



# Valhalla

WINTER 2023

EXPERIENCE VIKING HEAVEN

## **DAWN OF A NEW ERA**

Viking 90 & Valhalla 55

## **GROWING UP HEALEY**

A Gen III Q&A

## **SHARE OUR SEAS**

Fighting the 10-Knot Rule

## **HEALTH MATTERS**

35 Years of Care

## **WINNING BIG**

Tournament News



A PUBLICATION OF VIKING YACHTS

WINTER 2023  
IN  
THIS  
ISSUE

## FEATURES

- 34** Growing Up Healey
- 42** Princess Dealer Conference
- 47** Owner of Interest: The Kasinski Family
- 72** Share Our Seas
- 84** Destination: Cape Cod
- 90** New Technology

## MODELS

- 8** 90 Series
- 16** Valhalla 55
- 28** Princess New Models
- 96** Elite Fleet

## DEPARTMENTS

- 5** Letter from Pat Healey
- 60** Department Profile
- 78** Vendor Profile
- 108** Tournament News
- 133** Dealer News

### EDITOR-IN-CHIEF

Chris Landry  
[clandry@vikingyachts.com](mailto:clandry@vikingyachts.com)

### MANAGING EDITOR & CONTRIBUTING WRITER

Mary Foust  
[mfoust@vikingyachts.com](mailto:mfoust@vikingyachts.com)

### ART DIRECTOR

Katrina Clugh  
[kclugh@vikingyachts.com](mailto:kclugh@vikingyachts.com)

### STAFF PHOTOGRAPHER

Kyle Juall  
[kjuall@vikingyachts.com](mailto:kjuall@vikingyachts.com)

### ASSOCIATE EDITOR

Kaitlyn Healey  
[khealey@vikingyachts.com](mailto:khealey@vikingyachts.com)

### PHOTOGRAPHY

Katrina Clugh, Mary Foust, Kaitlyn Healey, Kathy Healey, Maggie Garrett, James Gatto, Kyle Juall, Chris Landry, Los Sueños Resort and Marina/Pepper Ailor, Steve Momot, Victor Tan

### SPECIAL THANKS

The Brown Family and the Sheehan Family

### PRINTING & DISTRIBUTION

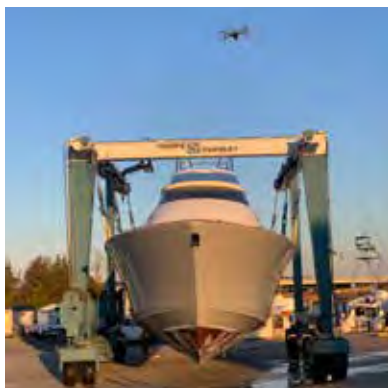
The Standard Group  
[standardgroup.com](http://standardgroup.com)

*Valhalla* is a publication of the Viking Yacht Company. Viking reserves the right to make changes to models. Some pictures may show optional equipment. Performance may vary depending upon conditions. © 2023 Viking Yacht Company

### 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](mailto:marketing@vikingyachts.com)  
W: [vikingyachts.com](http://vikingyachts.com)

A PUBLICATION OF  
THE VIKING YACHT COMPANY



### BEHIND THE COVER

At dawn on a chilly December day, Viking Media Specialist Kyle Juall utilized the drone to capture the cover – the Viking 90 exiting production and heading to the water.



When I started at Viking in 2017, the subject of the big center console market came up during a staff meeting – could

an outboard-powered open boat be in Viking’s future? Fresh off the center console beat in my previous career as a marine magazine editor, I felt an adrenaline rush and blurted out something like: “If Viking ever built a 50-foot center it would dominate.” Unbeknownst to me, the Viking brain trust had been discussing the topic of center consoles on and off for many years and would soon begin to work discreetly on a plan to bring a Viking-built CC to the industry.

About 18 months later, I was pulled into the loop and asked to write the first press release announcing Valhalla Boatworks (VBW), a new sister company dedicated to building the highest-quality center consoles in the world. The first chapter of the Valhalla story would be the introduction of not one – but three – center consoles at the same time. Debuting in September 2019, the V-33, V-37 and V-41 marked the birth of the V Series.

The brand took off immediately, and the company established the Viking Mullica facility as its manufacturing plant. Less than a year later in the summer of 2020, we announced the Valhalla 46, bolstering our position as a leader in this popular segment of the market. And now the Valhalla 55 is set to debut at the Viking Yachts and Valhalla Boatworks VIP event, Feb. 3-4, followed by its world premiere at the Miami International Boat Show, Feb. 15-19.

“Valhalla Boatworks has achieved so much in such a short time,” says Viking President and CEO Pat. “We’ve delivered more than 275 boats across four models since September 2019. The brand has come so far and continues to grow with the addition of the 55. The numbers are insane: We’ve sold 108 boats in fiscal 2023 – and 99 of those are retail sales. Sales are strong into 2024 and 2025 with a combined 155 boats sold between retail and dealers.”

#### RAMPED UP

As Pat says in his letter (see page 5), we’ve sold 50 Valhalla 55s and 15 of Viking’s new

flagship – the 90. The past year has seen a massive ramp-up of manpower, machinery and resources to meet the demand. The success is no surprise to me, especially after watching the company operate for nearly six years now. The team is always looking ahead in the spirit of building a better boat every day. They move forward quickly but cautiously, with Pat leading the way and leaning on his team to help him shape the company’s future, which often impacts the broader marine industry.

I’m privileged to be in the room where the decisions are made. Along with my colleagues in the Marketing Department, we have the opportunity every day to tell the story of Viking Yachts and Valhalla Boatworks. We’re also including the third boatbuilding segment of our marine group in the Viking narrative. The Viking-owned Princess Yachts of America is the exclusive distributor in North and Central America as well as the Caribbean for the British luxury yacht manufacturer, Princess Yachts, which builds 21 models from 40 to 95 feet across five different classes. You’ll find several pages dedicated to Princess Yachts America and its yachts in this and future issues of *Valhalla*. “No one else has what we have with these three brands,” says Pat. “The diversity, the quality, the commitment to excellence – it’s all here.”

#### LEADERSHIP

Viking is closing in on its 60th anniversary. Along the way it has amassed a tremendous amount of experience and has often taken a leadership role when government regulation threatens our industry. Viking’s efforts that led to the repeal of the Luxury Tax of the early 1990s are well known. The latest campaign: opposition to a 10-knot speed restriction along the Eastern Seaboard being proposed by the National Oceanic and Atmospheric Administration (NOAA). Please check out our story on page 72 and find out how you can make a difference. 🚢

Sincerely,

Chris Landry  
Editor-in-Chief

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

*Valhalla*

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

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





# viking REVIEW

The team at the Viking Yacht family of companies has ended 2022 with energy and positivity. The last six months have been productive, exciting, ground-breaking, wild, educational and humbling. Whether supporting our community, continuing education, hunting with customers, working a boat show, putting on an event or building a world-class boat, the crew at the Viking Yacht Company does it with pride and enthusiasm. We are never willing to rest on our laurels.





# FROM THE FLYBRIDGE



This has been one of the most challenging and fulfilling years in the history of the Viking Yacht Company. Viking Yachts and Valhalla Boatworks in 2022 completed two new flagships – the Viking 90 and Valhalla 55 – even with supply-chain constraints and workforce shortages. We have prevailed by remaining committed to our mantra of building a better boat every day.

The Viking 90 sportfishing yacht and the Valhalla Boatworks V-55 center console will stand out as the industry's finest boats in each of their respective categories. We've sold 15 Viking 90s and 50 Valhalla 55s. Incredible. I've never been more excited heading into a winter boat show season and can't wait for you to see them at our Viking Yachts and Valhalla Boatworks VIP event, Feb. 3-4, followed by the Miami International Boat Show, Feb. 15-19.

You can also check out the 90 at the Viking Key West Challenge, Feb. 12-16. We expect this year's event to once again be a great success, and we'd like to see more Valhalla owners come and join the fun. Please book your slip as soon as possible. From Key West, the 90 will go on to fish the tournaments in the Bahamas in the spring. The Valhalla 55 will also be competing on the tournament trail.

## **STRONGER THAN EVER**

We have been aggressively hiring boatbuilders as we continue to ramp up. With an additional production line operational for the V-55, we now have five lines at full capacity in New Gretna, and

another four at Viking Mullica. Executive Vice President Drew Davala and the Human Resources team have done a tremendous job bringing in new boatbuilders, including many female team members, and have begun an apprenticeship program with the Egg Harbor Township School District. Our Purchasing Department continues to communicate with vendors daily to secure the materials we need. Our two-phase expansion project at Viking Mullica is now complete. The facility is already running like a well-oiled machine, and the additional manufacturing space will help increase efficiency and output.

We have never been in a stronger position as we head into an economic downturn. With zero inventory and zero debt, we are committed to maintaining our workforce at full capacity through what will likely be a two-quarter bump in the road. We will not slow down during this period and will continue to prosper. With Viking Yachts, Valhalla Boatworks and Princess Yachts America, there is no other marine group that offers our level of quality and diversity of products.

## **INDUSTRY LEADER**

Part of the Viking mission includes fighting government overreach that threatens our industry. Working with a team of boating and fishing organizations, we've led the charge to oppose a 10-knot speed restriction along the Eastern Seaboard being proposed by the National Oceanic and Atmospheric Administration (NOAA). We united the industry, raised awareness and pushed a grass-roots campaign at a special

press conference at the Fort Lauderdale International Boat Show that drew 200 stakeholders. And our effort continues into the winter, as we do everything in our power to convince our elected officials that this rule, as written, would devastate the boating and fishing community. Coverage begins on page 72.

## **THIRD GENERATION**

Also in this edition of *Valhalla* you will be reading an article from the newest member of the marketing team, my daughter Kaitlyn. In her Q&A with her brothers Sean and Justin, Kait explores what it was like growing up as a Healey and representing the family's third generation at Viking. In the Healey tradition, Kaitlyn attended Saint Joseph's University in Philadelphia. She graduated with a degree in Marketing and Communications and will play an important role in our social media program; and of course, you'll see her at all the boat shows and events along with her brothers.

In closing, the entire Healey family would like to thank our owners, captains and crews; our ever-expanding dealer network; and our longtime business partners for all your support and cooperation. Enjoy the holiday season with your family and friends and we'll see you soon. 🍷

Sincerely,

Patrick Healey  
President & CEO



## PROVEN PERFORMANCE FABRICATION YOU CAN RELY ON

Costa Marine has been providing Viking Yachts with the finest interior and exterior marine canvas products for over 50 years. Our modern facility has complete manufacturing capability allowing us to go from your initial concept to finished product under one roof. From enclosures, exterior cushions, interior furnishings and cover packages, Costa Marine has the experience and proficiency to meet and exceed your expectations. **Please call us today or visit us online for more information.**

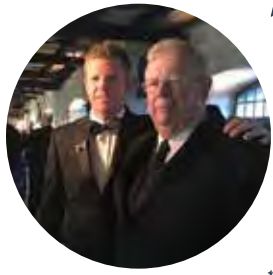


***COSTA CLEAR***<sup>®</sup>  
*Elite Series Enclosures*

609.965.1538 • [WWW.COSTAMARINECANVAS.COM](http://WWW.COSTAMARINECANVAS.COM)



# FROM THE HELM CHANGE OF WATCH



Tom Carroll Sr., President and CEO of Viking Sport Cruisers and Princess Yachts America, announced his retirement in summer 2022 after a

career that spanned 60 years between the banking and marine industry, with 40 of those years spent with Viking.

Following a career with First Pennsylvania Bank that began in 1962 where he helped mold a pioneering approach to marine lending, Tom was asked by founders Bill and Bob Healey to join the Viking Yacht Company in 1982. Tom accepted the role of Vice President of Sales and Marketing at a time when the company was beginning to set its sights on becoming an industry leader through a commitment to build a better boat every day. During the early 1990s, as Executive Vice President of the Viking Yacht Company, Tom frequently traveled to Europe to explore new market opportunities as the marine industry was working to repeal the crippling luxury tax that had severely impacted the new boat market in the United States.

On one of his trips to the Cannes boat show, Tom was intrigued by an impressive line of motor yachts built by a company named Marine Projects (Marine Projects would later become Princess Yachts Limited). Taken with the quality, style and design concept of the Princess Yachts he saw, it wasn't long before Tom met with the

company principals and was invited to tour their manufacturing facilities in Plymouth, England. During his time in Plymouth, Tom discovered many similarities between this European company and Viking. Managed since its inception by founder David King, Marine Projects was a vertically integrated company that manufactured a majority of components in house and had a hands-on approach to design and manufacturing. But it was a ride in the less than friendly waters of the English Channel that proved to be the convincing factor for Tom. These boats had a future in America if the right partnership could be created.

In 1995, the exclusive relationship between Viking and Princess Yachts Limited of Plymouth, England was forged, and Viking Sport Cruisers was founded with the goal of bringing this exceptional class of luxury cruising yachts to the American market. As President and CEO of Viking Sport Cruisers, Tom built a team dedicated to the sales, service and support of yachts built by Princess for distribution in North America, Central America and the Caribbean. In 2010, the decision was made to brand the boats as Princess, and in 2013 Viking Sport Cruisers made the strategic decision to be recognized as Princess Yachts America in the market. The rest, as they say, is history. For over the course of the ensuing 27 years under Tom's guidance, the Princess family of owners has grown with over 700 yachts delivered and a market presence that has expanded at a thunderous pace.

For those who've met Tom, none would believe that his passion and dedication

would give way to a desire to slow down and step away from the helm of the company he dedicated so much to building. Yet, having built a strong team that includes his son Tom Carroll Jr., who grew up in the company and is now well poised to take his father's place, Tom felt the time was right to hand the reins over to his son to continue the momentum.

As fitting of the nature of an international partnership, it was decided that it would take not one but two celebrations to properly honor a tenure that spanned over four decades. In August, Tom was honored by Princess among members of the Princess Yachts America team and its network of dealer representatives at a special dinner held at the historic HMS Drake Wardroom in Plymouth, England, during Princess Yachts America's Annual Dealer Conference. This was followed in September by a dinner with members of Viking Yacht Company and Princess Yachts America held in New Jersey. Tom was presented with custom gifts made to commemorate his years of dedication, passion and service.

Tom remains a member of both the Viking Yacht Company and Princess Yachts America boards in an advisory position, with Tom Carroll Jr. assuming his father's role. We wish Tom Carroll Sr. all the best in his retirement and are grateful for his many years with the Viking Yacht Company, and for his vision that became Viking Sport Cruisers and Princess Yachts America. 🚢



# GREAT EXPECTATIONS

VIKING 90 FLAGSHIP MARKS  
NEW ERA OF EXCELLENCE





The highly anticipated Viking 90 makes her debut at the Viking Yachts and Valhalla Boatworks VIP event, Feb. 3-4. This Kingston Grey Sky Bridge model will then be introduced to the world at the Miami International Boat Show, Feb. 15-19.

Finishing off 2022, Viking had sold 15 of its latest flagship. Buyers include newcomers to our family as well as owners of 80s, 92s and other Viking models. Kevin Sheehan has owned four Vikings – a 50, a 61, a 68 and an 80. His fifth will be a 90 Sky Bridge.

“When talking to captains familiar with the 92, it was clear that it had an excellent track

record,” says Kevin. “The prospect of a sleeker more efficient boat that was close in performance and speed to the 80 – with the great accommodations that the 92 afforded – was a very attractive combination.”

The evolution of the Viking 90 has been well documented in *Valhalla* magazine. A misguided international emissions mandate forced Viking to discontinue the production of the 92 – but it also set the company on a course to design, engineer and build its next innovative, ground-breaking large convertible sportfishing yacht. “The team rose to the challenge, and in the end we will deliver a yacht that is the culmination of all

our experience, knowledge and innovation,” says Viking President and CEO Pat Healey. “It truly represents our commitment to building a better boat every day.”

This emissions rule would have called for the installation of a heavy, bulky and potentially dangerous exhaust-treatment system called Selective Catalytic Reduction (SCR) in the 92. With the 90, however, Viking was able to continue utilizing twin MTU 2635MHP powerplants – but without the SCR system. “We invested \$20 million to design an entirely new boat – a costly decision but one that had to be made to fully satisfy our owners’ needs,” says Pat.







## MISSION/PURPOSE

The goal was to build upon the success of previous Vikings and bring to the market a flagship that sets new standards in style, aesthetics, performance, fishability and comfort. Viking has checked all those boxes – and then some. Offered as an Open, Enclosed Bridge or Sky Bridge model, the 90 Convertible brings a level of diversity that no other builder can match. The Open and Enclosed Bridge models can be built with or without a tuna tower from Viking’s Palm Beach Towers (PBT). The Sky Bridge is also done by PBT. All models also benefit from custom fishing, navigation, communication and entertainment systems from the Viking subsidiary Atlantic Marine Electronics (AME).

Our new flagship will excel as a world-traveling sportfisher with great range – holding 3,801 gallons of standard fuel in four custom resin-infused fiberglass fuel tanks – and advanced propulsion systems that decrease drag and increase speed and efficiency. Her running surface includes the latest Viking lifting-strake design, a refined driveline and prop pockets. “We learn from every model – improving, refining and enhancing,” says Design Manager David Wilson. Design and Engineering also utilized Computational Fluid Dynamics

software to further optimize performance, allowing them to analyze pressure distribution, study trim angle and trim tab effectiveness, and modify strakes and chines to increase running efficiency.

When it comes to construction, Viking has made every effort to maximize weight savings for greater performance, including the increased use of carbon fiber and parts built with Light Resin Transfer Molding, as well as lighter interior materials. From bow to stern and keel to Sky Bridge, every inch of the 90 has been highly engineered and expertly built.

“The boat is going to be a huge hit with our owners – absolutely,” says Viking Vice President of Manufacturing Al Uhl. “We’ve gone with new materials for weight savings and increased the efficiency of the build process, and of course the design team has done a great job making her very sleek and exceptionally attractive. Communication between Production and Design and Engineering is essential. It’s a constant back-and-forth to nail down the details. The focus – as it always has been – is keeping our owners happy. They’re No. 1.”

Experience plays a crucial role in build quality. “This management team has been

together for decades,” says Al, who is in his 45th year at Viking and 25th year in his current position. “They know what is expected of them. They’re very diversified in what they do, and they’re very attentive to detail.”

## OVERCOMING CHALLENGES

“There are challenges with every new model,” says Viking’s most experienced boatbuilder, Rudy Daling, who started at Viking on Sept. 2, 1964 – just five months after brothers Bill and Bob Healey founded the company. “But we have the experience, we have the expertise, and we have the right people. We prioritize the challenges and work through them one at a time.”

As Viking’s New Product Development Manager, Rudy makes sure new models are built as efficiently as possible while maintaining a high level of functionality. “With the 90, we have made some significant strides with efficiency,” he says. “The engineroom is quite large, which has allowed us to install most of the mechanical equipment – everything from the generators to air conditioning units – in this location.” There’s plenty of space between the engines (40 inches), and headroom measures nearly 7 feet.





– Al Uhl  
Viking Vice President  
of Manufacturing

“The boat is going to be a huge hit with our owners – absolutely. We’ve gone with new materials for weight savings and increased the efficiency of the build process, and of course the design team has done a great job making her very sleek and exceptionally attractive.”

In addition, Rudy points out that “we’ve made efficiency improvements with the configurations of the enclosed and open bridge designs, which have brought weight savings while lowering the overall profile.” To achieve this, two large insert dams were created, one that gives the deck of the enclosed bridge a flat walking surface and the other that incorporates crown – needed for drainage – in the open bridge.

Other notable developments include a one-piece wraparound enclosed bridge windshield that maximizes visibility, and exterior salon window lines that feature enhanced styling while maintaining Viking’s streamlined profile.

### ENCLOSED BRIDGE & SKY BRIDGE

Viking pioneered the development of the enclosed bridge and sky bridge designs. On both models of the 90, a ladder leads from the lower mezzanine to the enclosed bridge’s aft deck, which features a two-person seat near centerline (with standard air conditioning in the backrest) and a starboard-side aft control station – with full engine controls, radio box forward of the custom helm pod (available in teak) and a recessed area for multi-functions displays (MFDs). A sliding door leads to



the enclosed bridge salon and its forward control station. The enclosed bridge is also accessible via a staircase inside the salon.

Owners will be impressed with the enclosed bridge. In addition to the forward one-piece windshield, it features a new forward helm console design that holds up to five 22-inch MFDs in a wraparound raised pod. “The overall ergonomics at the helm are really exceptional, offering the captain easy access and visibility for all controls, equipment and displays,” says David. “Everything is within easy reach.”

The enclosed bridge not only provides a state-of-the-art control station but also a second salon with walnut cabinetry and furniture, premium carpeting and air conditioning and heating. Aesthetic highlights include faux teak interior side window frames. A port-side L-shaped lounge is accompanied by a walnut hi-lo table; there’s also a Sub-Zero refrigerator forward of the lounge. The starboard side is the perfect place for the 43-inch pop-up HDTV; storage areas are provided under the lounge, aft of the starboard companion seat, and there’s also storage under both companion seats.

The sky bridge features a centerline helm with three MFDs that extends to the starboard side. The helm and companion chairs (with teak ladder backs) are positioned on a raised teak platform for optimal sightlines. Port and starboard radio boxes flank the helm pod. Forward of the console, guests can relax in an L-shaped lounge (with storage underneath). A forward fiberglass module holds a sink to port and a drinkbox to starboard. Toekick is built into the entire bridge area for balance, safety and maximized deck space. In the underside of the PBT hardtop, you can add an optional drop-down electronics box as well as a box (just above the captain) for electric teaser reels.

“We’ve grown very fond of the sky bridge design,” says Kevin, whose 80 was an enclosed bridge model with a PBT tuna tower. “With its easy access and wonderful elevated views, I believe it’s going to be a very popular area of the boat, very accommodating for my family.”

### OPEN BRIDGE

A center console (with forward lounge and freezer underneath) anchors the spacious flybridge. The helm holds three or four MFDs depending on their size and radio boxes outboard of the helm pod.



**There will be many more happy days like this ahead for the Sheehan family, pictured here in the cockpit of their Viking 80 Humdinger. The family loved their 80 – an enclosed bridge with a Palm Beach Towers tuna tower – and can't wait to take delivery of their new Viking 90, a Sky Bridge model. From left to right: Caitlin, Matt, Carolyn, Kevin and Megan. "We're very familiar with Viking, their boats and a lot of the team members," says Kevin. "The Healeys have always taken care of us." Like their 80, the Sheehans will use their new Viking for both fishing and cruising off Cape Cod and Florida, with captain Ron Crisp at the helm. Kevin and his son, Matt, are the fishing aficionados of the family. They're pictured at right with a couple bluefin tuna caught off Cape Cod.**

Three helm chairs with teak ladder backs sit on a raised teak platform, again for optimal visibility. The flybridge's port and starboard sides are dedicated to seating and storage, with a shared backrest separating the forward benches and aft lounges. The benches provide general storage underneath. The aft lounges house a refrigerated drink box (starboard) and general storage and an insert for a five-gallon bucket (port). There are more conveniences forward. On centerline, you'll find a 173-gallon freezer, drinkbox to starboard and a sink to port.

### **COCKPIT/MEZZANINE**

Owners have also been impressed with the cockpit and mezzanine layout. "The cockpit is very large, and the roominess of the mezzanine will also be attractive to everybody," adds Kevin.

Between the lower and upper mezzanines, there are three aft-facing seating areas. "The design was influenced by feedback from our 92 owners," says David. "It was clear that they wanted to be seated so they could look aft – that's where all the action is on

a Viking sportfishing boat." But they also wanted comfort and convenience, which is why all seating areas have either standard or optional backrest air conditioning.

A centerline lounge seat in the lower mezzanine offers excellent visibility aft and direct access to the cockpit. This seating module also holds tackle cabinets on each side. A series of lower mezzanine insulated boxes provide freezer and refrigeration storage. A centerline hatch provides direct access to the crew quarters and engine room.

The 224-square-foot cockpit is the same length as the 92's and features a pair of full-length 103-gallon insulated in-deck fishboxes (with refrigeration optional). The business end is anchored by a 203-gallon transom fish box/live well. A single watertight hatch on centerline (with optional electric actuation) provides access to the Seakeeper 35. As with all of our convertibles, the cockpit sole is built with reinforcement for a fighting chair, rocket launcher or table. The cockpit sole, coamings, covering boards and mezzanine can also be clad in beautiful teak.

A pair of staircases with outboard handrails lead to the upper mezzanine and its two seating areas. On the port side you have an L-shaped aft-facing lounge with teak table; on the starboard side, there's a versatile cooking and refreshment hub with an integrated seat that can be personalized to the owner's liking with a grill and icemaker or refrigerator.

### **ACCOMMODATIONS**

One of the many attractions of our new Viking 90 has been its accommodations layout, which is not only luxurious, spacious and comfortable but offers versatility based on the model. The interior design, with its horizontal grain walnut, enhances the depth of space throughout the yacht while contributing to a contemporary style. The interior doors deserve mention as well, with their horizontal and vertical grains and ebony inlays discreetly bringing style to the living areas. Custom wallpaper selections for the interior sides in the salon and the enclosed bridge are also available.



The 90 offers the same number of staterooms (six) and heads (seven) as the 92. Enter the salon through an electric-powered sliding door. On the enclosed bridge and sky bridge models, a staircase immediately to starboard brings you to the enclosed bridge. Forward of the stairs, there's a wet bar with a sink, an ice maker and a cabinet for bottle storage. Forward of that is an entertainment center with a 65-inch pop-up HDTV, which faces a large U-shaped lounge that wraps around the port side of the salon and is accompanied by a walnut hi-lo cocktail table. This sofa is perfect for family and friends to gather and enjoy a few drinks, and it's also large enough for several anglers or guests to stretch out and sleep during long runs.

A wrap-around galley on the starboard side has ample countertop space and cabinet storage. Under the engineered stone countertops, you'll find a pair of refrigerators and a freezer unit with standard slam latches. Drawer storage is provided under the outboard counter; the cooking area includes an electric range with four-burner cook top with an oven underneath, stainless steel sink with garbage disposal and a trash compactor. Plus, there's more storage and a microwave/convection oven in the upper galley cabinetry area. Five stools wrap around the raised bar countertop, with the inboard corner remaining open for walk-up access. Across from the galley is a large, raised dinette with U-shaped seating and a walnut table. The elevated platform allows for excellent views outside while also providing space for two pull-out drawers – one for rods and the other for general storage.

On the enclosed bridge and sky bridge models, the day head is located forward of the dinette, while our open bridge layout puts the day head aft (in place of the staircase and wet bar area). There's also room for an optional chair in the open bridge plan that can be placed forward of the head. All models feature a pantry forward of the galley that includes a bunk with storage underneath and a locker.

One of the must-have features carried from the 92 to our new flagship is its full-beam midship master stateroom with his-and-hers

head and shared shower. The yacht's primary suite also boasts a king bed, a maple-lined walk-in closet, a credenza below a 65-inch HDTV (that faces the bed), a vanity/desk area with swing-out stool on the starboard side, a port-side lounge seat and port and starboard credenzas with drawer storage.

Four more luxuriously appointed staterooms, including two with queen beds, await guests in the forward lower accommodations area. "All of the staterooms – including the crew quarters – are very similar to the 92's staterooms," says Viking Interior Design Manager Steve Walker. "We were also able to maintain the size of the entryways to the staterooms and the heads as well as an enclosed laundry center with full-size stackable washer and dryer."

The crew quarters are spacious and well-appointed, with immediate access to the engine room, a pantry with an additional crew athwartship berth and a day head.

Caterpillar C32A diesels packing 1925MHP are standard. The optional twin 2635MHP MTU 16V 2000 M96Ls will power hull No. 1. (CAT C32B 2400: 2433MHP engines are also an option.)

Viking, dealers, vendors and owners have expressed great anticipation about our new flagship. And this level of excitement starts at the top.

"When speaking to Pat Healey about the 90, what impressed me was his enthusiasm," says Kevin. "I don't think I've ever seen him that animated. He was extremely proud of what his team has accomplished and really pumped up about this boat." 🐟



Victor Alvarez in the galley of hull No. 1.



## Viking Pride

What's it like being part of a team that's building the 90 Convertible – the finest new large sportfishing yacht in the world? We asked Victor Alvarez, an 18-year Viking veteran who has been Leadman on multiple lines for 12 years and has spent the past three years as Lead on Line 1, where the Viking 80s and 90s are built.

“I've come up the line working from the smallest boats to the largest,” says Victor. “It's a pleasure to work on these boats, and I feel privileged to do so because I know they're the best of the best. And the 90 – we're all very excited about this boat.”

Victor leads a team of boatbuilders who install interior living components such as carpeting, flooring, doors and drawers as well as furniture. “I was always taught from a young age that if you're going to do something, do it right or don't do it at all,” he says. “And when I started here, I met [Viking Co-founder] Bill Healey and saw how much pride everyone took in building these yachts and learned their motto was to build a better boat every day. That has stuck with me, and it is something we believe in, and I pass on to my people.”

Victor leads by example. “My team respects that,” he says. “They see me working. They see me on my hands and knees. I have many experienced boatbuilders with me, so I don't have to helicopter around them. And when we bring in new boatbuilders, myself or another experienced team member show them the ropes, and they quickly learn not only how to do the job but the high standards we must live up to.”

“Victor is extremely loyal and dedicated to his job and the company,” says Jason Wick, Supervisor of the Trim Department. “He's a no-nonsense, get-the-job-done-right kind of guy with excellent leadership skills.”

Victor finds his job fulfilling and shares his pride with his family. “When I bring *Valhalla* magazine home and show my family the pictures of the interiors of our new boats, I can say, ‘I helped make these boats look so excellent,’” says Victor, who has three grown sons (Eddie, Brian and Christian) with his wife Veronica. “That's a great feeling.”

# 90 | C

## SPECIFICATION HIGHLIGHTS

<b>Length Overall</b>	<b>90' 0"</b> 27.41 m
<b>Length w/ Bow Pulpit</b>	<b>95' 0"</b> 28.96 m
<b>Length Waterline</b>	<b>78' 10"</b> 24.03 m
<b>Length Load Line (96 Percent)</b>	<b>76' 1"</b> 23.20 m
<b>Beam Overall</b>	<b>23' 2"</b> 7.05 m
<b>Beam Waterline</b>	<b>19' 2"</b> 5.84 m
<b>Deadrise at Transom</b>	<b>12.4 deg</b>
<b>Draft</b>	<b>5' 11"</b> 1.80 m
<b>Freeboard Forward</b>	<b>9' 4"</b> 2.84 m
<b>Freeboard Aft</b>	<b>3' 2"</b> 0.97 m
<b>Height Waterline to Top of Flybridge Hardtop</b>	<b>21' 8"</b> 6.60 m
<b>Height Waterline to Top of Flybridge Hardtop Masthead Light</b>	<b>24' 0"</b> 7.32 m
<b>Height Waterline to Top of Flybridge Console</b>	<b>18' 3"</b> 5.56 m
<b>Displacement Standard Fuel Load</b>	<b>193,490 lbs.</b> <b>87,766 kg</b>
<b>Fuel Capacity Standard</b>	<b>3,801 gal.</b> <b>14,388 l</b>
<b>Water Capacity</b>	<b>480 gal.</b> <b>1,817 l</b>
<b>Holding Tank Capacity</b>	<b>282 gal.</b> <b>1,067 l</b>
<b>Cockpit Area</b>	<b>224 sq. ft.</b> <b>20.8 sq. m</b>

## THE BOTTOM LINE

The Viking 90 will soon rule the seas as the leading luxury sportfishing yacht in its class, with an unmatched combination of performance, fishability, luxury, diversity and accommodations.





Open Bridge



Enclosed Bridge



Sky Bridge



Open Bridge Salon



Enclosed Bridge Salon



Lower Accommodations

# ANOTHER LEVEL





# READY FOR A REVOLUTION?

## HERE COMES THE VALHALLA 55

How does a company sell 50 boats before the first one has even been splashed? When you talk to owners, the answer boils down to a few simple factors. “The quality of the product and the customer service behind that product,” says Matt Brown, who along with his wife Kristin will take delivery of V-55 hull No. 3 this winter. “There’s also the history and reputation of Viking.”

“We love the way Viking and Valhalla treat you like family,” adds Kristin. “We are car enthusiasts and support the Ferrari brand, where you get that same type of special support. To feel like you’re family and are truly appreciated is invaluable.”

With Valhalla Boatworks (VBW), Viking continues to push the center console genre to levels never seen before. The V-55 – the fifth V Series model and its new flagship – stands out as the latest example of our commitment to lead the industry through innovation, engineering, quality

and customer satisfaction. “The V-55 will revolutionize this sector of the big center console market,” says Viking President and CEO Pat Healey. “It has been a total team effort – production, design and engineering, Palm Beach Towers (PBT), Atlantic Marine Electronics (AME) and many others have worked together – and continue to do so – as we proudly bring this amazing boat to the market.”

Viking has established a fifth line at its New Gretna facility to manufacture the V-55. And with 50 boats sold, that line is ramped up and rolling right along, as the best shipwrights in the world build a better boat every day.

“This is what we do,” says Vice President of Manufacturing Al Uhl, who has been with the company for 45 years. “The work ethic and the drive to be the best is part of our culture. We have supervisors and foremen who have more experience than any other management team in the industry.”

### CLASS BY ITSELF

Like the Valhalla 46, the V-55 was designed and engineered to be powered with Mercury’s ground-breaking 7.6-liter V12 600-hp Verado outboards and to utilize the patented Stepped-V Ventilated Tunnel (SVVT) running surface from Michael Peters Yacht Design (MPYD).

Ironically, while the world was swooning over the V-46 with quad 600s being introduced at Mercury’s iconic Lake X in Florida in 2020, a team consisting of Viking, Mercury and MPYD had already been planning to push the envelope with a 50-plus-foot Valhalla. “The V-46 was the surprise at Lake X, and we were honored to be one of the companies chosen to work with Mercury to showcase this engine,” says Viking Design Manager David Wilson. “It was a great accomplishment for Valhalla Boatworks. But the story behind the story was even more interesting – we knew we had the team and resources to go bigger with the V Series. It was truly an exciting time.”



**VALHALLA**  
BOATWORKS



VBW offers the V-55 with quad or quint configurations of the 600 Verados. Initial sea trials of the quad-powered hull No. 1 – with bottom paint, gap tower, 900 gallons of fuel and seven crew – showed a top speed of 63 mph. Hull No. 2 will be powered with five 600s, as will the Browns' V-55.

“The continued relationship with MPYD and Mercury has once again paid off in dividends, as the V-55's performance is everything we expected and more,” says David. “The speed is deceiving due to its smooth acceleration and great size. She comes out of the hole quickly and seamlessly, maintaining a running attitude that maximizes optimal sightlines.”

Adds Viking's Justin Healey: “The torque of the engines pushes the boat on plane effortlessly. The visibility is excellent and the maneuverability of a center console this large is amazing.”

Like the remainder of the V Series fleet, the patented SVVT bottom grips the water at high-cruising speeds, proving the effectiveness of its centerline tunnel. Along with the Mercury electro-hydraulic power-steering, the V-55 delivers precise control with predictable confidence-boosting handling. The standard Mercury JPO (Joystick Piloting For Outboards) system works with the 600's innovative steerable gearcase design, resulting in unmatched low-speed maneuverability while docking or fishing. Add the optional bow thruster for an even higher level of control.

### **BENCHMARKS**

The V-55's engineering, systems and capacities have established new benchmarks for a center console larger than 50 feet. She's the largest center console in the world to utilize MPYD's double-stepped SVVT design. At 15 feet, 6 inches, the V-55 has the widest beam and carries the most fuel (1,200 gallons) of any center console from 50 to 60 feet.

The V-55 is equipped with a Seakeeper 9 for maximum comfort underway. We went big with the generator, too, with a standard Fischer Panda 15kW diesel unit and a 50-gallon tank. Valhalla 55 owners also can equip their boat with many of the systems being utilized on our Vikings, including the ElectroSea CLEARLINE cleaning technology for the boat's seawater-cooled plumbing systems and several choices for an omnidirectional sonar, or other advanced fish-finding technologies.

The V-55 combines the yacht-level accommodations of a Viking and the 360-degree fishability of a V Series center console; the engineering and build quality are second to none and the dedication to our customers remains unmatched – as the Browns and many other V Series owners can attest to.

“Our salesman is Ryan Higgins, and we can't speak highly enough of him,” says Matt.





“Valhalla Boatworks is known for giving you the ability to personalize your boat, and at every step of the planning and build process, Ryan always accommodated our needs.”

Like many Valhalla owners, Matt was a big fan of Viking Yachts before VBW was even created. When the V Series was announced, he followed its evolution, but it wasn't until the 2021 Palm Beach International Boat Show that he and Kristin saw the real deal. “We took one look at the V-46 and it was all over,” says Matt. “That was hull No. 2, and we ended up buying hull No. 3.” They named her *LBV2*, which stands for *La Bella Vita* and means *The Good Life* in Italian. Their V-55 will carry the same theme for her name – *LBV3*.

### **MULTIPLE ROLES**

The Browns look forward to using their V-55 for both fishing and cruising. “The 46 was fabulous,” says Matt. “The 55 just gives us more of everything – size, range, comfort, accommodations and conveniences.”

The V-55 is offered with two different second-row seating layouts for maximum cruise-and-fish versatility. Both offer a tremendous amount of storage. “The team has done an excellent job utilizing every inch of space, particularly within the seating modules,” says Justin. “The storage space increases fishability. There's a place for everything.”

The standard second-row configuration may cater toward the cruising crowd, with a U-shaped lounge (with a power-actuated hi-lo dinette table that converts to a two-person berth) serving as a social hub.

Alternatively, fish-focused owners may prefer the optional second row seating module with five Release Marine teak chairs and its additional tackle storage and cooler space. The Browns opted for the five-seat second row. “Given the speed of the boat, we wanted everyone to have their own designated seat,” says Matt, who will use the boat with friends to fish south Florida for everything from sailfish and dolphin to wahoo and tuna.

“He has a passion for fishing – but also a need for speed,” says Kristin. “We both do.”



**The Browns – and a group of their close friends – visited the Viking plant to see their V-55 in the build process and tour the facilities, led by Viking and Valhalla's Ryan Higgins. From left to right: Jeremy Carlson, Bob Smith, Pippa Smith, Enzo, Kristin Brown, Matt Brown, Brian Bergen and Ryan Higgins.**





But make no mistake, the V-55 has the cruising amenities, seating and space that Kristin will make full use of for cruising and entertaining. “She’s quite the hostess,” says Matt.

“I can’t wait to get a group of friends together and take the boat out for champagne cruises or to nice lunches and dinners at waterfront restaurants,” says Kristin. “I will enjoy the boat for the social aspects. Like the name says, we’ll be enjoying the good life.” The Browns have a tight group of friends (who visited the manufacturing plant in New Gretna with them in November) that will be aboard for their excursions at sea.

With each seating arrangement, the second row’s fiberglass seating module includes an aft-facing mezzanine seat with refrigeration underneath, a row of rod and cupholders, tackle storage, a drink box to port and a sink to starboard with the availability of an optional grill. Also available with the five-chair module is an optional 24-inch multi-function display (MFD), located on centerline that lifts and faces the cockpit. The grill and MFD were must-haves for the Browns – so was the Seakeeper, watermaker, icemaker, upgraded speaker package and eight underwater lights (four are standard).

On the fishing side, the Browns’ V-55 will be equipped with 24 additional rod holders; three 12V electric reel outlets (one at the bow and two midships) and an additional 4500 pump for its standard dual Hooker Sea Chest with high- and low-speed pickups to supply the live wells and seawater pumps. The standard dual transom 65-gallon pressurized live wells will feature the available front windows, clear lids and interior lighting.

#### **ON DECK**

Anglers and guests will appreciate the V-55’s large and clear deck layout that offers uninhibited accessibility. The boat’s wide beam and toekick space from bow to stern maximize space and safety. Integrating toekick around the helm seating modules, console, cockpit, gunwales and other areas is no easy task, requiring properly designed molds and dams. “It’s a testament to our willingness to spend the time and resources to attain the highest level of quality, practicality and safety,” says Viking Vice President of Design and Engineering Lonni Rutt.

The available flip-down transom seats in the cockpit corners add to the boat’s fish-or-cruise versatility, and with standard port and starboard dive doors, the V-55 gives you the ability to dock on either side.

Twin insulated 110-gallon fish boxes (with available refrigeration) are outboard of the centerline Seakeeper hatch and the lazarette, which are finished with a white gelcoat for enhanced visibility and maintenance. Fuel filters; bilge pumps and switches, live well and fish box pumps; live well manifolds; the sea chest system; the freshwater engine flush system and other components are expertly installed, readily accessible and neatly labeled.

Both seating modules sit on a raised platform (with optional teak decking) to maximize visibility. Four first-row Release Marine chairs with two armrests for each seat, flip-up bolsters and electric slides for adjustment are standard on the V-55. In the Valhalla style, the helm layout is clean, straightforward and operator-friendly. A ProCurve solid glass enclosure with custom fiberglass frame provides an expansive view ahead. A recessed black acrylic dash is home to three large multi-function displays, with a row of Bocatech switches beneath. The Edson steering wheel is mounted on a custom faux teak or solid teak helm pod, with the engine controls and standard Mercury joystick to starboard. The V-55 also comes standard with the Zipwake Dynamic Trim-Control System.



# V-55

## SPECIFICATION HIGHLIGHTS

### Length, hull

55' 7" (16.9 meters)

### Length, engines down

59' 6" (18.0 meters)

### Beam, overall (B.O.A.)

15' 6" (4.7 meters)

### Height

**waterline to open array radar, half load**

12' 0" (3.7 meters)

### Draft

**engines up, full load**

37" (0.9 meters)

**engines down, full load**

48" (1.2 meters)

### Weight

#### dry weight

38,904 pounds

(17,647 kilograms)

#### half load

44,539 pounds

(20,202 kilograms)

#### full load

49,873 pounds

(27,158 kilograms)

(1) Weight with

Quad 600 engines

(2) Half Load, 50% liquids

Full Load, 100% liquids

no passengers or gear

hardtop, no tower

### Deadrise (at transom)

22.5°

### Fuel capacity

1,200 gallons (4,543 liters)

### Diesel fuel capacity for generator

50 gallons (189 liters)

### Water capacity

125 gallons (473 liters)

### Holding tank capacity

31 gallons (117 liters)

### Max engine HP

3,000 hp

### Live well (transom)

(2) 65 gallons each

(246 liters)



Standard Seating Configuration



Optional Seating Configuration

Valhalla Boatworks collaborated with PBT and AME to create one hardtop that can be used for three different types of V-55s – hardtop-only models or those with hardtops and either gap or marlin towers. With all three types, the versatility of the hardtop design allows owners to select from a variety of options – such as outrigger configurations, lighting, satellite domes and stereo speakers – to suit fishing and cruising needs. Our boatbuilders utilize a series of dams – which are essentially removable mold inserts, on the top and bottom of the resin-infused hardtop structure – to carry out the requested build and its options. Hull No. 1 will feature a Palm Beach Towers gap tower (See story page 64) and custom AME electronics package. Owners can also outfit their V-55 with custom installations of navigation, communication and entertainment systems from AME.

The forward lounge is massive, but easily accessible and comfortable, with a body-contoured shape, armrests and cupholders. There's an additional seat on the forward end that can hold an optional live well. A pair of forward seats with available teak backrests are to port and starboard; the design still allows a clear path to the 186-gallon in-deck fishbox, centerline step-up casting platform and anchor locker. The optional power-actuated twin bow tables can be lowered to create one large sunpad. The table's split design allows egress forward.

With a myriad of enhancements, color choices and options, VBW gives owners the ability to meet their aesthetic desires. Faux teak transoms, toe rails and helm pods (also available in real teak) continue to be popular options throughout the V Series fleet. Custom outboard and antenna colors that match the hull color have also gained favor with owners. Various gelcoat options for the deck liner, console, seating modules and deck boxes are also available.

## ACCOMMODATIONS

Accessed through a lockable sliding door, a large staircase leads below to the climate-controlled cabin. The door's location – on the console's aft starboard corner – provides access without interfering with the captain, who is also close enough to communicate with the passengers when they're below. The boat can run safely with the door open or closed. The V-55's accommodations bring an enhanced level of yacht-like luxury comparable to a Viking interior with the expanded use of wood, amenities and conveniences. A 24-square-inch Bomar overhead hatch and two portlights on each side of the cabin welcome in an abundance of natural light, accentuating the allure of the horizontal grain walnut.

In the salon, there's plenty of headroom – 6 feet, 9 inches. The feature-rich galley to starboard is equipped with a two-burner induction stove, Quartz countertop with stainless steel sink, refrigerator/freezer and a microwave/convection oven in the upper cabinetry area. Storage includes areas under the sink, aft of the refrigerator, behind the (lift-up) 32-inch HDTV in the upper galley and aft of the microwave. A two-level shelf extends along the galley backsplash, as well.

On the port side, you have an L-shaped lounge with a drop-down dinette table that can be converted into a bunk. Accessed via a space-saving sliding pocket door, the forward area is dedicated to the private stateroom with a raised walk-around queen bed (with storage underneath); 24-inch HD TV; port-side ensuite head with vanity and sink; and separate enclosed shower on the stateroom's starboard side. The head is also accessible from the salon interior. The cabin's aft area features a bunk area with a pair of single berths.



How does a company sell 50 boats before the first one has even been splashed? When you talk to owners, the answer boils down to a few simple factors.

**THE QUALITY OF THE PRODUCT  
AND THE CUSTOMER SERVICE  
BEHIND THAT PRODUCT.**



# INTERIOR DÉCOR

toast

THE V-55 IS OFFERED WITH THREE STANDARD INTERIOR DÉCOR SELECTIONS - NAVY, GREY AND TOAST. THE LATTER IS SHOWN ON THIS PAGE.

SEE MORE INTERIOR OPTIONS BY SCANNING THIS QR CODE

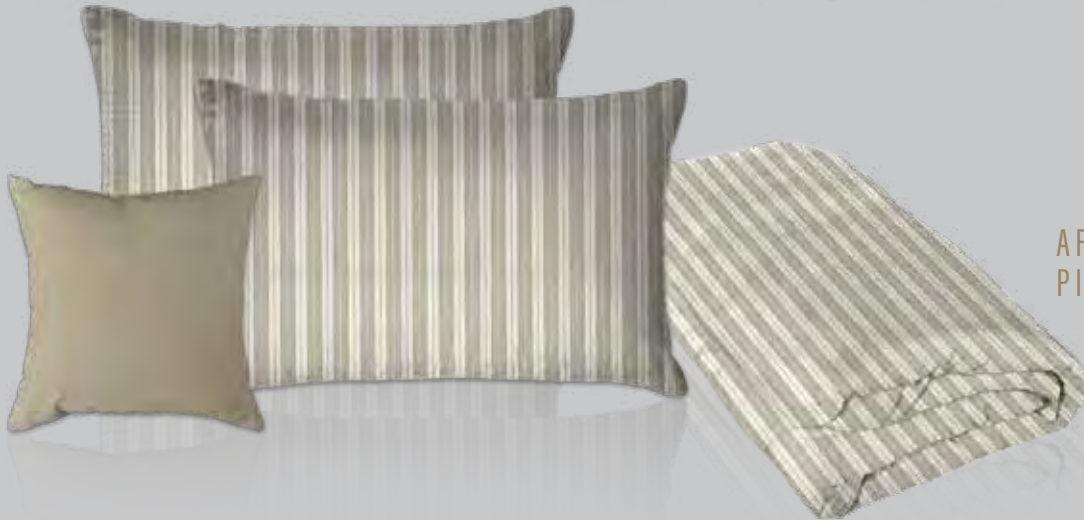


- navy
- grey
- toast

## WALL COVERING



FORWARD MASTER BEDSPREAD, PILLOW SHAMS & TOSS PILLOW



AFT BUNKS BEDSPREAD, PILLOW SHAMS & TOSS PILLOW

## COUNTERTOPS



## DINETTE SUNBRELLA



DINETTE TOSS PILLOWS

THE IMAGES SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY AND MAY NOT BE AN EXACT REPRESENTATION OF THE PRODUCT. ENLARGED TO SHOW TEXTURE AND PATTERN, NOT TO SCALE. ANY REQUESTS OUTSIDE OF THE THREE STANDARD OPTIONS WILL BE CONSIDERED CUSTOM AND PRICED ACCORDINGLY.





## MACHINERY ROOM

Like the V-46, the V-55 was designed with a dry dedicated space – a machinery room – to house mechanical and electrical equipment. Step into the space via a bulkhead door aft of the bunk area. The Snow White well-lighted machinery room contains the house batteries and battery chargers, fire and ventilation systems, water heater, battery distribution panel, generator, as well as optional systems including a watermaker, Spot Zero water purifier and sonar tube.

The 15kW genset also resides here, providing ample power for air conditioning, refrigeration and Seakeeper operation.

Along with the boat's great size, performance and range, the machinery room and its systems play an important role in the V-55's overall mission and purpose – to allow owners to go farther, stay longer and travel with more guests in comfort.

These are some of the reasons the Browns bought their V-55, which will be based

in Stuart, Florida. “We’re only 16 miles from the Bahamas,” says Matt. There are plenty of other places in the Bahamas on their bucket list, including Staniel Cay, the Exumas, Crooked Island and the Cat Cays. Plus, they’re eager to get the boat to Key West, and are considering participating in the Viking Key West Challenge, April 12-16.

“Sounds like an awesome event,” says Kristin. “One that will make us feel even more like we’re part of the Viking family.” 🐋

# THE BOTTOM LINE

---

The V-55 has set the new standard of excellence for center consoles over 50 feet. We'll introduce hull No. 1 at the Viking Yachts and Valhalla Boatworks VIP event Feb. 3-4, followed by the world premiere at the Miami International Boat Show Feb. 15-19.





# ON THE LINE WITH HULL NO. 1

Follow the build of the Valhalla 55, from the completion of its massive stringer grid and hull to the installation of its unique transom bustle, quad Mercury 600s and Seakeeper 9. Our gallery of construction images continues with the fitting of the deck liner, coaming, console and seating modules. Finally, see the hardtop being put into place and the erection of the Palm Beach Towers gap tower before she heads to the water for her first float.

Like a Viking sportfishing yacht, the hull is manufactured with fiberglass and carbon fiber/E-glass hybrid fabrics to maximize strength and weight savings. The structural stringer grid, deck liner and hardtop are resin-infused. The windshield frame and many other parts – such as hatches, doors and lids – utilize the Light Resin Transfer Molding process, allowing us to create complex shapes in an efficient process that results in a smooth gelcoat finish of the entire surface.

Major parts such as the stringer grid, transom bustle and deck liner are bonded to the hull structure using a methacrylate adhesive that's specially formulated for composite materials. These installations are often further strengthened with through-bolting and fiberglass reinforcement.

“Every inch of the build process is engineered, with specific materials and processes being used for optimal efficiency, strength, durability and weight savings,” says Vice President of Design and Engineering Lonni Rutt. “It’s no different than a Viking in the way we approach the build process.”

That goes for the interior as well, where we incorporate cabinetry and furniture that’s built in our Mill, Joiner Shop and Sub-Assembly Departments. We utilize the same lightweight woods, composites and other materials to provide the Viking-level aesthetic detail and fit and finish throughout the living spaces.









# FRESH APPROACH

## Princess Yachts America New Models



The pace of development at Viking's strategic partner company, Princess Yachts International, shows no signs of slowing as the company announced a staggering number of new models including the S72, Y80 and Y95 against the backdrop of the world premiere showing of the all-new Princess F65 this past fall. We are pleased to bring you further information on each of these new models as we look ahead into what's coming to North America in 2023.



### PRINCESS F65

Launched this past fall during the Southampton International Boat Show, the Princess F65 builds on the design ethos that has made the recently introduced Princess Y72 so incredibly popular in North America and around the world. With a record number of hulls presold by Princess Yachts America prior to the unveiling of the first F65 bound for North America in the spring of 2023, this new flagship of the Princess F Class range of flybridge yachts builds on the popularity of the outgoing Princess F62 but adds significant amounts of interior volume, incredible living space and copious exterior entertaining areas that have already proven to hold broad appeal for the American market.

The contemporary use of layout aboard the F65 incorporates the latest geometric design elements focused on a sociable use of space that accommodates up to eight guests across four cabins, as well as a sizable crew space accessed easily from a door in the yacht's transom. Vast panoramic salon windows blend seamlessly into the signature wraparound front windshield to offer uninterrupted views. The expansive main deck features an aft galley layout with adjacent dinette, both of which can be opened to the aft deck area for an open air feel and seamless connection between outdoor and indoor living spaces. Forward of the galley, the main salon invites guests to relax and take in the views with its U-shaped sofa and adjacent settee. Forward, the lower helm features bespoke captain and companion

seating with intricately stitched leather detail and is complemented by an L-shaped lounge to port that provides a fantastic view of the course ahead.

Belowdecks, elongated windows stretch nearly the full length of the hull to bring incredible amounts of natural light into the stateroom areas. Nowhere is this better enjoyed than in the full-beam midship master stateroom featuring enormous hullside windows and incorporating a walk-through dressing area that leads to a three-quarter beam master head arrangement found on much larger Princess yachts. Guests are accommodated in the three staterooms forward of the master, each replete with large windowscapes and luxurious finishings. The forward and starboard stateroom enjoy ensuite head access, with the starboard head doubling as day head with companionway access.

The contemporary flybridge provides the perfect outdoor entertaining area featuring expansive seating for dining and a fully equipped wet bar area with grill, sink and refrigerated cooler box. An aft sunbed incorporates storage, and the L-shaped companion seating adjacent to the flybridge helm can be converted for sunbed use. The foredeck of the F65 is sure to be a popular gathering area with a settee and split sunbed layout complete with an option for a refrigerated cooler box. The Princess F65 will make her North American premiere at the 2023 Palm Beach International Boat Show.







## PRINCESS S72

With a sweeping profile, sleek lines, and beautiful full-length hull windows, the new Princess S72's dynamic styling is unmistakably synonymous with the Princess S Class of performance sport yachts. Equipped with twin MAN V12 engines at 1650 or 1800 horsepower and a resin-infused deep-V hull, the S72 is projected to deliver exceptional performance and smooth handling across her full range of speed.

The aft deck features a unique layout incorporating U-shaped modular seating, folding teak table and wet bar that provides the perfect place to entertain. The wet bar connects to the galley unit to create an almost seamless transition from outside to in, and is highlighted by a glass window partition that rises and retracts at the push of a button to join the main deck interior with the aft deck entertaining space.



The salon is designed for sociable living, with a large L-shaped dining area opposite the fully equipped galley. Forward, a U-shaped sofa is ideally situated for taking in the views offered through the main deck's expansive windowscapes and is complemented by a custom coffee table and elegant entertainment center that includes a flatscreen TV on a lift. The companion seating adjacent to the lower helm features a fold-out table and provides the perfect vantage point when underway.



Below deck, eight guests enjoy four beautifully appointed staterooms, three of which feature ensuite heads. Staterooms all benefit from natural light cast by the full-length hullside windows, and are appointed with luxurious materials and finishes. A dedicated staircase from the main deck leads to the master stateroom, which spans the yacht's beam. Aft, a twin berth crew quarter is easily accessed through a watertight transom door.

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 will surely give this exciting new model the feel of a much larger yacht. The first S72 bound for our shores will arrive this spring.







## PRINCESS Y80

Among the new models recently unveiled, the Y80 has perhaps the biggest shoes to fill as the replacement for the Y78 that was one of the most successful models in the North American market for Princess. Evolving design hallmarks from the Y78, merging styling and features from recent models such as the Y72, Y85, X95, and utilizing the platform of the stunning new X80, the Y80 has a lot of outstanding DNA from which to build on the legacy of the Y78.

At first glance, the Y80 features elegant, refined proportions and details with the clean, timeless aesthetic that has become synonymous with the Princess Y Class range. Offering a sophisticated experience for both owners and guests, the versatility of the Y80 truly sets it apart from its contemporaries. Offering a generous beam, the Y80 provides significant volume for an 80-foot motor yacht while retaining a balance of elegant styling, practical functionality and innovative design both inside and out.

The expansive flybridge offers relaxed seating and dining areas complemented by a fully equipped wet bar. Owners can choose to specify the flybridge layout to their requirements with the most notable option being a crane that cleverly conceals within the large aft sunpad for tender launch and retrieval. Alternatively, this area can be configured to optimize space for sun loungers or loose deck furniture. The yacht's foredeck has been designed to offer either a secluded escape or an elegant entertaining space. A seating area designed with conversation in mind can easily accommodate 10

guests and features adaptable forward- and aft-facing U-shaped seating which can be converted for use as a sunpad.

The main deck of the Y80 offers a single level, uninterrupted flow from the aft deck to the helm that is highlighted by vast windows to create an incredibly open feel. For owners who prefer a more private experience, optional partitions are available that conceal the galley and wheelhouse at the touch of a button and create a true pilothouse motor yacht feel. A fully equipped galley opens to the adjacent formal dining area that offers dramatic views thanks to a window that stretches from the deck level to the overhead. Forward of the galley, the day head is conveniently located for easy access.

A central stairwell from the main deck leads to the lower accommodations where four staterooms feature ensuite heads in a layout that maximizes both space and privacy for guests. The master stateroom comprises the full beam, while both the forward and starboard staterooms are equally luxuriously appointed with walkaround berths. The port stateroom twin berths can be equipped with an electrically convertible mechanism that allows for the inboard berth to “walk” to the outboard berth to create a full bed. The crew quarters of the Y80, centrally accessed from the transom, can accommodate up to three crew members and is outfitted to provide both comfort and privacy. The Y80 will be headed to US waters in the summer of 2023, with a North American premiere on track for the fall shows.





## PRINCESS Y95

The Princess X95 set a new standard in its class when it was unveiled to the world during the 2021 Palm Beach International Boat Show with its remarkable blend of bold design, unmistakable elegance and unrivaled interior volume. From the platform of the X95, Princess introduces a new flagship for the Y Class with the launch of the Y95. With the latest hull form and an efficient wave-piercing bow, the Y95 will provide class-leading seakeeping while reaching speeds in the mid-20-knot range, and has been crafted with an emphasis on long-range cruising comfort and inspired styling.

Under the guidance of the Princess Design Studio, Olesinski and Pininfarina have combined their expertise to deliver one of the world's most elegant and stylish large flybridge luxury yachts. The Y95's character lines provide a flowing side profile, framing the largest hull window ever installed in a Princess. The yacht's form and function combine to offer outdoor living spaces comparable to larger yachts, while design details such as the side door access and new asymmetric layout that connects the flybridge to the foredeck via a single walkway lend a bigger feel than a typical 100-foot yacht.

The Y95 features a full-beam master stateroom, with skylights, that is located forward on the main deck. Below deck, four beautifully appointed staterooms with ensuite bathrooms host guests, while crew accommodations include both an ensuite captain's cabin and bunk cabin. Numerous interior configurations are possible aboard the Y95 thanks to its innovative interior layout and the increased volume afforded by the new hull design. The Y95 offers an extensive range of options packages, meaning that customer choice is both simplified and extensive.

As well as enhancing the Y Class style and performance, the Y95's innovative architecture has also allowed the design team to focus on filling the Y95 with numerous features to enjoy life at sea. A dedicated garage provides storage for a Sea-Doo SPARK (or equivalent), plus numerous other sea toys in the optional Beach Club. A transformer bathing platform accommodates and deploys the yacht's tender. Alternatively, the flybridge aft can also accommodate the same tender thanks to a crane that integrates into the flybridge superstructure so it is cleverly concealed when not in use.

The flybridge offers twin adjustable helm seats and a forward-facing L-shaped seating area. A large deck area aft accommodates free-standing furniture and a dining table that seats 10 guests and is complemented by a wet bar with sink, electric grill, cooktop and refrigerator. An additional dining area on the aft deck features a teak table with U-shaped settee. Forward, the well-appointed salon features a large sofa with coffee table, a settee to starboard and a dining area for 10 with full-height panoramic window and access to the side deck and day head. The dining area is easily serviced from the fully-equipped galley. Just steps away from the main deck, the raised pilothouse offers a commanding view when underway. The Princess Y95 will arrive to North America in the spring of 2023 and is sure to set a new standard in motor yacht design within her class.











# CASTING WIDE

The Valhalla Boatworks V Series has taken over the center console world.



# TALKIN' ABOUT MY GENERATIONS

A Unique Healey Family Q&A



From left to right:  
Sean, Pat, Kaitlyn and Justin Healey.

One of the major reasons the Viking Yacht Company remains the No. 1 boatbuilder in the world is its continuous family ownership and operation. Brothers Bill and Bob Healey founded the company on the banks of the Bass River in New Gretna, New Jersey, in 1964. Since then, the company has climbed to the top of the marine industry, fueled by the mantra of building a better boat every day.

Today, the second generation of the family – Pat Healey and Bob Healey Jr. – lead the Viking Marine Group, and Pat's sons Sean and Justin have been proudly representing the third generation for several years now. The newest member of the family to come aboard is Pat's daughter and Sean and Justin's sister

Kaitlyn, who started this fall as a member of the Marketing Department.

“Working with my three children is a father's dream come true,” says Pat, the President and CEO of the Viking Yacht Company. “It can be challenging because they have strong opinions – just like their father. But when times get tough you can always depend on your family to help the business succeed. It's important that they each have their own sandbox, or set of responsibilities, so they can work together without stepping on each other's toes. I consider myself blessed to come to work with the three of them alongside of me every day.”

Since Kaitlyn's marketing duties include contributing to *Valhalla* magazine, we

thought an intriguing first assignment would be to have her interview Sean and Justin – delve into what it was like growing up a Healey; have them talk about the transition into working full-time at Viking; and what it feels like to be integral parts of Viking's future and growth.

Kaitlyn covers a lot of ground, drawing out a myriad of insightful anecdotes about their grandfather Bill, referred to as “Pop Pop” or “Dukes” (he was once a boxer in the Marine Corps), while exploring Sean and Justin's development at Viking as well as their role in the evolution of Valhalla Boatworks (VBW). It's a fun and unique Q&A we think you will thoroughly enjoy.



**Clockwise from top right: Justin and Pop Pop with the new V-55 in the background; a proud Sean showing his school project about his grandfather's service in the Marines; the Healeys gather for a photo on the beach in Ocean City, New Jersey; Leanne fishing the Los Sueños Ladies Only Tournament; and a very young Justin playing boss at his dad's desk.**

**KAITLYN:** What are your memories of coming to the Viking plant while you were growing up?

**SEAN:** Spending time with Dukes. Whether it was coming to the Clam Bake each year, doing his infamous two-hour tour or shadow boxing in his office. He always made sure to make us a priority.

**JUSTIN:** Being around everyone I looked up to. Dukes always seemed to drop everything he was doing to show us around the plant. He always had something new he was proud of to show us. I also always looked forward to visiting “uncle” David Wilson because I respected him – and still do. We always wrapped up a visit at Viking by putting my feet up on dad’s desk with his telephone at my ear pretending to be him. I thought it was the greatest thing.



**K:** What was it like growing up in the Healey house?

**S:** It was a lot of fun, but also chaotic. The three of us were always in different sports and activities with different schedules (Thanks mom!). When we weren't in sports, we were traveling to different fishing destinations while also building relationships with customers. The industry quickly became second nature to us at a young age.

**J:** We learned from a young age that dad was very committed to growing the company, and mom did an amazing job raising three children while he was constantly working.

**K:** When thinking of Pop Pop Dukes, what values did he instill in you?

**S:** Dukes instilled toughness, a willingness to succeed and passion. He also taught me that the customer is always right, they are a part of our family and we would be nothing without our employees.

**J:** Most importantly, Dukes taught me the importance of hard work, integrity and passion. He wanted the best quality possible while being surrounded by the best people possible. He worked six days a week and when I find myself having a tough day, I always remind myself of how hard he worked to keep Viking at the top of the industry.



**K:** What values did mom and dad instill in you?

**S:** Dad instilled his toughness and wanting to show up every day and succeed. I admire his willingness to out-design and out-work the rest of the industry. He still travels almost half of the calendar year. I learned kindness, graciousness and the importance

of having a close family from mom. She's an all-around great person, and I really admire that she always puts everyone before herself.

**J:** Dad instilled a hard work ethic, passion and commitment to your craft. Honesty, compassion and empathy – those are the qualities mom passed on to me.



**K:** What is one line dad has said that resonated with you?

**S:** Dad always reminds me that I must live up to the Healey name. He always says “You’re a Healey. You must work harder than everyone else.”

**J:** Dad always encourages me to be the best guy. He would pump me up before my baseball games and say, “Go be the man. Don’t just go out there, give it your all and be the best guy.” I think that motivated me to work harder – and still does.

**K:** When did you realize boatbuilding would be your career?

**S:** I grew up around boatbuilding, so it was always in the back of my mind. When we restored our Boston Whaler, I was able to see what Viking is capable of – and it was an awesome learning experience that further solidified my decision to become a boatbuilder. Once I got the boatbuilding bug, I knew it would be for life.

**J:** Ever since I can remember. It’s funny because people would always ask me if I planned on working for the family business and I would always be surprised that someone would even question it because there was never a doubt in my mind I wouldn’t be working for Viking.

**K:** How did your career at Viking begin and how has it evolved?

**S:** My first job at Viking was when I was in high school, working on the Make Ready Dock. I would begin on the tuna tower, working my way down into each level with a trash bag and collect every zip tie, loose screw, nail and anything that was left behind. While I was in college, my role expanded into more complex work with engine alignments, gelcoat repairs and various installations. After I graduated college, I spent three weeks in each department, working in the metal shop, machine shop, R&D, fiberglass, small parts, mechanical and electrical. This helped me tremendously when I began my permanent role in the Viking and Valhalla Sales Department.

**J:** In 2011, I began my first internship while I was in high school where I power washed hull bottoms. I showed up in a t-shirt and shorts and someone asked me if I wanted a



Tyvek suit – and I replied with no – I quickly realized why I was offered one. My next job was to organize the blocks and stands for the Make Ready Dock crew. Anyone that has lugged around blocks and stands for 90-foot boats will understand how exhausting it is, and I only had to organize them. My career at Viking has since evolved in many ways. Initially, the direction dad intended for me was to get an accounting degree and work on the financial side of the company. After graduating with my accounting degree, I gave it a shot, but my love for being out on the water and fishing competitively took over. It took a few years to convince dad that it was the right decision, but now I am working on the sales end of Valhalla Boatworks and Valhalla Boat Sales.

**K:** Tell me about how your involvement started with the Demo Program and what it is now?

**S:** At 15 years old, I started as a spectator during tournaments and learning from our captains and mates. I quickly realized that our demo team was one of the best in the industry and that made me more eager to learn. Growing up in the cockpit from a young age, I learned how to rig a ballyhoo, drop back and free spool, put the reel in gear and how to wind and hook fish. I’m now an angler on the demo team and my job is to make sure that the three F’s – fish, food and fun – are all taken care of. I am looking forward to being a part of our new team and hopefully a lot of tournament wins.



Pat, Sean, Bill and Justin at the 2010 Miami International Boat Show.





**Team Valhalla at the 2019 Fort Lauderdale International Boat Show: Left to right, lower row: John Leek IV, Pat Healey, Justin Healey, David Wilson, Don Gemmell and Sean Healey. Top: Ryan Higgins (left) and Lonni Rutt (right).**



**J:** My involvement with the demo program started as a ride along. I tried to stay out of everyone's way, wash and chamois the boat and bring out food when everyone was hungry. When the fishing was slow, I would try and fit in a nap with hopes of being woken up by the propellers going in reverse. As I matured, dad wanted us to be part of the action. At times, he gave us opportunities at a younger age than I would have imagined. Even though the stakes were high, he always wanted to include us and make us feel part of the team.

**K: How has the demo program evolved?**

**J:** It has been awesome to see the demo program evolve and watch the new opportunities they've been given. Just this year, the team had the opportunity to go to Bermuda in the summer and Cabo in the fall. Cabo is one of the fastest-growing markets for us, so it has been great for the team to establish their presence. I am excited to see the future of our program with our young team. It is incredible to be known as recruiting the most talented captains and mates in the world.



**K: How does it feel to work along side your "uncles" and other family friends who watched you grow up?**

**S:** It's the most enjoyable part of going to work every day. Working alongside Ryan Higgins, David Wilson, Drew McDowell and Don Gemmell is awesome because I have looked up to them my whole life. If I ever need advice, I never feel like I am bothering anyone and I know it is coming from a good place. We all have the same passion for building boats and there is no better feeling celebrating a successful sea trial of a new model together.

**J:** It's awesome. Everyone wants to see us succeed because that means everybody else is also succeeding. I have always looked up to Drew McDowell, Eric McDowell, David Wilson, Ryan Higgins and Don Gemmell so it has been a privilege to develop close friendships with them.



**K: What's your favorite part of the job?**

**S:** The customer interaction. I enjoy going to industry events and building personal relationships. Hearing stories of how much fun they have while using our product is always a highlight to me.

**J:** My favorite part of the job is that I enjoy what I do. If I wasn't a Healey I would still want to work for Viking. Growing up on boats, I feel as if my calling was to join the family business. I have so many opportunities that others do not and I enjoy every part of the job.







**K:** What additional responsibilities come along with your last name?

**S:** We must always perform at the highest level; never waver in difficulty and consistently strive to build a better boat every day.

**J:** You're never truly off the clock. You're always representing the company. When you go out to dinner, run into somebody at a bar or even at a family outing, everyone is intrigued by Viking and Valhalla. Work tends to follow me.

**K:** How often did you talk about Viking building a center console with your dad?

**J:** When dad bought his Jupiter center console my wheels started turning. At a young age he gave us the keys and empowered us to handle the boat properly while gaining personal experience behind the wheel. I was always thankful that he said it's only fiberglass and can be fixed, although he would be mad if I damaged the boat, it was comforting to hear that. From then on, we talked about building center consoles weekly. It took around 10 years to convince him to make our own. People were constantly coming up to us at tournaments, asking when we would build a Viking center console. I always replied with "please ask the boss."

**K:** Tell me about how VBW began and the role your grandfather played?

**S:** In 2013, I brought lunch over to Duke's house and we began talking about expanding to a new facility. At the time, a local yacht company was selling their land and we began discussing the possibility of building smaller inboards at the location. After six months of discussing the idea and touring the facility with Dukes, we realized there was environmental issues that did not make sense to purchase. We decided to hold off on expanding at the time and in 2016 Ocean Yachts approached us on purchasing their factory. I am so happy we decided to wait because we were able to add John Leek IV to our team and the facility is perfect to build Valhallas.

**K:** What did you learn from buying salvaged boats such as the Whaler and Jupiter and transforming them?

**S:** I learned Viking can do anything. As young kids, we would ask the question "Why are we getting an old boat when we can buy



a new boat?" This goes to show that we could flip any boat and make it look better than the manufacturer did. We took a 1988 Boston Whaler and flipped it with a custom teak package. We added our own one-inch aluminum bow rail and finished it with a custom Boston Whaler logo with the name Double Trouble. You would never know it was built almost 20 years before we purchased it. After Hurricane Sandy, a Wahoo washed up 30 miles from its slip, destroyed. Dad bought it for \$1 from a salvage company and decided to restore it. We repowered it with a new 350 Crusader inboard engine, steering, gauges, a custom hardtop by Palm Beach Towers (PBT) and an Atlantic Marine Electronics (AME) package. The transformation was incredible.



Sean Healey shows off the first V-37 at the dealer meeting in September 2019.



**K:** How did your childhood of being on the water influence the development of VBW?

**S:** The influence of dad having Jupiters, Regulators, Contenders and other different boats within the market helped. We wanted a boat that was fast, sleek and streamlined. Ultimately, we wanted a mini-Viking. With Valhalla using Viking's same engineers and designers we were able to accomplish that. All of our vendors, fiberglass kits and Viking options are offered to allow consistency for not only the workers but continuing the Viking image.

**J:** Being avid center console users growing up, we knew we wanted to take all the positives from each boat and put them into the V Series. We wanted to carry the quality, attributes and aesthetics down from Viking to create a yacht finish the market was missing. We carried the Viking hardtop down to give it our signature flare, the option to add a tower through PBT and electronics through AME. We also offer our VBW owners many of the same options, equipment and accessories you'd find on a Viking, including Seakeeper gyros, Release chairs and helm pods, faux teak transoms and toe rails, Costa Marine upholstery and electric teaser reels. As for the design, we knew we wanted to implement a stepped hull because our team believes that it is a far superior design when it comes to performance – everything from speed and efficiency to handling and maneuverability. We made a great decision by teaming up with Michael Peters and using his patented double-stepped hull with the stepped-V ventilated tunnel.

From left to right: John Leek IV, Sean Healey, Lonni Rutt and Justin Healey in front of the very-first Valhalla – hull No. 1 of the V-37 – at Viking Mullica.



**K:** How did the Valhalla Boatworks facility evolve? Was it ideal for building center consoles?

**J:** The first time Sean and I went over to the Mullica facility to check out the newly acquired Ocean Yachts plant, we looked at each other and knew. This building was not set up to build larger Vikings, but it was perfect to build center consoles. It has been impressive seeing Dad improving our efficiencies and increasing our output by expanding our Mullica facility. Viking's Plant Engineering and Maintenance crew has done an incredible job by adding 12,000 square feet between two expansions in fiberglass to keep up with the growing brand.

**K:** What makes VBW stand out from all the other center consoles?

**S:** Our employees and our fit and finish. We ensure that we are delivering the best

boat you have ever had and we will keep you in the Viking family for generations to come. The team continues to improve our efficiencies every day and we're hiring new boatbuilders and training them to be the best. VBW continues to out-design out-build and thrive off our mantra of building a better boat every day. In the words of Uncle Bob, we like the view from the top, and we're not giving it up.

**J:** Valhalla stands out from all the other center consoles because we're the total package in terms of fit, finish, ride and customer service. We know our customers' expectations of wanting the best and we will not deliver them anything less. I believe our mantra of building a better boat every day separates us from the competition because we are constantly improving, whether that is materials, build process or developing a new component.





**K:** Can you believe where VBW is now?

**J:** It's hard to fathom that we're sitting here in the fall of 2022 and we've already delivered 275 Valhallas since summer 2019. I knew Valhalla Boatworks would be successful, but I did not know that we would grow as fast as we did. Dad's idea to launch all three models, the V-33, V-37 and V-41, at once and call it the V Series was genius. At the time, I didn't realize that the V-46 and V-55 would follow so soon but fortunately, our timing was perfect.

**K:** Do you see a lot of VBW customers also buying Vikings now? How has Valhalla influenced people to buy Vikings?

**S:** I definitely see a trend of Valhalla buyers funneling into Viking products. From a demographic standpoint a lot of our Valhalla owners are from the ages of 35 to 55, while Viking owners are the next age bracket up. It is a very exciting process to see new owners with both brands.

has been absolutely great. We have the same commitment and drive for excellence. I admire him and how hard he works. I love to see him succeed. We are constantly having conversations about how to bring Valhalla to an even higher level. I appreciate having him and being able to work alongside of him every day.

**K:** How is it working with Sean?

**J:** Sean has a strong attention to detail and his passion for Valhalla is contagious. He knows what our customers expect, which leads to an enjoyable buying and ownership experience. I think our different personalities complement each other and we always strive for the same goal – building and servicing the best boats in the world. 🐦

**K:** How is it working with Justin?

**S:** Working alongside of Justin





# XZII DOUBLE-PASS

## SeaXchange WaterMaker + Spot Zero WaterPurifier

The perfect combination.



"We've been using Spot Zero for 8 years and I can't imagine life without it."

-Capt. Casey Hunt



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

-Capt. John Crupi



"With the Spot Zero system we're saving 6-8 hours per washdown."

-Capt. Bart Van Der Horst

  
spotzerowater.com







# PRINCESS YACHTS AMERICA DEALER CONFERENCE

## A Lot Going On Across the Pond

This past August, members of the Princess Yachts America team accompanied Viking President and CEO Patrick Healey and more than 80 representatives from across Princess Yachts America's dealer network and service locations to Princess Yachts International's headquarters in Plymouth, England. The packed agenda included the chance to get a

firsthand look at operation updates, enjoy a sneak peek at several new models in various stages of development and to help celebrate an outstanding year of sales success ahead of the fall and winter show seasons.

After enjoying a welcome dinner, attendees dove right into a busy agenda, spending the first full day touring the Princess Yachts

production facilities. Princess production comprises over 1 million square feet of manufacturing space across six primary sites. A visit to the site at Coypool offered the opportunity to witness hull and deck molding on various large yachts, smaller fiberglass component molding, metal components, fuel, waste and water assembly, wiring looms and the ever-impressive





furniture facility. This site alone spans over 32 acres and is the primary feeder factory for the majority of over 80% of in-house components that Princess crafts for each yacht built. At the Langage site, attendees had the opportunity to see the production lines for V Class, S Class and several F Class yachts, highlighted by a sneak peek at the first Princess F65 in its final stages of production ahead of its world premiere. From Langage, a stop at the Newport Street facility featured a multitude of production lines including the ever-impressive large yacht assembly building where the team had the chance to get aboard the first X80 bound for North America, as well as many Y85 and Y72 models in various stages of production. Newport Street is also where every yacht built by Princess undergoes initial sea trials, is inspected and final preparations are made for delivery.

Following the first full day of factory tours, attendees were invited to dine as guests at HMS Drake Wardroom, which is the officer's dining hall at the Devonport Naval Base that lies adjacent to the Princess Newport Street and South Yard sites. The venue is steeped in the maritime and military history of the Princess home city

of Plymouth, and it was a real privilege to be able to spend an evening in such a prestigious venue. To make the evening even more exceptional, Princess presented Tom Carroll Sr. with a special gift in honor of his retirement as President and CEO of Viking Sport Cruisers and Princess Yachts America. As a former United States Marine, there could not have been a more fitting venue for the occasion. Princess Yachts America would like to thank Brigadier Mike Tanner OBE Royal Marines, Naval Base Commander and his team for an unforgettable evening.

The second full day of the conference featured sea trials in Plymouth Sound aboard several Princess models, as well as the opportunity to tour the Princess South Yard site where the X95 and Y95 are produced. The visit to the South Yard also included a preview of new models in development where the group was able to "step aboard" full scale mock-ups of interior and exterior decks for a glance into the future of models currently on the drawing board. The day concluded with a private ferry trip to the picturesque Orangery in Mt. Edgcombe across the harbor in Plymouth for an evening of dining

and recognizing the sales achievements of the Princess Yachts America dealer network and their representatives. It was a truly outstanding and unsurpassed year of growing the Princess family in North America, Central America, and the Caribbean. Princess Yachts America would like to congratulate HMY Yacht Sales for Dealership of the Year as well as Jefferson Beach Yacht Sales, Staten Island Yacht Sales and Galati Yacht Sales on their outstanding sales achievements. HMY's Mike McCarthy was honored as Salesperson of the Year, while Jefferson Beach Yacht Sales' Ron Silvia, HMY Yacht Sales' Alejandro Navarro and Steve Barcsansky were acknowledged for their individual sales awards.

As the time in Plymouth drew to a close, the final day's agenda included time to gather for a capstone business meeting and wrap up session prior to everyone's departure. Princess Yachts America would like to thank all those who participated in this year's annual Dealer Conference, as well as those at Princess Yachts International and the various supporting vendors in Plymouth that helped make the time spent both valuable and enjoyable. 🦋



# TOTAL PROTECTION FOR YOUR BOAT

---

GOST has been the global leader in security, monitoring, tracking, & surveillance for over 15 years. Our award-winning systems give you total peace of mind with real-time alerts, satellite tracking, and video surveillance, so you always know your boat is safe & secure.

- **Geo-Stationary Satellite Tracking**
- **Security & Monitoring System**
- **Live Video Surveillance**
- **Realtime System Status Alerts**
- **Remote Access**



**GOST**<sup>®</sup>  
ALWAYS WATCHING. NEVER SEEN.





**Fleet**

Palm Bay  
Port St. Lucie  
Palm Beach  
Freeport  
Marsh Harbour  
Miami  
Tarpum Bay  
Santa Clara  
Cuba

**GOST**  
01347533SKY7

**Details**   **Tracking**   **Settings**

**Vessel disarmed**  
Lat: 25.08222  
Lon: -87.32245  
02/15/22 - 15:13hr (UTC-0  
5:00 ["EST" "CDT"])  
8 KTS  
222.8 N  
0.34 nmi NNE of Port of Nas

Slide to





# V12X—LEGENDARY FROM THE START

## A Revolutionary Milestone

**I** MAN neXt generation engine

**I** eXtra displacement, 30 liters and 2200 hp

**I** eXcellent power to weight ratio

The V12X makes the competition stay in your wake.  
[www.man-engines.com/V12X-EN](http://www.man-engines.com/V12X-EN).

**MAN Engines**







# VALHALLA BOATWORKS OWNER OF INTEREST: **AMERICAN DREAM**

## John Kasinski Enjoys a New Phase of Yacht Ownership and Reflects Upon a 33-Year Career

By Norris Comer

John Kasinski was 21 years old when he started to work for Viking Yachts in 1989 as the Accounts Payable Clerk. Today he is the company’s Chief Financial Officer and proud owner of a brand-new Valhalla 33 named *Kazual*. The name has a dual meaning, as Kaz is Kasinski’s nickname with roots to elementary school football and casual is how the Kasinski family likes to boat.

“Never in a million years did I think I’d be able to own a new boat from our brand,” said Kasinski. In a twist of providence, his Valhalla 33 was bought on his 33rd year with the company and his favorite number is three. “Man, this thing has not disappointed in the least. It’s incredible.”

*Kazual* has been busy entertaining family and friends in New Jersey locations like Cape May. The boat has brought his tight-knit family even closer together. Multiple generations of Kasinkis are usually represented with John and his wife Janet, their three daughters and the newest addition, grandson Caden.

“They all take turns running it,” said Kasinski. “We all got our boating licenses together.” To the Kasinski family, safe boating means fun boating. “To me, if you want to have fun with a bunch of family and friends on that boat, be safe. Learn the boat and that will maintain the fun. I really believe that.”

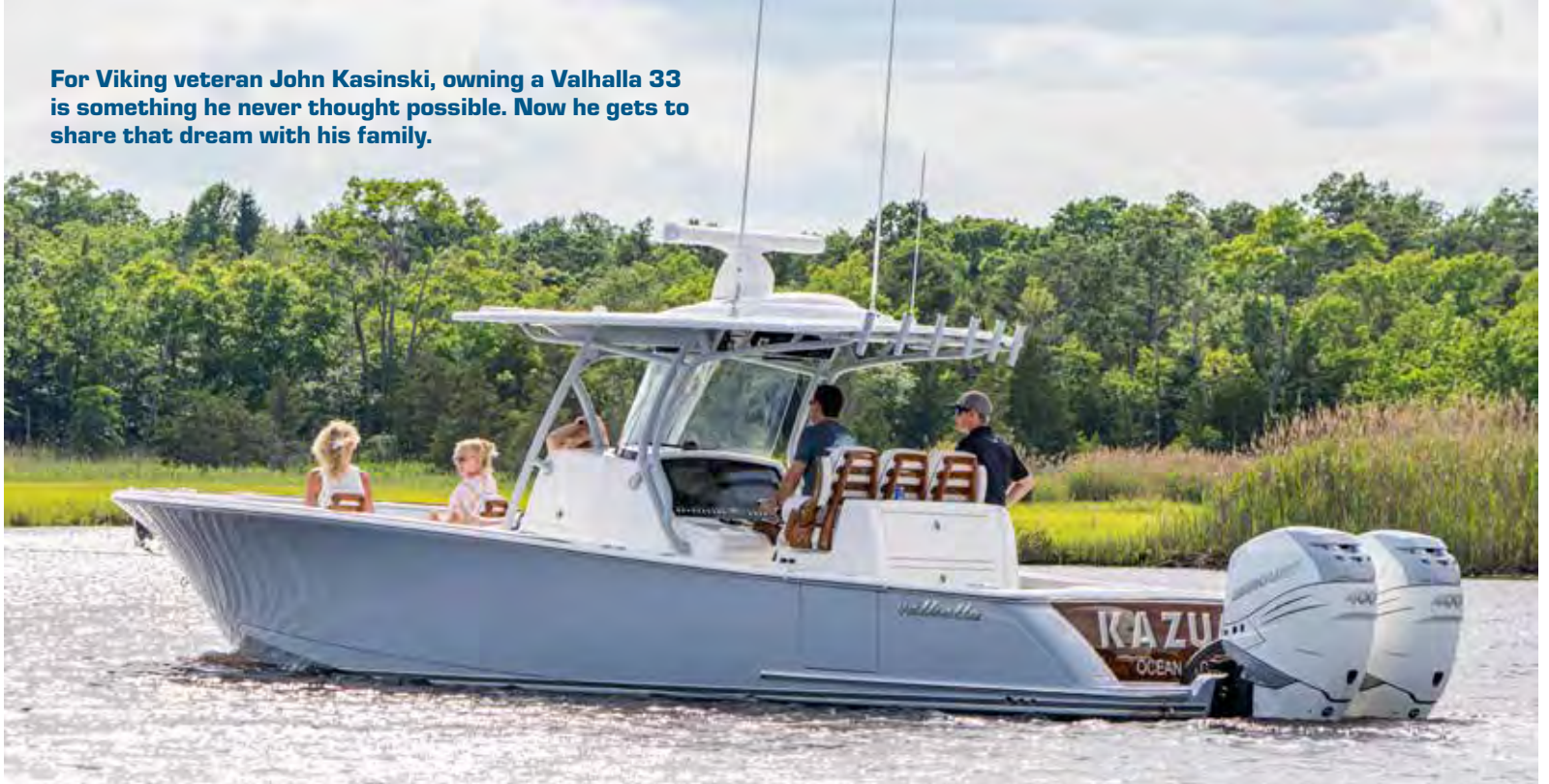
The family unit and his career at Viking have been central to Kasinski’s life for the last 33 years. He attended night school while working fulltime at Viking in the early years of his marriage. “I went to school at night with one then two then three kids,” he said. “That was all left on her [Janet]. She supported me through every step of my career, and she’s been tremendous.”

Kasinski has experienced plenty of highs and lows during his years at Viking. The first major challenge was the luxury tax of 1991. “That was a very challenging situation,” he said. “We went from 1,600 employees down to 40.” He would do whatever needed to be done, even lending a hand in the R&D department.





**For Viking veteran John Kasinski, owning a Valhalla 33 is something he never thought possible. Now he gets to share that dream with his family.**



**You'll never have as many friends as when you take over the helm of a new Valhalla. For Kasinski, sharing boating is what it's all about.**





Industry veterans may recall that Viking's founding Healey family were prominent voices in the yacht building industry who championed the repeal of the luxury tax. "Bill and Bob (Healey) put their 401ks in," he said. "They remortgaged their homes." Not only did Viking survive, but the company also showed new models at the boat shows. "That was turning a lull into a wow," he added. The 2008 Recession was another difficult time, but Kasinski never wavered from his career at Viking.

"It's the family culture that they create that allows and generates buy-in from all of us employees that we're going to do whatever it takes to make the best possible boat in the world at all levels," said Kasinski. Notable

career high points include launching the Valhalla line and being promoted to CFO. But for him, everyday learning from his mentors and colleagues—the Healey family and former CFO Jerry Straub Sr.—was its own reward.

As far as Valhalla 33 ownership goes, he said there are 21 PFDs aboard as having groups of 15 or more on the boat is normal. The family dabbles in flounder and striped fishing. Janet is reportedly the best angler on the boat. The fishboxes, rod holders, 52-gallon live well and Hooker Sea Chest System all make *Kazual* a great fishing platform.

Kasinski's advice to fellow new boat buyers is to get those custom options nailed down

early before construction starts. One customization he opted for was the addition of a mattress inside the console so Caden can take naps while they're out. Another custom option was the bow thruster, which Kasinski loves.

"If you're a new boater get a bow thruster," he laughed. "These people who see me come into the dock think I've been boating for 30 years." *Kazual* is powered by twin Mercury 400 Verados and features a Seakeeper 2 stabilizer system.

"You feel like you made it when you stand at that helm and you're looking at that display," Kasinski reflected. "When you're looking over that bow, you're like, wow. All those years, it was worth every minute." 🦋



# FACETIME

## LADIES ON THE LINE

Women have always had a strong presence in Viking's workforce. The recent COVID crisis has increased the female population significantly, since women who were working in the hospitality industry lost their jobs but still wanted to work. Viking's Human Resources Department appealed to those women to "come join our team – we can teach you a skill and provide a career." But we still have many women who have carved their space on the New Jersey production floor. Here we meet some of those ladies on the line. ✨



### **Patricia Armata, Lead Buffer - June 1999**

"June 21, 1999," says Patricia proudly when asked when she started with the Viking Yacht Company. "I came here with little experience when Viking was a much smaller company," says Patricia. "They had me working with raw wood and that was new to me – but I liked it! I've worked hard, and now I am a Lead." She continues, "It's a bigger company now and we have five production lines. I help my team prioritize and work efficiently. Everybody works together, we are one team."



### **Grace Barreno, Clerical Assistant - August 2006**

Grace arrived at the Viking Yacht Company after a friend had recommended it as a great place to work. After arriving from Ecuador, Grace was looking for better opportunities and she found them as the right hand to Juan Beltran, Viking's Supervisor of Viglass (Viking Fiberglass). The position has expanded, and she now laughs when she refers to herself as the "mom" to the Viglass team. "I do a lot of coordination with the Viglass crews – provide information between the teams, manage hours, push them on deadlines and communicate with Human Resources." As Juan says, "She's the best."

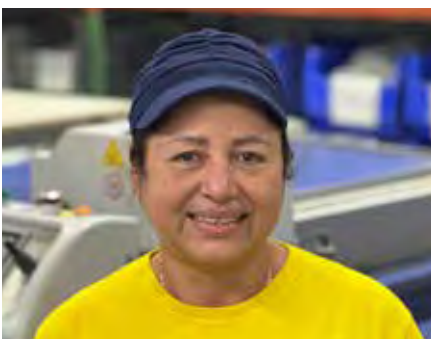
"I work four ten-hour days so I'm off on Fridays and get to spend the day with my four-year-old granddaughter Mila," says Grace. Grace also stays busy by hitting the gym and taking walks on the boardwalk with her family.



### **Kely Cintron, Varnish Repairer - October 1999**

"I'd always heard Viking was a very good company to work for so I applied for a job," says Kely. She worked in a few different departments until she found her groove touching up varnish on the production line. "I love it," says Kely. "I try my best every day and make it perfect."

For Kely, Viking is a family affair. Her husband, Zoilo, is a Viglass Foreman and has been with Viking for more than 30 years. Kely's two sisters work with her, and her father retired from here. Her brother Wilson worked in New Gretna and made the move to Viking's Florida facility. "They all love Viking too," says Kely.



### **Berta Reyes, Lead CNC Operator - February 2015**

Berta's older brother worked at Viking (he has since shifted to Viking Mullica) and hearing about the benefits and stability intrigued her to apply for a job. "As a working mom with little kids, the schedule was great," says Berta of one of the perks that drew her to Viking. "I was able to spend three days a week with my kids. But now that they are older, I still enjoy having a three-day weekend."

Today Berta is the Lead CNC Operator of the new Eastman CNC cutter, an automated, computerized system used to precisely cut foam, Viglass, carbon fiber and other materials used to build parts of a boat. (See page 90 for more information on the CNC cutter) Berta heads up the team which executes a seamless process from CAD drawings to finished cut products. "I like it and always do my best."





**Carolina O'Campo, Lab Technician Viglass - January 2005**

When Carolina started at Viking she was cutting fiberglass, but now you can find her working in the Viglass Lab. She performs quality control tests on materials like gelcoat and resins. She also oversees inventory and material distribution throughout the departments. When not in the lab, Carolina enjoys going to soccer events with her daughters.



**Karen Kelly, Lead Electrical Bench - January 1994**

Karen is the Lead for the Electrical Bench, but she's a jack of all trades as she's spent time in Viglass, Carpentry and even tried her hand in a clerical position. When a position in Electrical opened up, Karen figured she'd give it a try. She spends her day on multiple projects building different electrical components like subpanels, helm boards and AC/DC mains.

A new project she's been enjoying is Cody – her rescued Jack Russell mix. “He’s about three years old and came up from Louisiana in March of 2022,” said Karen. “We go for walks and he’s a great protector.”

**“Our female boatbuilders play a huge role in our success.” – Michael Donahue, Viking Corporate Human Resources Manager**





# WISH YOU WERE HERE

## Valhalla 46 *Trust Fun*

Come along with us to the Florida Keys aboard the V-46 *Trust Fun*, a gorgeous Snow White Valhalla 46 with a custom Palm Beach Tower (PBT) gap tower and a trio of Mercury's 600-hp Verado outboards. A big thank you to the boat's owner, Jonathan Guarisco, for giving us the opportunity to capture this beautiful boat.



**SEE THE ACTION  
HERE BY SCANNING  
THIS QR CODE**

In this series of photos, you'll get a good look at her double-stepped hull performance, jaw-dropping lines, voluminous deck layout and array of accessories and enhancements – everything from a Seakeeper 6 to an omnidirectional sonar and 12kW generator installed in the immaculate machinery room. The photo collection also includes shots of our crew showcasing the boat's Release Marine seating and rocket launcher, various fishing features and enhancements and expertly installed equipment.

*Trust Fun* is yet another example of the industry-leading center consoles being manufactured in New Jersey by the shipwrights of Viking Mullica. And with its PBT tower and Atlantic Marine Electronics package, she also showcases the advantages of our vertically integrated company, one that allow owners to enjoy turn-key delivery and Viking quality.

The boat features a polished anodized aluminum 4-foot gap tower with a molded one-piece standing platform; a 38-inch control box with Mercury controls and steering and flush-mounted compass; a recessed area for electric teaser reels and an electronics wedge (both in the underside of the sunshade); a satellite dome on top of the sunshade and a custom resin-infused hardtop with radar pod.

The tower itself holds multiple welded rod holders along its legs as well as four rod holders welded to the aft rail. Other notable accessories include 30-foot Rupp outriggers and a variety of custom lighting installations. The sunshade frame is satin black, and the hardtop, standing platform and sunshade undersides are all painted Whisper Grey to match the boot stripe and accents of grey throughout the boat.

The Mercury 7.6-liter V12 600-hp Verados provide incredible torque and

power and have been a popular choice for Valhalla 46 owners in both triple and quad configurations. The Valhalla 46 – as well as our V-55 – were designed and engineered for these innovative ground-breaking engines which feature steerable gearcases with contra-rotating dual propellers; a two-speed automatic transmission; enhanced digital controls and joystick; and easier maintenance with an innovative top cowl service hood.

“The boat has been everything we've expected and more,” says Jonathan. “My family and friends have enjoyed numerous fishing and cruising trips in the Keys. I'm very happy with the performance, fishability and quality of boat, and I can see why the Valhalla brand is doing so incredibly well. We also love all the looks and compliments we get about the boat in our travels. Everyone appreciates a beautiful boat.”





Clockwise from top left: *Trust Fun's* immaculate Snow White lazarette with sea chest system; the machinery room with 12kW genset, Koden broadband searchlight sonar, battery boxes and other mechanical, electrical and plumbing components; and the Seakeeper 6 mounted in its engineered location forward of the lazarette.



Clockwise from left: *Trust Fun's* PBT installation features a pair of 30-foot Rupp outriggers; a look aft showcases her custom upholstery and tower; and a bird's eye view of the cockpit from the tower.

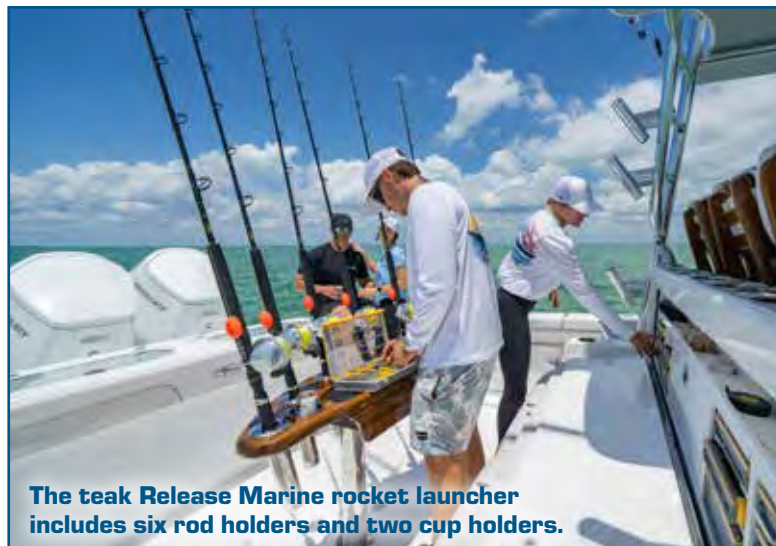




The captain and crew of *Trust Fun* were a delight, helping us gather a variety of images of this multi-faceted Valhalla 46. From left to right: Blakely McTurk, John McTurk, Chris Graham, captain Brad Zimmerman and Rachael Tomasiello.



Chris and Blakely are all smiles as they relax on the Valhalla's forward lounge.



The teak Release Marine rocket launcher includes six rod holders and two cup holders.



The foredeck and bow provide exceptional access and seating.



This stern shot showcases the large cockpit, the port-side dive door, lower guard rail, shapely transom and trip Merc 600s.



**Tower Power:** *Trust Fun's* 4-foot gap tower, with polished anodized aluminum piping, upper control station with sunshade, as well as the Release Marine seating and rocket launcher.



**Clockwise from left:** the aft tower legs with steps and welded on rod holders; the sunshade's satin black piping, molded-in recess for electric teaser reels and custom molded electronics wedge; and the satin-black-topped control box with steering wheel, engine controls and electronics display.





# SIMPLE. CLEAN. RELIABLE.

## QSB6.7

- ▣ Best-in-class power rating at 550 hp
- ▣ Common rail fuel system reduces noise
- ▣ EPA Tier 3 certified
- ▣ Supported by Cummins Care

[cummins.com/marine](http://cummins.com/marine)



**FOR  
A WORLD  
THAT'S  
ALWAYS ON™**





# MILESTONE ACHIEVED

## Viking Mullica Completes Two-Phase Expansion

The second phase of Viking Mullica’s two-part expansion was completed – and became operational – in the fall of 2022 with a two-level 12,000-square-foot extension of Building 1. The first phase, which added 6,000 square feet to the Fiberglass Department, has been up and running since the fall of 2021.

“Both projects allow us to increase overall efficiency, organization and output, while also enhancing the working environment for our 200-plus boatbuilders,” says John

Leek IV, the General Manager of Viking Mullica, where the Valhalla Boatworks V-33, V-37, V-41 and V-46 are built. “It’s all about building a better boat every day, and these expansions go a long way toward helping us do just that.”

Each level of the Building 1 extension has a specific function. “The first floor will be dedicated to hand-laminated small parts, such as console dashes, forward seating modules, transom doors and transom gates,” says John. “By relocating these

molds, we’re freeing up space elsewhere in the facility. So it’s a win-win.”

The first floor will also include new men’s and women’s restrooms, an ice machine and a utility room. “The ice machine is used for the freshwater coolers we have for the boatbuilders, so a cold drink is always close by in the warmer months,” says John. Two separate staircases and a freight elevator provide transportation between the two levels.





John is 6 feet, 5 inches tall – and yet the big guy looks small in the second level of the Phase II expansion. Below: The first phase increased manufacturing space for hull production and egg crate stages.



– John Leek IV  
General Manager of Viking Mullica

“It’s all about building a better boat every day, and these expansions go a long way toward helping us do just that.”

The second level is dedicated to the manufacturing of fiberglass parts currently being built at the New Gretna plant that utilize Light Resin Transfer Molding (LRTM), such as deck hatches, lids and doors. “Bringing this process and these parts under one roof increases our self-sufficiency while also giving Viking New Gretna more space,” says John. LRTM plays a key role in the industry-leading fit and finish that Valhalla center consoles are known for. “When you open an anchor locker, a console door or a fish-box hatch, you can see and feel the difference,” says John. “These are smooth two-sided structures with gelcoat finishes.”

The Building 1 addition also features a new heating and ventilation system, and compressed air and vacuum systems have been expanded into the area. The vacuum system supplies the suction needed to carry out the LRTM process. The building also

includes new lighting and sprinklers, as well as large garage doors to provide access for machinery and transportation of materials.

“Given the supply chain situation, I’d say the development of these two projects went quite smoothly,” says Viking Plant Engineering Manager Jeff Staub. Part of the Building 1 project also included an electrical utility upgrade, which consolidated the four electrical meters to one electrical service with a ground-mounted transformer. “The upgrade brings in more power, which allows us to run additional equipment that will help us build the boats more efficiently,” adds John.

The first phase of the expansion joined Buildings 2 and 3, creating one contiguous manufacturing area while providing boatbuilders more space for the two-stage process that takes place in the Fiberglass Department (as is the case in New Gretna, this area is referred to as Vglass).

In the first stage – hull lamination – the actual hulls are constructed; their structural stringer grids and bulkheads are installed, and the hulls are pulled from their molds. The second stage, forward of hull lamination, is dedicated to a host of secondary build processes that ready the boats so they can be moved down the production line to the Mechanical Stage. Referred to as egg crate, several key components are installed in this stage, including bow thruster tubes, transom bustles, fuel tanks, undermount fish boxes and the lazarette liners.

“The expansion allowed us to give the egg crate stage a larger dedicated area, which is working out great,” says John. “It also gave us more room in the hull lamination area. “The first phase has been a big success, and I expect the same results with the second phase of our expansion.”





**SWITLIK**

**Raft of choice for  
Viking owners.**

**Proudly  
manufactured  
in Trenton, NJ.**



**MADE IN USA**  
SELF-CERTIFIED

**WWW. SWITLIK .COM**





# HEALTH MATTERS

## Viking Yacht Company's Health Services Clinic has Been Caring for the Boatbuilder's Employees and Families, Free of Charge, for 35 Years

By Gary Reich

Jose Rodriguez was extremely sick when he was placed on medical leave from his job as a fiberglass laminator at Viking Yacht Company in New Gretna, N.J. He was desperate to get back to work, but with a blood glucose level of 400, he couldn't do the challenging work of molding fiberglass cloth and resin into high-performance sportfish yacht hulls.

And since Rodriguez wasn't ready to self-administer twice-daily shots of insulin — and was finding it difficult to make the diet

and exercise changes doctors recommended — it appeared that he might never return to work, or, worse, not survive.

That's when Viking Yachts' Health Services nurse practitioner Steven Marks, who started at the on-site walk-in clinic in 2003 as a staff nurse, got involved. "We were managing his leave, and he kept hounding us to come back to work, but he wasn't well enough," Marks says. "I reached out to his health provider, who stated that he wasn't compliant. He wasn't taking the medicine

the way he was supposed to or regularly using insulin. So, we brought him into the clinic and talked to him."

Today, Rodriguez is not only back at work, but he's healthy, monitoring his blood sugar and self-administering the insulin needed to control his diabetes with help and counseling from registered nurse Billeny Rivera, one of three staff nurses at the clinic. He comes in once a day before lunch to self-administer an insulin shot and monitor his blood glucose levels.





**Viking Yacht's 1,682 employees and their families receive free health care.**

The financial cost to Rodriguez for the highly personalized, rigorous care? Absolutely nothing.

Rodriguez's case is just one among 8,000 that Viking Yacht Company's Health Services clinic sees each year without any cost to employees or their families. Access to it, and the health insurance that Viking's 1,682 employees have, are entirely funded by the boatbuilder.

That model for providing services is the brainchild and passion of Executive Vice President Drew Davala, who started talking about the idea with Viking Co-founders Bob and Bill Healey and Chief Financial Officer Jerry Straub Sr. more than 35 years ago when the company was one of his clients.

"My first job out of Temple University was working for the New Jersey Manufacturers insurance company," Davala says. "Viking was one of my accounts. I handled all their workers' comp liability claims, and loss engineering and safety issues — anything in the plant. So, I've been coming down here since 1982. I got to know Bill and Bob

Healey well over those years, as well as the CFO, Jerry Straub Sr."

About five years into handling the account, Straub asked Davala to join the company and help create a formal Personnel Department and establish Health Services. "We had clinics throughout the state treating employees of companies," Davala says. "I told Bob, Bill and Jerry that they would have to pay into it, but that it would be much cheaper than sending employees to the hospital or to a doctor."

Davala knew it would take 15 years or more to get where he thought Viking Yachts should be with the program. "All these years later, I can say it was the right choice," he says. "My job is gratifying. I love working with people, and that's what this job is all about."

Davala says the self-insured model is neither new nor unique to Viking Yachts. "My grandfather and an uncle worked

for Bethlehem Steel, and I had a great-grandfather who worked for Lenox china in Trenton, New Jersey," he says. "They all had internal health departments, as did Roebbling Steel," whose New Jersey location also offered employees a hospital, medical clinics, a general store and reduced-cost housing.

According to Davala, the idea for Viking was to save the company money by treating work-related injuries in-house. But he also wanted to take care of regular healthcare needs for employees and their families — decades before doing so became trendy.

"A healthy employee is a productive employee, number one," he says. "And number two, it's good business. You keep your employees healthy. Our medical plan is direct self-insured. We save a lot of money doing that model, and it's better for our employees."

The financial cost to Rodriguez for the highly personalized, rigorous care?

**ABSOLUTELY NOTHING.**



The clinic, which is less than 75 feet from the factory floor, is small and busy. Milo, a therapy dog in training, greets every visitor, some with a wag of the tail and others with a bark.

“Therapy dogs alert in different ways,” says Marks, who is certified to work with therapy animals. “Milo’s a barker. He’s doing that right now because that gentleman who just walked in has cancer. One time he jumped on a patient and started clawing at his belly. After an examination, we diagnosed him with an abdominal infection that required surgery. Bridgette, the clinic’s last therapy dog, would lie at a patient’s feet when she sensed something was amiss.”

The facility is also well-equipped. There are three examination rooms, a pharmacy, freezer storage for COVID-19 vaccines, intubation equipment, portable trauma kits and more.

“We have one room for more in-depth care, whether it’s cardiac or ocular eye emergencies,” Marks says. “The room has a surgical light and an electrocardiogram machine, and we have full emergency equipment on-site. So, we’ve got all the respiratory and advanced cardiac life-

support drugs. We have cardiac monitors and defibrillators, suturing equipment and respiratory therapy equipment.”

A recent investment was the purchase of a COVID-19 PCR test machine, and its kits, for \$45,000. “It’s the biggest diagnostic tool we’ve purchased recently,” Marks says. “And that’s huge for us because we were waiting a week or more to get lab results. Now, I need 39 minutes, and I can get COVID-19, flu and respiratory syncytial virus detected all in the same specimen. When we catch it early, it prevents spreading the virus in the factory. In eight months, it has easily paid for itself.”

According to Davala, the most common work-related injuries the clinic treats are falls and repetitive motion injuries.

“You’ve got elbow, shoulder and back injuries from people crawling in and out of small spaces, sanding, running electrical wire, all kinds of repetitive tasks,” he says. “We also see a number of falls. Someone might fall off a factory bridge or boat because our boats are elevated on cradles. You could be 20 to 30 feet off the ground on a boat outside on land. So, we’ve spent significant resources on fall-arrest systems, harnesses, lanyards, etc. Those are the cases



**Kemp Wetmore says a visit to the Health Services clinic saved his life.**

that you never want to have, and it keeps you up at night. But they still happen.”

Marks says the range of illnesses and injuries the clinic sees runs the gamut, from sprains and broken bones to seasonal allergies and minor abrasions.

“Right now, we’re helping a lot with ragweed allergies,” he says. “Dust allergies are on the rise, too. We can test for allergies here. Then there are twisted ankles and knees, vaccinations, colds, flu and gastrointestinal problems. It’s not much different than a public walk-in clinic except that it’s right off the factory floor and not 10 or 15 miles away. Having to get in a car and travel to a facility is a significant deterrent to folks who should be seen for problems earlier rather than later.”

**Nurse Practitioner Steven Marks with bivalent COVID-19 vaccines; Registered Nurse Billeny Rivera starts a COVID test.**







**Left to right: Jackie Wurdemann, Medical Assistant; Milo, Therapy Dog (in training); Drew Davala, Viking Executive Vice President and Co-founder of Viking Health Services; Billeny Rivera, Registered Nurse; Steven Marks, Health Services Manager and Advanced Practice Nurse; Tammy Heinrich, Registered Nurse; and Joan Butler, Certified Medical Assistant.**

The clinic's location was a lifesaver for employee Kemp Wetmore, an exterior hardware fitter, who came in after experiencing chest pain for two days.

"I just felt like I had a pulled muscle, something like that," Wetmore recalls. "I had it for a couple of days and then felt some pain in my arm, so I came down to the clinic. I really didn't want to see anyone about it, but it's here, so I figured, Why not? After they did some tests on me, Steve told me I needed to get to a hospital. The next day, I was having emergency bypass surgery. Let me tell you — I'd be dead if it wasn't for the clinic being here. Today, I'm managing my health much better. It wouldn't be possible without these people and the clinic."

The cost to run the clinic is about \$500,000 a year, according to Davala. Divide that by the approximately 8,000 cases the clinic sees every year, and the average cost per visit is around \$63.

"The best part about our model, with the on-site clinic and being self-insured, is that not only are we providing our people with a better quality of care and making it convenient for them, but we're also saving a significant amount of money," he says. "By having the clinic on-site, we catch things early, teach people how to care for themselves and promote general wellness. That's what helps keep people out of emergency rooms and having hospital stays, which gets very expensive for us very fast."

There is also a Wellness Center on the factory grounds. "We provide a fitness center at the marina that has a gym and a classroom, and we also have equipment for physical therapy," Davala says. "Our certified physical trainer, Diego Rodriguez, does all our workers' comp cases. Anything work-related — strains, sprains — we'll send them to Diego for a prescribed number of treatments."

Mental health is also important to Viking leadership. A counselor comes in every Thursday for employee assistance.

"If he feels as if an employee could use medication, there are certain drugs that our health clinic can help with," Davala says. "If the employee needs additional care, we'll send them to AtlantiCare Behavioral Health to see a psychiatrist. We've dealt with plenty of situations in mental health here."

While the company pays whatever costs are necessary to resolve an employee's health situation — inside or outside the clinic — expensive treatments, such as an extended cancer case, can run into the hundreds of thousands of dollars, sometimes even the seven figures. Those are the types of medical costs Viking cannot easily absorb.

"We don't pay those half-million-dollar, God forbid, cancer claims. So, we buy stop-loss insurance," Davala says. "We can handle up to a \$500,000 claim on our own — and we monitor those cases closely. I can predict that every year we're going to have one to three of these big claims, but our employees are always protected." 🐾



# STAYING ON TOP

## PBT HELPS TAKE THE V-55 TO NEW HEIGHTS



Palm Beach Towers (PBT) is the leading tuna tower manufacturer in the world, and each year this Viking-owned company distances itself further from any competitors. PBT's latest masterpiece: a spectacular gap tower custom designed, engineered and fabricated for hull No. 1 of the new Valhalla Boatworks (VBW) flagship – the V-55.

The largest center console ever to receive a PBT gap tower, the Haze Grey V-55 features a 5-foot gap tower with anodized aluminum brushed piping, a custom standing platform with a molded-in forward light bar, a fully equipped upper helm station (including Mercury display, controls and joystick; Zipwake and bow thruster controls; and a 12-inch Garmin display) with a 53-inch control box and sunshade. The control box as well as the sunshade sides and top match the Haze Grey hull color, while the control box top, sunshade frame and underside are satin black for glare reduction and enhanced visibility.

The structure itself is fabricated with forward and aft tower legs consisting of 2-1/2-inch piping and through-bolted bases. The aft legs are built with eight welded-on rod holders, and there's another half dozen on the horizontal rail welded to the aft legs. Each aft tower leg contains welded steps with treads to provide access to the upper helm. An X-brace welded to the forward legs (between the standing platform and hardtop) brings further support and strength to the installation.

The tower is certainly strong and highly engineered, but it's also designed to be proportional to the boat and aesthetically pleasing. "Balancing your aesthetics and the utility of the structure is crucial for us," says Brett Standen, PBT's Tower CAD Designer. "When you look at the tower you want it to feel like it's part of the boat – not something that has been added on."

Part of the key to achieving this is keeping the piping as close as possible to the fiberglass structures it envelopes to maximize on-deck accessibility while maintaining a streamlined, clean look. All tower legs mount above the deck, on the sides of the console and aft seating module, providing increased unobstructed egress.





“This was quite a project, and a lot of time, planning and work went into making sure everything was just right,” says PBT General Manager Drew McDowell.

The hardtop is an essential part of any Valhalla, whether the boat is built with or without a tower. In a stellar example of Viking’s vertical integration at work, Valhalla Boatworks teamed with PBT and AME to create one hardtop that can be used for three different types of V-55s – hardtop-only models or those with hardtops with either gap or marlin towers. The versatility of the hardtop design allows owners to select from an array of options – everything from outrigger configurations and lighting to satellite domes and stereo speakers. “We utilize a series of dams – which are essentially removable mold inserts on the top and bottom of the resin-infused hardtop structure – to carry out the requested build and its options,” says Viking Design Manager David Wilson. “The hardtop gives us increased flexibility, which ultimately results in greater customer satisfaction. It also contributes to greater efficiency in the build process.”

The hardtop for hull No. 1, which will be used as a VBW demo boat and fish the

winter sailfish tournaments in Florida, is equipped with an express-style molded radar pod that houses a recessed teaser reel box for a pair of Miya Epoch Super US-9 high-speed teaser reels. Forward, the hardtop underside includes a recessed electronics box, while the aft section boasts a molded fiberglass pod that holds four stereo speakers. The hardtop also includes cutouts on the aft corners for the tower legs.

One of Valhalla Boatworks’ key vendors is Gemlux, which supplies our V Series with hardware, outriggers and other equipment. Our first V-55 features the company’s new carbon fiber Gulf Stream Sportfish Outriggers that contain no spreaders or stay wires and can be rigged internally or externally for different types of fishing. (The company will begin taking production orders in January 2023 with expected delivery in June.)

“The design of our hardtop enabled us to have the Gemlux outriggers installed on our V-55,” adds David. The Gulfstream Sportfish Outriggers are also being tested on a Viking 46 Billfish owned by Gemlux – a boat that was on display at the 2022 Fort Lauderdale International Boat Show. 🐟



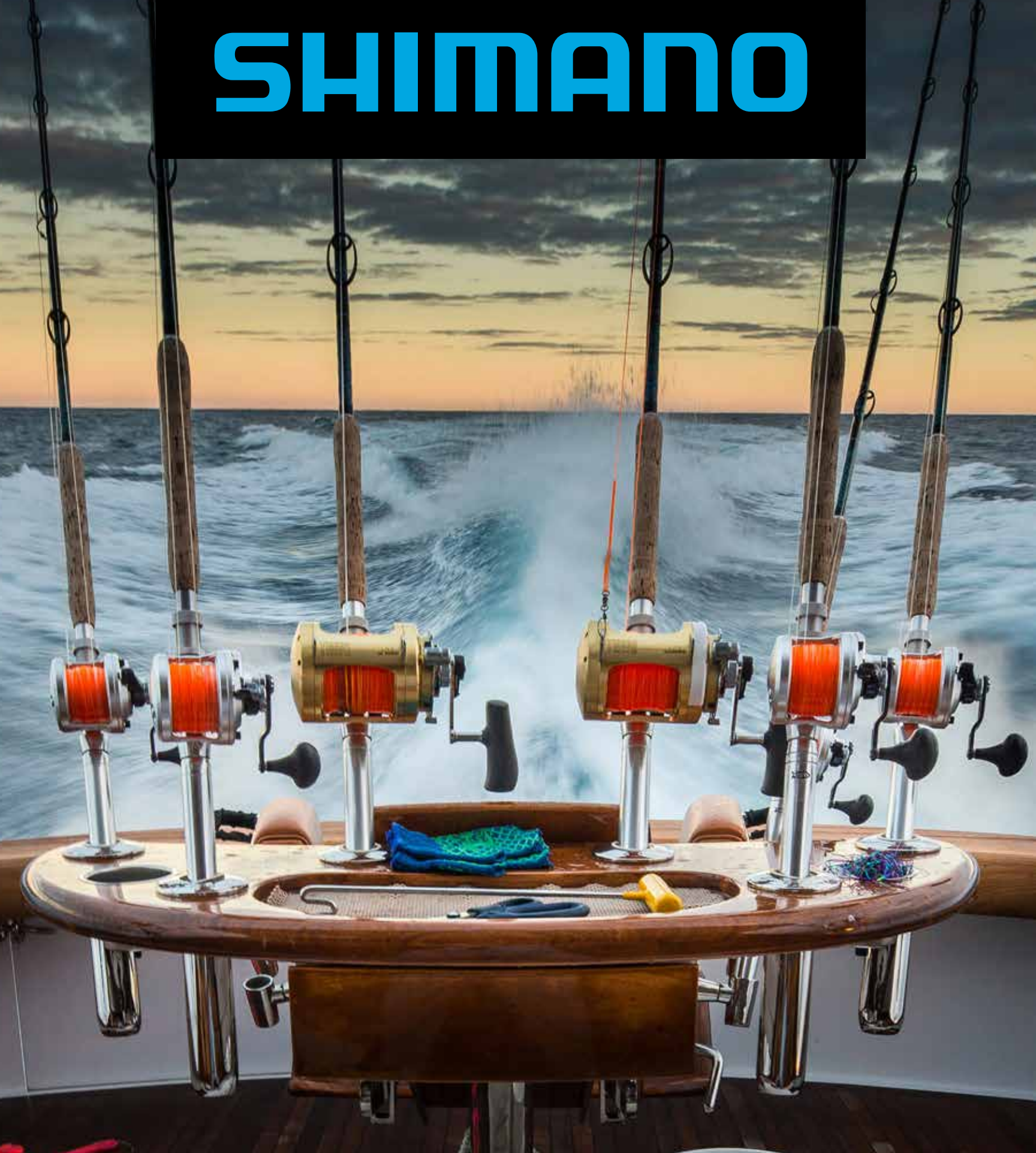
**NEW JERSEY**  
5738 Route 9 New Gretna, NJ 08224  
561.493.2828

**FLORIDA**  
2100 Avenue B #1 Riviera Beach, FL 33404  
561.493.2828

**PBTOWERS.COM**



# SHIMANO



800-765-RODS  
FISHERMANSCENTER.COM





# WINTER SHOWCASE

## Two Flagship Premieres – Viking 90 & V-55


With a tremendous Fort Lauderdale International Boat Show in the books, we've got our sights set on the winter show season. Two incredible new flagships will headline the VIP and Miami International Boat Shows.

First up is the exclusive by-appointment only Viking and Valhalla VIP Boat Show. The Viking 90 Sky Bridge and the Valhalla V-55 will make their premieres

at our Viking Yacht Service Center in Riviera Beach, Florida. The intimate two-day event will be your opportunity to see these boats and the rest of the world-class fleet before the general public.

Our two new models have taken the industry by storm and will be the highlight of the Miami International Boat Show. In a featured position on Biscayne Bay, between

the Venetian and MacArthur causeways, the Viking and Valhalla fleets will proudly be on display at our floating showcase for the five-day run.

Atlantic Marine Electronics, Palm Beach Towers and WBC Design will be available at both shows for all your one-stop shopping. For more information on either event, please contact your Viking or Valhalla authorized dealer. 

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



# PURE WATER.

ANYTIME, ANYWHERE



THE NEXT EVOLUTION IN  
WATERMAKER DESIGN

FULL LINE OF WATERMAKERS  
FROM 200 TO 3,400 GPD

WORLDWIDE SALES, PARTS  
AND EXPERT SERVICE



# Blue Water

DESALINATION

SALES, PARTS & DEALER INQUIRIES:  
[BLUEWATERDESALINATION.COM](http://BLUEWATERDESALINATION.COM)

Tel: 1 (562) 426-2412





## MAINTENANCE WHAT LIES BENEATH

### Annual Prop, Running Gear and Bottom Inspection and Maintenance

When it comes to maintenance, inspection and servicing of your Viking’s propellers, rudders, shafts, struts, thru-hulls, in-take grates, transducers, seals, anodes and bow thruster are just as important as regular service to your engines and ship’s systems.

At the Viking Yacht Service Center (VYSC) in Riviera Beach, Florida, when a Viking is hauled out for its yearly maintenance a good deal of attention is paid to the components below the waterline. “An inspection of the hull and all its running gear is critical, says VYSC General Manager Dan Mueller. “The annual haul-out provides us with the opportunity to thoroughly examine everything from bow to stern.”

The yacht’s propellers should be balanced and tuned annually. The Service Center has the props sent to a special facility nearby (that is authorized by the prop

manufacturer), where they are assessed, and the customer is given the specifics of the recommended balancing and tuning and a price estimate. Back at the Service Center, aftermarket products that protect the props from marine growth and contribute to performance gains are often re-applied after the props are balanced and tuned. Propspeed and Mussel Buster are two popular coatings among VYSC customers.

Rudder bearings are inspected and checked for any leaks; the Service Center technicians also make sure the rudders have maintained a tight fit and there is no indication of significant “play” or movement. If there is, that might be a sign that the bearing needs to be replaced.

The VYSC’s inspection also includes the strut bearings; the tolerances of the struts are measured. “It’s important to stay on top of this because issues with strut alignment

or bearing condition could lead to vibration and shaft alignment issues,” says Dan.

All thru-hulls are inspected. The seacocks are exercised to make sure they are fully opening and closing. The condition of scoops and screens – used to protect rawwater intakes – are examined and cleaned to ensure proper water flow. “Divers can only clean the exterior of the screens,” says Dan. “We take it a step further and remove them completely and then clean them inside and out.”

Trim tabs are also inspected – and serviced if necessary. The first step is to remove the Viking’s vertically installed trim tab covers. The inspection includes checking for leaks and bottom growth on the components. Service Center technicians will then operate the trim tabs to ensure the full range of motion of the actuators.



AME Service technician Brian Conner performs an annual service on a Furuno CSH 8L Omni Sonar.



## Omni Sonar Maintenance

Omnidirectional sonar has become immensely popular over the past five years. Most Viking Yachts and the larger Valhalla Boatworks center consoles are designed and engineered for the installation of omni sonar. Installed by the Viking subsidiary Atlantic Marine Electronics (AME), these systems have revolutionized the sportfishing world through real-time 360-degree fishfinding technology. Like most anything on a boat, they do require maintenance. We spoke to AME General Manager Todd Tally to get the details.

“AME does all required maintenance for omni sonar systems. A complete visual inspection of the hoist mechanism is done, verifying smooth deployment and retraction with no binding or excessive vibration. Then the shaft is decoupled from the hoist and dropped out of the tube to refresh the hardware, which includes removing any growth. Zincs are replaced if equipped, and the appropriate antifoulant paint is re-applied. Only transducer antifoulant paint is used on the face of the transducer.

“Our technicians also refresh the grease on the hoist mechanism and grease or repack the shaft gland. They inspect the air vent assembly. [If your system does not have the air vent assembly, be sure and have it added while the boat is hauled out.] Finally, the system is reassembled, and the deployment and retraction are inspected several more times.”

For more information, please contact Atlantic Marine Electronics at 609.296.8826.



Moving forward, a visual inspection of the bow thruster, its tunnel and propeller is always done. “Detached blades are not uncommon and can occur when the bow encounters debris in the water, especially when maneuvering the boat in tight situations or when docking,” says Dan. “We also recommend a yearly bow thruster fluid change for hydraulic units, and inspection of the electric motor on DC thrusters.”

The bow thruster zinc as well as the transom anodes are inspected and assessed for potential replacement.

“Our level of detail and knowledge cannot be found at other yards,” says Dan. “We

follow a very systematic maintenance schedule, making sure everything is inspected and serviced as needed.

Maintenance and service done below the waterline will protect the longevity of your propulsion and mechanical systems so that your Viking continues to perform at its full potential, delivering a fast, smooth and safe ride.”

For more information contact the Viking Yacht Service Center in Riviera Beach, Florida, at 561.493.2800. The Viking Yachting Center in New Gretna, New Jersey, can also perform the maintenance described in this article. 609.296.2388. 🐟





# PRECISION PROP TECHNOLOGY

In partnership with VEEMarine, we are proud to supply and support Viking Yacht Company.

VEEMarine propellers provide the highest accuracy specific to your vessel and in turn, the highest performance.



**PRECISION**  
**PROP TECH**  
**954-763-8883**

Toll Free: 888-900-PROP (7767)  
3005 SW 2nd Ave, Suite 101  
Ft. Lauderdale, FL 33315  
[www.PrecisionPropTech.com](http://www.PrecisionPropTech.com)





# IT'S NOT OVER

## Campaign to Oppose 10-knot Restrictions Marches On

With Viking Yachts, Valhalla Boatworks, Princess Yachts America and its other subsidiaries, the family-owned-and-operated Viking Marine Group offers the finest yachts in the world across three major market sectors. But our leadership role extends well beyond our portfolio of products. We rise to the occasion when governmental issues threaten our boatbuilders, dealers, owners and the boating and fishing community.

“As with any governmental regulation, strong grass-roots efforts lead to change,” said Viking President and CEO Pat Healey. “We’ve proven this by fighting and overturning the Luxury Tax of the early 1990s, by effecting change with misguided emissions regulations forced upon us, and now we’ve ramped up a campaign to protect our industry against a proposed rule that could shut down the Eastern Seaboard for up to seven months annually.”

Viking has led an industry-wide effort to raise awareness and rally boat owners, anglers, captains and fishing and boating businesses to oppose the significant changes to the North Atlantic Right Whale Vessel Strike Reduction Rule.

The National Marine Fisheries Service, an agency within the National Oceanic Atmospheric Administration (NOAA), in August 2022 proposed amendments to the rule to reduce the likelihood of vessel strikes. As written, it would broaden the current 10-knot (11.5 mph) speed limit to include boats 35 feet and larger (down from 65 feet); expand the zones from discrete areas to virtually the entire East Coast (from Gloucester, MA, to just south of Cape Canaveral, FL) as far out as 100 miles; and extend the go-slow mandate for months at a time.

### DEEPLY FLAWED

“The proposed rule would be the most consequential maritime regulation that we have ever seen imposed on the recreational boating and fishing sector,” said John DePersenaire, Director of Government Affairs and Sustainability for Viking Yachts. “It will affect not only boat owners but marinas, tackle shops, charter boat operators – basically all maritime-related businesses on the Atlantic Coast.”

“This is a deeply flawed rule – rushed and put into play with zero participation or input from the boating and fishing community,” added Healey. “Right whale vessel strikes have just not been an issue for our industry. This is a classic example of government overreach.”

The facts fail to support NOAA’s sweeping changes. Since 1998 – 25 years – there have been 24 known right whale vessel strikes



across 10 states. Of those, eight were attributed to boats from 35 to 65 feet. The odds of a vessel from 35 to 65 feet striking a right whale are less than one in a million, according to a study commissioned by the American Sportfishing Association.

“In our 58-year history, with more than 5,000 boats delivered, we have never had a report of our boats having an encounter with a right whale,” said Healey. “And we would know because it would cause significant damage that would be repairable only by us.”

The restrictions would result in the cancellation of thousands of boating and fishing trips; cause economic disruption to all maritime activities along the eastern seaboard; lead to the decreased use and sale of boats—all resulting in potential massive job losses throughout the industry.

## THE CAMPAIGN

Working with national boating and fishing organizations such as the National Marine Manufacturers Association, the Center for Sportfishing Policy, the BoatU.S. Foundation, the International Game Fish Association and several others, Viking’s campaign began immediately after the proposal was published on Aug. 1, 2022, with a request to NOAA for a 30-day extension to the public comment period. “Viking Yachts is completely sensitive to the status and outlook of the North Atlantic right whale population,” Healey wrote to

NOAA. “The health of the ocean and all its life is of paramount importance to our company and boat owners. However, we believe the magnitude of the proposed rule warrants careful consideration to ensure that a practical, enforceable and realistic plan is put forward to address the right whale population.”

A letter from a broad coalition of recreational fishing and boating organizations was also presented to NOAA, which did in fact extend the comment period to October 31. “Now that we have the extension, we really need to turn up the volume and make sure our voices are heard,” Healey said after the extension was granted. “Everyone needs to rally – yacht clubs, marinas, fishing clubs, charter boat associations. This is a huge deal that not many people know about.”

The primary focus: Raise awareness and direct boat owners, anglers and marine and fishing businesses to voice their concerns about the rule by commenting through a federal government website ([regulations.gov](https://www.regulations.gov)). Viking and the coalition used social media, digital newsletters and both the marine and mainstream media to push stakeholders to raise awareness and comment to NOAA, advising participants to supply specific information about how the rule would impact their boating and fishing activities or business.



## FLIBS PRESS CONFERENCE

The campaign was then taken to the 2022 Fort Lauderdale International Boat Show, where Viking hosted a special press conference that drew a combined 200 people consisting of media members, boatbuilders, dealers and a variety of marine businesses. Led by Healey, a half dozen boating and fishing industry leaders spoke at the 60-minute conference. “We must protect our rights,” said Healey. “We must protect our jobs. We will work together and do whatever it takes to overcome this challenge, so this incredible industry continues to thrive.”

The panel stressed that as America’s original conservationists the boating and fishing community is completely sensitive to the outlook of the right whale, but more reasonable alternatives – which will not cripple our industry – exist and must be explored.







– John DePersenaire  
*Director of Government  
Affairs and Sustainability  
for Viking Yachts*

“It’ll take NOAA a minimum of two months to review the comments – use this time to inform your elected officials about the devastating impact the proposed rule would have on the boating and fishing community.”

“NOAA’s proposed rule severely underestimates the financial impacts on the recreational fishing and boating industry, the largest contributing sector to America’s \$689 billion outdoor recreation economy,” Frank Hugelmeyer, President of the National Marine Manufacturers Association, told the packed crowd. “NOAA must pause implementation of its rule and incorporate key stakeholder feedback and data. Without serious revisions, the economic health of coastal communities, small marine business – and those businesses who rely on a robust fishing and boating economy – as well as thousands of jobs along the East Coast are at risk.”

“This misguided expansion would make offshore fishing trips on vessels 35 to 65 feet nearly impossible on most of the Atlantic Coast,” said Jeff Angers, President of the Center for Sportfishing Policy. “The rule includes flawed risk models and vastly overestimates the probability of a recreational vessel interacting with a right whale. These speed restrictions are based, in part, on the assumption of a 10-meter surface strike zone, but most recreational boats in this size range have minimal intrusion beyond the upper 3 feet (1 meter) of the water column.”

The speaker group also included BoatU.S. Foundation President Chris Edmonston

and International Game Fish Association President Jason Schratwieser. DePersenaire hosted a Q&A session to finish up the conference. Additional supporting attendee groups included the Recreational Fishing Alliance, The Billfish Foundation and the Guy Harvey Ocean Foundation.

The response from the marine industry was overwhelming. Boatbuilders, boat dealers, engine manufacturers, equipment manufacturers, marine magazines, tournament directors, marine marketing companies and social media influencers stood united, realizing the seriousness and impact of the rule. Viking thanks all of you for supporting the cause – and we hope for your continued support!

## **SAFETY AND ALTERNATIVE SOLUTIONS**

Edmonston focused on safety, while Schratwieser pushed for science-based alternatives. Edmonston made it clear that the rule fails to accurately consider how recreational boats operate. “The 10-knot restriction hinders a boat’s maneuverability, the operator’s visibility and negates the ability to outrun inclement weather,” said Edmonston. “We’re concerned about how this proposed rule will be enforced and are very much opposed to the use of AIS [automatic identification system], which is designed to be a safety device – not a tool of regulation enforcement.”

The industry has argued – and continues to do so – that restricting marine activity is not an effective or reasonable option. There needs to be a fundamental shift to focus on tracking individual right whales so they can be avoided. It’s the only practicable management approach for this population. “The boating and fishing community is committed to working side by side with NOAA to find science-based solutions to meet right whale conservation goals without devastating America’s time-honored tradition: recreational fishing,” said Schratwieser. “The proposed rule challenges these principles and the science-based approach we would expect to see from NOAA.”

Alternatives must be explored, including real-time monitoring of right whales through tagging, acoustic detection, pushing location information to operators, development of avoidance technology, outreach/education and increasing compliance with existing regulations. Viking and other stakeholders have already begun organizing a committee to investigate science-based strategies to track the right whales. “We’re being pro-active with finding solutions,” said DePersenaire. “The resources and the technology are out there; we just need NOAA to work with us to explore these options so the right whales are protected with more tactical solutions



– and ones that do not require just drastic maritime regulations.”

In early November, Viking reminded advocates that the fight to convince NOAA to pause or stop the advancement of the rule was far from over. “It’ll take NOAA a minimum of two months to review the comments – use this time to inform your elected officials about the devastating impact the proposed rule would have on the boating and fishing community,” said DePersenaire. “We must make a strong political pivot and take our message to our elected officials.”

### **MAKING A DIFFERENCE**

By mid-November, it was clear that the boating and fishing community’s efforts were making a difference. “NOAA is acknowledging that our industry’s comments have been helpful in allowing them to see there are issues they had not fully addressed during the development of the rule and that additional analysis is needed,” said DePersenaire.

Viking urged stakeholders to contact their member of Congress – and reach out to elected officials on all government levels, including mayors, state legislators and governors. “The message to elected officials is simple: weigh-in on behalf of America’s boaters and anglers,” said DePersenaire.

“Let them know that the 10-knot restriction will have a crushing economic, safety and social impact on our sport. It’s their duty as our elected representatives to convey this message to the highest levels of state and federal government.”

In addition, Viking and other New Jersey boatbuilders, as well as the Marine Trades Association of New Jersey, submitted a joint letter to Governor Phil Murphy, alerting him to the drastic economic, safety and social implications of the proposed rule changes.

“With 127 miles of New Jersey coastline and the proposed speed zones extending 75 to 100 miles offshore, roughly 9,500 square miles of the ocean would become a slow zone for most of the boats we build for over seven months annually,” the letter stated. “This will have a direct impact on the value of the products we make, and therefore put thousands of jobs at risk. Moreover, the proposed rule may prompt boaters to abandon their sport altogether or reconsider where they keep and operate their boats. We cannot stress enough that our community understands the importance of protecting North Atlantic right whales, and we are committed to working with NOAA to find ways of mitigating vessel strike risk. However, this is an ill-conceived rule that would disrupt New Jersey’s \$2.2 billion

recreational fishing and boating industry without producing any measurable benefits to right whales.”

### **KEEP PUSHING**

Viking and the coalition of boating and fishing groups continues the campaign into the winter to raise awareness through the marine and mainstream media.

“What the industry has done so far is unquestionably having a positive impact,” said DePersenaire. “We want people to realize that this political action – this weighing-in to the regulators, the decision-makers and the elected officials – is absolutely having an effect. But we must keep the pressure on.”

While the current debate is over a proposal to reduce vessel strike risk to right whales, NOAA Fisheries has expressed concerns over interactions with all marine mammals and sea turtle without presenting any data to indicate that a problem even exists. “The rule on the table, if enacted as written, may set an unfortunate precedence for future action that we would describe as extreme,” warned DePersenaire. “This is why it is so important that the industry challenge this rule and demand that science-based alternatives be developed that accommodate both marine mammals and our industry.” 🐋





# 10-KNOT RESTRICTIONS PROPOSED:

## SPEED RESTRICTIONS THREATEN MARINE INDUSTRY

Federal government's slow-speed zones would have severe negative impacts on East Coast boating and fishing. Rushed revisions to the Right Whale Vessel Strike Reduction Rule are the most consequential maritime regulations the industry has ever faced.

## RIGHT WHALE STRIKE REDUCTION RULE

### EXPLANATION AND IMPACT

- Most consequential maritime regulation ever imposed on recreational boating and fishing.
- Broadens the current 10-knot (11.5-mph) restriction to boats 35 feet and larger (down from 65 feet).
- Expands zones from discrete areas to virtually the entire East Coast as far out as 100 miles.
- Extends go-slow mandate for up to seven months a year.
- Rule proposed without any engagement with the recreational boating and fishing community.
- Rule highly exaggerates the actual risk of strikes by vessels from 35 to 65 feet.
- Restrictions would result in the cancellation of thousands of boating and fishing trips.
- 10-knot limit compromises maneuverability, visibility and overall safety at sea.
- Would cause economic disruption to all maritime activities, causing massive job losses.

### SOLUTIONS

- Real-time monitoring of right whales, development of avoidance technologies, utilize data-driven speed zones, educate public about existing rule and right whales.

### ACT NOW

- Contact elected officials on all levels: Let them know that the 10-knot restriction will have a crushing economic, safety and social impact on our sport.

### BOTTOM LINE

- Anglers and boaters are committed to working side by side with NOAA to find science-based solutions to meet right whale conservation goals without devastating our industry.



**SCAN HERE  
TO LEARN  
MORE ABOUT  
THE RULE**



**SCAN HERE  
FOR A PRE-WRITTEN  
LETTER TO  
CONGRESS**

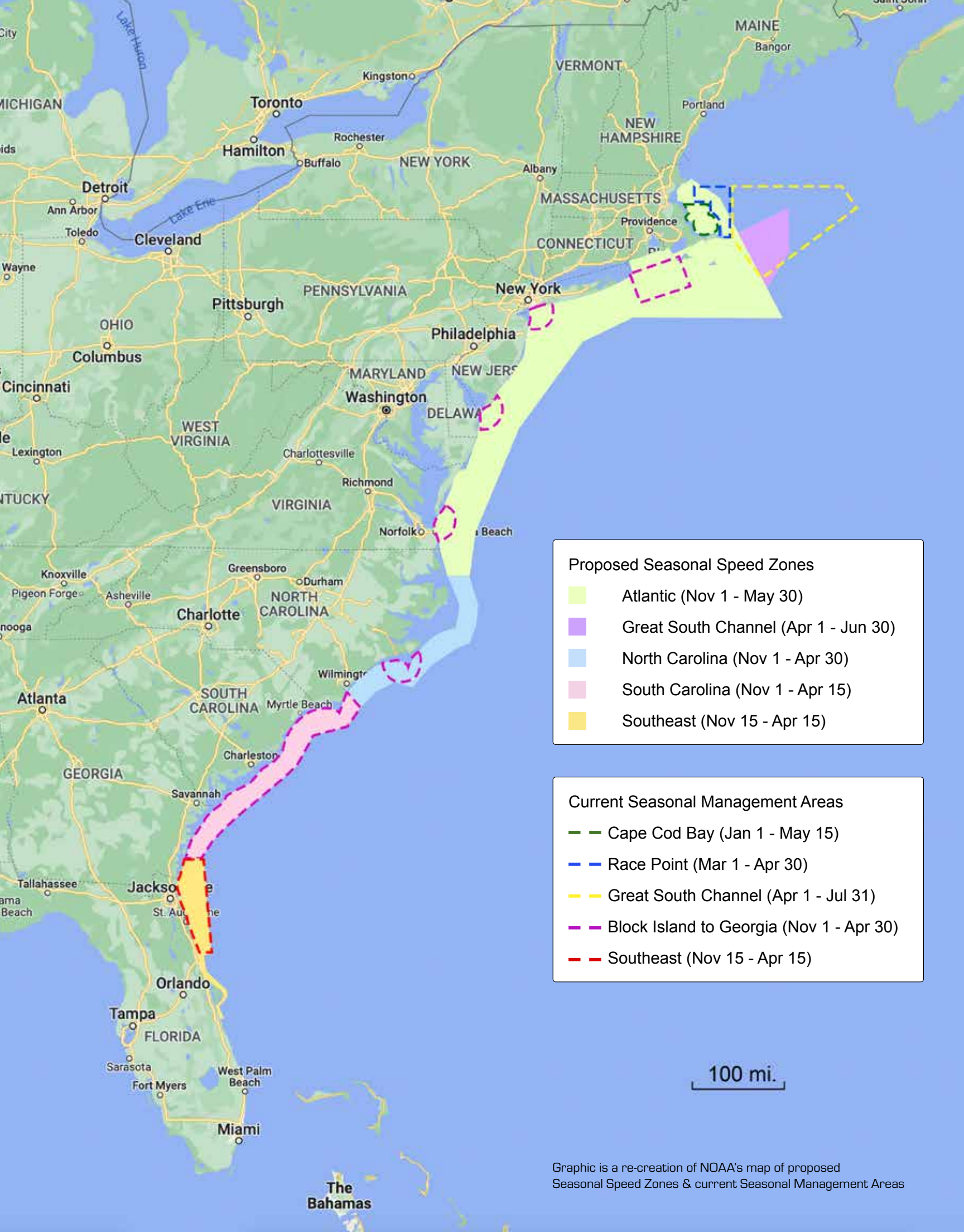


**SCAN HERE  
TO REACH  
YOUR MEMBER  
OF CONGRESS**



**SCAN HERE  
TO CONTACT  
YOUR ELECTED  
OFFICIALS**





**Proposed Seasonal Speed Zones**

- Atlantic (Nov 1 - May 30)
- Great South Channel (Apr 1 - Jun 30)
- North Carolina (Nov 1 - Apr 30)
- South Carolina (Nov 1 - Apr 15)
- Southeast (Nov 15 - Apr 15)

**Current Seasonal Management Areas**

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

100 mi.

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



# CHANNELL GLASS

## ETCHED IN VIKING HERITAGE

Chris Channell may not be a name you recognize, but if you have ever visited the Viking Yacht Company in New Gretna, New Jersey, you likely came face-to-face with his artwork the moment you walked through the glass doors in the lobby. Created more than 20 years ago, the 8-by-4-foot backlit glass sculpture portrays a dreamy three-dimensional undersea scene. Etched with marine life, the expansive piece is an invitation to stare and wonder. The story behind the art is in many ways typical of Viking's relationships with its revered vendors who help us build a better boat every day.

A long-time Viking owner building a first-generation 55 Convertible back in the mid 1990s had seen Chris' work on a mega-yacht and wanted something similar on his new Viking. Interestingly, the artist had already approached Viking but had been turned down. When Chris

explained the situation to the 55 owner, he suggested the owner tell Viking he wanted Channell Glass on his new boat. The Viking door opened and Chris has been providing his glass sculptures aboard Viking and Princess yachts for more than 30 years.

When the lobby sculpture arrived in New Gretna, Co-founder Bill Healey and head designer Bruce Wilson loved the artwork, but not the frame that Chris had provided because it did not complement the overall look of the lobby. In true Viking fashion, a decision was made on the spot to renovate the lobby to better showcase the Channell Glass.

To ensure the satisfaction of every Viking owner, Bill Healey insisted that it would be Chris' responsibility to complete all of the Channell Glass installations personally. This gave him an opportunity to foster kinships with many of Viking's stalwarts including Rudy Dalinger, Al and Frank Uhl, Chris Abbott, Steve Walker, Gary Kozlowski, Dave Wilson and Hank Konopka.

Chris' commitment to replicate the Viking mantra can be seen in all of his work, which

includes nearly 400 pieces aboard Viking yachts, including galley backsplashes, stateroom headboards, aft bulkhead exterior windows, internal bulkhead and wall treatments, room dividers and fishing rod locker doors. Each piece is as unique as the owner specifies, and its creation usually begins with a simple conversation between Chris and the customer.

"Whether I'm chatting with visitors at the Viking and Valhalla VIP or at boat shows, every conversation begins with a 'hello' and a smile," says Chris. "My work on display speaks volumes, and you can see it in the customers' eyes."

His love of scuba diving and appreciation of underwater life serve as inspiration for his creations. His devotion is so visual in his glasswork that each element - from a marauding billfish to the dorsal fins of a tuna or even a bunch of drifting seaweed - shimmers with life and movement. Underwater scenes with turtles, lobsters, anemones, small fish and coral become serene with its three-dimensional posture.

The beauty of his work is accented by the complicated process of creating it, which







**Pat Healey and Chris Channell circa 2004.**

actually begins with a mental view of the final result. Unlike a one-dimensional painting where the artist adds as much paint as he wants and needs as he progresses to completion, a Channell Glass art work basically starts from behind. Using two layers of glass, images are sand blasted individually into the surface, or as Chris calls it “controlled erosion.” When the layers are married and light pours through the glass from the perimeter, the illumination interacts and flows through each element in the two layers, giving life to the entire image. Before controlled erosion begins, however, each layer is coated with a rubber film, which contains the drawn artwork of the individual pieces that will live in the glass. Each rubber cut-out piece must be removed individually to protect the rest of the glass. Every artistic detail down to the fish scales and the fish eyes have to be determined before the sand blasting because there are no second chances.

Depending upon the complexity of the design, a start-to-finish project of a galley back splash or headboard can take 12 weeks. This includes discussing the client’s desires, Chris’ preliminary drawings and concepts, the owner’s approval and the process of the rubber cutouts. It also takes several hours in his custom studio sweating in his specially designed and constructed ice water-cooled safety suit and breathing apparatus. “I’m spinning a high-pressure torch just inches from the glass and my fingers - but I just love working with glass,” says Chris.

Chris, who generally has three to four projects in progress, describes one of his more complex pieces. “I thrive on doing underwater scenes but a client from

Dubai wanted a backsplash for his 82 Convertible that spanned about 9 feet long by 14 inches tall in a graceful, geometric design that flowed across the whole galley. I carved it in custom clear glass and he was thrilled with it.”

Closer to home, Maureen Korneffel, owner of a Viking 72 said, “We first met Chris Channell last year. We knew we wanted glass art in the dinette of our new boat but needed inspiration. Chris’ display demonstrated his creative vision and showcased the breadth of his artistic and technical abilities. After a few conversations, Chris was quickly able to sort out the perfect direction our glass would take. An active listener and upbeat collaborator, Chris took our input, added his creative flair and produced exactly what we wanted. His attention to detail, authenticity of subject matter and his sheer talent has led to a great outcome. We could not be more thrilled with our Channell Glass and enjoy sharing it with all who board our Viking.”

Chris’ largest piece – which won an international design award - is a 20-foot-long panoramic wall (three dimensional from both sides) that remains on display at the Patrick Air Force Base in Brevard County, Florida. But he still prefers the marine industry due to his love of marine life. His passion for his work with glass is similar to the passion people have about Vikings; the people who build them and the people who buy them.

“My wonderful wife, Barbara, is a huge part of my success as an artist. I couldn’t ask for a more compatible friend. Legend has it that I hide a heart in each piece for her. Adding my art and signature to a Viking is a thrill that has never waned from the moment when my work was accepted by Bill Healey. Bill put his hand on my shoulder and looked at me eye-to-eye and said ‘Kid, here’s the way we’ll do it.’”



**Top: Chris’ glasswork adorns a rod locker on a Viking 58. Bill Healey’s deal with Chris: The artist must personally install every piece.**





**Mercury makes it easy – oil, transmission and steering fluids can all be checked via a pop-up cowling hatch on the top of the powerhead, which operates more like the hood of a car. Pressing the electronic release pops open the hood, and a gas strut holds it in place. Engine components are neatly arranged, and the touch points are color coded. The service infographics inside are intuitive and easy to follow.**



## SUN, SALT AND SEASON

### Maintaining Your V Series Center Console

With their outboard engines and open accessible layouts, one of the big selling points of a center console is its ease of operation and maintenance. The V-33, V-37, V-41, V-46 and V-55 are the best center consoles in the world, with unmatched quality, workmanship and engineering. When owners take delivery, their boats are in turn-key condition – clean and pristine with all systems and accessories tested and ready for action.

“To keep the boat in tip-top condition owners can carry out some simple maintenance practices,” says Valhalla Boatworks Customer Service Manager Tom Crumley. “There are three words to keep in mind: sun, salt and season. Guard your

boat from the harsh effects of the sun and saltwater environment by cleaning, covering and protecting all possible areas from bow to stern. Servicing your boat seasonally – or at regular intervals – will also go a long way toward protecting your investment and enjoying trouble-free good times on the water.”

When you take delivery, all fiberglass parts on your Valhalla will have received a compounding, finish polish and coating of 3M Perfect-it boat wax (and bottom paint if requested). After each outing, make rinsing with fresh water and washing all surfaces with a mild soap standard practice. “Everything from the gelcoat, decks, windshield and hardtop to the upholstery

and exterior metal surfaces should be rinsed as thoroughly as possible. What you don’t want to do is begin cleaning with residue on the surface, which cause scratching and abrasions,” says Tom.

#### KEEP IT CLEAN

To avoid damage to any waxed surface do not use dishwasher detergents, bleaches, strong chemicals with acid bases or ammonia. Do not use a power washer to apply water or detergent. If you encounter any weathering to a gelcoat surface, use a fine marine rubbing compound for fiberglass, and then rinse, wash and re-wax the area. Any minor nicks, scratches and stains can also be removed with a rubbing compound. Hire a professional to repair more serious scratches.





**Costa Marine covers are available for all areas of your Valhalla, including the seating modules.**

Cushions and upholstery should also be rinsed with fresh water, cleaned with a mild soap and thoroughly chamois dried. “Make sure any surfaces around and under the cushions are dry to prevent mildewing,” says Tom. “If you won’t be using the boat for more than about two weeks, take that extra step and remove the cushions from the boat or store them in the console.” Costa Marine canvas coverings are available for all areas of your Valhalla, including the entire boat, the console, seating modules and engines. These need to be kept clean as well.

Be careful with exterior metals, avoiding abrasive cleaners on stainless steel, aluminum and anodized aluminum surfaces. After rinsing and cleaning with a mild soap, metal surfaces should be dried to prevent spotting. Waxes designed for stainless steel and aluminum should be applied for protection, particularly to anodized aluminum.



**All metals need to be treated with TLC, especially the anodized aluminum of a Valhalla hardtop frame and tower.**



**Thoroughly rinse all surfaces before washing with a mild soap. Use a chamois mop as shown.**

Carbon fiber outriggers also should be rinsed, cleaned with a mild soap and chamois dried. Gemlux offers its own product – Gtechniq Marine Ceramic Fast Coat – to maintain the original finish.

Your Valhalla’s outboard engines should be flushed with freshwater after every use. The Reverso automatic engine flush system is a valuable maintenance tool, allowing you to do the job simply by attaching a garden hose and pressing a button. The system can flush each engine for a full cycle (15 minutes) or half cycle (7-1/2 minutes), as it transitions from one engine to the next automatically and shuts off once all engines are cycled. “When planning your day on the water, it’s important to factor in the time it’s going to take to flush your engines,” says Tom. “You should also have two hoses for convenience – one for the Reverso system and another to rinse and wash your boat.”

Seakeeper stabilizers are offered on each Valhalla model. After each use, the Seakeeper should be washed with fresh water and mild soap (avoiding electrical areas) and dried completely. “It’s also a good idea to leave the hatch open to allow the area to fully air dry,” adds Tom.

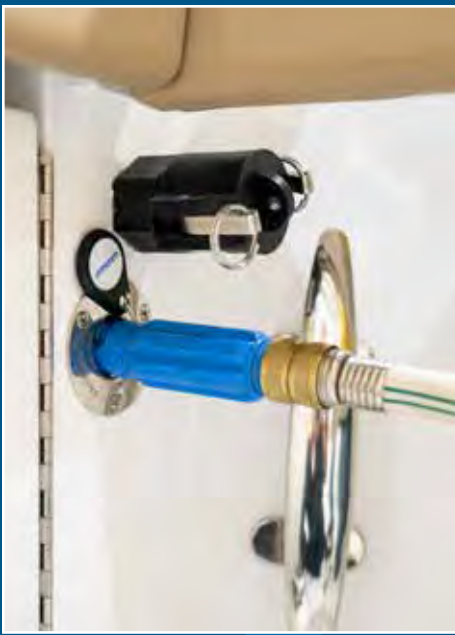
### **BELOW DECK**

Remember that keeping the bilge areas and their various pumps and automatic switches clean and debris free is also vitally important. “The bilges need regular inspection and cleaning, and their parts can be protected with an anti-corrosive spray such as Mercury Corrosion Guard,” says Tom. “Boat owners are typically very good with inspecting and maintaining the bilge in the lazarette, but the midship bilge – where you have a bilge pump and a sump pump – can get overlooked.”



**Mercury Corrosion Guard can be used to protect a variety of parts, components and systems on your Valhalla – everything from seacocks (as shown) to the engine powerhead to various clamps and fittings in the bilge.**





## Coming and Going

### BEFORE-AND-AFTER CHECKLIST

#### GETTING UNDERWAY:

- Spool up the Seakeeper using shore power before switching to DC power or generator.
- Check outboard engine oil levels.
- Check boat's fuel levels.
- Check generator (if equipped) oil and fuel levels.
- Check water level.
- Secure all cushions and gear.

#### BACK AT THE DOCK:

- Flush outboards with fresh water using the Reverso automatic system.
- Rinse with fresh water, wash with mild soap and chamois-dry all surfaces, including upholstery and metals.
- Rinse with fresh water, wash with mild soap and thoroughly dry Seakeeper (if equipped).
- Run the bilge pumps and check for any debris or residual water.
- Store all loose gear and install protective covers (if equipped).

Remove debris near pumps and switches; ensure all electrical connections are tight and corrosion free; check hoses and their connections for leaks; clean bilge surfaces with an environmentally friendly marine product; exercise all thru-hull valves (which can also be sprayed with a corrosion inhibitor) between open and closed positions; close thru-hull valves before cleaning raw-water intake strainers; inspect the sea chest for debris internally and its vent line check valve.

Your Valhalla's freshwater and electrical systems also need to be checked on a regular basis. The standard battery configuration consists of one battery for each outboard and two house batteries, plus one battery for the optional Seakeeper (except for the V-46 and V-55, which run on AC power). The Odyssey AGM batteries are designed to hold a charge for extended periods (if there is no draw on them). But they must be kept in a full-charge state to provide optimum service. "You don't want the batteries to drop below 11.5 volts," says Tom. "Before departure and return, you should check the voltage on the DC panel inside the console to ensure they're fully charged."

The battery cable connections should be checked for tightness and signs of corrosion; terminals should be coated with anti-corrosive spray. Your Valhalla is equipped with single or dual battery chargers depending on the model. They require no constant attention, but every month you should verify the LED lights show no faults; check the condition of fuses/breakers; ensure terminal connections are clean and tight; and check wiring for discoloration.

#### BEFORE GETTING UNDERWAY

The oil levels of each outboard and fuel levels should be checked. Many of the outboards, including the Mercury 300s, 450Rs and 600s have convenient access cowling hatches to check the oil; on the Mercury 600, you can also check the transmission and steering fluid levels.

Before getting underway, factor in the time to "spool-up" your Seakeeper (depending on the model, this takes from 24 to 38 minutes), using shore power to

avoid depleting the battery; if your boat is equipped with an anchor windlass, check it for security and make sure the anchor locker drain is free of debris.

For the V-46 and V-55, prior to each run, the fire suppression system should be checked; confirm the indicator light on the Sea-Fire panel shows the system is ready and the gauge on the fire bottle in the machinery room shows the correct range.

#### SEASONAL MAINTENANCE

Most major seasonal maintenance – or maintenance done when the boat is out of the water or unused for months at a time – should be conducted by a certified technician. "Back in the day, when outboards were simpler, you might carry out the maintenance yourself – changing the engine and lower unit oil and winterizing the engine," says Tom. "But with advancements of today's outboards – especially during the warranty periods – it's best to have an authorized Mercury or Yamaha outboard mechanic do the job."

In addition to servicing the outboards, the fuel system should be filled, and a fuel stabilizer recommended by the engine manufacturer added to the tank. Diesel tanks for Valhallas with generators need to be filled and stabilized as well. With both types, the tanks should not be overfilled to allow for fuel expansion during storage. Engine and generators should be prepared for storage by a certified professional. Important: If your Valhalla will be stored in an area subject to temperatures below freezing, a non-toxic environmentally safe antifreeze should be used to treat the engine and generator. "Do not underestimate the possible damage that freezing water can cause," says Tom.

Your freshwater and waste systems should also be prepared for storage or an extended non-use period. A freshwater treatment and freshener can be added to the water tank. The holding tank should be pumped out, flushed with freshwater and pumped out again to avoid residue from clogging the system. In warmer climates, aftermarket holding tank treatments can be added, while antifreeze should be used to treat the systems on boats in freezing climates.





**It's best to spool-up your Seakeeper using shore power before you leave the dock. It takes from 24 to 38 minutes depending on the model. So factor that time into your day. It's also recommended that you wash and dry the Seakeeper after each outing, avoiding electrical areas.**

“Please make sure the overboard discharge is drained and not holding water that could freeze,” says Tom. A Valhalla’s sea chest provides the main pick up of seawater for cooling pumps for air conditioning, refrigeration and the Seakeeper, as well as the saltwater washdown pump and live-well pumps. As with other systems, nontoxic antifreeze should be used in potential freezing climates. The Reverso engine flushing requires no preparation during extended non-use periods. Please check the Reverso owner’s manual for the recommended treatment procedure in freezing climates.

Your Valhalla’s Odyssey batteries require no charging during storage but should be kept stored at a full 12.8-volt charge. Disconnect the terminal from the negative post. These batteries can be kept in the boat during storage no matter the climate. Batteries can be stored for two years or until voltage drops below 12; a trickle charge can then be applied to prevent further voltage loss.

#### **COVERED BUT VENTILATED**

The exterior of your boat should be cleaned and protected with a fresh coat of wax before storage. Remove all exterior upholstery and store in a clean dry area. Operate and lubricate all moving parts and

make sure thru-hull valves are operating. In the console, remove all perishable items and make sure the area has adequate ventilation or mold and mildew protection. Indoor storage provides maximum protection, or the boat can be shrink-wrapped by a professional.

“Maintenance can sometimes seem overwhelming,” says Tom. “But by doing your own cleaning, inspections and systems checks and being sure to work with certified professionals when it comes to engines and vital mechanical and electrical parts, you should feel confident that your Valhalla will be fully protected.”



DESTINATION:

# CAPE COD *and*

Boaters visiting Cape Cod and the Islands are spoiled. They never face the dilemma of fishing or cruising - because the harbors dotting the iconic landscape offer ample opportunity for both! Stretching into the Atlantic from the mainland, this peninsula (resembling a flexing arm) has welcomed sailors since 1620 when the Pilgrims aboard the *Mayflower* made their landing near what is now Provincetown. Though much of the area has transformed during the past 400 years, plenty of unspoiled landscape remains – looking

much as it did to the first European settlers. The picturesque dunes, bays and beaches of Cape Cod are a main selling point for tourists who continue to flock there.

## HYANNIS

When arriving by water, a favorite destination is Hyannis Harbor in the centrally located Village of Hyannis. Sitting on the southern coast of Cape Cod with a deep channel and several large breakwaters, Hyannis is easily accessible from Nantucket Sound and is frequented by sportfishers and center consoles. From a

slip at Hyannis Marina, plenty of food and entertainment options are available within walking distance. Just steps from the docks is Tugboats seafood restaurant. It features abundant outdoor seating, spectacular views of the harbor and a menu offering traditional shellfish as well as modern updates on classics. Another option is the waterfront hotspot Trader Ed's. Though a full lunch and dinner menu is available, it's really the nightlife that draws a crowd. You can dance the night away on the patio to live music and DJs or grab a table and enjoy a





# NANTUCKET

## Fishing and Cruising Paradise

*Adapted from an article by Oyster Harbors Marine's Matt Thompson*

signature frozen libation while watching the boats parade by. From here, a short walk to the other side of the harbor brings you to the Cape Cod institution Baxter's Wharf. Baxter's is a casual family-owned waterfront fixture since 1957. Their Fish 'N Chips are regularly voted Best on Cape by the locals, and their award-winning Binnacle Bloody is their number one selling cocktail for a reason.

For those willing to walk a little further (or hop a ride) there is Main Street.

Filled with shops and eateries, this three quarters of a mile hub is packed with restaurants, nightclubs, bars, boutiques, live entertainment, sweet shops and clothing stores. With old sea captain's houses nestled among popular stops, it's a delightful mix of new and old.

Once dining and shopping has taken place, it's time to turn your attention towards another kind of bite. Epic fishing opportunities await! With a starting point in Hyannis, no fewer than eight major Atlantic

Canyons are less than 150 miles away. Beginning with Lydonia in the east and working west through Oceanographer and Hydrographer all the way to Block Canyon, potential targets include blue and white marlin, swordfish, mahi, wahoo, mako, bluefin, albacore, yellowfin and bigeye tuna. This concentration of target species all in one place simply has no equal in coastal waters nearer the shore. That's precisely why battlewagons, like the Viking 72 *Scup Slayer*, spend the summer stalking the Canyons.

## OSTERVILLE, MASSACHUSETTS





## NANTUCKET

If you find yourself cruising through Nantucket Sound, why not pay a visit to its namesake? Located just 30 miles south of Cape Cod, the island of Nantucket is a magnet for vacationers and boaters. Two hundred years ago, this small spit of land boasted the world's largest whaling port and the oil from its fleet lit all of New England. While that industry has long since faded into memory, much of the quaintness and

character of that early period lives on. Look no further than the narrow cobblestone thoroughfares that crisscross the downtown area, as their rough-and-tumble nature has vexed motorists since the first wagons took to these streets in the 1800s.

An easy entrance to the harbor is facilitated by a wide channel and a generous rock jetty that extends nearly 5,000 feet from Coatue Point. Once berthed in a slip at

the Nantucket Boat Basin, the adventuring can begin. The assortment of dining, drinking, shopping and entertainment options available within a (cobble)stone's throw of the docks is truly overwhelming. Set out on foot for a less-than-one-mile loop of the downtown area. Ease into your tour at The Nantucket Lobster Trap with their signature rum cocktail, the Elbow Bender. Then pay a visit to an art gallery, catch up on island history at the Whaling Museum, snag a paddleboard at Force Five Water Sports, pick up some cigars at the Gray Lady Smoke Shop and reenergize with some tapas from The Nautilus. Spend the afternoon looking for souvenirs at numerous antique shops and quench your thirst at The Rose and Crown, voted best day drinking bar on Nantucket. Have dinner at The Club Car and finish it off with a Nantucket Mule at the open air Gazebo. All of that, and you haven't even walked a full mile yet. Of course, you could always escape the hustle and bustle for a day of sunbathing at Jetties Beach, a twenty-minute jaunt by foot or easily reached via the Nantucket Regional Transit Authority shuttle. One final note about the incredible proximity of everything in downtown Nantucket - immediately adjacent to the Boat Basin is a full-size Stop & Shop supermarket making provisioning a breeze.

That provisioning will come in handy when it comes time to depart either for your next destination or for an exciting day of fishing. Because from Nantucket, you are now 30 miles closer to the Canyons. A good reason why the island has hosted the Invitational Big Game Battle for 21 years. This two-day offshore sportfishing tournament, held in August, began humbly with just three boats and has now grown to over 50 boats and more than 300 anglers. Almost a third of the boats registered in the Big Game Battle are Vikings, so the tournament can sometimes feel like a homecoming. The crew of the Viking 72 *Scup Slayer's* many seasons plying the canyons paid off in 2019 when they won the Big Game Battle. This year the team won the MONGO East Coast Bigeye Tuna Division with a 204-pound fish caught off Massachusetts during the Oak Bluffs Bluewater Classic. A little local knowledge goes a long way.



**A pair of 72s berthed at the Nantucket Boat Basin — *Whirlwind* (left) and *El Diablo*.**



## NANTUCKET HARBOR



### PROVINCETOWN

Speaking of going a long way, a trip to the tip of Cape Cod is highly recommended. While nothing but bitter cold and windswept dunes greeted the Pilgrims, modern day Provincetown is a kaleidoscope of art, culture, cuisine and fun. From Nantucket Sound, you have two options for accessing this jewel of coastal New England. An eastward passage will take you around Monomoy Island, south of Chatham, before turning north to run along the Outer Cape. Keep your eyes peeled for great white sharks feasting on seals on summer break. Alternatively, you can head west through Woods Hole into Buzzards Bay and make a transit of the Cape Cod

Canal into Cape Cod Bay. To this day, the canal maintains its distinction as the widest sea-level canal in the world. Experiencing this marvel of engineering in person may be worth the trip alone. From there, it's a straight shot northeast across the bay to reach Provincetown.

There you will find a well-protected harbor with plenty to see and do. Walking down the pier, you are deposited directly onto Commercial Street. This one-way street is the main drag and you could fill an entire day here. The sheer number of art galleries alone is mind-boggling. Much of that is owed to the fact that Provincetown is the oldest continuing art colony in the United States. Artists and writers from all over the

world have flocked to this mecca over the years with its charm, drawing in the likes of Jack Kerouac, Henry David Thoreau, Mary Oliver, Norman Mailer and Jackson Pollock.

Provincetown hosts over 30 miles of beaches, which are part of the Cape Cod National Seashore. In fact, *Travel & Leisure* magazine crowned it America's Best Beach Town in 2016. It wasn't just the beaches that pushed it into the top spot as a good deal of consideration was given to its fabulous restaurants, culture and nightlife. All of which is on full display along Commercial Street. Just start walking and see what meets your fancy. There is truly something for everyone.



## PROVINCETOWN





# Cheat Sheet

## **HYANNIS**

### **Stay**

Hyannis Marina

### **Drinks & Dining**

Baxter's Wharf

Trader Ed's

Tugboats

### **Shop**

Main Street

## **NANTUCKET**

### **Stay**

Nantucket Boat Basin

### **Drinks & Dining**

Nantucket Lobster Trap

Nautilus

The Club Car

The Nantucket Tavern & Gazebo

The Rose and Crown

### **Shop**

Force Five Water Sports

Gray Lady Smoke Shop

Stop & Shop

### **And Oh Yeah...**

Big Game Battle

Jetties Beach

Whaling Museum

## **PROVINCETOWN**

### **Stay**

Provincetown Marina

### **Drinks & Dining**

Pop+Dutch

The Canteen

The Red Inn

### **Shop**

Adam Peck Gallery

On Center Gallery

The Packard Gallery

### **And Oh Yeah...**

Art's Dune Tours

Pilgrim Monument

Stellwagen Bank National

Marine Sanctuary

The Adam Peck Gallery is home to quintessential Provincetown art which has been featuring paintings and sculptures for over a decade while On Center Gallery is the premiere contemporary showcase. The Packard Gallery represents the works of Anne and Leslie Packard, two generations of widely exhibited and collected painters.

Check out the breathtaking views from atop the Pilgrim Monument which also happens to be the tallest granite structure in the United States. And if sightseeing is your thing, an excursion with Art's Dune Tours is well worth your time – especially the sunset tour with dinner and bonfire. Or rent bikes and enjoy a ride along the coast via the Province Lands Bike Trail.

While you're in the neighborhood, don't miss the 842-square-mile Stellwagen Bank National Marine Sanctuary - the only sanctuary of its kind in New England. The sanctuary offers opportunities to catch a variety of fish which may end up on the dinner table or just provide an appreciation of ocean life. Basking sharks and great whites are also regularly spotted at Stellwagen. This is undoubtedly a wondrous way to spend a day aboard your Viking with friends and family.

When in New England, you must have a lobster roll so order up a quarter pound of fresh shellfish stuffed in a toasty brioche roll at casual The Canteen. Take a step back in history at The Red Inn where Captain Freeman Atkins built the historic building



**A fun piece of art from On Center Gallery.**

back in 1805 for his bride. The Inn features a dining room with spectacular views of the harbor and offers a culinary selection paired to the changing seasons. Need some sandwiches for your beach bike ride or to feed the crew in the cockpit? Order an Agent

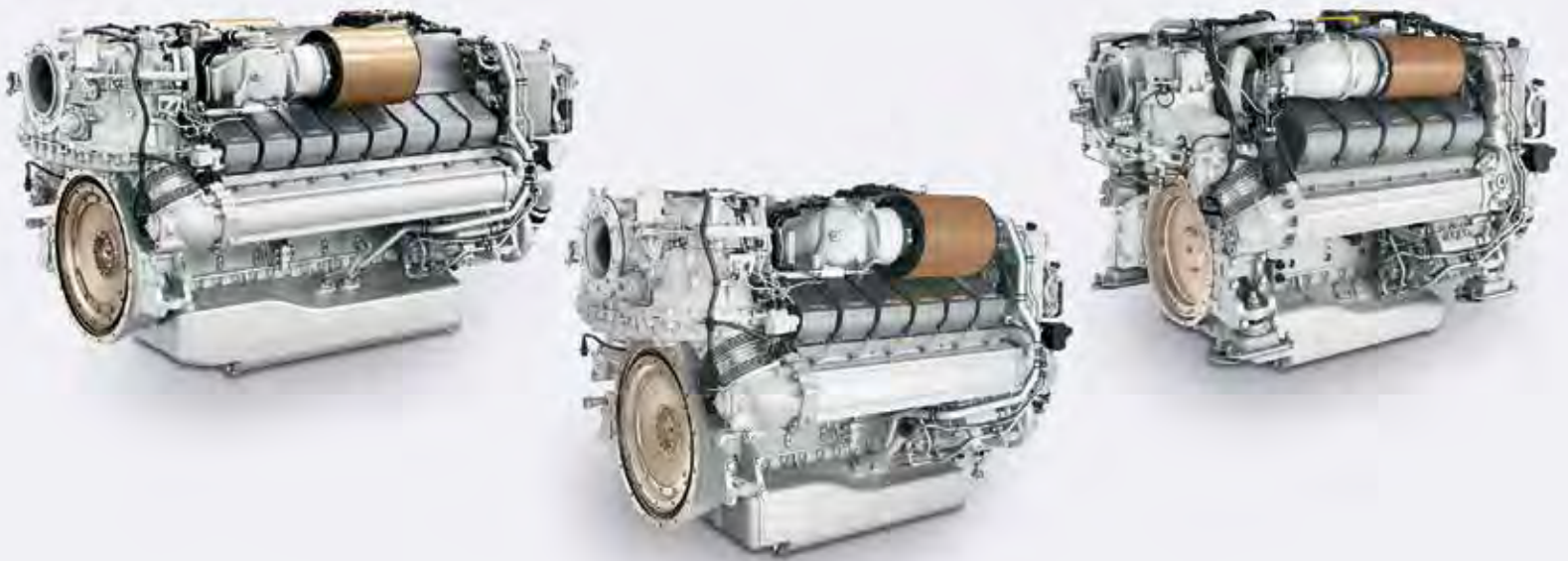
Dale Cooper (house-made turkey, cheddar, avocado, mayo and pickled shallots), Carolina Gentleman (spicy pimento cheese on toasted potato bread) or a French Lentil Salad from Pop+Dutch - a quirky little family-run sandwich joint and pint-sized market.

### **AND...**

Finally, if any maintenance issues should arise during your epic tour of Cape Cod, you will never be far from a Viking authorized service center. Located on the south coast of the cape, roughly seven miles west of Hyannis, lies Oyster Harbors Marine (OHM) in the village of Osterville. Nestled in a quiet, protected harbor, they've been selling and servicing Viking yachts for over 20 years. Whether you're looking for an oil change or need a prop swapped out, the team at OHM will take care of all your needs, and have you back out on the water to continue your adventure. 🚤







**The proven choice for sportfishing**  
 1360-2600 bhp **Performance**  
 Cutting-edge technology  
 Instant acceleration **Power**  
**Sophisticated** Fuel efficient  
 Quiet, smooth operation **No smoke**  
**Industry leading low-end torque**  
 Unprecedented power-to-weight ratio **Tournament-tested**  
 Best-in-class warranty program  
**Marine-specific design**  
**No compromises** Maneuverability  
 Durable **Global service network**



Viking 64' powered by **mtu** 12V2000 M96X

The muscle of industry-leading power-to-weight ratios getting you to and from the fishing grounds faster than your competition...

The sophisticated stealth of quiet, smooth, and smoke-free operation that makes your time on the water even more enjoyable...

The satisfaction knowing that you don't have to sacrifice comfort for world-class performance.

With a hp range of 1,622 to 2,635, these premium 10V, 12V (now with 2,002 mhp), and 16V powerhouses propel **the fastest** Vikings in the fleet. Is your boat one of them?

**The mtu Series 2000. Ready for battle.**



[www.johnsontowers.com](http://www.johnsontowers.com)

AUTHORIZED DISTRIBUTOR FOR:



A Rolls-Royce solution





# MACHINERY IMPROVES EFFICIENCY

## New CNC Equipment Already Making a Difference



Investing in technology and machinery is one of the many ways we build a better boat every day. Our new Eastman computer numerical control (CNC) cutter and the metal shop's third CNC machine serve as the latest example of that commitment to our mantra, helping us build more efficiently.

The Eastman CNC cutter is an automated, computerized system used to precisely cut materials (up to 1-3/4" thick) such as foam, fiberglass, carbon fiber and other products that are used to build a variety of parts in our boats.

"What used to take four hours now only takes our team 10 to 15 minutes," says John Piper, Viking's CNC/CAD Production Materials Manager. "With the great success and efficiency our team has experienced, I see several more CNC cutters going forward."

Albert Uhl Jr. (son of Vice President of Manufacturing Albert Uhl Sr.) oversees the new Eastman CNC operation. Albert along with John's team have completed more than 30,000 computer-aided design (CAD) drawings, 400 pattern changes and an immense amount of bill of materials

(BOM's) in just the past year. "There were a few obstacles starting the project, but with the help of my team, foreman and their leads we were able to tackle thousands of parts in a short time. Now we are as efficient as ever."

One of three trained operators of the new cutter, Leadperson Berta Reyes demonstrated cutting fiberglass cloth using the Eastman Pro nesting software, which executes a seamless process from CAD drawings to finished cut product.





## HUNDREDS OF PARTS

The operation begins with Berta opening the software, selecting the part based on the BOM and initiating the gantry. The Vidir carousel feeds the materials onto the base of the machine, which uses a perforated vacuum to hold the

material, ensuring a precise cut. The Eastman CNC cutter then cuts and labels each part with an airbrush system, and the finished product is conveyed off the table for distribution to each department in both our New Gretna and Mullica plant.

To keep up with the demand of building boats, Viking's Metal Shop has added a third CNC machine which will create hundreds of parts. "The machine will be a huge help with the volume of work flowing through this department," said Metal Shop Supervisor Joe Martorana. This new CNC is similar to the existing machines but has newer technology. Training involved the Haas team providing two days of hands-on learning with the machine and program creation through Autodesk's Fusion 360. By using this software the Metal Shop can interact directly with Viking's 3D engineering models.

Four team members are trained to work with the machine and eventually one will be dedicated to it. Evan Bahrle, Supervisor of the Metal Shop, says, "We aim to train our employees across many machines, so they are well rounded and able to transfer their knowledge and abilities to other team members making this a stronger department."





Go on a power trip with  
**FURUNO**

# Get Paid.

Pinpoint tournament winning fish with confidence, every time.



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

TZT19F with built-in 1kW TruEcho CHIRP™

DFF3D Displays 3D history with stunning accuracy

High-Power, Industry-Leading 100/200W Solid-State NXT Radars

Mark targets up to 10,000 ft depths with "Deep Impact" DI-FFAMP

CSH8LMK2 Sonar delivers 360° scan in a fraction of a second

**FURUNO** **NAVnet**  
TZ3 touch

[www.furunousa.com](http://www.furunousa.com) | [www.navnet.com](http://www.navnet.com)



# AME: ATLANTIC MARINE ELECTRONICS SATELLITE COMMUNICATIONS AT SEA

## Options Range from Tried-and-True to Experimental

Satellite communications is a hot topic in the marine electronics world. Viking Yachts and Valhalla Boatworks owners want to stay connected, and the demand for constant communication, internet connectivity and live streaming continues to soar. But with technologies still in development, owners need to weigh their options carefully. Fortunately, they can seek guidance from the marine industry's most experienced and knowledgeable electronics company – the Viking subsidiary Atlantic Marine Electronics (AME). We had a chance to talk to AME General Manager Todd Tally about the current state of satellite communications at sea and what's on the horizon.

**Q: Do most owners understand the status of marine applications of satellite communications technology?**

**A:** All of our owners understand the importance of having some form of satellite communications for safety, but there is some ambiguity about determining the available technology that best fits their evolving needs. When discussing today's options, we can break it down into two categories of satellite constellations: LEO (Low Earth Orbit) and GEOS (Geostationary). LEO constellations are from 300 miles to 1,500 miles above sea level, while GEOS satellites are fixed-position assets at an elevation of around 22,000 miles. Each system has its pros and cons, and a lot of our customers will utilize options in both forms.

**Q: Describe the most common satellite communications system that is currently being installed on Vikings. What are the capabilities?**

**A:** Both systems would be typical on a Viking yacht built today. A LEO solution consists of a handheld sat phone such as the Iridium GO! or a small box like the

Garmin inReach; these products provide simple texting-type communications at very affordable rates. GEOS systems have been the preferred option for integrated communications onboard, providing telephone communications and internet connectivity. The typical GEO system utilizes a satellite dome with a mechanically steered parabolic antenna that maintains focus to the stationary satellites. Called VSAT antennas, they include small aperture antennas like the KVH TracNet H-series terminals, which will also conveniently funnel in cellular and Wi-Fi connectivity when in range. With these systems, satellite connectivity speeds are up to 6Mbps (download) and 2Mbps (upload). This gives you reliable internet connectivity for email and web browsing and can handle some light streaming.

**Q: In general terms, what do you want people to know about the status of satellite connectivity in the marine environment?**

**A:** We are in the beginning stages of transformational global satellite broadband evolution that will be developing over the next few years. Once fully developed, the technology will offer the same level of Wi-Fi connectivity we enjoy today at home and the office, as well as terrestrial wireless (cellular) connectivity. There are several ambitious projects that are in the beginning stages of deployment that will be exciting to see develop. Projects like OneWeb, Amazon's Kuiper, ViaSat-3, Starlink and others will add innovation and capability to our markets.





**Q:** Let's talk about Starlink. What is it and what are its capabilities?

**A:** It is a market-disrupting project by Space X to provide global high-speed internet globally. As an LEO constellation of currently about 3,200 satellites, it can provide high-speed internet with minimal delay (low latency).

**Q:** Are Viking owners aware of Starlink and are they asking for it?

**A:** Starting early in summer 2022 there was a buzz created as early adopters of the technology began experimenting with Starlink antenna systems with good results.

**Q:** What should owners know – and understand – about Starlink if they're interested in getting it installed on their boat?

**A:** Be acutely aware that current experiences are experimental, and there are many aspects in this sphere of technology that are dynamically changing – and will affect these experiences. There currently is little to no access to information pertaining to the technical development, support or implementation of the systems. The Terms and Conditions (T&Cs) get updated on almost a daily basis. Most of the applications customers are currently deploying are outside of the T&Cs of Starlink service. As time goes on and adoption rates continue to increase, the enforcement of T&Cs will become more stringent.



**Q:** Describe some of these dynamic changes.

**A:** We have already seen many changes, such as system operation being restricted by speed; unlimited data plans have changed to a 1TB monthly cap, which will then result in throttled speed or additional charges; and advertised data speeds have been reduced. As with any internet source, the less traffic there is the faster it is. Starlink currently has more than half a million subscribers, so the capability of the system is likely to decrease with more users. Performance will diminish. The only way to alleviate the congestion will be launching hundreds – if not thousands – more satellites. While they can currently deploy 53 at a time with each Falcon 9 rocket launch, there will come a time where initial satellites start aging out and the launches will be required for maintenance and not growth. This is an amazingly expensive experiment. While we do not endorse the use of Starlink systems on our projects, we have been working with customers who have the tolerance to be early adopters to experiment with the technology.

**Q:** Are other services similar to Starlink available?

**A:** Not yet, but we will see this developing daily in the coming years. There will be a lot of great and ambitious projects that will drive innovation and the connected boat experience. OneWeb and Kuiper are the two closest systems that will be coming online.

**Q:** Sounds like these services are being implemented with some kinks and caveats that still need to be worked out. What is your takeaway advice to owners when it comes to satellite connectivity and its future?

**A:** Risk tolerance is the key factor in deciding what your needs are. We have tried-and-true solutions available that provide performance and support that we can endorse and warranty; these are the solutions we are recommending to our customers at this time. When there are customers who like to experiment with the latest technology that may offer them an experience of greater capability, the reliability of that performance and any support is 100% at risk in the current environment.



**ATLANTIC-ME.COM**

New Gretna, NJ: 609.296.8826  
Nags Head, NC: 252.441.1360  
Riviera Beach, FL: 561.493.2833

Destin, FL: 850.279.4274  
Bradenton, FL: 941.792.3847  
Port Aransas, TX: 941.713.6524





Intelligent Hybrid Connectivity

# ONE

One unified network. One smart terminal. **One great experience.**



Enjoy the fastest, most reliable connectivity at sea and in the marina with the KVH ONE™ hybrid network and groundbreaking, single-cable TracNet™ terminals. Each system includes integrated satellite, cellular, and Wi-Fi technology with intelligent, automatic network switching that will keep you connected to the best communications at all times, in all sea states, and at any boat speed.



View technical specifications and more:  
[kvh.com/one](https://kvh.com/one)



Wi-Fi

At the dock:  
Automatically switches to marina Wi-Fi



Cellular

Underway:  
Conveniently connects to cellular

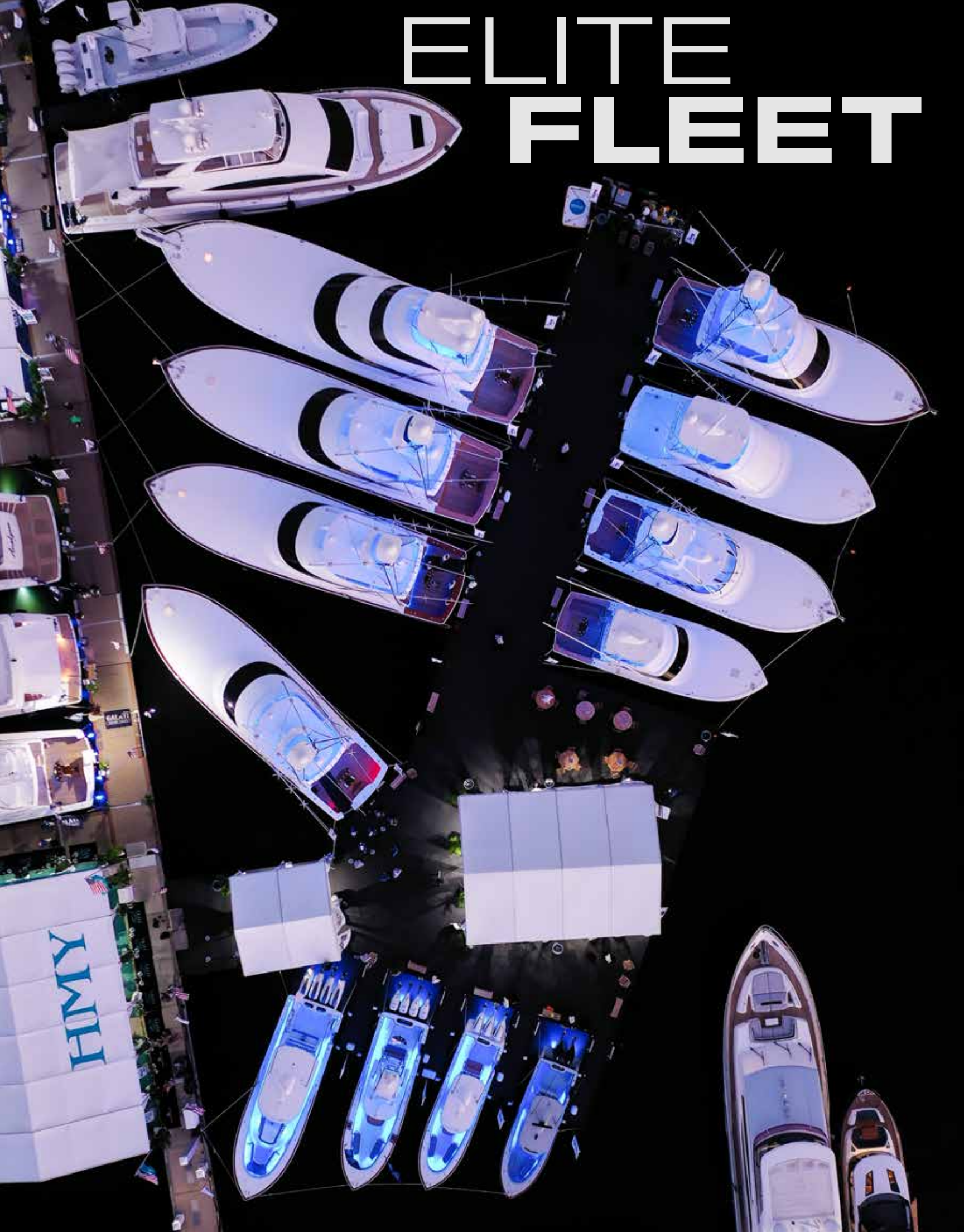


Satellite

Offshore:  
Seamlessly switches to VSAT



# 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): 27" (.69 m)

**FUEL CAPACITY:** 327 g (1,238 l)

**WATER CAPACITY:** 39 g (148 l)

**MAX ENGINE HP:** 900 hp

**LIVE WELL:** 52 g (197 l)



V-37

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

**LOA:** 36' 9" (11.20 m)

**BEAM:** 10' 0" (3.05 m)

**DRAFT**

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

**FUEL CAPACITY:** 470 g (1,779 l)

**WATER CAPACITY:** 39 g (148 l)

**MAX ENGINE HP:** 1,350 hp

**LIVE WELL:** 56 g (212 l)



V-41

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

**LOA:** 40' 6" (12.34 m)

**BEAM:** 11' 7" (3.53 m)

**DRAFT**

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

**FUEL CAPACITY:** 557 g (2,108 l)

**WATER CAPACITY:** 49 g (185 l)

**MAX ENGINE HP:** 1,800 hp

**LIVE WELL:** 90 g (341 l)



V-46

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

**LOA:** 46' 7" (14.20 m)

**BEAM:** 13' 4" (4.10 m)

**DRAFT**

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

**FUEL CAPACITY:** 694 g (2,627 l)

**WATER CAPACITY:** 70 g (265 l)

**MAX ENGINE HP:** 2,400 hp

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



V-55

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

**LOA:** 55' 7" (16.90 m)

**BEAM:** 15' 6" (4.70 m)

**DRAFT**

(Engines Up, Full Load): 37" (.90 m)

**FUEL CAPACITY:** 1,200 g (4,543 l)

**WATER CAPACITY:** 125 g (473 l)

**MAX ENGINE HP:** 3,000 hp

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





## 38|O BF



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

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

## 38|BF



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

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

## 46|BF



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

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

## SPORT YACHTS &amp; CONVERTIBLES

## 44|O



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

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

## 44|C



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

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

## 48|O



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

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



## 48|C



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

**LOA:** 49' 1" (15.0 m)

**BEAM:** 17' 0" (5.20 m)

**DRAFT:** 4' 8" (1.42 m)

**FUEL CAPACITY:** 970 g (3,672 l)

**WATER CAPACITY:** 178 g (674 l)

**COCKPIT:** 124 sq ft (11.50 sq m)

## 54|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 (14.3 sq m)

## 54|C



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

**LOA:** 54' 6" (16.61 m)

**BEAM:** 17' 8" (5.38 m)

**DRAFT:** 4' 11" (1.50 m)

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

**WATER CAPACITY:** 198 g (750 l)

**COCKPIT:** 154 sq ft (14.3 sq m)

## CONVERTIBLES

## 58|C



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

**LOA:** 58' 11" (17.96 m)

**BEAM:** 17' 9" (5.41 m)

**DRAFT:** 5' 0" (1.52 m)

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

**WATER CAPACITY:** 207 g (784 l)

**COCKPIT:** 165 sq ft (15.3 sq m)

## 64|C



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

**LOA:** 63' 10" (19.46 m)

**BEAM:** 18' 11" (5.77 m)

**DRAFT:** 5' 7" (1.70 m)

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

**WATER CAPACITY:** 302 g (1,143 l)

**COCKPIT:** 180 sq ft (16.7 sq m)

## 68|C



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

**LOA:** 68' 7" (20.90 m)

**BEAM:** 19' 2" (5.84 m)

**DRAFT:** 5' 5" (1.65 m)

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

**WATER CAPACITY:** 344 g (1,302 l)

**COCKPIT:** 176 sq ft (16.4 sq m)



72|C



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

**LOA:** 72' 8" (22.15 m)

**BEAM:** 20' 0" (6.10 m)

**DRAFT:** 5' 9" (1.75 m)

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

**WATER CAPACITY:** 372 g (1,408 l)

**COCKPIT:** 209 sq ft (19.4 sq m)

80|C



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

**LOA:** 80' 6" (24.54 m)

**BEAM:** 21' 4" (6.50 m)

**DRAFT:** 5' 7" (1.70 m)

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

**WATER CAPACITY:** 400 g (1,514 l)

**COCKPIT:** 217 sq ft (20.2 sq m)

90|C



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

**LOA:** 90' 0" (27.41 m)

**BEAM:** 23' 2" (7.05 m)

**DRAFT:** 5' 11" (1.80 m)

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

**WATER CAPACITY:** 480 g (1,817 l)

**COCKPIT:** 224 sq ft (20.80 sq m)





# INTEGRITY

Our integrity, tenacity, expertise and our “client-first” culture separate us from the crowd of typical insurance agencies. *They offer insurance policies, we deliver solutions.*



# CHRISTI

INSURANCE | RISK MANAGEMENT  
SOLUTIONS



Insurance programs exclusively for Viking Yachts, Princess and Recreational Fishing Alliance



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

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

**Pat Healey, President and CEO, Viking Yachts**

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

**PENNSYLVANIA**  
320 Bickley Road  
Glenside, PA 19038  
215-576-1250 x201

**NEW JERSEY**  
609-391-6523

**MARYLAND**  
443-856-4609

**FLORIDA**  
561-863-4401

[www.christiinsurance.com](http://www.christiinsurance.com) | [christi.insurance@christiinsurance.com](mailto:christi.insurance@christiinsurance.com)

BUSINESS • PERSONAL • MARINE • EMPLOYEE BENEFITS

**Proudly offering coverage through:**



- Protecting the maritime industry for over 150 years.
- Examples of the exceptional coverages provided by Travelers QUAY Marine and Yacht Agreements:
  - Extensive navigational limits
  - Waived and reduced deductibles
  - No exclusion for manufacturer's defect
  - Expenses incurred for substitute yachts, subject to policy conditions
- High financial ratings from A.M. Best, Moody's and Standard & Poor's.



# Krazy Salt's

**KRAZY KOSHER BAIT SALT**

*Get Salty. Go Fishing.*



Available at your local tackle shop or online at [www.krazykoshersaltandbaitbrine.com](http://www.krazykoshersaltandbaitbrine.com)



Distributed by **FLAVOR DELITE** Palm Beach Gardens, FL | Contact: [info@flavordelite.com](mailto:info@flavordelite.com) 856.291.0400







# VIKING KEY WEST CHALLENGE

More than Just Fishing!

The party is back! Open to all Viking and Valhalla owners, the 9th 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](mailto:marketing@vikingyachts.com) for your registration package. Can't wait to see you in sunny Key West! 🌴

## The Schedule APRIL 12 - 16, 2023

### Wednesday

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

### Thursday

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

### Friday

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

### Saturday

Fishing Day  
Awards Dinner  
*Opal Key Resort Sunset Pier*



*\*Slips are limited - book yours today*





# 1000 HORSEPOWER. FOR 1000 REASONS.



Dreams to fulfill. Adventures to experience. Fish to catch. Our most powerful engine yet, the Volvo Penta D13-1000, opens up a world of possibilities. The unique torque curve means you'll get to the fish ahead of the pack. And that's just one of a thousand reasons for a Volvo Penta upgrade for your Viking 44. Learn more at [www.volvopenta.us](http://www.volvopenta.us)

## D13-1000

DISTRIBUTED BY



JOHNSON & TOWERS



WESTERN BRANCH DIESEL

Made to move you

# VOLVO PENTA





# FORT LAUDERDALE INTERNATIONAL BOAT SHOW

## Show Off

What a show! The 63rd edition of the Fort Lauderdale International Boat Show (FLIBS) packed in both the crowds and the action for the Viking Yacht Company.

The day before the show even opened, Viking filled a conference room with the best dealers in the world. Viking President and CEO Patrick Healey reported on the past year and laid out plans for the coming 12 months. Afterwards, the group made their way to Bahia Mar's D-Dock to review the fleet of Vikings and Valhalla center consoles – eagerly awaiting throngs of show-goers.

As the sun set, the team enjoyed an al fresco cocktail party and dinner with the most beautiful backdrop. A perfect way to spend the evening before the world's largest in-water boat show kicked off the next morning.







Prior to the doors opening, the full Viking and Valhalla sales teams convened for a ramp-up pre-show meeting. Pat unveiled the first running footage of the spectacular Valhalla V-55, which will debut at the Viking Yachts and Valhalla Boatworks VIP February 3-4, followed up by the Miami International Boat Show February 15-19, 2023. “The boat will revolutionize this sector of the big center console market,” said Pat.

FLIBS kicked off and people paraded into the Viking and Valhalla display in full force. The premiere of the Viking 54 Open was received with rave reviews and a steady stream of enthusiasts.

Four boats from Valhalla’s V Series fleet stood prominently on the floating showcase. Each center console from 33 to 46 feet attracted big crowds.

We had record attendance and plenty of activity under the tent. Thanks to our teams, vendors and customers for making it a great five-day run. 🦋





*New construction and  
renovating interiors for  
over 35 years.*



*Creating lifestyles for the marine, residential & commercial  
Interior Design Worlds*

405 bloomfield drive, suite 5 | west berlin, nj | 856.753.1223 | [info@wbc.design](mailto:info@wbc.design) | [www.wbc.design](http://www.wbc.design)

*Exclusive design firm for Viking Yachts*



# TOURNAMENT NEWS

IN THE WINNER'S CIRCLE





## Louisiana Gulf Coast Billfish Classic

Grande Isle, Louisiana –  
April 28 - 30, 2022

Matt McDonald's Viking 72 *Breathe Easy* claimed 2nd Place Billfish Release honors at the Louisiana Gulf Coast Billfish Classic. With captain Patrick Ivie at the wheel, Craig Smith released two blue marlin while Matt, Doug Fletcher and Brian Lieser each released a single for a total of five blues. Fishing on the Viking 58 *Rising Sons*, Daniel Landry weighed the heaviest tuna of the event – a 139-pound yellowfin.



## Cajun Canyons Billfish Classic

Venice, Louisiana – May 31 - June 5, 2022

Michael Butler's Viking 61 *Crawgator* weighed the Heaviest Blue Marlin at the Cajun Canyons Billfish Classic. Angler Bill Butler cranked in the fish with captain Eric Chandler at the wheel. Teammate Van Romero claimed the 2nd Place Tuna weighing in at 73.7 pounds.

The Viking 68 *Amigo*, owned by David Denbow, took 3rd Place Billfish and 3rd Place Release Points with a trio of blue marlin releases. *Miss Mary*, a Viking 68, had the 3rd Place Tuna with a 68.9-pound fish. A 35-pound 'hoo was caught on the Viking 74 *Never Settle*, good for 2nd Place Wahoo. *Never Settle* also weighed the 3rd Place Dolphin. Top Dolphin was hooked on the Viking 72 *Breathe Easy* and weighed 23.7 pounds.

A total of 73 boats and 360 anglers competed in the tournament. The fleet released 55 blue marlin, eight whites and three sailfish.





# BIG ROCK BLUE MARLIN TOURNAMENT

MOREHEAD CITY, NORTH CAROLINA • JUNE 11 - 19, 2022

Have Mercy! Five days after landing a 572.6-pound blue marlin, the Viking 72 *Mercenaria* could celebrate with their record-breaking win at the 64th annual Big Rock Blue Marlin Tournament.

It all started on Day One when *Mercenaria* rolled up to the scales with the first fish of the tournament. When Matt Brown's blue marlin registered 572.6 pounds, it captured the Fabulous Fisherman award for the first blue marlin of the tournament weighing over 500 pounds.

Even though the team knew they won the Fabulous Fisherman, the wait was on. Would their fish hang on through the next five days to win the Blue Marlin category? Captain Neil Sykes said, "I joked that there were 265 boats out there full of high hopes and we were the only ones terrified - it was a very long five days."

Eight blues were brought to the scales throughout the week, but *Mercenaria's* was the biggest – making the crew happy as a clam. This accomplishment earned the team an industry-record check for a single blue marlin.

Making a late push was *Safari*, finishing first in the Top Release Boat Sonar category. Captain Rodney "Moon" Crossman put the 72 on three blue marlin and a sailfish on Thursday and a pair of blues and a sail on Friday. Robert McNeil and Brett Goulding were the anglers for the seven releases.

Frank Sinito's Viking 62 *Irene* won the Top Release Non-Sonar. Captain James Ewing was behind the wheel for Frank's three blue marlin.

The 3rd Heaviest Tuna went to Rob Kilroy with a 51.8-pound fish. Rob hooked the fish on the Viking 61 *Overtime* with captain Kevin Gaylord.

Mike Everly, captaining his Viking 92 *Speculator*, brought Rob Leerink's winning wahoo to the dock. The fish hit the scale at 104.7 pounds – a whopper of a wahoo!

And let's not forget the 25th annual Keli Wagner Lady Angler Tournament (KWLA) which kicked off the Big Rock. The momentum started with the ladies on the Viking 52 *Can Do Too*. Fishing on Sid Gold's boat, Hunter Gentel and Meredith Hinton each released a blue marlin to win the Top Billfish Release Boat.

Heather Morris, angling on the Viking 68 *Dun-Rite*, caught the 2nd Heaviest Dolphin with a 26.7-pound fish. The KWLA is named in honor of the late wife of Big Rock board member Casey Wagner, who lost her battle with cancer in 2008. It is one of the largest ladies-only fishing events in the world and saw a record 215 boats in the 2022 fleet.





## Mississippi Gulf Coast Billfish Classic

Biloxi, Mississippi – June 6 - 12, 2022

Three-peat! Nick Pratt, owner of the Viking 72 *It Just Takes Time*, won the blue marlin category at the Mississippi Gulf Coast Billfish Classic for an unprecedented third time! Captain Chris Hood put Nick on a 763.6-pound fish to win the category back-to-back-to-back, a feat that has never been accomplished in the 26-year history of not just the Classic but any Gulf Coast big game tournament. “We’re thankful to have the opportunity once, let alone three times,” Nick said. “I attribute it to great teamwork. We have excellent chemistry and it’s a talented crew.” Nick and the *It Just Takes Time* team won the Classic in 2020 with a 570.2-pound blue and again last year with a 793-pounder.

*El Jefe* boated the 2nd Place Tuna at 186.4 pounds. Jackson Stewart, fishing on the Viking 70, hooked the yellowfin that brought the team a five-figure check.



## Emerald Coast Blue Marlin Classic

Sandestin, Florida – June 22 - 26, 2022

Captain Jason Buck and the team on Art Favre’s Viking 92 *A Work of Art* won the 20th anniversary Emerald Coast Blue Marlin Classic after Christian Fast weighed the largest blue marlin at 638.7 pounds and 116 inches. The team also released three blues, and Christian claimed Top Overall Angler. “I’ve fished the Emerald Coast since the beginning,” said Art. “We were fortunate to win the Top Release Boat once, but this is

our first blue marlin win – it was sweet. I’m humbled and honored.”

The 2nd Heaviest Blue Marlin was caught on the Viking 70 *Bendetta*. Captain Curt Gwin was at the wheel as Kirk Aronson cranked in the 547.9-pound fish. The blue was boated in under an hour on a 50 reel.

*Rising Son’s*, a Viking 58 captained by Cricket Crochet, earned 2nd Place Release team with three blue marlin. Jaselyn Berthelot was the angler for all three fish, earning her the Top Release and Top Lady Angler trophies.

Chris Hatcher’s Viking 58 *Salt Shaker* claimed a pair of victories. Jeff Singleton wound in the fattest wahoo at 64.7 pounds, while Chris hooked the Top Tuna weighing in at 192.4 pounds. Dennis Bennett was at the helm.

Second Place Dolphin went to the Viking 64 *Evil Eyes* with Wally Gentry’s 37.6-pound fish, while Kate Ferrara-Dorland weighed the 2nd Place Tuna, a yellowfin registering 170.8 pounds. Kate was fishing on the Viking 76 *Reel Fire*. Top Junior Angler in the Gamefish Division was Jack Murdica on the Viking 74 *Never Settle*.





## Pensacola International Billfish Open

Pensacola, Florida – June 30 – July 2, 2022

Robert Burrough's Viking 70 *Quick Time* claimed Tournament Champion at the 51st annual Pensacola International Billfish Open. Robert was on the rod for a pair of blue marlin, one white marlin and a 52.4-pound tuna. Captain Myles Colley was at the wheel.

## World Cup Blue Marlin Championship

Worldwide – July 4, 2022

*Done Deal* boated a 586.5-pound blue marlin to win the Big Blue Challenge (optional category) at the 38th annual World Cup Blue Marlin Championship. Jon Gonsoulin was at the helm of his Viking 70 when Mike Lee hooked up with the 117-inch blue in the Gulf of Mexico. *Done Deal* is no stranger to this Winner's Circle as it won the esteemed

World Cup in 2017 with a 600-pound fish. The Big Blue Challenge is an optional challenge within the World Cup Blue Marlin Challenge.

This is the only big game tournament that allows teams to fish anywhere in the world for eight hours in their respective time zone. It's one day, one species and one winner. The World Cup has been won in 10 locations around the world such as Cape Verde, Madeira, Kona and Bermuda.



## Offshore Showdown

Cape May, New Jersey – July 6 - 9, 2022

There's more hardware in *Gypsea's* trophy case! Gerry McGraw's Viking 66 had a strong showing at South Jersey Yacht Sales' Offshore Showdown. Captain Taylor Sanford put Gerry on a 42-pound tuna and Danny Kollwitz cranked in a pair of tunas at 49 and 48 pounds. Team *Gypsea* claimed Top

Overall Boat and Top Tuna Points. Danny took the Top Angler award.

John Doherty's Viking 46 Billfish *Irish Ayes* also had a strong showing with 3rd Place Overall Boat. Chris Sutton weighed a 54-pound tuna and a dolphin while Casey Johnson hooked a 51-pound tuna. *Irish Ayes* was the 3rd Place Tuna Points boat, while Chris claimed the 3rd Heaviest Tuna and 2nd Heaviest Dolphin. Patrick Doherty was at the helm.



## Montauk Canyon Challenge

Montauk, New York – July 8-16, 2022

Mike Tucci's *Rebel* claimed the Heaviest Tuna at the Montauk Canyon Challenge. Captain Mark DeCabia was behind the wheel of the Viking 52 when they hooked up with a 256.8-pound big eye.

The Heaviest Yellowfin, at 83.2 pounds, was caught on Sal Alonge's Viking 56 *Dana Marie*. Right behind *Dana Marie*, *Blondie/Five Seas* took 2nd Place Heaviest Yellowfin with an 80.2-pounder and 2nd Place Triple Yellowfin. *Three G's*, George Grasso's Viking

52, had the Heaviest Mahi at 17.3 pounds. The Heaviest Bluefin (118.2 pounds) went to Carmine Zoccolillo's Viking 57 *Canyon Bound*. Glenn McCarty's Viking 48 *Never Give Up* claimed the Heaviest Swordfish with a 119.1-pound fish.

This year's event was record-breaking with 50 boats and an almost \$450,000 payday. More importantly, the Montauk Canyon Challenge raised over \$35,000 for Maggie's Mission, which raises awareness of pediatric cancers, funds critical research and helps affected families financially and emotionally.





## Jimmy Johnson's Quest for the Ring Championship

Atlantic City, New Jersey – July 10 - 16, 2022

Brandon Kape wound in the Heaviest Tuna with a 231-pounder at Jimmy Johnson's Atlantic City Quest for the Ring Championship. Brandon was aboard the Viking 62 *Taylor Jean/MJ3* with captain Ken Hager. The 223-pound 2nd Place Tuna was caught on the Viking 60 *Just One More* by Hunter Gutwein.

*Too Many Martinis* claimed 2nd Place Wahoo with Kurt Wallace's 38.9-pound 'hoo. Third Place Wahoo went to Danny Young's 16.5-pound fish caught aboard the Viking 80 *Catch 23*.



## Oak Bluffs Bluewater Classic

Martha's Vineyard, Massachusetts – July 12 - 17, 2022

The Oak Bluffs Bluewater Classic awarded 2nd Place Overall and Top Billfish Boat to Rob Carmichael's Viking 62 *Lights Out*. *Lights Out* released a pair of blue marlin, a white marlin and weighed five meat fish. Matteo Scena was on the rod for most of those fish.

*Scup Slayer*, Travis Rhodes' Viking 72, took 3rd Place Overall and 2nd Place Billfish Boat. Coleman Monac released a blue marlin, a white marlin and a swordfish and weighed a yellowfin. Coleman's sword weighed 101 pounds and was good for 2nd Place Swordfish. Anthony Rhodes added a big eye and yellowfin to the box, which earned him 3rd Place Junior Angler. Third

Place Release Boat went to Jesse Hamilton's Viking 50 *Vagabond*.

Jordan Sanford, fishing on Gerry McGraw's Viking 66 *Gypsea*, weighed a massive 1st Place Wahoo that tipped the scales at 103 pounds. *Gypsea* also weighed the Heaviest Tuna, a big eye registering 228 pounds.

Tony Argiros, fishing on the Viking 62 *Twin Reels*, released a blue marlin and weighed a big eye and a yellowfin for Top Junior Angler honors. Second Place Junior Angler went to Viking 58 *Strictly Business* angler John Clark who released a pair of sails and weighed a big eye.





## Blue Marlin Grand Championship

Orange Beach, Alabama – July 13 - 17, 2022

*It Just Takes Time* won the Blue Marlin Grand Championship with a 568.4-pound blue marlin. Captain Chris Hood put angler Nick Crovato on the winning fish. Second Place Blue Marlin went to Lance Glaser with a 557.4-pounder. Lance was fishing on Art Favre's Viking 92 *A Work of Art* with captain Jason Buck at the wheel.



*Pearl*, a Viking 48, was the 3rd Place Release team with five blue marlin and one white. Third Place Tuna was a 54-pound yellowfin caught by Van Romero aboard the Viking 61 *Crawgator*. Amanda Bond, fishing the Viking 52 *Up-To-It*, hung the 2nd Place Wahoo and 3rd Place Dolphin.

The Blue Marlin Grand Championship was the final tournament of the Gulf Coast Triple Crown Championship.



## Gulf Coast Triple Crown Championship

Orange Beach, Alabama – July 24, 2022

*A Work of Art* is the 2022 Gulf Coast Triple Crown Championship Boat. Art Favre's Viking 92 started the Gulf Coast Triple Crown series claiming the 3rd Place Blue Marlin at the Orange Beach Billfish Classic and 2nd Place Release Boat. During the Emerald Coast Blue Marlin Classic Christian Fast wound in the winning blue marlin at 638.7 pounds. The team followed that up with the 2nd Place Blue Marlin at the Blue Marlin Grand Championship. Congratulations to Art, captain Jason Buck and the whole *Work of Art* team!

In 2nd Place was Nick Pratt's Viking 72 *It Just Takes Time*. Captain Chris Hood put Nick Crovato on a 763.6-pound fish at the Mississippi Gulf Coast Billfish Classic to win the Heaviest Blue Marlin for an unprecedented third time! The team also won the Blue Marlin Grand Championship with the top blue marlin – 568.4 pounds.

Rounding out the top five boats in the series was the Viking 92 *High Cotton* in 4th Place and the Viking 80 *CE* in 5th. 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.





## Lone Star Shootout

Port O'Connor, Texas –  
July 19 - 24, 2022

Vikings dominated the recent Lone Star Shootout with two of the top three Overall Boat places and a 1-2-3 finish in the blue marlin division. *Walk West*, Riley Rhodes' Viking 55, finished in 2nd Place Overall with captain Raleigh Morrison at the wheel. Walker Rhodes weighed the 3rd Place Marlin while Weston Rhodes released a blue marlin. Weston also earned Top Junior Angler honors.

Second Place Overall and 2nd Place Release Boat was awarded to Todd Penick's Viking 68 *Why Knot* for the team's two blue marlin releases. Jim Goodwin was on the rod for those two blues which secured the Wayne Timmermann Top Angler Award.

The top blue marlin was cranked in by Sam Rasberry fishing on Chris and Erika Heule's Viking 74 *Draggin' Up*. The blue weighed 680.5 pounds. Forrest Jackson claimed the 2nd Place Blue Marlin with a 495.5-pound fish. Forrest was aboard Pete Bell's Viking 92 *High Cotton*.

*Mi Novia*, a Viking 43, claimed 3rd Place Release Boat. The Top Dolphin was caught by Ryan Warhola fishing on Henry Adams Viking 72 *Wrapped Up*. *Sarco*, Milton Greeson's Viking 55, took 1st and 3rd Place Wahoo with fish weighing 38 and 32.5 pounds. Chad Krause, fishing on the Viking 61 *Instigator*, weighed the 2nd Place tuna at 91 pounds.

Julie Coulter's was the Top Female Angler with one blue, one white and three sailfish releases. She fished on the Viking 55 *Deez Nautz*.



## Bermuda Triple Crown

Bermuda – July 24, 2022

*Auspicious*, Joe Rahman's Viking 80, claimed 2nd Place in the Bermuda Triple Crown Billfish Championship. With captain Edward "Cookie" Murray at the helm and mate Carl Copeland in the 'pit, the team logged a pair of blue and white marlin releases at the Bermuda Billfish Blast. They added three blues and a white during the second leg, the Bermuda Big Game Classic. At the final tournament of the series, the Sea

Horse Anglers Club Billfish Tournament, Joe added four blue marlin to the tally while Carl released a blue and two white marlin. *Auspicious'* final count of 10 blue marlin and four whites secured their 2nd Place finish in the series. A total of 43 teams fished at least one leg of the 2022 Bermuda Triple Crown.



## Cape May Marlin Tournament

Cape May, New Jersey – July 28 - 30, 2022

The 56th Annual Cape May Marlin Tournament awarded Tom Byrne and his team on the Viking 56 *Insure* the title of Most Points Overall. Dave Deweese and Jim McCausland each released a white marlin for the honors. Vikings swept the Tuna Category with the Viking 72 *Quick Time* taking the two top spots with Wayne Boyd's 71-pound fish and Neal Dixon's 68-pounder. Tracy Thatcher weighed the 3rd Place Tuna at 65 pounds. Tracy fished on the Viking 64 *Judge*.





# WHITE MARLIN OPEN

OCEAN CITY, MARYLAND • AUGUST 8 - 12, 2022

The 49th annual White Marlin Open (WMO) saw a slow week of fishing for the 408 battlewagons vying for a piece of the \$8.6 million prize money. Tournament Director Andy Motsko said that 1,504 billfish were taken in 2019 compared to this year's 59 blue marlin and 155 whites – which is 1,290 fewer fish! But the fifth and final day saw \$6 million change hands. And Vikings rose to the occasion!

## AT THE SCALES

Keeley Megarity, fishing on his Viking 66 *C-Student*, weighed one of only four white marlin brought to the scales - a 71.5-pound fish. The white was caught on Day 4, and by the end of the five-day event claimed 2nd Place White Marlin. Captain Ken Blackman was at the helm.

Frank Sinito Jr. had a strong tournament while fishing on his Viking 62 *Irene*. Not only did Frank land the Top Dolphin (59.5 pounds) he also released three white marlin earning him 10th Place Angler, a stellar job considering the enormous field of anglers.

Third Place Wahoo went to Patrick Brown with a 51.5-pound fish. Patrick fished on the Viking 55 *Irish Twin*.

Over 1,000 pounds of fresh tuna, mahi and marlin were donated to the Maryland Foodbank. Not a fish was wasted!

## TOP ANGLERS & BOATS

The Superbowl of Sportfishing always brings plenty of thrills to the dock - it also brings a heck of a lot of anglers! Given the 408 registered boats, we figure there were 2,448 anglers\*. Normally we cover places 1st through 3rd but the top 20 finishes at the WMO are the upper echelon – we're talking the top 5%! So, let's take a look at the crème de la crème of the WMO.

Fifth Place Top Boat (top 1.22%) and Fifth Place Release Boat was Michael Jordan's Viking 80 *Catch 23*. Patrick Field released a blue marlin, Jimmy David and Trey

McMillan each released a white marlin, Nick Ewald and Anibal Moya each released a sailfish and Trey also boated a 76-pound tuna. Captain Stetson Turney was at the wheel.

Sixth Place Angler (top 1.47%) was Chad Moss fishing on his family's Viking 72 *SandboB*. Chad released a pair of blue marlin. Colton Richardson added a white release to boost *SandboB* to 9th Place Top Boat and 9th Place Release Boat.

Eleventh Place Angler was George Robinson on the just-delivered Viking 64 *Polarizer*. A blue and white marlin were released for the honors. Another white release was recorded by Greg Robinson clinching a 17th Place Release Boat finish and 18th Place Top Boat title. The boat was captained by Bill Davis.

Twelfth Place Top Boat and 12th Place Release Boat was the Viking 80 *Krazy Salt's*. David Anderson – 17th Place Angler – released a blue and white marlin for the boat while Dan Pettit and Jeff Theil each released a white. *Krazy Salt's* had WMO veteran Keith Greenberg at the helm.

Seventeenth Place Top Boat was Thomas Healy's Viking 58 *Elizabeth Ann*. Thomas and Ted Rubberti each released a blue marlin. Jimmy Bunting was the captain and Chip Graves mated.

Nineteenth Place Angler was Andrew Confotini with a blue marlin release on Chip Caruso's Viking 70 *Pipe Dreamer*.

Next year is the 50th edition of the White Marlin Open – and we can't wait! Mark your calendar for August 7 - 11, 2023 for the world's largest and richest billfish tournament.

*\*The WMO rules state an unlimited number of anglers are allowed per boat. From our experience, six is an average number of anglers at a tournament. So, six anglers on 408 boats comes out to 2,448 anglers. Disclaimer: We are not claiming to be statisticians.*





## Texas Legends Billfish Classic

Seabrook, Texas –  
August 9 - 13, 2022

*Miss Catherine* released three blue marlin for Top Blue Marlin Points at the Texas Legends Billfish Classic. Captain Reid Low and the team aboard the Viking 48 also took 3rd Place Overall Billfish Points.

The Viking 68 *Mine Time* was the 2nd Place Overall Blue Marlin team with three blue marlin releases. Tom Wheeling's Viking 70 *Double E* weighed the 2nd Place Yellowfin (55.5-pounds) and the Heaviest Dolphin of the tournament at 31.5 pounds. The Heaviest Wahoo was weighed by the Viking 45 *True Story* at 47.5 pounds and the 2nd Place Wahoo was 31.5 pounds – caught by the Viking 68 *Sutbern's Pride*.



## International Billfish Tournament

San Juan, Puerto Rico –  
August 16 - 20, 2022

*Sari Victoria* won the International Billfish Tournament with three blue marlin releases and one white marlin release. Manuel Saavedra's Viking 72 released a blue and white on Day 1 while fishing off San Juan, Puerto Rico. That was followed up with another blue on Day 2 and another on the

third and final fishing day. The tally earned *Sari Victoria* Best Boat while Carlos Luis Rodriguez and Manuel received Best Overall Angler and 2nd Best Angler, respectively. Manuel explained that they achieved the victory, "by capitalizing on all the fish we had. We didn't miss any!"

Third Best Boat went to the Viking 64 *Picara*. Best Lady Angler was Carolina Stubbe who fished on the Viking 70 *Prisa*.



## Beach Haven White Marlin Invitational

Beach Haven, New Jersey –  
August 17 - 20, 2022

Fifty-three sportfishing beasts battled it out at the Beach Haven White Marlin Invitational. And Mike Smith's Viking 76 *Code Blu* took the win! With Captain Bobby Dunn at the helm, the team released three blue marlin to claim Most Billfish Points.

Second Place Billfish Points was awarded to the Viking 64 *Big Oil* with a pair of blue marlin releases. *Big Oil's* Doug Allen weighed the Top Dolphin (16 pounds) and 2nd Place Dolphin while Lindsey Allen was the Top Lady Angler with a blue marlin release.

Top White Marlin Release Points went to the Viking 62 *Lovin' Life* with a pair of releases. The boat also recorded the 3rd Place Dolphin.





# THE MIDATLANTIC

CAPE MAY, NEW JERSEY • OCEAN CITY, MARYLAND • AUGUST 21 - 26, 2022

The MidAtlantic was packed with thrills as 178 elite sportfishing teams vied for their piece of a \$5.23 million purse. Fishing out of two ports – Cape May, NJ and Ocean City, MD, the final day of fishing saw the largest fleet of the week head offshore - 160 boats. And it was anyone's game!

## WHITE MARLIN

When the scales settled, Michael Jordan's Viking 80 *Catch 23* captured the 2nd Place White Marlin. Captain Stetson Turney pulled *Catch 23* to the scales and weighed a 73-pounder for angler Patrick Field on Day 3 of the five-day event. The *Catch 23* team also released a pair of blue marlin and six white marlin (and weighed a trio of tuna) for 2nd Place Overall Points.

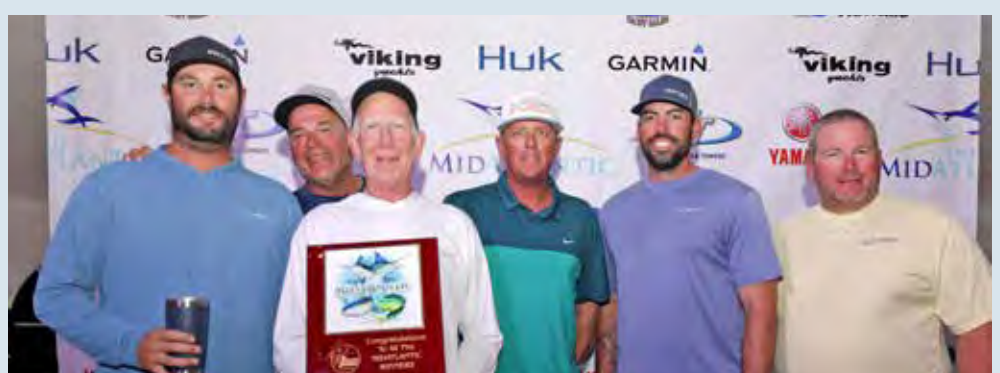
On the final day of the event, rumor spread that a big white was headed to the weigh station. Michael Pintozzi wheeled his Viking 54 *Random Chaos* in and put up a white for Tom Jarvis. The fish weighed 66 pounds, good enough for 3rd Place.

Third Place Most Points White Marlin was captured by the *Viking 80*. Led by captain Sean Dooley, the team released 10 white marlin. The *Viking 80* also took 1st Place Billfish Points Cape May.

## BLUE MARLIN

The blue marlin category was hotly contested all week, and captain James Putzig joined the ranks when he backed the Viking 68 *Lucky 7*, owned by Robert Boyce, to the scale. Robert Boyce Jr. battled a 119.8" blue that weighed 619 pounds and claimed 2nd Place. Robert Jr. also released a blue clinching the 2nd Place Most Blue Marlin Points title. *Lucky 7* also claimed 2nd Place Billfish Points Cape May.

Most Points Blue Marlin was awarded to Joe Bernert's Viking 72 *Quick Raise*. Pete Spera released a pair of blues, while Neal Dixon released one. Anthony Pennella was at the wheel.







### TUNA

Tuna was another competitive category with no fewer than 86 weighed during the week. Art Boykin's Viking 48 *Lucky Duck* took the Heaviest Tuna with a big eye of 210 pounds caught by John Thornton on Day 4.

Captain Evan Millas put Bob Hugin aboard his Viking 62 *The Right Place* into 2nd and 3rd Place after weighing a pair of big eye tuna of 193 and 152 caught by Bob and Deane Lambros. This is the 2nd consecutive year a Viking would win two places in the Heaviest Tuna Division. Last year Chip Caruso's Viking 70 *Pipe Dreamer* dominated the category with a pair of big eyes weighing 235 and 227 pounds to take 1st and 2nd Place.

*The Right Place* also captured 2nd Place Most Tuna Points.

### WAHOO

With an hour left of the tournament, Mike Penza weighed a 46-pound wahoo

to take 3rd Place in that category. Mike was fishing his just-delivered Viking 64 *Oil Slick* with captain Chris Dudzek at the helm.

### DOLPHIN

Ellen Gross, fishing Joseph Valentine's Viking 61 *Valentine*, weighed the Heaviest Dolphin at 43 pounds. Travis Scott was behind the wheel.

Captain Spencer Bradley took Billy Wrede's Viking 62 *Lovin' Life* to the scales. Brett Broph weighed the 2nd Place Dolphin at 39 pounds.

### HONORABLE MENTION

Although not a category in the MidAtlantic, George Robinson and his team on the Viking 64 *Polarizer* achieved a Grand Slam. That is, they released a blue marlin, white marlin and sailfish in one day. This is quite an accomplishment as Grand Slams are very rare in the Northeast. Congrats to George, Captain Bill Davis and the crew.





## Virginia Beach Billfish Tournament

Virginia Beach, Virginia – August 24 - 27, 2022

*Cuttin' Up* struck early to win the Virginia Beach Billfish Tournament. The Viking 64 owned by Steve Jones and run by his son Nick, boated a 612.5-pound blue marlin on Day 1 which held on to win the team a six-figure check. Josh Bowen hooked the fish which contributed to the team picking up Top Boat, Top Angler and Top Crew. Steven "Travis" Jones and William "Skip" Price were mates.

Second Place Dolphin was awarded to Connor O'Day with a 15.1-pound fish. Connor also claimed Top Junior Angler while fishing on Ryan Dickerson's Viking 42 *Courtney Beth*. Todd Askins weighed the 3rd Place Wahoo registering 35.6 pounds. Todd fished on Dan Clarkson's Valhalla 41 *Altrove*.



## Mobile Big Game Fishing Club Labor Day Tournament

Mobile, Alabama – September 1 - 5, 2022

The Mobile Big Game Fishing Club Labor Day Tournament produced one winning blue marlin – twice! Toby Berthelot bent the rod on Day 1 with a 125" blue that weighed 785 pounds. The fish not only won the Labor Day Tournament but also the MONGO Offshore Challenge Gulf Coast Division. Toby was fishing on the Viking 58 *Rising Son's*.

Robert Burroughs, aboard his Viking 70 *Quick Time*, released three blue marlin for 2nd Place Release Team. Craig Smith and Brian Leiser each released a blue marlin on the Viking 72 *Breathe Easy* for 3rd Place Release Team.

First and 2nd Place Tuna was awarded to the Viking 52 *Up-To-It*. Jett Tolbert weighed a 179-pounder while Derek Kranz put up a 173.4-pound fish.





*Release*  
MARINE



ALWAYS LEAD  
NEVER FOLLOW





# We've got your **back[bone]**.

We are your *ONE* source for creating the intelligent boat—from cables and connectors to complete vessel monitoring and control solutions.



## **Maretron**<sup>®</sup>

VESSEL MONITORING AND CONTROL  
NMEA 2000<sup>®</sup> Hardware and Software Solutions

## **MPower**<sup>®</sup>

DIGITAL SWITCHING PLATFORM  
Flexible, Scalable DC Control Solutions

## **OctoPlex**<sup>®</sup>

POWER DISTRIBUTION SYSTEM  
Fully Configurable AC and DC Control Solutions

[maretron.com](http://maretron.com)  
866.550.9100 | [ct\\_marinesales@littelfuse.com](mailto:ct_marinesales@littelfuse.com)



**Maretron**<sup>®</sup>  
A Littelfuse<sup>®</sup> Brand





# EMPLOYEE APPRECIATION DAY

## The Clam Bake

After a two-year hiatus - and delay due to Hurricane Ian - Viking's annual Employee Appreciation Clam Bake was a huge success. "Turnout was fantastic, and it was truly a great day for everyone," said Viking Executive Vice President Drew Davala.

With a beautiful background of blue skies over the Bass River, the Viking manufacturing facility was transformed

into a lively carnival. Laughter was in the air as kids decorated pumpkins, created sand art and reveled in a host of amusement rides. Families were toured through the manufacturing facility as well as world-class yachts.

And food was abundant! For the landlubbers, burgers and dogs were flipped on the grills while a team slow roasted juicy pigs. Seafood aficionados dined on plump

steamed and freshly shucked local clams on the half shell with a side of sweet Jersey corn. Mounds of cotton candy and an endless display of cupcakes appealed to the sweet tooth.

"The clambake is an annual event my father [Co-founder Bill Healey] established over 30 years ago," said Viking President and CEO Pat Healey. "Today is all about the boatbuilders and their families."







“ This could not happen without the unbelievable team we have here. It reinforces how incredible they are and how we build the best boats in the world. ”

– Drew Davala  
Executive Vice President

Planned and organized by the Human Resources Department, over 100 managers, administrators and staffers jump in to put on a festive day for the team building the boats in the manufacturing plant. From ordering pumpkins to pouring sodas, setting up tables and breaking them down – it’s all staffed from within.

“It’s a really great event,” said International Sales Manager Anthony Scola who helped out along with his wife Lauren. “I enjoy meeting the families of my co-workers and seeing them in a fun, relaxed environment enjoying themselves. There’s no shop talk – it’s just a really good time.”

“This could not happen without the unbelievable team we have here. It

reinforces how incredible they are and how we build the best boats in the world,” said Drew. “After a two-year break, we are looking forward to many more clam bakes and pig roasts.”

Concluded Pat, “Thank you very much to all our boatbuilders for your hard work and dedication.”





# Smoove™

## Professional Marine Care Products

Ultimate Boat Wash - Purplelicious

Pro-Cut 1000 - Professional Polishing Compound

Micro-Polish + High Gloss Polymer - Bubble Gum

High Gloss Polymer - White Cloud

---

@smoovewax

www.smoovewax.com

Kent Island, MD



# MORE POWER, LESS NOISE: THE NEW CAT® C32B

Experience the water like never before with the most Power-Dense V12 in its class paired with a range of services, from the reliable Cat® brand you trust.

Available in 2000-2400 BHP



## MORE POWER

The C32B achieves up to 25% more power than its predecessors in the original C32 series.

## SAME PACKAGE

The C32B is designed as a drop-in replacement for the original C32, meaning it fits easily into the same engine room; perfect for repowers.

Cat® C32B (2,433 mhp)

## QUIETER OPERATION

Thanks to an advanced unit injection fuel system, the C32B is 25% quieter than the original C32 when operating at low-speed conditions.

## DURABILITY

Ultra High Efficiency Plus (UHE+) filters minimize contamination for less maintenance & longer component life.

## CONTINUOUS PROTECTION

With your purchase you'll receive an unlimited-hour protection warranty for your first two years & the option of Extended Service Coverage.

GO AHEAD, BOAST A LITTLE (OR A LOT)  
ABOUT YOUR NEW ENGINE.

**FOLEY**  
MARINE POWER





# RECREATIONAL FISHING ALLIANCE NATIONAL AND STATE ADVOCACY UPDATE



[JOINRFA.ORG](http://JOINRFA.ORG)

Incorporated in 1996 as a non-profit national, grassroots political action organization, the Recreational Fishing Alliance (RFA) is in the trenches, lobbying and educating decision-makers and ensuring that the interests of America's coastal anglers are being heard loud and clear. The RFA fights for anglers at both federal and state levels, advocating for anglers in New Jersey as well as nationally. Here's a report on the most important issues on the table for the fishing and boating community.

## YOUTH FISHING

The RFA supports a Senate Bill (S.4927) to establish the Youth Coastal Fishing Program Act. The bill would authorize \$2 million for the Secretary of Commerce to establish grant-funded fishing programs through NOAA for nonprofit organizations, local governments and education centers.

"Promoting fishing to our kids not only brings families together it also helps to develop a respect for the marine environment," says RFA Executive Director Rob Nixon. "Legislation like this recognizes the unique role fishing plays throughout our nation."

## 10-KNOT RESTRICTION

The RFA is strongly opposed to the proposed regulations to establish a 10-knot speed restriction on most of the waters off the Atlantic Coast for vessels 35 feet and larger. (See article on page 72.)

The National Marine Fisheries Service, an agency within the National Oceanic Atmospheric Administration (NOAA),

in August 2022 proposed amendments to the rule to reduce the likelihood of vessel strikes to right whales. As written, it would broaden the current 10-knot (11.5 mph) speed limit to include boats 35 feet and larger (down from 65 feet); expand the zones from discrete areas to virtually the entire East Coast (from Gloucester, MA, to just south of Cape Canaveral, FL) as far out as 100 miles; and extend the go-slow mandate for months at a time.

"The proposal is government overreach at its worst," says Rob. "Whale strikes are extremely rare for vessels from 35 to 65 feet. The proposal, however, will dramatically impact recreational boaters and charters by driving up fuel consumption for long trips, extending time in waters that could potentially see whale migration due to slower speeds, eliminating opportunities for a wide variety of fishing activities and cause a hazard to mariners by forcing them to operate at slow speeds in inclement weather." The RFA joined a coalition of organizations to oppose the proposal and work with NOAA to identify science-based solutions rather than enforcing sweeping speed restrictions.

## IN NEW JERSEY

The RFA was recently invited to participate in a stakeholder meeting with the New Jersey Commissioner of the Department



of Environmental Protection, Deputy Commissioners and staff and other outdoor sporting organizations. The meeting was organized to discuss the impact of New Jersey government regulation and interaction with anglers and other sporting groups. The RFA expressed concerns with the lack of progress on New Jersey appointments to a variety of fisheries councils and discussed the potential impact of the proposed offshore wind facilities on recreational fishing in the state.

The Commissioner and his staff were receptive to the RFA's comments on the recreational fishing community in New Jersey and proposed that the stakeholder meetings be made a regular occurrence.





# VIKING YACHT SERVICE CENTER

Customer Satisfaction



“We’ve added additional support to enhance customer satisfaction,” says Viking Yacht Service Center General Manager Dan Mueller. Dan is referring to Viking’s Florida facility’s new Mobile Service team.

Up and running for six months, the Mobile team includes an electrician, a mechanic and an HVAC specialist. The team’s mobile homebase is a modified vehicle equipped and stocked with parts and tools needed to complete service calls. “The last few months have been a great period of growth,” says Dan. “We got our feet wet and honed in on how to make this a great service for our customers. We’ve been able to evaluate what

is required along with providing the team the tools needed - including a vehicle to get the job done. Our team is American Boat and Yacht Council (ABYC), Sea Recovery, Dometic, ElectroSea and Seakeeper certified – that’s a real plus for customers.”

The dedicated van and technicians are completing three to four jobs a week and primarily covering Florida but willing to travel farther. “For example, in critical circumstances, if we have a boat leaving for the Bahamas tomorrow and it has an issue with the seawater pumps? That’s a perfect job for our Mobile team,” says Dan “Our crew can get there, diagnose and repair the vessel and get them on their way. Obviously,

this is not a replacement for bringing the boat to the Riviera Beach yard, but it gives our customers more flexibility,” says Dan. “This program is for minor service calls that don’t warrant a trip to the yard. For larger projects, they can perform a pre-yard assessment to evaluate the scope of work needed.”

Utilizing this mobile support is easy, just call the Viking Yacht Service Center and ask to speak with a Service Coordinator. “And we’ll get you set up,” says Dan.

Not only is the Service Center’s mobile program growing, so is their center console team. “There are a lot of exciting things coming together for our center console customers,” says Dan. “It has our crew pumped up.”

Stay tuned for an update in the next edition of *Valhalla* magazine.



“The new Mobile Service team gives our customers more flexibility.”

– Dan Mueller

*Viking Yacht Service Center General Manager*

**VIKING YACHT SERVICE CENTER**  
1550 Avenue C Riviera Beach, Florida 33404  
561.493.2800 • VikingServiceCenter.com

**VALHALLA BOAT SALES**  
1550 Avenue C Riviera Beach, Florida 33404  
561.881.1127 • ValhallaBoatSales.com



# HELLO ELECTROSTRAINER.

## GOODBYE FOULED BASKETS



**Old Strainer**  
4 weeks

Actual  
Photos



**ELECTROSTRAINER**  
4 weeks

### ALL-IN-ONE SYSTEM

**ELECTROSTRAINER** is the first all-in-one total seawater protection system that prevents marine growth from its strainer basket, and through all seawater lines.

### NO GROW - MORE FLOW

**ELECTROSTRAINER** stops biofouling using advanced electrochlorination technology. This means fewer trips to the engine room to clean your sea strainer.

### SMART FLOW MONITORING

**ELECTROSTRAINER** automatically alerts you if the strainer needs attention. Monitor flow rates at all times via real-time display.

**ELECTROSEA**

[www.electrosea.com](http://www.electrosea.com) | (952) 475.8084

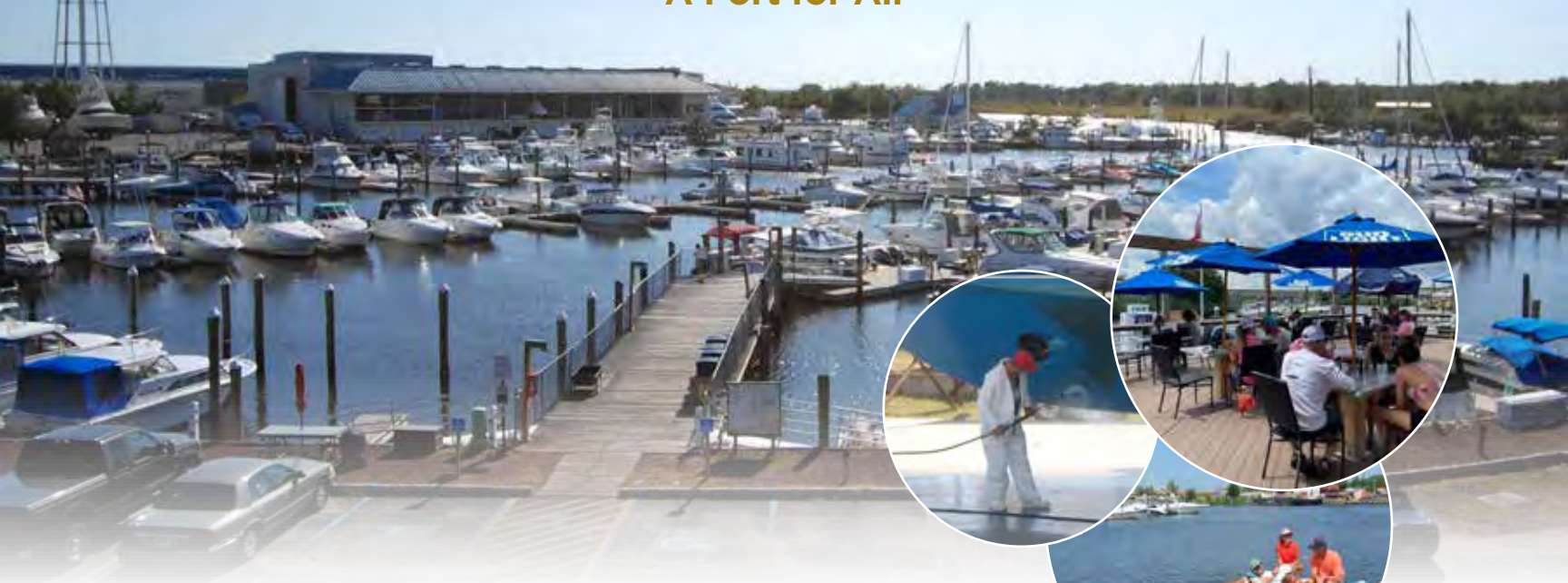


Replace your existing strainer with ElectroStrainer - New Build or Refit



# VIKING YACHTING CENTER

A Port for All



What began as a family friendly marina has grown into a hub of activity on the Bass River. The modern marina set on 32 scenic acres has everything you need for life on the water. Service? We've got you covered. Upgrades? Yup. New boat? Check. Seafood, suds and songs? Absolutely.

The protected marina with 250 deep-water slips sits next to the Viking Yacht Company and is accessible to the Bass River, Great Bay and Atlantic Ocean. It offers seasonal and transient slips as well as winter storage and spring commissioning. A pair of Travelifts can handle boats up to 70 tons and a forklift is quick to launch and retrieve boats. An easy-approach fuel dock and fully stocked ship's store (everything from tackle to branded sweatshirts) are on property and amenities include a refreshing swimming pool, picnic tables, barbecue areas and air-conditioned restrooms and bathhouse. Plus, there is plenty of peaceful open space to walk the dog.

A first-class service center is located at the marina and staffed with Viking trained and certified technicians. They offer a repower center and Seakeeper and ElectroSea CLEARLINE installations. Routine maintenance, like running gear inspection, is on the menu as is painting, carpentry, fiberglass and retro fits. The skilled team is the best in the business when it comes to engine and generator tune-ups, air conditioning service and custom upgrades.

Let them transform your boat with new transom lettering, faux teak accents or synthetic teak decking.

For electronics needs and service, Atlantic Marine Electronics is onboard. They can upgrade your current package or custom create one to suit all your needs. From navigation to communication to entertainment – they've got you covered. Palm Beach Towers is your source for towers, hardtops and aluminum fabrication.

In the market for a new boat – or to sell yours? Valhalla Boat Sales will take good care of you. As New Jersey's largest Contender dealer and authorized dealer for Valhalla Boatworks and Sportsman Boats, the professional team will walk you through the process of building, buying or selling your boat with knowledge and experience. They can also assist you with insurance, financing and surveys.

Tucked away in the Viking Yachting Center is Breezes Dock Bar & Grill. Breezes offers indoor and outdoor seating (and first come, first serve dockage) on the water with fresh local seafood and live music on the weekends. Nosh on classic bar bites like Camouflage Chicken Wings and Firecracker Calamari or dine on a Tuna Poke Bowl and Short Rib Street Tacos. A new outside bar offers drink specials and plenty of fun. Breezes is your neighborhood bar at the marina.



## VIKING YACHTING CENTER

5724 North Route 9

New Gretna, NJ

609.296.2388

[vikingyachtingcenter.com](http://vikingyachtingcenter.com)

## ATLANTIC MARINE ELECTRONICS

609.296.8826

[atlantic-me.com](http://atlantic-me.com)

## BREEZES DOCK BAR & GRILL

609.296.0372

[breezesdockbarandgrill.com](http://breezesdockbarandgrill.com)

## PALMBEACH TOWERS

561.493.2828

[pbtowers.com](http://pbtowers.com)

## VALHALLA BOAT SALES

609.296.2388

[valhallaboatsales.com](http://valhallaboatsales.com)



# HELLO SEASTRONG.

## GOODBYE LEAKY PUMPS



### SEAL-LESS SEAWATER PUMP

**SEASTRONG** features a seal-less magnetic drive to ensure reliable performance and unparalleled pump durability. Seawater surrounds the pump, which has no physical connection to the motor, eliminating leaks.

### CORROSION RESISTANT

**SEASTRONG** features rugged glass-fiber reinforced polypropylene pump head and impeller -- so it will not corrode or tarnish.

### IP55-RATED WASHDOWN

**SEASTRONG** is built with an IP55-rated washdown motor for protection against dust and water, for long life.

**ELECTROSEA**

[www.electrosea.com](http://www.electrosea.com) | (952)475.8084

### 30 SeaStrong Models up to 180 GPM TWO MOTOR OPTIONS



*\*Two-Year Warranty when used with ClearLine or ElectroStrainer*

Replace your existing pump with SeaStrong - New Build or Refit





MATTRESSES &  
FINE LINENS

PROUD SUPPLIER  
FOR  
VIKING YACHTS

BOATBEDS.COM  
800.241.7751

PATTERNS  
SINCE 2005





Life is short **ENJOY IT.**  
**SHORT MARINE**



## DEALER SPOTLIGHT **SHORT MARINE**

[ShortMarine.com.au](https://ShortMarine.com.au)

**S**am and Ryan Short's grandfather Fred was a commercial fisherman before he started his own aluminum boat company. His son, Andrew, not only helped him build the boats but started a business, Andrew Short Marine, to sell them. Andrew Short Marine grew into one of the most reputable and successful marine businesses in Australia. He was an industry icon and received many awards while also operating two marinas and multiple service centers.

Andrew was killed in a tragic yacht racing accident which shocked both the industry and his family. Yet his legacy lives on through the values and attitudes he instilled

in his sons, Ryan and Sam, from an early age. Andrew had his boys cleaning boats on weekends and school holidays since they were old enough to walk. Once they completed school they worked in and eventually managed the service department. Through this experience, they learned everything about boats and the importance of building ongoing relationships.

Today Sam and Ryan own Short Marine, a fully equipped service department and authorized Australian dealer for Viking Yachts and Valhalla Boatworks. They are incredibly passionate about building a business that enables people to turn their days on the water into lifelong memories.

It's their mission to deliver the best boating experience.

Short Marine is a genuine one-stop-shop able to cater to all your marine services in-house. They have worked incredibly hard to recruit the most skilled tradespeople and service managers across the industry to deliver world-class solutions to boat service, maintenance and repairs.

Reflecting on the many lessons they have learned, the one that really stands out is the importance of creating lifelong memories with people you love – making more time to do the things that make you happy. So, as the brothers say, life is short - enjoy it. 🚤





# DEALER NEWS

The Best in the World



Artemisa Yachts, Viking's authorized dealer in Venezuela, is ramped up for boat show

season. They are excited to show off the new additions to the Viking and Valhalla fleet.

The Artemisa team had a blast in the 60th annual Clasico Aguja Azul tournament in November and are looking forward to the rest of the

fishing tournaments this season on the Caribbean coast.

Artemisa always provides an exceptional experience whether it is service, maintenance or addressing a customer's custom needs.

[ArtemisaYachts.com](http://ArtemisaYachts.com)



It's been a strong year for Bluewater Yacht Sales (BWYS) in the Mid-Atlantic. Just

this summer, they delivered a new 58 Convertible, as well as the first ever Scania-powered Viking 46 Billfish. The traction for Valhalla Boatworks has completely exploded in their market, with several 2022 deliveries and a long list of 2023 deliveries, including a V-33, multiple V-37s, a pair of V-46s and a V-55. Bluewater will also be delivering four Viking Convertibles, including a 72, a 68, a 48 and their first 64 Convertible.

More importantly, their customers are enjoying their boats and spending more time on the water. Despite having a slow summer for sportfishing in the Mid-Atlantic, their Viking customers were able to dig deep and find some big tournament-winning blue marlin. The crew of the Viking 72 *Mercenaria* weighed in a 572-pound blue marlin on Day 1 of the Big Rock Blue Marlin Tournament - and they never looked back taking home a record-breaking purse. A few weeks later, BWYS longtime customers on the Viking 64 *Cuttin' Up* took home the top prize at the Virginia Beach Billfish Tournament with a 563-pound blue marlin.

The Bluewater team has been putting in the hours to continue to learn the Viking and Valhalla brands and to keep up with the latest developments from New Jersey. In September, over 20 of their Sales Professionals spent two days in New Gretna and Mullica going through both factories and spending time in the Viking Master's Program. They firmly believe the more you put in to mastering a brand, the more you will succeed. The Bluewater team wants to extend their appreciation to their friends at Viking and Valhalla. Here's to another great year!

[BlueWaterYachtSales.com](http://BlueWaterYachtSales.com)



CFR is proud to report a strong 2022 sales season.

They delivered a Viking 68 Convertible, a V-37 and a V-33 to happy customers – just in time for tournament season in Puerto Rico.

Once again, CFR and Viking sponsored the 69th annual International Billfish

Tournament (IBT) in San Juan, Puerto Rico – with Vikings having great success. *Sari Victoria* won the IBT with three blue marlin releases and one white marlin release. Manuel Saavedra's Viking 72 released a blue and white on Day 1 while fishing off San Juan, Puerto Rico. That was followed up with another blue on Day 2 and another on the 3rd and final fishing day. The tally earned *Sari Victoria* Best Boat, while Carlos

Luis Rodriguez and Manuel received Best Overall Angler and 2nd Best Angler, respectively. Manuel explained that they achieved the victory, "...by capitalizing on all the fish we had. We didn't miss any!"

Third Best Boat went to the Viking 64 *Picara*. Best Lady Angler was Carolina Stubbe who fished on the Viking 70 *Prisa*.

[CFRYachtSales.com](http://CFRYachtSales.com)

## FORTUNA YACHTING

Fortuna Yachting, Viking and Valhalla's proud

Turkey dealer, had an action-packed summer filled with fishing and boating. They sponsored two of the biggest fishing

tournaments in Turkey and Europe - Tuna Masters Teos and Tuna Masters Alacati. Customers had great success with seven Vikings and Valhallas in the tournament fleet. *Tornado*, a Viking 55, won first place overall with three bluefin tuna on the first day of fishing. And the recently delivered

V-46, *Freya*, made its tournament debut this summer.

Fortuna had a great showing during the tournaments. There was great interest in the Viking and Valhalla brand and Fortuna cannot wait to grow their Viking family.

[FortunaYachting.com](http://FortunaYachting.com)







Galati extends their gratitude to their customers and the Viking

Yacht Company for another exceptional and eventful year. Throughout 2022, Team Galati has welcomed many new team members throughout various departments and shared many exciting innovations and announcements.

This past October marked the first anniversary of their expansion to the West Coast! With the first Valhalla set to deliver in California and new Viking models soon on their way to California and Hawaii, it is safe to say business is booming on the U.S. west coast.

As a reminder, their San Diego office is located at the Kona Kai Resort & Marina on Shelter Island Drive, the Washington office is near Fidalgo Bay on 12th Street and the Long Beach location is on North Marina Drive on Alamitos Bay.

A little farther south, their Cabo San Lucas office enjoyed quite the occasion this past October during tournament season. Not only is Cabo thriving this time of year with the renowned Bisbee's and Los Cabos tournaments, but Galati partnered with the Hooray Grill Company to offer customers an affair unlike any other — a grill party Cabo style! Galati and the *Hooray* crew

enjoyed the evening with other sportfishing enthusiasts over cocktails, live music and grill favorites.

There is nothing like Cabo in October. Galati sponsored the Los Cabos Billfish Tournament and offered exceptional yacht services in the middle of the action. They hope to see you next year for tournament season in the internationally recognized, world-class sportfishing destination.

Switching gears, Galati Yacht Sales was honored to sponsor the Aqua Inspiration Youth Career Day in Costa Rica this past June, hosted by the International Game Fish Tournament Observers (IGFTO), Junior Achievement-Costa Rica and Marina Pez Vela. This educational experience provided more than 70 junior and senior students a day of maritime career opportunities. Thanks to team *Ohana* for support during the event.

In September, Carmine Galati Sr. was recognized by the Florida Department of Business and Professional Regulation (DBPR). Melanie Griffin, Secretary of the DBPR under Governor DeSantis, awarded Carmine a Congratulatory Proclamation acknowledging his outstanding career achievements. The official document issued by the governor highlights the remarkable triumphs of building a successful yacht brokerage with numerous locations that embody the value of family and all-star customer treatment.

Shout out to Viking for an incredible training opportunity this past October. The annual Master's Program highlighted several educational benefits for the team, including in-depth factory tours of the Viking and Valhalla Boatworks locations and informative brand presentations. From these initiatives, the team is able to develop and master the product while ultimately striving to provide a better overall experience for customers. With dedicated specialists for Viking and Valhalla, Galati Yacht Sales is among the best in the industry when looking to purchase a new Viking or Valhalla.

They will have a variety of yachts on display to explore and tour in January at the Naples Boat Show, St. Petersburg Power and Sailboat Show and Houston Boat Show; followed by the Miami International Boat Show in February, the Palm Beach International Boat Show and Wharf Yacht and Boat Show in March, and the Suncoast Boat Show in Sarasota in April.

As always, Galati Yacht Sales strives to make yacht ownership accessible and enjoyable while providing peace of mind to make customers experience the absolute best. Whether buying or selling, Team Galati supports you before, during and after the sale, not only to provide a great experience but to help create the possibility of new adventures and cherished memories with family and friends.

[GalatiYachts.com](https://GalatiYachts.com)



HMY Yacht Sales is proud to celebrate their 30th anniversary as an authorized Viking Yacht dealer. Since

joining forces in 1992, Viking and HMY have forged a solid shoulder-to-shoulder partnership. "The commitment of both companies, the constant evolution of product with world-class services and a

customer-focused philosophy continues today and into the future," says Steve Moynihan, HMY Yachts Co-founder and Owner.

They have enhanced their Viking Product Team with the hiring of Logan Pryor, an MBA graduate and longtime student of the Viking Yacht brand, to spearhead a more fluid process of ordering, building and delivering new Vikings and Valhallas to their customers.

HMY's recent purchase of Whitticar Boat Works & Marina in Stuart, Florida, adds additional service capabilities to their growing customer base. After a short rehab period, HMY Yachts Willoughby Creek will provide mobile and boatyard services.

HMY Yachts is ready for action during the winter sailfish season in South Florida. They look forward to seeing many customers and friends in the tournament circuits — especially the tournaments they proudly



sponsor. HMY kicked off the season fishing and sponsoring the Sailfish Sweethearts Ladies Tournament in October. Since then, they have sponsored the Old Bahama Bay Wahoo Charity Cup and Pirates Cove Sailfish Classic; and are looking forward to the rest of the season with the Silver Sailfish Derby, the Fish for Holly Annual Sailfish

Tournament, the Pelican Billfish Tournament, the Ocean Reef Cup and the Buccaneer Cup Sailfish Release Tournament.

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

the Palm Beach International Boat Show in March; and the Viking Key West Challenge in April.

HMY Yacht Sales would like to extend sincere appreciation to all clients, friends and the team at Viking for another successful year.

**HMY.com**



Excitement prevails for Jefferson Beach Yacht Sales (JBYS) as more

Viking Yachts and Valhalla Boatworks work their way home to the Great Lakes. In 2022, JBYS delivered six new Valhallas and four new Vikings and in 2023 they are delivering nine Valhallas and four Vikings.

Jefferson Beach is approaching 50 years as a Viking dealer! The new models bring

excitement to the team as they have seen the Viking brand evolve over the decades. There is a great deal of Viking pride in the Great Lakes and Vikings and Valhallas continue to turn heads throughout the fresh water.

With multiple locations and 52 skilled and passionate team members with over 800 years combined industry experience, JBYS is positioned to service boaters throughout the Great Lakes region and beyond. Recognized locally, nationally and

globally for excellence, the JBYS team maintains the highest industry standards and delivers only the finest quality service and customer care. The team at Jefferson Beach will work tirelessly on your behalf throughout all stages of the yachting process. Jefferson Beach Yacht Sales takes great pride in cultivating an exceptional team of honest, hard-working professionals to deliver the boating lifestyle you deserve. Experience matters!

**JBYS.com**



Maspur Marine is the exclusive distributor for Viking Yachts

and Valhalla Boatworks in El Salvador and Guatemala. Founded in 1998, they offer solid support and experience. After more than 20 years in the market, you can be sure that Maspur Marine will guide you through the selection, purchase, service, import, nationalization and after sales process for the boat of your choice. As they continue to keep growing,

they are honored to foster their relationships with customers, the Viking family and the countries they represent.

They recently hosted their 28th annual International Billfish Tournament at Bahia Del Sol in El Salvador. It's one of the biggest fishing tournaments in Central America due to the world-class striped and blue marlin.

Maspur Marine is currently remodeling their showroom to provide exceptional service and attention to their clients.

They are excited to welcome customers into the showroom upon completion.

They proudly represented Viking and Valhalla at the 2022 Cancun International Boat Show in early December and are looking forward to exhibiting the Viking brand in more boat shows to come. In just under one year of becoming a Viking dealer, they already have several boats in production and will continue to introduce customers to Viking Yachts and Valhalla Boatworks.

**Maspur-Marine.com**



Novey Marine personally guides customers through the

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

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

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

**NoveyMarine.com**





Record demand in the recreational boating industry continued this year. The team at Oyster Harbors Marine (OHM) worked diligently to help their customers take delivery of eagerly awaited new Vikings and Valhallas. Between first-time buyers and seasoned owners, OHM delivered a 54, 58 and a 72

Record demand in the recreational boating industry continued this year. The team at Oyster

Convertible as well as a 44 and a 54 Sport Tower. Valhalla deliveries during the same period included two V-33s, a V-37 and two V-41s. Excited owners couldn't wait to get these fishing machines out to the canyons.

Oyster Harbors Marine's tournament sponsorships this year included The BIG 3 Fishing Tournament, Little Big Fishing Tournament, Charter Cup Fishing Tournament, Bluefin Blowout and The Big Game Battle. (Shout out to *Scup Slayer*, a

Viking 72, for their excellent performance in the Big Game this year!) The summer season was closed with the arrival of the 51st annual Newport International Boat Show in September. During the show, the OHM Newport office hosted a series of cocktail receptions where customers met Matt Beechinor, the newest addition to their sales team. Be sure to check out the team at the New England Boat Show February 15-19!

[OysterHarborsMarine.com](http://OysterHarborsMarine.com)



Pro Yacht was born out of a passion for boating and a love of being on the water. Started in the Cayman Islands in 1992, Pro Yacht has

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

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

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

[ProYacht.ky](http://ProYacht.ky)



PW Marine enjoyed a busy summer of activities on the water and hosting boats for the Bermuda tournaments. The Viking 80 Demo, as well as other Viking customers, had a great summer of fishing in Bermuda, and PW

PW Marine enjoyed a busy summer of activities on the

Marine enjoyed providing exceptional hospitality to the Viking fleet. Bermuda continues to dominate during the Blue Marlin World Cup, and this year the fishing did not disappoint.

After a successful delivery of their first V-33, they are looking forward to delivering another V-33 in early 2023.

PW Marine has also started renovations to their dealership and retail center to further enhance the overall customer experience. They are excited to welcome you to their new and improved facility soon.

[PwMarine.bm](http://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 services from sales, services to support. They pride themselves on their

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

[QuaySide.Co.jp](http://QuaySide.Co.jp)



SERVICIOS NAUTICOS

Servicios Nauticos is the proud Viking and Valhalla dealer in Mexico. They have offices in

Puerto Vallarta, Merida and Veracruz. With over 37 years as a family business in the boating industry, they continue to give their customers the best service and support.

The owner of Servicios Nauticos, Gaston Troche, is excited to take delivery of his

V-46 and a Viking 62 Convertible owner is eager to receive his V-33.

Their Merida office showroom is currently under renovations so they are looking forward to welcoming customers back to their new and improved space.

[Servicios-Nauticos.com](http://Servicios-Nauticos.com)





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**



This has proved to be a very successful year for the South Jersey Yacht Sales (SJYS) team. Record

transient Viking and Valhalla owners. The service center provides engine services, running gear, fiberglass, paint, canvas, electronics repair and installation service. New for 2022, the service center is now an authorized dealer and installer of ElectroSea as well as exclusive dealer for Spot Zero for the New Jersey market. These strategic partners ensure Viking customers have services and parts to make their time on the water the best possible.

Manasquan River Marlin & Tuna Club's Bluefin Open as well several fund-raising benefit tournaments. Their feature event, the South Jersey Yacht Sales Offshore Showdown in July, was a sanctioned event for the Sportfishing Championship.

sales for new Vikings continues to make headlines. Sales of new Viking and Valhalla models continue to invigorate business thanks to a robust pipeline of new models for customers.

In Somers Point and Egg Harbor Township, New Jersey, they continue investing in facilities to upgrade and expand their presence in the market. The completion of the new lift well with a 70-ton Marine Travelift was placed into service early in May and quickly became a destination for

The new South Jersey Yacht Sales Viking 64 demonstrator, *Polarizer*, with new MTU M96X 2002 MHP power units, launched in early August just in time to compete in the 2022 White Marlin Open. South Jersey Yacht Sales is very proud to sponsor 17 tournaments including the Beach Haven White Marlin Invitational, Tuna Open, Ocean City White Marlin Open and

Their corporate social responsibility plan includes a new partnership with a local school district. This opportunity provides meaningful opportunities for young students working with the SJYS team in a formal mentorship program in marine electronics, engine and boat repairs and digital marketing and communications. In addition, SJYS supported many organizations who need funding to support veterans, St. Jude's and those impacted by Hurricane Ian.

**SouthJerseyYachtSales.com**



Staten Island Yacht Sales, founded in 1964, began as a mere dream and has since grown

industry, Staten Island Yacht Sales is always finding ways to improve the boating lifestyle. "We listen to our customer's needs, interpret future ones and develop solutions," says Vice President Jay Hendrix.

team, you are dealing with a dedicated group of professionals focused on carrying out the mission of doing what is right. Staten Island Yacht Sales is a family owned and operated, customer-driven business with dedicated employees.

into one of the largest mid-size dealerships in the world. Recognized as a leader in the

From the professional sales team to the friendly and proficient customer support

**SIYachts.com**



The team at Valhalla Boat Sales (VBS) is looking forward to a strong

view the Valhalla brand. In addition to the shows, their team will be on site again at many South Florida fishing tournaments, including the 60th annual Buccaneer Cup Sailfish Release Tournament.

is looking forward to seeing and serving customers throughout the season.

winter. The VBS team will be attending the Viking and Valhalla Boatworks VIP Boat Show, the Miami International Boat Show, Atlantic City Boat Show and the Palm Beach International Boat Show to provide their customer base multiple opportunities to

The southern location has gained Mercury Dealer status to further serve customers along with their northern team. This allows VBS to complete Mercury engine services, complete warranty repairs and become a better support asset. The team at VBS

The Valhalla Boat Sales team is also excited for the expansion projects at both their Northern and Southern locations. With the addition of their showrooms in New Gretna, New Jersey, and Riviera Beach, Florida, they will be able to provide premium product with unmatched levels of professionalism and service.

**ValhallaBoatSales.com**





# FREEDOM TO SEEK NEW HORIZONS

---



## V12 600HP VERADO®

Enjoy the freedom to venture farther and explore longer with the Mercury® V12 600hp Verado® outboard. Sensational power, smooth handling and total refinement deliver the ultimate luxury boating experience. With the V12 Verado powering your journey, all you need is a destination.

**MERCURY ENGINES ARE MADE FOR EXPLORING.  
SO ARE YOU. GO BOLDLY.**



**MERCURY**  
GO BOLDLY.™

[MercuryMarine.com](http://MercuryMarine.com)





# VIKING BY THE NUMBERS

## Ramped Up and Raring to Go



- 1 New production line for the V-55
- 2 CNC machines purchased for increased boatbuilding efficiency
- 5 Viking subsidiary expansion projects
- 6 Local high school shadow students
- 8 Companies within the Viking Yacht family
- 9 Production lines between New Gretna and Mullica
- 152 Molds used to build the V-55
- 243 Molds used to build the Viking 90
- 343 Female boatbuilders
- 427 New jobs created in the last 12 months
- 925 Tons of asphalt installed at Viking Mullica
- 1,682 Boatbuilders working in New Jersey and Florida
- 18,000 Square feet of manufacturing space added to Viking Mullica
- 1 Million Square feet of manufacturing space combined in two New Jersey locations

### ADVERTISER INDEX

Blue Water Desalination	68	Furuno	92	Maretron	122
Christi Insurance	101	GOST	44-45	Mercury	139
Costa Marine	6	Handcraft Mattress	132	Precision Prop Technology	71
Cummins Power Systems	56	Johnson & Towers-MTU	89	Release Marine	121
ElectroSea	129 & 131	Johnson & Towers-Volvo Penta	104	Smoove	125
Fisherman's Center	66	Krazy Salt's Bait Brine & Salt	102	Spot Zero	41
Foley Cat	126	KVH	95	Switlik	59
		MAN Engines & Components	46	WBC Design	107





# 2023

## Viking Winter Calendar\*

### JANUARY

- 5-7 Silver Sailfish Derby
- 11-15 Operation Sailfish
- 17-21 Buccaneer Cup Sailfish Release Tournament
- 18-21 Los Sueños Billfish Tournament #1
- 24-27 The Masters Angling Tournament

### FEBRUARY

- 3-4 VIP Preview Boat Show
- 7-11 Sailfish Gold Cup
- 15-19 Miami International Boat Show
- 22-25 Los Sueños Billfish Tournament #2
- 22-26 Sailfish Challenge

### MARCH

- 7-11 Jimmy Johnson Quest for the Ring
- 22-25 Los Sueños Billfish Tournament #3
- 23-26 Palm Beach International Boat Show

### APRIL

- 12-16 Viking Key West Challenge
- 12-15 Final Sail

### MAY

- 1-7 Louisiana Gulf Coast Billfish Classic
- 3-6 The Shootout
- 16-21 Orange Beach Billfish Classic
- 22-28 Gulf Coast Masters

### JUNE

- 5-11 Mississippi Gulf Coast Billfish Classic
- 12-18 Big Rock Blue Marlin Tournament
- 21-24 Carolina Billfish Classic
- 21-25 Emerald Coast Blue Marlin Classic

### JULY

- 3-7 Bermuda Billfish Blast
- 4 World Cup Blue Marlin Classic
- 5-8 Offshore Showdown
- 11-16 Blue Marlin Grand Championship
- 13-17 Bermuda Big Game Classic
- 14-22 Montauk Canyon Challenge
- 16-19 Beach Haven Marlin & Tuna Club White Marlin Invitational
- 16-23 Jimmy Johnson Quest for the Ring
- 18-23 Lone Star Shoot Out
- 20-24 Sea Horse Anglers Club Billfish Tournament

### AUGUST

- 7-11 White Marlin Open
- 14-18 Pirate's Cove Billfish Tournament
- 20-25 The MidAtlantic
- 23-26 Virginia Beach Billfish Tournament

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

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

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

Key West, Florida  
Miami Beach, Florida

Grand Isle, Louisiana  
Abaco, Bahamas  
Orange Beach, Alabama  
Orange Beach, Alabama

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

Bermuda  
Worldwide  
Cape May, New Jersey  
Orange Beach, Alabama  
Bermuda

Montauk, New York  
Beach Haven, New Jersey  
Atlantic City, New Jersey  
Port O'Connor, Texas  
Bermuda

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

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





  
**viking**<sup>®</sup>  
*yachts*

**LEADING THE INDUSTRY**  
YESTERDAY, TODAY AND TOMORROW  
**VIKINGYACHTS.COM • 609.296.6000**