures and a specific timeline for reopening are established. We also believe that collaborative research involving recreational anglers and their vessels can contribute significantly to the sanctuary's goals and objectives. The recreational sector must not be pushed but should be considered an active partner in those activities.

The Hudson Canyon holds immense environmental, ecological and economic value for the recreational fishing industry and coastal communities. It has long served as a sustainable fishing destination and contributes to the objectives outlined in the National Marine Sanctuary Act. Viking recognizes that the marine sanctuary designation can provide essential protections to safeguard the Hudson Canyon for future generations. With the

consideration of those requests, Viking offered its preliminary support for the designation of the Hudson Canyon as a National Marine Sanctuary.

At the current time, Viking is encouraged by the composition of the SAC and continues to offer its conditional support. Over the coming months, key documents will be prepared including the draft management plan, terms of designation, sanctuary boundaries and the draft environmental impact statement. Viking will continue to remain engaged in the designation process and is encouraging all interested parties to participate. It is critical that the voice of the recreational fishing community is heard during this pivotal time to ensure that long term conservation continues while preserving the traditions and livelihoods of recreational anglers. 🐟



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



As Bluewater Yacht Sales (BYS) looks forward to their 39th year as the exclusive Mid-Atlantic dealer for Viking Yachts, they remain excited to represent such an innovative and reputable brand. With boats on order such as a 64 Convertible, a 48 Convertible, a pair of V-41s as well as a pair of V-37s, their commitment to the Viking Marine Group is evident. Recent deliveries include a Viking 72 to a new member of the Viking family in Wrightsville Beach, North Carolina, a Viking 64 to repeat Viking owner in Ocean City, Maryland, and a V-46 to a repeat Valhalla owner. After a busy summer

with deliveries and tournaments, the momentum continues for both brands through winter boat show season.

The summer tournament circuit was nothing short of action-packed with incredible fishing in the Mid-Atlantic. The Viking 72 C *Safari* racked up release points for the second consecutive year at the Big Rock Blue Marlin Tournament taking home 2nd Place Overall in the Release Division. The Viking 56 *Just Right* took home 1st Place Overall at the 20th Annual Virginia Beach Billfish Tournament.

Marketing efforts are increasing as the BYS team completed a media tour of Viking's New Gretna, New Jersey, facility to capture the company's mantra of building

a better boat every day. This commitment is abundantly clear as soon as you enter the factory.

Continuing to invest in their sales infrastructure, they have added two new brokers to the Bluewater family: Wayne Henry and Aubrey Wroten. Both are looking forward to their first Viking and Valhalla deliveries.

Bluewater Yacht Sales is honored to represent the Viking Yacht Company and Valhalla Boatworks. They are excited to team up with the Viking and Valhalla family this winter at boat shows.

BlueWaterYachtSales.com



CFR Yacht Sales is proud to be in their 27th year representing Viking Yachts in Puerto Rico. As a testament to their commitment, three Viking Yachts and two Valhalla Boatworks center consoles are

schedule to deliver in early 2024. A Viking 80, a Viking 68, a Viking 64 and a pair of V-37s.

The summer fishing season kicked off with CFR sponsoring the International Billfish Tournament in San Juan, Puerto Rico. Anglers and customers enjoyed incredible fishing and great camaraderie. The Cap

Cana Classic in the Dominican Republic was a great success. *San Elias*, a Viking 54 won the event while *Malcria*, a Viking 54, claimed 2nd Place.

As always, the entire CFR team thanks their loyal customers and the Viking Marine Group for their continued support.

CFRYachtSales.com



Before diving into the exciting updates and developments at Galati Yacht Sales, they wish

to extend their sincere appreciation to their customers and the Viking Marine Group. The steadfast support and collaborative efforts have contributed to a remarkable year, replete with noteworthy milestones.

To kick things off, one of the highlights was reaching a milestone of 100,000 Instagram followers. This achievement is a testament to a commitment to provide exceptional service, embrace innovation and continue at the forefront of technological advancements



in the yachting industry. The success on social media is a direct result of dedication to creating visually stunning and engaging content that resonates with followers. From captivating images of luxurious yachts to videos showcasing the thrill of sportfishing, they strive to provide their audience with a glimpse into the world of yachting that is both aspirational and inspiring.

In other exciting news, *Team Galati* accompanied a group of first-time lady anglers on an unforgettable day of sportfishing aboard the impressive Viking 64. The trip was an amazing adventure filled with excitement, education, camaraderie and many unforgettable moments – from the stunning backdrop of Los Sueños Resort & Marina to the abundance of fish in the area and the exceptional fishability of the Viking 64. Their collective efforts resulted

in a remarkable accomplishment as they successfully reeled in six blue marlins.

If you're interested in learning more about Galati's 2024 Viking 64 Demo, it will be fishing the upcoming Los Sueños Signature Triple Crown events. Make sure to stop by the docks in Costa Rica during the tournaments to witness the stunning display of the Viking 64 in all its glory.

This summer Galati had the honor of sponsoring a series of tournaments along the Gulf Coast. Anglers from all over gathered to partake in prestigious events such as the highly anticipated Blue Marlin Grand Championship, Emerald Coast Billfish Classic and more. Looking ahead, they are thrilled to maintain their sponsorships and play a vital role in these events as they bring anglers and enthusiasts together.

Galati's Viking and Valhalla specialists will be attending the upcoming boat shows along with the rest of Team Galati. They will have a wide selection of yachts on display for you to tour. If you're planning to attend a boat show, make sure to stop by the Galati display and say hello.

Galati understands that buying a boat is a significant decision and investment. That's why they are committed to providing exceptional service and support throughout the entire process. The team will work tirelessly to ensure that your experience is nothing short of exceptional. They are available to answer any questions, address any concerns and provide you with the guidance you need to make the best decision for your boating needs.

GalatiYachts.com



The past year was exceptional for HMY as the company approaches its 31st anniversary as an authorized

Viking dealer. With multiple new Viking deliveries from a 46 Billfish to the first 90 Open Bridge Convertible, HMY is proud to continue its strong partnership with the Viking Yacht Company which both delivers and services the finest products in the industry.

Once again, HMY was proud to represent the Viking Yacht Company at the 2023 Fort Lauderdale International Boat Show by

helping showcase an exceptional lineup of Viking Convertibles and Valhallas, especially the very first 90 Open Bridge Convertible that was built for a loyal HMY client. The team looks forward to welcoming clients during the rest of the boat show season at the Viking VIP and the Miami International Boat Show in February, and the Palm Beach International Boat Show in March. For a full roster of new Vikings displayed at each event, contact your HMY New Viking Specialist.

HMY is in the middle of the action for the winter sailfish season in South Florida and spending time with customers and friends during these excellent events as a major sponsor. HMY kicked off the season

sponsoring the Sailfish Sweethearts Ladies Tournament and since then has sponsored the Old Bahama Bay Wahoo Charity Cup and Pirates Cove Sailfish Classic as well as the Captains Meeting for the Dust'em Off Sailfish Warmup. They are looking forward to the rest of the season with the Silver Sailfish Derby, Fish for Holly Sailfish Tournament, Pelican Billfish Tournament, Ocean Reef Cup and Buccaneer Cup Sailfish Release Tournament.

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

HMY.com



With nearly five decades of experience, Jefferson Beach Yacht Sales (JBYS)

knows boating on the Great Lakes. They understand the marketplace, what customers desire and how to make boating dreams come true. As a result, they have

earned an unrivaled reputation for quality, integrity and customer care. When you visit JBYS, be assured that you're dealing with the most knowledgeable and passionate industry professionals and the team will do everything possible to make your experience exceptional.

They strive to earn your loyalty every step of the way. From the moment you walk in

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

JBYS.com





Maspor Marine is very proud of a great beginning with Viking Yachts. Having just started the joint partnership in 2022, they will be celebrating their 25th year in business in 2024. Maspor is proud to celebrate this milestone with such an iconic brand.

The team delivered their first Viking 48 Convertible this past year. This boat participated in the Roatan Billfish

Tournament on its way to fish Panama and Costa Rica. Ultimately the 48 Convertible reached its homeport in El Salvador where it will fish for blue and striped marlin.

A second Viking 48, Sport Tower this time, recently left the New Jersey factory for a tower install in Florida. The customer is excited to top his sportfish with a custom Palm Beach Towers fixture and is prepping the boat for the 2024 tournament season.

A Viking 64 Convertible and a 54 Convertible are on the production line with enthusiastic customers eagerly awaiting delivery. They have enjoyed the Viking journey thus far with Maspor Marine walking them through the process.

Maspor is excited to report that construction is underway for their new showroom and offices in Rio Dulce, Guatemala. They are looking forward to a summer 2024 grand opening.

Maspor-Marine.com



Sportfishing fans know that the quality of a boat can make the difference in a competition.

In this sense, Novey Marine offers proven vessels in the exciting world of billfish tournaments. Recently, their customers participated in four tournaments and their performance was nothing short of exceptional.

The starting point of the season was the Club de Yates y Pesca Tournament. *Jet Lag*,

a Viking 38 Billfish, took first place in the Billfish Division. This achievement was complemented by 2nd Place going to *Tiray Jala*, a Viking 52, and 3rd Place awarded to *Day Tripper*, a Viking 37 Billfish.

Continuing with the success, *Teaser*, a Valhalla 37, and *Tiray Jala* took 1st and 2nd Place in the Trusted Advisors Fishing Tournament, held at the Buenaventura Marina. This tournament not only promotes nautical tourism and sportfishing but also social inclusion and the personal development of children. Novey Marine's yachts not only shined

on the water but also contributed to a noble cause.

Another notable event on the calendar was the Diablo Spinning Club Tournament, where *Day Tripper* and *Jet Lag* took 1st and 2nd Place. Novey Marine was a proud sponsor of this event. In the Enrique Lewis Cup, *Jet Lag* took 1st Place and *Teaser* secured 2nd Place.

The participation of Novey Marine customers in these tournaments has not only been a success but has also reinforced their position in the marine community.

NoveyMarine.com



Since 1987, Oyster Harbors Marine has been serving customers with the highest level of professionalism in yacht sales and service.

Their award-winning team of dedicated sales and service professionals stands ready to help you with all your boating needs

and to promote and maintain the boating lifestyle.

Beginning with the original full-service marina and sales office in Osterville on Massachusetts' Cape Cod, Oyster Harbors Marine (OHM) has since added a network of sales offices throughout Massachusetts, Rhode Island, Connecticut and Maine.

Recognized as one of the top performers in the boating industry, OHM sells only

the highest quality yachts. With a Five Star Dealer Certification and their adherence to the Marine Industry Consumer Bill of Rights, they stand ready to match every customer with the right yacht and service that yacht in the best condition.

Browse their website or visit one of their New England locations to begin the search for your next boat and the wonderful lifestyle afloat.

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



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

SHORT MARINE

It's been a big year for the Australian dealer, Short Marine. They've displayed Vikings and Valhallas at both the Sydney International Boat Show and the Gold Coast-based Sanctuary Cove International Boat Show. They've held events in their Sydney location, fished tournaments and expanded into new territory, opening a dealership in New Zealand.

The Sydney International Boat Show is always a special week, but this year proved especially exciting. With 14 boats on display, including a Valhalla 41 and Viking 46 Billfish they were the highlight of the show winning the Best Marina Display Award. They also sold a V-41 and V-55 cementing the success of the event.

Less than a month later, Short Marine welcomed another Valhalla 41 to the Australian shores. In the same delivery was a Viking 54 Convertible, which has also been a head turner. She is without a doubt, the newest and most luxurious sportfishing yacht in the country.

Upon the arrival of this new V-41 and 54 Convertible, Short Marine held an Open House for customers to personally experience these vessels. "Exhilarating is probably the best word," commented one

attendee when describing his experience on the V-41. "To run that well over 55 knots is beyond impressive," expressed another experienced boater. The Viking 54 was certainly a fan favorite with customers commenting on its maneuverability, saying it's "hard to believe that a boat of that size can move like that. It's next level." One customer recognized the developments Viking has made with this new model stating, "The speed and nimbleness are the first things that strike you. They're making something very special, the ultimate sportfishing boat."

Short Marine believes Open Houses like these are important to customers. Brothers Sam and Ryan Short, who are the Co-founders and Directors of the prestigious Australian dealer, have curated this special event for their VIP customers. They believe the experience customers obtain by testing the ride is invaluable. "Looking good sitting at a boat show or showroom is one thing but demonstrating the ride and seakeeping ability of these boats is what separates them from the rest," says Ryan. "It's an important aspect of the buying process," adds Sam.

The brothers are excited and determined to grow the Viking and Valhalla community in Australia. With a handful of models on order, the Short Marine team is looking forward to welcoming the new Viking 58 C

and 64 C as well as a V-33, two more V-37s, a V-41, a V-46 and the new flagship V-55, all within the next 12 months. "We're proud to represent what are the world's leaders in luxury sportfishing yachts and high-end performance center consoles," says Ryan.

Short Marine fishes in a number of local tournaments throughout the year and is a major sponsor of four of the largest Game Fishing Clubs on the East Coast of Australia between Sydney and the Gold Coast – as well as holding their own Short Marine Shoot-Out for their VIP clients. Earlier in the year they held the 2023 Shoot Out in the Sydney Harbour, in which they had a Viking 46 Billfish compete alongside a new Valhalla 41. They have begun partnering with the Australian Game Fishing Community which holds major game fishing events throughout the year.

Next year is set to be a big year for the Short Marine family with expansions into new fishing communities, a range of new models on order and numerous events lined up. Short Marine's main mission is to provide the best boating experience and they strive to achieve this as they expand into New Zealand. "We are confident we will see more Viking and Valhallas hit the Australian and New Zealand shores in the years to come – and we are excited," says Ryan Short. 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 – a solid team that continues to excel in the New Jersey,

Pennsylvania and the Delaware markets. The 2023 year saw significant interest in sales for Viking and Valhalla.

The team is proud to announce, George Robinson IV, the eldest son of owners of South Jersey Yacht Sales (SJYS) George and Beryl, has joined the family business along side his brother Greg. George IV has worked as a financial advisor and more recently worked with the UBS New York City banking team overseeing capital lending

strategies. George, like his brother Greg, will be involved in all facets of the family business including sales, service and the marine lending divisions.

The SJYS Viking 64 Demo *Polarizer* (hull No.6) competed in many offshore tournaments since splashing in August 2022. *Polarizer* was featured on CBS Sports television for the Sport Fishing Championship (SFC) series placing 2nd Overall during the Salt Life Bluewater Tournament out of St. Augustine, Florida. Next up was the South Jersey Yacht Sales Offshore Showdown. *Polarizer* then moved up to Martha's Vineyard in mid-July to compete in the Oak Bluffs Bluewater Classic, another SFC sanctioned tournament. Placing 2nd Overall with a blue marlin, a swordfish and seven white marlin – and a very rare Atlantic longbill spearfish.

During the Jimmy Johnson Quest for the Ring in Atlantic City, *Polarizer* took top honors in the White Marlin Release Division and Heaviest Dolphin. The tournament schedule allows time to host potential clients and enthusiasts who want to learn more about Vikings and Valhallas.

The new 10,500 square-foot headquarters and showroom, located in Somers Point, New Jersey, is coming along nicely. Considered a premier showroom for premium level sportfishing boats, they are excited for their grand opening.

They look forward to several new Vikings and Valhallas to deliver in 2024. South Jersey Yacht Sales will be showcasing a new Viking 46 Billfish during the Atlantic City Boat Show this winter.

SouthJerseyYachtSales.com



Germain Motor Company, a fourth-generation family business founded in

1947, announced that it acquired SI Yachts. Previously known as Staten Island Yacht

Sales, SI Yachts was founded in 1964 by Frank Bongiorno, who established what has become the longest-operating Viking dealer. Frank plans to enjoy a well-deserved retirement after more than 60 years.

“We couldn’t imagine a more perfect opportunity and partnership to carry on the legacy of Frank,” SI Vice President Jay

Hendrix said in a statement. “The resources, technology and team that Germain has is a complement to what we are building at SI Yachts.” Germain’s acquisition of SI Yachts comes two years after CEO and partner Zach Germain established Germain Yachts.

SIYachts.com



Valhalla Boat Sales is thrilled to share their outstanding success at the

recent Fort Lauderdale International Boat Show. They had the privilege of showcasing the top tier Valhalla Boatworks brand and the response from attendees was nothing short of remarkable. The team received an

overwhelming positive response which reinforced their commitment to delivering exceptional quality and customer satisfaction.

In addition to a successful boat show, they are excited to announce the groundbreaking of a new Florida office. Following their New Jersey expansion, this reiterates their dedication to providing the best support

to valued customers. They are eager for the upcoming new models from Valhalla Boatworks: the V-28 Bay and V-29 Hybrid. These new additions will exemplify the brands commitment to innovation and excellence in the marine industry. Valhalla Boat Sales looks forward to sharing these remarkable new builds with customers and continuing to set the standard for excellence.

ValhallaBoatSales.com





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BY THE NUMBERS

Featuring 60 Years of Milestones

The Viking Marine group is looking forward to a bright and promising future. But in honor of our 60th Anniversary let's take a walk down memory lane.

1964 The Viking Yacht Company is founded by brothers Bill and Bob Healey

1971 Viking builds its first all fiberglass model, the Viking 33 Convertible

1976 A young Pat Healey joins the Viking workforce

1982 The 44 Motor Yacht is introduced

1991 The luxury tax cripples the marine industry

1993 With the Healeys leading the fight, the luxury tax is repealed

1996 Viking Sport Cruisers is formed to import British-built high-end cruising yachts

1997 The iconic 55 Convertible premieres and Viking sells more than 150 units

1998 Bill, Bob and Pat are honored with the Ernst & Young New Jersey Manufacturers Entrepreneur of the Year award

1999 Viking's 61 Demo boats a 781-pound blue marlin to win The MidAtlantic

2000 A \$10 million investment begins on the production facility

2001 Bill and Bob receive the Chapman Award

2002 The Viking Yacht Service Center opens to accommodate Florida customers

2003 Atlantic Marine Electronics, Palm Beach Towers and the Viking Yachting Center join the Viking Marine Group. Bill and Bob are inducted into the National Marine Manufacturers Association Hall of Fame

2007 The Viking International Yachting Center opens in Riviera Beach

2012 Viking begins building a Tri-generation plant to produce electricity

2014 The Viking 92, the largest resin-infused sportfishing convertible in the world, is introduced at the Fort Lauderdale International Boat Show

2016 Viking acquires the former Ocean Yachts facility on the Mullica River

2019 Valhalla Boatworks is announced at the Viking VIP with three initial V models

2023 Five Valhallas comprise the center console fleet with two more in production

2024 Happy 60th Anniversary!

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2024 VIKING WINTER CALENDAR*

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

JAN

10-13	Silver Sailfish Derby	Singer Island, Florida
11-14	Pelagic Rockstar Offshore Tournament	Quepos, Costa Rica
17-20	Los Sueños Billfish Tournament #1	Herradura Bay, Costa Rica
17-21	Operation Sailfish	West Palm Beach, Florida
23-26	The Masters Angling Tournament	Los Sueños, Herradura Bay, Costa Rica
23-27	Buccaneer Cup Sailfish Release Tournament	Singer Island, Florida

FEB

2-3	VIP Preview Boat Show	Riviera Beach, Florida
6-10	Sailfish Gold Cup	Palm Beach, Florida
14-18	Miami International Boat Show	1 Herald Plaza, Miami, Florida
21-24	Los Sueños Billfish Tournament #2	Los Sueños, Herradura Bay, Costa Rica
21-25	Sailfish Challenge	Fort Lauderdale, Florida

MAR

5-9	Jimmy Johnson Quest for the Ring	Hollywood, Florida
13-16	Los Sueños Billfish Tournament #3	Herradura Bay, Costa Rica
21-24	Palm Beach International Boat Show	Palm Beach, Florida

APR

3-7	Viking Key West Challenge	Key West, Florida
10-13	Final Sail	Miami Beach, Florida

MAY

1-4	Louisiana Gulf Coast Billfish Classic	Grand Isle, Louisiana
1-4	The Shootout	Abaco, Bahamas
14-19	Orange Beach Billfish Classic	Orange Beach, Alabama
20-26	Gulf Coast Masters	Orange Beach, Alabama

JUN

3-9	Mississippi Gulf Coast Billfish Classic	Biloxi, Mississippi
10-15	Big Rock Blue Marlin Tournament	Morehead City, North Carolina
19-22	Carolina Billfish Classic	Mount Pleasant, South Carolina
19-23	Emerald Coast Blue Marlin Classic	Sandestin, Florida

JUL

4	World Cup Blue Marlin Classic	Worldwide
9-11	Bermuda Billfish Release Cup	Bermuda
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	Beach Haven Marlin & Tuna Club White Marlin Invitational	Beach Haven, New Jersey
13-17	Bermuda Big Game Classic	Bermuda
14-20	Jimmy Johnson Quest for the Ring	Atlantic City, New Jersey
19-23	Sea Horse Anglers Club Billfish Tournament	Bermuda
23-28	Lone Star Shoot Out	Port O'Connor, Texas

AUG

5-9	White Marlin Open	Ocean City, Maryland
10-16	Pirate's Cove Billfish Tournament	Manteo, North Carolina
18-23	The MidAtlantic	Cape May, New Jersey & Ocean City, Maryland
21-24	Virginia Beach Billfish Tournament	Virginia Beach, Virginia

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