

A PUBLICATION OF VIKING YACHTS

WINTER 2026

Valhalla

EXPERIENCE VIKING HEAVEN

**REMEMBERING
BILL HEALEY
1927-2025**

50 SERIES • VALHALLA 46 SY • GULF DOMINATION

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EDITOR-IN-CHIEF

Chris Landry
clandry@vikingyachts.com

MANAGING EDITOR & CONTRIBUTING WRITER

Mary Foust
mfoust@vikingyachts.com

ART DIRECTOR

Katrina Clugh
kclugh@vikingyachts.com

ASSOCIATE EDITOR

Kaitlyn Healey
khealey@vikingyachts.com

PHOTOGRAPHY

Billy Black, Katrina Clugh, Mary Foust, Kaitlyn Healey,
Kathy Healey, Chris Landry, Austin Sharkey,
The MidAtlantic, White Marlin Open

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VIKING YACHT COMPANY

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

A PUBLICATION OF
THE VIKING YACHT COMPANY



BEHIND THE COVERS

Front: Bill Healey taking his
Viking 42 *Valhalla* out for a spin.

Back: Never resting on his laurels,
Bill working the phones in the
early days.

THEY LIVE THE MANTRA



Our mantra – building a better boat every day – makes its way into just about every interview I do for this magazine.

Whether it's a Supervisor, a Foreman, a Leadman or a boatbuilder in Viglass, Mechanical, Trim, Quality Control (QC), Make Ready Dock, the Metal Shop or the Mill, the idea of continuous product improvement always surfaces.

It's not a catchphrase. It's not something HR tells people to repeat at a meeting. It comes out naturally, because it's part of the culture. For those who've been here a while, it's in their blood. Newer boatbuilders, like Bob Phillips, Foreman of QC, who joined nine years ago after Bill Healey stepped back from day-to-day work, carry it forward.

"Building a better boat every day is our goal," Bob said in our interview for the Department Profile (page 64). "That's the mentality we all bring in QC – not just finding deficiencies but looking for ways to make each boat better."

Quality Control Technician Charlie Munro put it simply: "You hear that phrase all the time," he said. "It's real. You see it in the details and you feel it in the pride everyone takes in the boats."

Like Bob, I never had the chance to work with Bill, but over the years I've come to feel like I knew him. The stories I've heard – told by his family, friends and the people who worked alongside him – paint a vivid picture. They talk about him standing at the exit to shake hands as boatbuilders left for the day or cruising through the plant on his bike, checking in on projects. They recall how he'd give a sharp jab in the stomach to make sure you were paying attention – a gesture rooted in his Marine Corps toughness.

Those moments showed the closeness Bill had with his team and the pride he took in their work. He was a builder himself, always expanding the plant and investing in new machinery – from the iconic water tower to

the five-axis profiler to CNC equipment that pushed Viking further ahead. His presence is still felt every day, carried forward by those who learned from him and keep his standards alive.

That same spirit drives the family today. From Pat to his children now working in the business, the focus on relentless improvement continues – voiced with the same conviction Bill once had on the shop floor.

Al Uhl, Viking's Vice President of Manufacturing, has seen that mantra carried out for nearly five decades. "We were number three behind Hatteras and Bertram," Al said. "Then we finally got there. We were proud because we made it, and once you make it, you never want to go back down."

Al remembers Bill Healey's leadership and the lessons that still guide Viking today. "He always said the people on the plant floor were his asset – the boatbuilders," Al said. "He'd say, 'I can sell a hundred boats, but if I can't build a hundred boats, what good is it?'"

That attitude still defines Viking. "He made sure we all knew it wasn't you work for me," Al said. "It was you work with me. That's how he saw the company."

Talking with Bob, Charlie and Al, I saw how the phrase bridges generations – from those who worked with Bill to those who carry his standards forward today. Their stories show the pride of the climb, the responsibility of leadership and the drive to hold that ground.

We hope you enjoy this issue of *Valballa*, which features a dedicated section honoring the patriarch of Viking.

Sincerely,

Chris Landry
Editor-in-Chief

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

Valhalla

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

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

VALHALLA 46 SPORT YACHT



THE NEXT CHAPTER

The 46 SY sets a new benchmark for performance and luxury in this size range

Valhalla Boatworks introduced the new 46 Sport Yacht (SY) at the 2025 Fort Lauderdale International Boat Show, marking another milestone for the Viking company and expanding its reach in the luxury outboard market. Agile, stylish and designed for fun, the 46 SY is the ultimate getaway – equally at home on a weekend escape for a couple, a family adventure or a full day on the water with friends.

Owners can choose between enclosed and open pilothouse configurations. The open version maximizes outdoor space, while the enclosed offers climate-controlled comfort and full weather protection. Both deliver the performance, engineering and craftsmanship that have become hallmarks of the Valhalla brand.

Formed in 2019 with the launch of the V-33, V-37 and V-41 center consoles, Valhalla Boatworks now features seven center consoles and two sport yachts. The company was founded by Viking to bring the same level of excellence to the outboard market that Viking owners have long known in its inboard-powered sportfishing yachts.

The 46 SY joins the lineup as the Valhalla 55 Sport Yacht makes its world premiere,

underscoring the brand's rapid growth – driven by Viking quality, performance and engineering.

“The 46 Sport Yacht continues our goal of giving owners more choices and more ways to enjoy time on the water,” says Viking President and CEO Pat Healey. “From 28 to 90 feet, we now offer a Viking or Valhalla for every kind of boating lifestyle – from tournament fishing to family cruising.”

DESIGN AND LAYOUT

The 46 SY carries the same strong, modern lines and refined profile as the 55 Sport Yacht. The enclosed version features powered side doors and an aft bulkhead with a summer kitchen that spans its width and includes a powered drop-down window for a clear, open connection to the pilothouse.

The open version removes the bulkhead and side doors entirely, merging the command deck and cockpit into one continuous space that highlights the boat's connection to the outdoors. Both versions include a powered sunroof and raised seating aft of the pilothouse's three helm chairs.

The helm console is positioned to starboard and designed for operator comfort and control, with flush-mounted multifunction

displays and clear sightlines through a one-piece windshield that gives the operator a wide, unobstructed view ahead.

“People naturally gather around the helm, so we designed the space to make that experience as comfortable and social as possible,” says Valhalla Boatworks Design Manager Bill Ganner. “The goal was to create more room and seating so everyone aboard can be part of the conversation and the ride.”

COCKPIT AND DECK

The cockpit emphasizes open space and accessibility. Like the 55 Sport Yacht, the 46 SY features twin powered balcony doors that expand the deck area. An integrated ladder on the starboard side and a dive door to port provide convenient water access, while twin transom gates lead to a boarding platform outboard of the engines.

The U-shaped seating in the cockpit – with armrests and a table – sets the tone for the yacht's comfort and relaxation. It's part of a molded fiberglass module that incorporates an aft storage locker with a hinged door. The area offers flexibility, with possible alternative arrangements such as a sunpad for lounging or back-to-back seating.



Deck Layout



Lower Accommodations

46 SY

SPECIFICATION HIGHLIGHTS

Length, Overall
46' 7" 14.20 meters

Beam, Overall (B.O.A.)
13' 4" 4.06 meters

Fuel Capacity*
800 gallons 3,028 liters

Water Capacity
90 gallons 341 liters

Holding Tank Capacity
44 gallons 167 liters

Power Options
Triple or Quad Mercury V12 Verado Outboards

Generator Diesel Supply
49 gallons 185 liters

PRELIMINARY

The port sidedeck leads to the bow, where wraparound seating and a table create a comfortable gathering space. Recessed into the forward console is a large sunpad with a skylight that brightens the cabin below. On the starboard side, the elevated sidedeck increases interior volume while still providing convenient access for line handling and docking.

PERFORMANCE AND SYSTEMS

The 46 SY will be offered with triple or quad Mercury V12 Verado outboards and carry 800 gallons of fuel. Additional tankage includes 90 gallons of fresh water, a 44-gallon holding tank and 49 gallons of diesel for the onboard generator – giving owners the range and autonomy for extended cruising.

While performance data will be finalized as testing begins, the 46 SY is expected to deliver speed and efficiency similar to its center-console counterpart, the V-46. The double-stepped hull provides lift, stability and sharp handling across a wide range of conditions.

Systems are designed for straightforward maintenance and access – a hallmark of both Viking and Valhalla engineering. The machinery space under the cockpit sole is well organized, with access to the Seakeeper, sea chest and other systems.

ACCOMMODATIONS

The portside companionway stairs lead below to a bright, open interior finished with craftsmanship and attention to detail. The layout blends warm materials, premium

joinery and smart use of space to create a comfortable environment for extended stays aboard.

To starboard, the galley provides storage and amenities for life on the water. Forward, the master stateroom includes a queen berth and a split head and shower arrangement that maximizes privacy and convenience. The head is accessible from the galley, allowing easy use while maintaining separation from the stateroom. Aft, twin berths provide comfortable accommodations for guests.

“This boat gives couples and families a true cruising experience in a 46-foot platform,” says Bill. “It delivers the flexibility and performance owners want in a yacht of this size.”

THE BOTTOM — LINE




With the introduction of the 46 SY, Valhalla continues to broaden its model range and reinforce its reputation for quality and innovation.





viking REVIEW

The best of the best! That's what we have here at the Viking Yacht Company. Hands down, our boatbuilders are the industry standard and we thank them for their dedication and hard work. 



FROM THE FLYBRIDGE



As we head into 2026, we've got great momentum. With new product development, facility expansions and steady investment in the future, our team keeps driving forward. Viking is stronger, smarter and more united than ever.

At the Fort Lauderdale International Boat Show (FLIBS), Viking and Valhalla displayed 18 boats from 28 to 90 feet, including the world premieres of the Viking 50 Convertible and the Valhalla 55 Sport Yacht. The enthusiasm at the show for the new 50 Convertible was incredible.

The 50 Billfish is coming up next, and it's already creating a buzz with our dealers, owners and the media. The 55 Sport Yacht, which won the Fox Sports Best of Show award at FLIBS, is another tremendous accomplishment for our team, and we're not stopping. We announced the Valhalla 46 Sport Yacht at the show, keeping our product line moving forward.

We'll be at the Miami International Boat Show with our lineup of Valhallas at the convention center. The in-water portion of the show is moving from One Herald Plaza in downtown Miami back to Collins Avenue on Miami Beach. We've decided not to participate there. Our sister company, Princess Yachts America, will have its fleet of motor yachts on display. Viking's focus will be on the VIP Boat Show in Riviera Beach and the Palm Beach International Boat Show, which give us the best opportunity to showcase the Viking and Valhalla product.

Our R&D group, Design and Engineering Department and boatbuilders remain the backbone of Viking's success. The same core team that introduced the original 55 Convertible 30 years ago still leads the charge today, refining designs and processes to make each one better. Working side by side for decades, this team has developed 80 models together — an achievement that has allowed us to lead the industry in innovation, design and quality.

That same drive to improve every day extends into new technology and partnerships. We're working with Viam on a robotic sanding project that uses AI to help our boatbuilders work smarter and build boats more efficiently. Stay tuned for more on that.

The tournament trail continues to show what Viking and Valhalla are all about — performance, reliability and success on the water. From the Gulf Coast to the Bahamas, up through the Mid-Atlantic and in the Pacific, our boats continue to win.

On the advocacy front, we continue to work with NOAA on key issues such as striped bass and bluefin tuna management, and we're pushing back against government overreach that threatens access to these fisheries. We've made real progress with NOAA on the 2008 10-knot restriction and remain committed to seeing it amended so it doesn't include boats 65 feet and larger. We truly believe that fair, science-based policy can protect both marine life and the future of our industry. We've also seen strong

results from the WAVS Taskforce, which is testing new whale-detection technology to improve boater safety and marine-mammal protection.

We're continuing to expand and modernize our facilities. The new Dock Office and Interior Design Center at the Make Ready Dock show our ongoing investment in customer support.

This issue carries special meaning for all of us. The passing of my father, Bill Healey, brought an outpouring of love and respect from across the industry. His belief in people, his discipline and his drive to succeed built the foundation we stand on today. The lessons he passed down — loyalty, determination and the importance of never being outworked — live on through every member of the Viking family. We honor that legacy in everything we do.

The Healeys would like to thank everyone who has supported us through the years. We truly appreciate your loyalty and will continue carrying out our mantra of building a better boat every day. Enjoy the holiday season, and I look forward to seeing you in 2026. 🌊

Sincerely,

Patrick Healey
President & CEO

EMBARK ON YOUR YACHTING JOURNEY WITH THE PRINCESS PASSPORT

Unlock the ultimate yachting lifestyle with the **Princess Passport**. Crafted by Princess Yachts America and *Yachting* magazine, this exclusive resource offers expert insights into yacht ownership, safety tips, and more. Set sail with confidence—start your journey at yachtingmagazine.com/princess-passport.

Cruising Sardinia: A Natural Wonder

A favorite of international high society, Sardinia blends Porto Cervo's seaside sophistication with wild, breathtaking landscapes.



Sail Into the Soul of Bodrum, Turkey

A gem of the Turquoise Coast on the "Turkish Riviera," Bodrum is filled with all kinds of traditions, cultural history, and unforgettable turquoise waters.



Princess S80: Power Meets Plush Design

Delivering flybridge-level space and signature style on a sleek, performance-driven platform.



Luxury Redefined on the Princess X90

The X90 is the first Princess model with drop-down balconies to port and starboard in the cockpit. With top hop of 28 knots, and multiple engine options.



Collision-Avoidance Tech for Open Water

Optical-based collision-avoidance systems have evolved and gained widespread use, and are improving safety at sea.



The Big Chill: Sailing Comfort Food

When an unusual weather system plummeted air temps from balmy to bitter, this crew turned to cold-season comfort food.





FROM THE HELM



The arrival of this winter issue of *Valballa* comes at the end of a year of incredible milestones for both Princess Yachts America and Princess

Yachts. Over the course of the past year, we have helped Princess mark their 60th anniversary since their founding in 1965, have celebrated the 30th anniversary of the partnership that established Princess Yachts America as the sole distributor of Princess yachts in North America, Central America and the Caribbean. Finally, on a more personal note, Mariah and I were overjoyed to welcome two beautiful twin baby girls, Sienna Kathleen and Capri Nicole, to the world this past July.

In reflecting back on all that has happened, even in just the short span from the beginning of the summer cruising season to the arrival of the fall boat shows and the holidays, we've accomplished a lot. Princess Yachts America has hosted another series of successful events including our Summer Owners Holiday, Annual Dealer Conference and a full set of fall shows highlighted by a very busy 66th anniversary edition of the world-famous Fort Lauderdale International Boat Show.

Our Summer Owners Holiday in July took us to historic Boston where more than 30

Princess owners, along with 200 family members, guests, dealers and vendors enjoyed four days of fun and friendship. There was an endless array of activities that kept all entertained and enjoying the lifestyle that comes with owning a Princess yacht delivered by our outstanding team at Princess Yachts America. Our destinations in 2026 will see a return in late April to the beautiful Ocean Reef Club for our Spring Owners Holiday, followed by a visit in late July to the ever-popular Block Island and the fantastic Champlin's Marina and Resort for our Summer Owners Holiday.

Just prior to the opening of the 2025 Fort Lauderdale International Boat Show we had the chance once again to gather with more than 80 members of our network of outstanding dealer sales representatives to look back on the year past, look ahead to the coming year for Princess Yachts and celebrate milestones achieved during our Annual Dealer Conference. I would like to take this opportunity to again congratulate our sales representatives and dealers for another outstanding year of helping us grow the Princess Yachts America family.

The arrival of October brings anticipation and excitement for the Fort Lauderdale International Boat Show, and this year's edition was no exception. With the premiere showing of the new Princess S80 and F58 alongside an expansive lineup of Princess

yachts, including the Y80, X80, Y72, S72, F65, V55, V50 and F50, the Princess display was a popular spot each day of the show. We were pleased as always to welcome so many members of our Princess family throughout the course of the show.

As we head into 2026, we look forward to the coming show season beginning with the Miami International Boat Show in February, followed by the ever-popular Palm Beach International Boat Show later in March. In addition, this coming year will see the world premiere launch of the highly anticipated new Princess C48 Open at the 2026 Fort Lauderdale International Boat Show. We will have many more exciting new product developments as we begin the next chapter of the pioneering partnership that has made Princess Yachts the preeminent luxury cruising yacht in North America and beyond.

On behalf of all of us at Princess Yachts America, I wish you and your families all the best in 2026 and look forward to seeing you at one of our many events throughout the year. 🍷

Sincerely,

Tom Carroll Jr.
President







WOW FACTOR

The Valhalla 55 SY Sportfish Edition -
simply awesome



A VISION REALIZED

Viking's 64 Sport Coupe – available with a Palm Beach Towers Sport Tower – redefines express yacht design through precision, performance and owner-driven innovation

The evolution of the Viking Sport Coupe enters a new chapter. The 64 Sport Coupe – sleek and powerful, unmistakably Viking – advances performance and design while preserving the brand's core feel.

The idea began with a loyal owner and moved quickly through design, engineering and production. At 64 feet, this is the largest Sport Coupe Viking has built – proof that owner vision and in-house expertise can create something new.

"I'm an owner operator," says Joseph Carapella, who will take delivery of hull No. 1 in June 2026. "I've been boating for over 35 years, and I like to run my own boat. You can do it with one other person." (See sidebar: Inspired by Experience.)

DESIGNED FROM THE HELM OUT

The 64 SC rides the proven 64 Convertible hull – a running surface known for a dry, confident ride. Above the sheer, the team started fresh.

"When you increase the size of a Sport Coupe, it changes the geometry of the boat," says David Wilson, Viking Design Manager. "We begin at the helm – line of sight, comfort, accessibility. The windshield, the slope of the deckhouse and the height of the hardtop all cascade from that focal point."

The result is a command deck wrapped in glass. A mullion-free windshield opens the view. The raised centerline helm sits forward with a companion seat to port. An L-shaped

lounge and entertainment center with HDTV turn the space into a social hub, and the electrical panel sits within easy reach.

BUILT FOR ACTION AND COMFORT

The cockpit carries Viking's tournament DNA. Teak underfoot. A deeper mezzanine with a port-side lounge. Refrigerated boxes, bait freezers and generous fish storage mirror the 64 Convertible.

"You can take this boat offshore for tuna one weekend and cruise the islands the next – and it feels right in both worlds," says David.

Owner-operation sat at the center of Joe's thinking. No ladders to climb. Direct connection to the cockpit. Easy handling for long days on the water.

64 Sport Tower



“None of us are getting any younger,” Joe says. “This way I keep an eye on everybody.”

FLEXIBLE BY DESIGN

Below, owners can choose galley-up or galley-down. Galley-up brings four staterooms and three heads. Galley-down – the choice for hull No. 1 – opens the command deck like a salon and keeps three staterooms and three heads.

“Every buyer can shape the space to match their lifestyle,” says David. “That’s the advantage of doing the work in-house – we adjust the architecture without compromising performance.”

PRECISION IN THE BUILD

Large-scale plugs for the deckhouse, cockpit and foredeck were carved on Viking’s five-axis CNC routers, then flanged and aligned for accuracy before mold production. Digital models set the forms. Boatbuilders finish the surfaces by hand – technology and touch working together.

“You see it in every curve,” says David. “The precision is there, but so is the craftsmanship – a true marriage of art and engineering.”

DEALER INSIGHT

For Erik Krueger, Vice President of Jefferson Beach Yacht Sales, the 64 SC reflects years of collaboration with Joe – and a clear step for Viking’s express lineup.

“Joe has always pushed for bigger Sport Coupes,” says Erik. “Since 2017 we’ve built a series together – 52 SC, 58 Convertible, 33 Valhalla, 48 SC, 54 SC and now the 64 SC. When Pat greenlit this project, it felt like the moment we’d been working toward.”

Erik says the plan is simple: summers in the Great Lakes, winters in Florida and the Bahamas. “That’s the appeal,” he says. “One model that fits both worlds.”

THE NEXT EVOLUTION

Add a custom Palm Beach Towers tuna tower and the 64 Sport Coupe becomes the 64 Sport Tower. Power options include MTU, MAN and Caterpillar with speeds beyond 40 knots.

“This boat shows what our team can do when they put their minds to it,” says Pat Healey, Viking’s President and CEO. “It’s talent and teamwork – and a reminder that we’re still building a better boat every day.”

64 | SC

SPECIFICATION HIGHLIGHTS

Length Overall	63' 10"	19.46 m
Length w/ Bow Pulpit	67' 8"	20.62 m
Length Waterline	54' 10"	16.71 m
Beam Overall	18' 10.5"	5.75 m
Beam Waterline	16' 1"	4.90 m
Deadrise at Transom	12.0 deg	
Draft	5' 6"	1.68 m
Freeboard Forward	7' 7"	2.31 m
Freeboard Aft	3' 0"	0.91 m
Height Waterline to Top of Sport Coupe Masthead Light	18' 0"	5.49 m
Height Waterline to Top of Sport Coupe Radar Pod	14' 0"	4.27 m
Displacement Standard Fuel Load	95,625 lb.	43,375 kg
Cockpit Area	180 sq. ft.	16.7 sq. m

PRELIMINARY



INSPIRED BY EXPERIENCE

Joe Carapella has spent decades at the helm without a captain. Independence matters, so does staying close to the action.

“I fish, but I’m not a hardcore fisherman,” he says. “I like to run my own boat.”

He favors express designs that work for family and friends, with safety always top of mind. “I always put bow rails on my boats,” Joe says. “Some owners like a clean look without them, but I prefer the extra security they provide.”

Hull No. 1 carries a galley-down layout with three staterooms and three heads. After delivery in June 2026, Joe plans to run north through the Erie and Welland canals to the Great Lakes — a trip he’s done from Florida to the Great Lakes and back more than a dozen times. He’s especially looking forward to doing it on the new 64.

Regarding the command deck layout: “This way I keep an eye on everybody,

especially my grandkids,” says Joe. “It’s a great setup for visibility and access.”

Support and ride quality keep him in the Viking family. “You know they’ll get you home,” he says. He also points to OctoPlex digital switching. “It’s so intuitive.”

Why he keeps coming back to Viking, Joe says, comes down to quality, service and familiarity. “I like Viking because of the quality, and I like Viking because of the service. You call them up, you have a problem with a part — there’s a catalog, they have it itemized, they know exactly what it is, and you have it shipped the next day. Try doing that with a custom boat — it doesn’t work. Viking service is second to none, and the quality is second to none. Once you own a Viking, you get to know how they operate, and you’re just very comfortable with them.”

And the look sealed it. “It looks like it’s moving when it’s sitting still,” Joe says. “It’s going to be a thing of beauty.”





Galley Down - Three Stateroom Helm Standard



Galley Down - Three Stateroom Athwartship Master Standard, Queen Forward Standard



Galley Down - Three Stateroom Fore/Aft Master Optional, Queen Forward Standard



Galley Up - Four Stateroom Helm Optional



Galley Up - Four Stateroom Athwartship Master Standard, Crossover Forward Optional



Galley Up - Four Stateroom Fore/Aft Master Optional, Crossover Forward Optional



A NEW ERA OF OUTBOARD LUXURY

Hull No. 2 in Flag Blue



Hull No. 3 in Stars and Stripes Blue



MOMENTUM IS SURGING AS THE 55 SPORT YACHT HITS THE WATER AND THE SPOTLIGHT

The Valhalla 55 Sport Yacht has arrived – and it’s redefining what a luxury outboard yacht can be. From the moment it first appeared at the Viking and Valhalla Dealer Meeting in Atlantic City in June 2025, the 55 drew an audience everywhere it went. The excitement continues to build. Dealers, owners and editors across the industry have praised its style, craftsmanship and performance.

By the time this magazine reaches readers, six boats will be complete. For Valhalla Boatworks, it’s another milestone in a story defined by constant innovation. The 55 Sport Yacht bridges two worlds: Viking’s tradition of luxury sportfishing yachts and Valhalla’s modern center consoles. The result is a fast, capable and beautifully

built yacht that delivers both comfort and performance in equal measure.

A NEW CLASS OF VALHALLA

The 55 Sport Yacht represents a natural next step for Valhalla Boatworks – a brand created to bring Viking’s build quality and engineering into the outboard space. Built on the Michael Peters double-stepped hull, the 55 carries the same DNA that defines every Valhalla, yet scales it up with yacht-level amenities and enclosed-bridge comfort.

The model’s clean, modern profile sets it apart instantly. Quad 600-hp Mercury V12 Verados push the boat to a straight-up 60 mph, combining speed with remarkable efficiency and a soft, stable ride. With

nearly 400 miles of range cruising at 47 mph, the 55 covers serious ground while maintaining a smooth ride in all conditions. The ventilated-tunnel hull and Seakeeper stabilization add another layer of control and comfort.

Make no mistake, this boat can travel, too. Viking Design Manager David Wilson took Hull No. 1 with his family of four from New Jersey to Newport, R.I., and the boat proved itself with a smooth, dry ride as they cruised through southern New England waters. Along the way, the Wilsons enjoyed swimming off the boat with the balconies extended, fishing and preparing meals on board – proof of the 55 Sport Yacht’s blend of comfort, practicality and adventure-ready design.

Hull No. 1 in Pamlico Blue





The pilothouse is a highlight – a glass-enclosed command center that can open to the outdoors with powered side doors, an actuated sunroof and a drop-down aft window. Close everything up and the 55 delivers climate-controlled comfort similar to a Viking enclosed bridge. Leave it open and you get the fresh-air experience of a performance dayboat.

Inside, light floods through large windows and a one-piece windshield. The helm features a sleek all-glass dash with triple Garmin displays, while an elevated aft lounge creates a social space behind the helm. Below, the yacht's two-stateroom layout includes a forward queen berth, an aft queen, a full galley and two private heads. Finishes of Slate Grey cabinetry, white quartz counters and Amtico flooring echo the style and craftsmanship found in larger Vikings.



PERFORMANCE AND VERSATILITY

Viking President and CEO Pat Healey calls the 55 Sport Yacht “incredible” – a word he doesn’t use lightly.

“I love everything about this boat,” says Pat. “The profile, the way you can open it up, the side pilothouse doors, the

accommodations – it all comes together. This is a model that appeals to everyone: Viking owners who want something different, Valhalla owners looking to move up and even megayacht owners who want a sporty, luxury go-fast they can count on anywhere in the world. It’s an incredible product built by incredible people – and when you own one, you get Viking’s service.



We'll stand behind the boat wherever it goes."

That combination of reliability and refinement has become the hallmark of the brand. The 55 Sport Yacht shares many systems and design philosophies with Viking's larger convertibles, from ElectroSea raw-water protection to color-coded wiring and yacht-grade electrical architecture. The result is an outboard-powered platform built to Viking standards – engineered for longevity, serviceability and ease of maintenance.

The layout speaks to versatility. The cockpit's U-shaped lounge and table create a comfortable gathering space, while the bow lounge offers another social zone with wraparound seating and a sunpad. A powered glass bulkhead window and bulkhead door connect the pilothouse to

the outdoor areas, allowing the entire main deck to function as one open space.

Jeanne Craig, Editor-in-Chief of *Soundings* magazine, captured it best. "The motto at Valhalla Boatworks, and its parent company Viking Yachts, has always been to build a better boat every day. Valhalla proves its point with the new 55 Sport Yacht. This is the first luxury dayboat model from the builder, and yet the company has come out of the gate with a best-in-class design that couples exceptionally clean and contemporary lines with exciting performance and a meticulous approach to craftsmanship."





PROVEN DESIGN, PERSONAL EXPRESSION

Hull No. 1 embodies the essence of the model – pure Valhalla luxury with a modern interior and polished exterior. Hull No. 2 takes things in a different direction. Finished in Flag Blue with dark bottom paint, it's a striking showcase of the boat's custom potential.

This second build incorporates a full sport-fishing package: a transom live well, tuna tube system, Miya Epoch teaser reels, electric outriggers and refrigerated cockpit boxes. A mezzanine seat provides comfort between strikes. The pilothouse features a custom credenza with a pop-up TV, and the same ProCurve windshield and side windows that give the boat its signature

forward look. Below, the interior features a walnut and dark-gray finish that adds warmth and contrast.

The ability to personalize each boat – for cruising, fishing or both – is what makes the 55 Sport Yacht so compelling. Every owner can fine-tune the layout, materials and systems to fit how they use the boat. Whether it's a family cruising the islands or a tournament angler running offshore, the 55 can be configured to match the mission.

That adaptability is paying off. Production in New Gretna is steady, with six boats completed by year's end and more on the line. Each one underscores Valhalla's dual heritage – the speed and efficiency of a stepped-hull center console and the craftsmanship of a Viking yacht.

PRESENCE AND PROGRESS

The 55 Sport Yacht made waves from the start. After its debut in Atlantic City, it turned heads again in Newport, its sharp lines and modern silhouette standing out against a backdrop of classic New England boats. As show season rolled on, the 55 cemented Valhalla's place at the forefront of the luxury outboard category.

Across the industry, the 55 has earned a reputation for precision and presence – a boat that combines advanced systems with timeless appeal. It's the natural evolution of a brand that has grown from three models that debuted in 2019 to a full fleet of models ranging from 28 to 55 feet in just six years. 🦋

55 SY SPECIFICATION HIGHLIGHTS

Length, hull

55' 7" (16.9 meters)

Beam, overall (B.O.A.)

15' 6" (4.7 meters)

Draft

**engines up,
full load**

37" (.9 meters)

**engines down,
full load**

48" (1.2 meters)

Weight

half load

47,500 pounds (21,546 kilograms)

full load

51,750 pounds (23,473 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

1,100 gallons (4,164 liters)

Water capacity

150 gallons (568 liters)

Holding tank capacity

50 gallons (189 liters)

Max engine HP

2,400 hp

Diesel Fuel

60 gallons (227 liters)

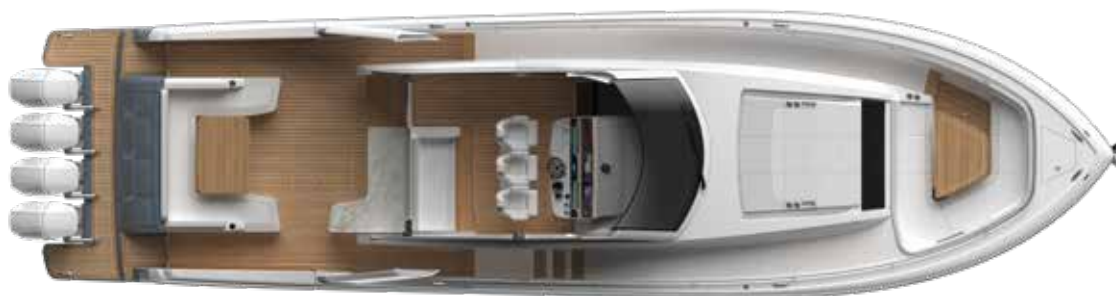




Plan View -
Bar with Rear Door



Plan View -
Full Aft Galley



Plan View -
Three-Quarter Galley
with Rear Door



Plan View -
Bench Seat



Lower
Accommodations -
Standard Layout



Lower
Accommodations -
Optional Layout

THE BOTTOM LINE

The 55 Sport Yacht reinforces everything Valhalla stands for: performance, innovation and a relentless drive to build a better boat every day.



SO CONVENTIONABLE

THE VIKING 50 CONVERTIBLE

THE BITE IS OUT THERE – GO FIND IT

Hull No. 1 of the new Viking 50 Convertible made its debut at the Fort Lauderdale International Boat Show, joining Viking's legendary fleet as the ideal owner-operator sportfisher. It's the third generation of an icon – refined, powerful and ready for everything from Costa Rica's Pacific waters to the canyons of the Mid-Atlantic.

Part of Viking's new 50 Series, the 50 C is the perfect way to enter the Viking

convertible family. It carries the same performance, technology and luxury found aboard the company's largest yachts.

"You can run it yourself, fish and cruise anywhere," said Viking President and CEO Pat Healey. "It's fast, easy to maintain and delivers that classic Viking experience – fun, performance and pride of ownership."





IT'S GO TIME

The 131-square-foot cockpit is tournament-ready, with a teak sole and mezzanine, dual refrigerated fishboxes, a transom live well and a crushed-ice machine with starboard cockpit-sole discharge into the fishbox. Carbon-fiber sunshade poles, Rupp outriggers, six haunch rod holders and dedicated outlets for dredge and kite reels round out the layout. A Seakeeper 14 keeps the boat stable when the action heats up. It's a working cockpit that's as comfortable as it is capable.

Up on the flybridge, a three-sided Costa Clear enclosure shields the helmsman from the elements. The teak helm pod and twin Release Marine chairs face a recessed black acrylic dash with dual 22-inch MFDs and integrated teaser reels mounted in the hardtop. The forward console lounge – with armrests, drink holders and storage below – joins port and starboard seating to create a social command center where everyone stays part of the action.



VIKING COMFORT AND LUXURY

Below deck, the 50 Convertible delivers the warmth and craftsmanship Viking interiors are known for. The open salon is finished in satin (gloss is also available) horizontal-grain walnut, with rich joinery and natural light that fills the space through side windows. To port, an L-shaped lounge wraps around a walnut cocktail table, while the raised dinette to starboard provides excellent visibility and concealed rod storage beneath the seat base. Forward on the bulkhead, a 43-inch HDTV is ideally positioned for viewing.

Three staterooms – a queen-berth master, a VIP forward that can be configured with either a queen berth or a crossover with double and single bunks, and upper-lower bunks to starboard – sleep up to nine. Each stateroom has its own HDTV, bringing the

total to four, and every space is designed with storage, light and comfort in mind.

The 50's resin-infused hull, carbon-fiber reinforcements and Light Resin Transfer Molding deliver Viking's hallmark strength-to-weight ratio. Powered by twin 1,200 MHP MAN V8s, the 50 C delivers impressive performance, and the team continues to build on that success with this model. Optimus electronic steering and custom VEEM props ensure precise handling, and systems access in the engine room is unmatched – clean, labeled and easy to service.

VERTICAL INTEGRATION

Atlantic Marine Electronics outfitted hull No. 1 with a full Garmin navigation suite, including a Furuno CSH10 Omni sonar – the same professional-grade system trusted by tournament captains for real-

time, 360-degree fish detection. Additional integrations include FLIR thermal imaging, KVH TracVision UHD7 satellite TV, Starlink Maritime internet and GOST onboard monitoring – all designed and installed in-house for seamless operation.

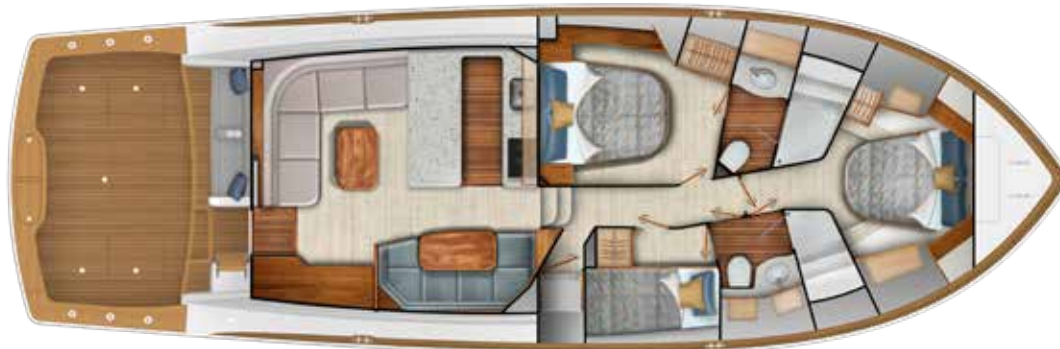
A Spot Zero watermaker/purifier system, bow thruster, flybridge watermaker controls and ElectroSea Clearline option bring big-boat convenience to this size. The hull is finished in Whisper Grey gelcoat with a faux-teak toe rail that accentuates the boat's sleek, powerful profile.

Owners can also opt for a Palm Beach Towers tuna tower to complete the package. Whether running through the Bahamas' billfishing grounds, cruising the Gulf or chasing pelagics off Palm Beach, the 50 has the range, comfort and pedigree to get there – and back – with confidence. 🐟

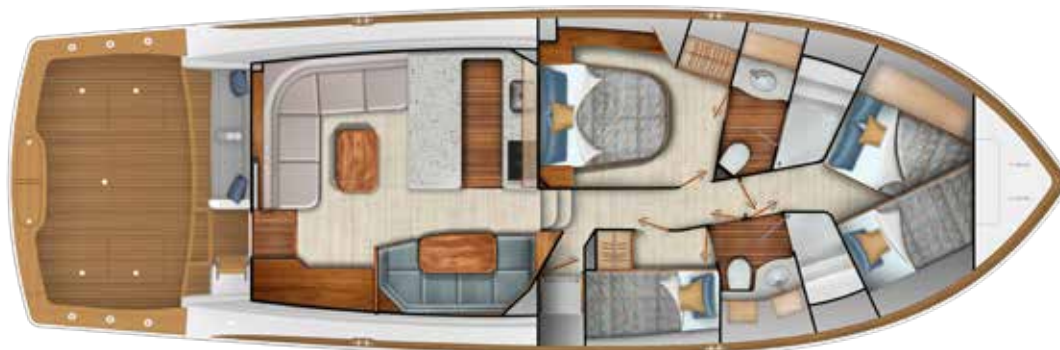




Open Bridge



Salon with Standard Queen Layout



Salon with Optional Crossover Forward

50|C

SPECIFICATION HIGHLIGHTS

Length Overall	51' 8"	15.75 m
Length w/ Bow Pulpit	55' 10"	17.02 m
Length Waterline	44' 10"	13.67 m
Beam Overall	17' 1"	5.21 m
Beam Waterline	14' 3"	4.34 m
Deadrise at Transom	11.7 deg	
Draft	4' 10"	1.47 m
Freeboard Forward	6' 4"	1.93 m
Freeboard Aft	2' 11"	0.89 m
Height Waterline to Top of Flybridge Hardtop	17' 0"	5.18 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	19' 4"	5.89 m
Height Waterline to Top of Flybridge Console	13' 8"	4.17 m
Displacement Standard Fuel Load	66,631 lb.	30,223 kg
Fuel Capacity Standard	1,000 gal.	3,785 l
Fuel Capacity Optional	1,200 gal.	4,542 l
Water Capacity	180 gal.	681 l
Holding Tank Capacity	52 gal.	197 l
Cockpit Area	131 sq. ft.	12.2 sq. m

CUTTING-EDGE TECHNOLOGY: HULL NO. 1.

1. Furuno CSH10 Omni sonar – 360-degree real-time fish-finding.
2. MAN V8 1200 CRM engines – twin 1200 MHP diesels, speed approaching 40 knots.
3. Seakeeper 14 gyro – stabilization at drift and troll.
4. Garmin dual 22-inch MFDs, precise navigation.
5. Spot Zero system – continuous freshwater and purified rinse.
6. FLIR thermal camera – night-vision safety and awareness.
7. Starlink Maritime – high-speed offshore internet.
8. KVH TracVision UHD7 – satellite TV and communication.
9. ElectroSea – prevents marine growth in seawater-fed systems.
10. Bow thruster – reliability and control.

THE BOTTOM LINE

For Viking owners worldwide – from tournament captains in Los Sueños to canyon anglers in Montauk – the 50 Convertible is a natural fit. The bite is out there – go find it.



CUSTOM FABRICATED FOR COMFORT AND DURABILITY

Costa Marine - Fabrication Excellence for over 50 years.

- **INTERIOR DESIGN**

Our interior department specializes in hand-crafted furnishings carefully fabricated with an impeccable attention to detail. Allow us to take your next project from concept to completion.

- **EXTERIOR SOLUTIONS**

From enclosures, exterior cushions and cover packages, Costa Marine has the experience and proficiency to meet and exceed your expectations. We are proud of our long-standing reputation with Viking Yachts and Valhalla Boatworks.



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VIKING 50 BILLFISH

**BIG COCKPIT, VERSATILITY AND CLASSIC VIKING CRAFTSMANSHIP –
A SPORTFISHER BUILT TO RUN, FISH AND GO AGAIN**



Viking's new 50 Billfish isn't just another model. It's a statement of intent, and that intent is simple: to fish your ass off. It's the go boat, the load-your-buddies-and-run boat, the one that keeps Viking's Billfish legacy alive and kicking at 50 feet.

The 50 is all business, built for owners who want performance and purpose equally. It delivers speed, strength and simplicity without losing the craftsmanship and detail that make a Viking a Viking. The same proven hull as the 50 Convertible gives

it a rock-solid ride, but the rest is pure Billfish – straightforward, dialed in and ready to work.

The cockpit is the heart of the boat – long, deep and open, with room to move when the spread goes down. There's space for the whole crew to fish without tripping over each other. Mezzanine seating overlooks the deck with refrigeration and storage below. Every detail serves a purpose – rounded coamings, toekick clearance, recessed hardware. This is a cockpit you can fish


hard in all day, clean up fast and do it again tomorrow.

Step inside and the 50 Billfish keeps the focus on comfort without clutter. The salon is clean and balanced, with a dinette, lounge and galley wrapped in natural walnut joinery. It feels like a Viking – solid, quiet, built to last. The galley features quartz counters, drawer refrigeration and smart stowage that make life aboard easy without overcomplicating it. Everything's arranged for access. Everything has a reason.



Owners can choose a three-stateroom layout or a two-stateroom setup with a dedicated tackle and rod storage area. It's the kind of flexibility owner-operators appreciate. Each space shows off Viking's precision joinery and attention to detail – doors that fit right, corners that line up, nothing left to chance. The finish is simple and refined, exactly what a Billfish should be.

The 50 runs on Viking's resin-infused hull with carbon-fiber reinforcements. It's fast, balanced and confident. Twin 1200MHP MAN diesels will deliver exceptional speed and the proven running surface of a Viking equates to a smooth, dry ride. It's efficient, predictable and easy to handle, giving the 50 the right mix of speed and range for long runs and fishing.

Systems are accessible, mechanical spaces are laid out cleanly and maintenance is straightforward – all hallmarks of the Billfish philosophy. As Pat Healey President and CEO puts it, "It's going to be a big hit. This boat is designed for people who just want to get out there and go." 



PRELIMINARY

50|BF

SPECIFICATION HIGHLIGHTS



Open Bridge



Salon



Two Stateroom with Rod and Tackle Storage/
Queen Forward



Three Stateroom Crossover Forward

Length Overall	51' 8"	15.75 m
Length w/ Bow Pulpit	55' 10"	17.02 m
Length Waterline	44' 8"	13.61 m
Beam Overall	17' 1"	5.21 m
Beam Waterline	14' 3"	4.34 m
Deadrise at Transom	11.7 deg	
Draft	4' 10"	1.47 m
Freeboard Forward	6' 6"	1.98 m
Freeboard Aft	2' 11"	0.89 m
Height Waterline to Top of Flybridge Hardtop	17' 6"	5.33 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	19' 10"	6.05 m
Height Waterline to Top of Flybridge Console	13' 11"	4.24 m
Displacement Standard Fuel Load	64,306 lb.	29,169 kg
Fuel Capacity Standard	1,055 gal.	3,994 l
Fuel Capacity Optional	1,200 gal.	4,542 l
Water Capacity	180 gal.	681 l
Holding Tank Capacity	52 gal.	197 l
Cockpit Area	170 sq. ft.	15.8 sq. m

THE BOTTOM LINE

The 50 BF is a fusion of Billfish utility and convertible comfort.



FREEDOM IN FORM

The 50 SC/ST and Open Express add more choice to the 50 Series — sleek, fast and ready for anything

Viking's 50 Sport Coupe, 50 Sport Tower and 50 Open give owners the freedom to fish hard, cruise easy or do both. Each runs on the same proven hull as the Convertible and Billfish but brings its own style and purpose.


SPORT COUPE/ SPORT TOWER

These sisterships start with a three-sided fiberglass and window enclosure and can be fitted with a full aft bulkhead. The command deck is climate-controlled, sleek and sporty — a design that looks just as good in the Great Lakes as it does in New England. They're fast, versatile and built for owners who like to run their own boat in comfort.

Add a custom Palm Beach Towers tuna tower and you've got yourself a machine — a game-changer that can fish anywhere and still turn heads at the dock.

OPEN

"If you want a classic express, this is it," says Viking President and CEO Pat Healey. "Straightforward, with great accessibility and ease of maintenance, this boat is built for the owner-operator. You've got great cockpit access, and you can add a tower for a serious fishing setup. It's a timeless design that still turns heads."

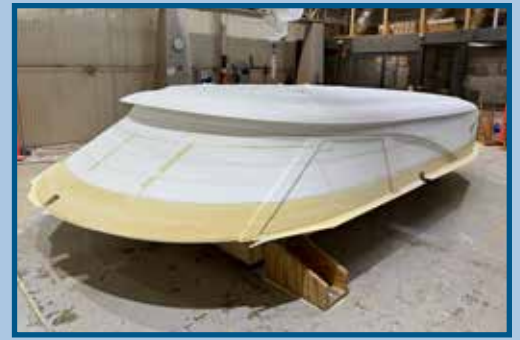
With their performance, handling and versatility, the Sport Coupe, Sport Tower and Open carry Viking's spirit of innovation — boats built to move, built to last and built to make every run count. Behind that spirit is Viking's unmatched manufacturing capability. Advanced tooling, including five-axis CNC routers, allows Viking to build multiple models simultaneously with precision and consistency that only experience can deliver. No one else in the industry operates at this level — or does it all in-house. 

50|0 SPECIFICATION HIGHLIGHTS

Length Overall	51' 8"	15.75 m
Length w/ Bow Pulpit	55' 10"	17.02 m
Length Waterline	44' 8"	13.61 m
Beam Overall	17' 1"	5.21 m
Beam Waterline	14' 2"	4.32 m
Deadrise at Transom	11.7 deg	
Draft	4' 9"	1.45 m
Freeboard Forward	6' 6"	1.98 m
Freeboard Aft	3' 0"	0.91 m
Height Waterline to Top of Hardtop Masthead Light	13' 8"	4.17 m
Height Waterline to Top of Hardtop	11' 8"	3.56 m
Displacement Standard Fuel Load	63,283 lb.	28,705 kg
Fuel Capacity Standard	1,000 gal.	3,785 l
Fuel Capacity Optional	1,200 gal.	4,542 l
Water Capacity	180 gal. 681 l	
Holding Tank Capacity	52 gal. 197 l	
Cockpit Area	131 sq. ft.	12.2 sq. m

50 Open





Plugs for the 50 SC/ST and Open Express take shape on Viking's five-axis CNC router, a machine that allows our R&D Department to build molds for multiple models simultaneously.



50 Sport Coupe





Lower Accommodations with
Day Head and Standard Queen Layout



Lower Accommodations with
Day Head and Optional Crossover Forward



BILL HEALEY

(1927-2025)

In the pages ahead, we celebrate the life and legacy of Bill Healey – whose vision, passion and spirit continue to guide Viking every day.





BUILDING A BETTER BOAT EVERY DAY



When Rudy Dalinger walked into Viking Yachts for the first time on September 2, 1964, he wasn't sure what he'd

signed up for. The building looked more like a warehouse than a boat factory. "We were rough — no money, no equipment, not much of anything," he says. "The floors were dirt, the tools were borrowed, and sometimes the bank had to come check the boats before we could get paid." Vendors refused to unload until they saw cash. "We'd have trucks waiting outside that wouldn't drop their parts unless they were paid first."

Through it all stood Bill Healey — full of energy, confident, already talking about how Viking would someday be the best. "When we started, we weren't even a Chevy," says Rudy, adding that Bill equated his business

to the auto industry. "Bill wanted to build a Mercedes. That was his goal — to improve every day."

The company scraped by. Paychecks bounced. The IRS even showed up once when Viking fell behind on its withholding. "We were living week to week," says Rudy, Viking's longest-tenured boatbuilder who is now New Product Development Manager. "But Bill never quit. He said, 'We're going to keep moving forward.'"

Bill's faith became contagious. "He called me son," Rudy says quietly. "He called a lot of guys son, but I took it to heart. I didn't want to disappoint my heavenly Father, my earthly father — or Bill."

That loyalty, forged in hard times, became Viking's DNA. Even when the 1991 luxury tax crippled boat sales Bill refused to stand

still. "He kept R&D busy," Rudy says. "We developed the 50 Double Cabin during that time. Bill always wanted to be ready for what came next."

In August 2025, more than 1,200 people gathered to honor William "Bill" J. Healey, Viking's Co-founder, former president and patriarch. Services were held at St. Theresa Roman Catholic Church in Little Egg Harbor Township and Our Lady Star of the Sea in Cape May. Family, friends, industry colleagues, retirees and boatbuilders past and present came together in shared remembrance. They traveled from across the country and around the world — a testament to the reach of his life and legacy.

He was described as a man amongst men, an industry giant, one of a kind who broke the mold, a genuine human being — and so much more by those who knew him. He was

celebrated as the leader who built Viking from the ground up, transforming it into the world's largest builder of luxury fiberglass sportfishing and cruising yachts through hard work, determination and by inspiring the Viking family to follow his mantra of building a better boat every day.

His connection with the boatbuilders was legendary – he valued them as family and showed his humanity every day. He was also remembered for his love of life – skiing, playing skee-ball with his grandchildren on Cape May's promenade and body surfing in the ocean. The services paid tribute to his military service as a U.S. Marine Corps veteran of World War II, honoring him with full military recognition.

Bill was the builder – always expanding, acquiring new equipment and pushing Viking forward. That relentless drive helped shape the company into what it is today. After the Mass, family and friends gathered at Cape May's Corinthian Yacht Club to share food, raise a glass and tell stories – celebrating his life and the impact he had on so many.

Bill Healey was more than a boatbuilder – he was a force in American manufacturing, a visionary who saw possibilities where others saw limits. Under his leadership, Viking set the standard for performance, craftsmanship and innovation. But behind that drive was a deeply human man – caring, thoughtful and fiercely loyal to the people around him. Those who knew him best describe a leader who could be tough and demanding, yet kind and generous in equal measure. Here is his story – told through the voices of people who worked with him, learned from him and shared his life.

THE MEASURE OF THE MAN

William “Bill” J. Healey was a Marine, an ironworker, a builder and a man who loved life as much as he loved his work. Born in Atlantic City in 1927, he served in the U.S. Marine Corps during the final years of World War II and earned a political-science degree from St. Joseph's College. In 1956, he married Mary “Sissy” Healey, beginning a partnership that lasted 62 years and three generations.

He poured himself into Viking – but he also made time to live. In Cape May, he biked to the beach and body surfed in the Atlantic, laughing with his grandchildren. At the Viking Rendezvous, he was the first on the dance floor and the last to leave. He called his people by name, asked about their families and stood at the factory door each evening to shake their hands.

Bill was equal parts toughness and heart – a Marine's resolve balanced by a father's care.



SEEING POTENTIAL IN PEOPLE

Juan Beltran, who joined Viking on Dec. 1, 1983, started

in the fiberglass shop and quickly earned a reputation for his work ethic. A native of El Salvador with a degree in business administration, Juan arrived in the United States without knowing English. “God and Mr. Healey were there for me,” he says. “I went to school in Egg Harbor City [N.J.] for four years to learn English, and Mr. Healey encouraged me every step of the way.”

Juan worked his way up – becoming a leadman in 1987, a foreman in 1989 and,



after a six-month probationary period under Plant Manager Lou Correia, earned the title of Supervisor of the Fiberglass Department (dubbed Viglass by Bill) in 1995. Bill called Juan into a managers' meeting. “He said, ‘Don't look for anybody else. I already have the new supervisor right here,’” Juan recalls. “Bill gave me the opportunity to build a career here. He believed in me.”

Bill had faith in Juan from the beginning. One day, early in his career, Juan's crew cracked a new mold for a 58-foot enclosed bridge. “I thought I was done,” says Juan. “I was sure he was going to fire me.”

The next morning, Bill walked in. “I told him what happened,” Juan says. “He said, ‘Kid, don't worry about it. You'll learn from this.’”

“Mr. Healey treated me like family,” he says. “He came to my house, ate with my family. We'd go to restaurants for dinner – he liked turkey with mashed potatoes and gravy, and I'd have surf and turf. We'd share a little of both.”

Bill was a boxer in his earlier years, which is where he earned the nickname “Dukes.”



A fan of the sport himself, Juan's favorite boxer was Julio César Chávez, and he and Bill often watched fights together. Juan vividly recalls many of them, particularly Chávez's bout against Marvelous Marvin Hagler. As a gesture of friendship, Bill gave Juan a framed, signed Chávez poster that still hangs proudly in his office. "I had so many great times with Bill."



LEADING WITH TOUGH LOVE

Al Uhl, who joined Viking in 1979 and now serves as Vice President of Manufacturing,

remembers his first day. "I was installing the teak plugs in the cabin of the Viking 35 plug and heard someone yelling across the shop," he says. "I asked, 'Who's that?' They said, 'That's the owner.' I thought, what did I get myself into?"

Later that day Bill tapped him on the shoulder. "He said, 'You're the new guy, right?' That's how he was – he met everyone himself."

Al still laughs about their introduction. "I said, 'Nice to meet you, Mr. Healey,'" he says. "He stopped me and said, 'No – we're going to have a problem. I'm Bill, you're Al. We work together.' That was him. Straight, fair and full of respect."

Bill was a hard-nosed coach – demanding but present. "He could chew you out one minute, then come back later, put his arm around you and say, 'Kid, what were you

trying to tell me? Let's figure it out,'" says Al, who joined Viking in 1979. His brother Frank followed a year later, in 1980. Frank was also promoted in 1998 – to Supervisor of the Joiner Shop and Sub-Assembly – a position he still holds today. "He was out here every day, talking to the guys, thanking them at the door."

Bill promoted Al to VP of Manufacturing in 1998 after seeing his can-do attitude and work ethic. He's been in the role ever since, now overseeing 1,100 boatbuilders. Bill valued his workforce above all. "He used to say, 'My boatbuilders are my assets. I can sell a hundred boats, but if I can't build a hundred boats, what good is it?'"



DEMANDING EXCELLENCE

Tom Carroll Sr., who joined Viking in 1982 after a 21-year banking career, still laughs about

the moment he told his wife he was leaving finance for boatbuilding. "She looked at me and said, 'You're crazy. You're leaving a successful bank job to go build boats in the Pinelands?'" Tom recalls. "I told her, 'Bill Healey's loyalty made up my mind.'"

They met when Tom was building a marine-finance department in Philadelphia. "He not only took the meeting – he invited me to dinner," Tom says. "That dinner started a friendship that lasted more than fifty years."

When Tom joined Viking he found in Bill a mix of discipline and imagination.

"He demanded near-perfection, but if you missed the mark, he helped you move forward," Tom says. "He kept an open mind – if your idea had merit, he backed you completely."

On a trip to England, evaluating builders for what became Viking Sport Cruisers (Now Princess Yachts America/PYA) Bill ordered two Budweisers at a London hotel bar. They arrived warm – British cold. He called the waiter over, asked to see the beer fridge and marched behind the bar. "He grabbed a few bottles and plunged them into the ice chest," Tom says. "Everyone just stared. Only Bill could have pulled that off without the Brits calling the cops."

Tom smiles when he mentions his family's continued connection to Viking. His son, Tom Carroll Jr., now President of PYA, is carrying the partnership forward.



LOYALTY AND LIFE

Jerry Straub Sr., who joined Viking in 1978 and served as Chief Financial Officer

until his retirement in 2018, spent years commuting with Bill. "You could learn more in the car with him than you ever would in school," he says. "He was a common-sense leader – he taught life as much as business."

Jerry came to Viking from a bankrupt company under federal investigation. "Most employers would have cut me loose," he says. "Bill and Bob hired a lawyer to represent me. That's when I knew loyalty at Viking wasn't a slogan – it was real."

Bill's concern for employees went beyond paychecks. "He used to say you can't treat a good employee too good or a bad one too bad," Jerry says. "He helped our people – scholarships for employees' children, help when they needed it most. His priority was always the folks who built the boats."

He also never stopped pushing forward. "He never stopped thinking about what was next – new models, new ideas, expansion," Jerry says. "One of his favorite songs was Fleetwood Mac's 'Don't Stop'. I heard him sing it more than once. That was Bill – always looking ahead."



Jerry fondly recalls that back in the day his office was near the exit where Bill stood each evening, shaking hands as employees left for the night. “If somebody had a personal problem, Bill would point them my way,” Jerry says. “He’d say, ‘Go see Jerry.’ I became the company priest, lawyer, accountant, financial adviser – whatever people needed. That’s how much he cared about them.”

Bill once tried to build a ballfield next to the factory for employees and their families, but the lawyers told him he’d have to open it to the public. “He dropped the idea,” Jerry says. “He wanted it for his people. That’s who he built everything for.”



BUILDING THE WORKFORCE

Drew Davala,
Executive Vice
President and Vice
President of Human

Resources, spent years watching Bill interact with the people who made Viking run. “He

knew everyone,” says Drew. “Not just their names – their families, their struggles, what they were dealing with. He cared about them as people.”

That empathy wasn’t performative. “He’d stop on the floor and talk with a boatbuilder about a sick child or a car payment,” Drew says. “Then he’d go do something about it. He’d make sure that person was okay.”

For years Drew stood beside Bill at the factory doors each evening as employees clocked out. “He shook every hand,” says Drew. “He wanted to look you in the eye and thank you for your work. I saw how much that meant. It still means something here today.”

Under Drew’s leadership that people-first culture continues – mentoring programs, safety initiatives and training that trace directly to Bill’s belief that Viking’s greatest asset was its workforce. “He built boats,” Drew says, “but more than that he built people.”



PRESENCE AND HUMANITY

Peter Frederiksen,
Viking’s Director of
Communications from

2000 to 2017, is a writer first and foremost – and continues to do so today for various boating magazines. He was also the primary author of Bill’s obituary. We’ll let Peter’s words speak for themselves – here is his reflection in its entirety:

“I met Bill Healey in the late 1980s when I was a technical editor at *Boating* magazine, not knowing then that I would eventually join his company and work with him for 17 years. Bill was a Marine, an ironworker, a boatbuilder, and most importantly, an incredible friend and father image. He was a fountain of knowledge about boats, family and living large with the attitude that yesterday is gone, but there is today and hopefully tomorrow, so take advantage of it.



Left to right: Drew Davala, Bill Healey and Lou Correia shaking hands with the team at the end of the day.



Three generations of Healeys circa 2007.

“He loved and cared about the people he worked with. Never bashful, with Marine alacrity, he willingly shared advice and voiced opinions on everything from hull design to the water treatment plant, to the Tri-Generation power systems he designed, to the music he wanted to dance to at his popular Viking Rendezvous social events. The man could definitely cut the rug.

“Whenever he passed my office, he always paused and made sure I saw the smile on his face while nodding to keep working. When my sister became ill, he never failed to ask about her, having met her in Nantucket. There are only 26 letters in the alphabet, but there are not enough words to truly compliment the man who was Bill Healey. But in my heart, I believe if Bill had been alive at the time, he would have been God’s first choice to build Noah’s ark – albeit with a flying bridge and outriggers.”

LESSONS FROM A FATHER

Pat Healey, President and CEO since 2013, says his father’s influence runs through every decision he makes. “My father made me who I am – a better boatbuilder, a better manager,” says Pat. “He instilled discipline, a fear of failure and the drive to do things the right way. Everything we’ve accomplished – building boats, taking care of our people, our dealers, our partners – traces back to his guidance.”

Bill expected a lot from his children. Pat was 12 or 13 when he started tagging along to the factory. “He’d drag me out of bed on weekends,” says Pat. “No sleeping in. You came to work. That was life.”

“He was tough but he taught me never to be outworked,” says Pat. “That’s how you build a better boat every day.”

Pat’s sister Kathy Healey shares that same drive. She has worked with Viking for years and remains a passionate supporter

of the company her father built. Her three children – Erin, Allie and A.J. – are regular faces at Viking events and owner gatherings, proudly representing the next generation of Healeys.

Pat and his wife, Leanne, have three children – Sean, Justin and Kaitlyn – who are deeply involved in Viking’s sales and marketing operations. Together, they work alongside their father, continuing the tradition Bill started six decades ago. “Dad always said it’s about the people,” says Pat. “That hasn’t changed. We’re still building boats, but we’re really building relationships – the same way he did.”

A DAUGHTER’S REFLECTION

Kathy Healey, daughter of Bill Healey, remembers her father as larger than life – strong, funny, loving and full of energy. “He had that sparkle in his blue eyes, a warm smile and a way of lighting up a room,” she says. “I’ll always remember him

twirling us around the dance floor to “Sweet Caroline,” or taking Pat and me to the plant on Saturdays where we’d crab off the docks and listen to him and his crew dream up the next model.”

“Our parents worked side by side – Viking was their life, but our family was always at the heart of it,” she says. “Dad believed in hard work, loyalty and doing things the right way. He loved his people and treated them like family.”

“The torch has been passed, but his legacy lives on – in the boats we build, the people who build them and in every lesson he left behind.”

Kathy invites anyone who would like to share memories of Bill to send photos and a short remembrance to IloveBill@vikingyachts.com.

THE BUILDER ENDURES

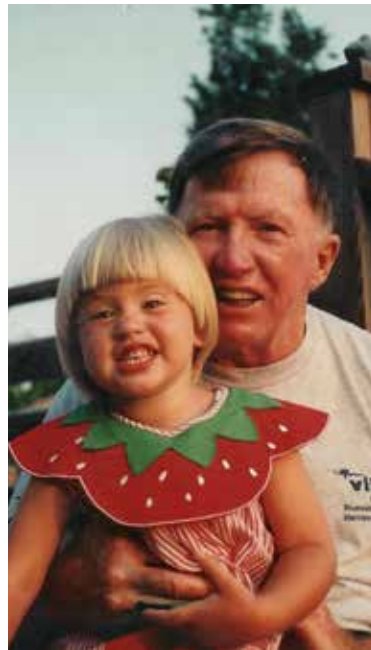
Those who worked beside Bill Healey remember more than his drive. They remember his presence – the handshake at quitting time, the voice calling someone kid, the belief that anyone willing to work hard deserved a chance.

He built more than boats. He built a company where loyalty still matters, and craftsmanship is a source of pride. He built a place that carries his spirit in every hull that leaves the Bass River.

“Bill was unique,” says Al. “You didn’t work for him – you worked with him.”

In the end, that might be the clearest measure of his legacy. As Rudy says, “We were looking up at the top of the mountain when we started. Bill got us there – and made sure we never forgot how we climbed.”





MILESTONES THROUGH THE YEARS



Bill Healey, one of four brothers in a close-knit family, was born in Atlantic City in 1927 and raised in South Jersey. Upon graduation from Camden Catholic High School, Bill joined the United States Marine Corps and served in World War II. Bill attended St. Joseph's College in Philadelphia, graduating with a B.S. in Political Science in 1951.



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— THE BOATMEN'S PARADISE —

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NEW GRETN, NEW JERSEY

AXtel 6-4269

1950s

Bill began his career with his father at P.J. Healey Structural Steel in Atco, N.J., but soon shifted his focus. Bill joined his brother, Bob, in the real-estate development business. Among other projects, the two acquired and developed the Bass River Marina in New Gretna, N.J.



1955

Bill met Mary "Sissy" King on Windsor Beach in Cape May, N.J. He proposed to her on their first date. She told him to wait a year and ask again.

1956

Bill and Sissy were married and went on to have three children (Mary “Missy,” Patrick and Kathy) and six grandchildren (Erin, Sean, Justin, Allie, Kaitlyn and A.J.).



1964

A small, local builder of wooden boats, Peterson-Viking, was having financial trouble, and Bill and Bob Healey agreed to buy the company, changed the name to Viking Yachts, and relocated the business to their property adjoining the marina. The boatbuilding business soon occupied much of their time, so the brothers sold the marina and concentrated on building yachts. Bill served as President and was the chief boatbuilder.



1970s

Bill oversaw design, engineering and manufacturing as Viking grew. He quickly saw the potential of fiberglass construction, introducing the Viking 40 Convertible in 1972, a model that established the company as a force in the industry.

He added the iconic Water Tower to the Viking campus.

1980s

Year after year, committed to their mantra to build a better boat every day, Bill led Viking to the top of mountain to become the leading semi-custom production builder of sportfishing yachts in the world. (Today, the company has delivered nearly 6,000 yachts). The brothers successfully steered the company through the ups and downs of economic cycles.



1990-1993

When a Federal Luxury Tax was imposed on yachts in 1991, thousands of people were laid off and hundreds of companies went out of business. Viking was instrumental in organizing a national, grass-roots campaign to fight the tax based on a loss of jobs issue. They took the industry lead in convincing Congress to repeal the tax, organizing busloads of out-of-work boatbuilders to converge on Capitol Hill for demonstrations, and organizing the effort to set fire to a boat on a barge on Rhode Island's Narragansett Bay as a highly effective symbol of protest. The tax was repealed 20 months later and Viking quickly rebounded.

When the tax was imposed, Viking closed a plant in Florida, laid off 1,500 of 1,560 employees and nearly went bankrupt. With his brother, Bill privately funded the company out of his own savings, allowing Viking to tool up new models. The company came out of the gate running when the tax was finally repealed. Leap-frogging over the competition and firmly establishing Viking as the dominant builder in its class.

1996

Viking Sport Cruisers was established. This company, now Princess Yachts America, has been highly successful distributing British-built, high end cruising yachts through its dealer network in North America.



Viking founded the Recreational Fishing Alliance (RFA), a non-profit organization formed in 1996 to promote sustainable fisheries and a healthy marine environment. Viking contributed more than \$1 million to the RFA.

1998

Bob, Bill and Pat Healey (Bill's son) win the Ernst & Young 1998 New Jersey Manufacturing Entrepreneur of the Year Award.



2001

At the Miami International Boat Show, Bill and his brother receive the prestigious Chapman Award on behalf of *Motor Boating* magazine and the National Marine Manufacturers Association in recognition of their contributions to the boating community for the benefit of the industry and public.



2002

The Healeys buy back the Bass River Marina for \$2.7 million and reopen it as the Viking Yachting Center. That acquisition follows a 100,000-square-foot expansion of Viking's headquarters in 2001.



2003

Bill and his brother are inducted into the National Marine Manufacturers Association Hall of Fame for their outstanding contributions to the marine industry.

2004

Viking Yacht Company is presented by the *Press of Atlantic City* with the 2004 Bailey Award which honors businesses that make exceptional contributions to their communities.

2012

Bill Healey's Tri-Generation Plant comes to fruition. The Tri Gen – a combined heating, cooling and electrical power system – reduces the plant's overall utility demand by 20%. It utilizes six Capstone micro-turbines fueled with natural gas and can generate as much as 30% of the company's yearly electrical usage while also providing heating and cooling needs for the 75,000-square-foot Building 1.



2013

Bob, Bill, Pat and Bob Healey Jr. (Bob's son) receive the Family Business Award of Excellence at the Ernst & Young Entrepreneur of the Year Awards.

Although Bill "retired," he continued to be a regular fixture around the plant. He would tour the Viking facility on his golf cart and dole out advice to the team working on the production line.



2019

In honor of their service and commitment to the marine industry for more than a half a century, Bill and his brother receive the 2019 IBI-METSTRADE Boat Builder Lifetime Achievement Award.



THE VIKING WATER TOWER

A SYMBOL OF INGENUITY

Viking's water tower is iconic. If you have visited the Viking Yacht Company or not, it is a sight well known to anyone traveling New Jersey's Garden State Parkway. As you head south, you see it rise above the Pine Barrens at about mile marker 50. And to any kid headed to the beach, it is a symbol that screams "we are getting close!"

But for those who knew Bill Healey, it is a symbol of imagination, ingenuity and inspiration. To know the story of the water tower is to know Bill.

So, how'd that 158-foot-tall water tower get in the middle of New Gretna? Well, in 1970 Bill Healey was attending a military auction in Baltimore with his buddy Eddie Sears. Eddie was a local New Gretna "character" who had a lot of experience at large auctions. Bill was looking for equipment that could be useful at the plant – at a bargain price. Nothing was piquing his interest. But then a big old water tower went up on the block. There were no takers, so Bill threw out a bid of \$100. Down the gavel fell and Bill was now the owner of the 65,000-gallon water tower. Bill turned to Eddie and said, "We got her." Then after a pause, he continued, "Now we have to figure out how to get this to New Gretna."

Bill didn't plan on buying a water tower but when the opportunity arose, he knew it would be an asset to the Viking facility. But still, a daunting task was in front of him. His brother Jerry was working with their father at P.J. Healey Structural Steel. Bill recruited Jerry to help map out and tackle the project.

With Bill leading the troops, they methodically dismantled, transported and re-created the structure back in New Jersey. The dome on top was sectioned and the four legs removed and cut using a pair of cranes. More than a half dozen truckloads moved the puzzle pieces to its new home two states away.

The team labored tirelessly reconstructing the tower and Bill was side-by-side working with his men. In typical Viking-style, the base was built more substantially than necessary and is still able to withstand 100 mph winds. They worked tirelessly till it stood proud – incredibly, in just a week.

But this tower isn't just something to look at. She is 100% functional. Back in 1970, the plan was to use the tower as the sole fire suppression system – and it is still being used for just that purpose. The tower's 65,000 gallons of water, in case of an emergency, feed the two primary tanks which hold a combined half million gallons of water. These primary tanks run on electric with a diesel back up. If both power sources fail, the sheer gravity of the water looming 150 feet above ground would force the water manually to the additional tanks. In addition to this water tower, Bill added three more diesel pump fed towers throughout the Viking campus given his philosophy of "protect the plant, protect the people."

The water tower had a little work done in the summer of 2022. Her facelift included a fresh coat of paint as well as some other maintenance. While the crew was working on it, they found Bill's name welded into the top – 150 feet high. No doubt done by the man himself. 🐳



An iron worker before a boatbuilder, Bill was known to climb the tower to "check things out."

THE STORY BEHIND THE SHOT

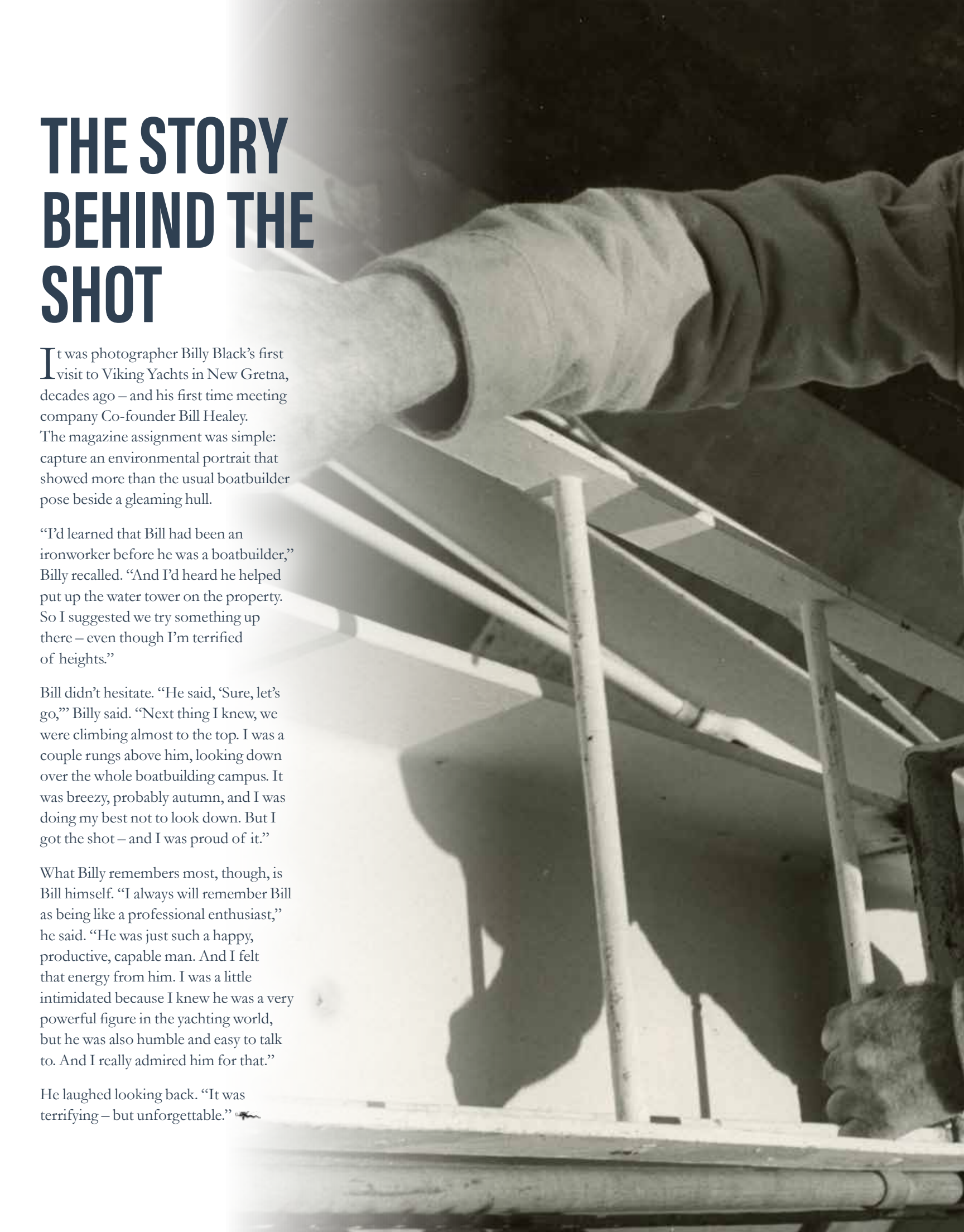
It was photographer Billy Black's first visit to Viking Yachts in New Gretna, decades ago – and his first time meeting company Co-founder Bill Healey. The magazine assignment was simple: capture an environmental portrait that showed more than the usual boatbuilder pose beside a gleaming hull.

"I'd learned that Bill had been an ironworker before he was a boatbuilder," Billy recalled. "And I'd heard he helped put up the water tower on the property. So I suggested we try something up there – even though I'm terrified of heights."

Bill didn't hesitate. "He said, 'Sure, let's go,'" Billy said. "Next thing I knew, we were climbing almost to the top. I was a couple rungs above him, looking down over the whole boatbuilding campus. It was breezy, probably autumn, and I was doing my best not to look down. But I got the shot – and I was proud of it."

What Billy remembers most, though, is Bill himself. "I always will remember Bill as being like a professional enthusiast," he said. "He was just such a happy, productive, capable man. And I felt that energy from him. I was a little intimidated because I knew he was a very powerful figure in the yachting world, but he was also humble and easy to talk to. And I really admired him for that."

He laughed looking back. "It was terrifying – but unforgettable." 





A BOND BEYOND BUSINESS

DEALERS SPEAK OF LEADERSHIP, LOYALTY AND LASTING RELATIONSHIPS

Viking has built the best dealer network in the world – one founded on trust and the shared belief in providing the finest service and customer care in the industry. From the Great Lakes to the Gulf of Mexico, from the East Coast to South Florida and around the globe, these dealers have helped carry Viking's commitment to excellence forward. Each one shares a special connection with Bill Healey – and each reflects the values he inspired.



The late Greg Krueger, founder of Jefferson Beach Yacht Sales (oldest standing Viking dealer), smiles for the camera with customer Linda Schaden and Bill Healey in 1982. The Schaden family was visiting the New Gretna, N.J., plant while building their Viking 43.



JEFFERSON BEACH YACHT SALES

Amy Krueger Malow
President
Erik Krueger
Vice President

When Greg and Nancy Krueger founded Jefferson Beach Yacht Sales in Michigan, they set out to build relationships as solid as the boats they sold. That philosophy resonated with Viking Co-founder Bill Healey, who believed people were the heart of every great company.

“I first got to know Bill Healey as a young child in the early 1970s when my father started representing Viking Yachts at Jefferson Beach Marina,” says Amy Krueger Malow. “I didn’t work directly with him since by the time I entered the business, Pat was at the helm. But I grew up having fun with Bill at Viking Rendezvous and hearing so much about him from my dad – stories about his leadership, his passion for the business and the impact he had on my dad’s professional growth and values. Even as a kid, I could tell he was someone special.”

Bill’s connection to the Krueger family ran deep. He was a mentor, a friend and a guiding presence through decades of partnership. “I always knew Bill as a wonderful, fun-loving and incredibly hardworking man,” Amy says. “He truly cared about people – the folks who built the boats, those who sold them and the clients who owned them. Whenever he came to town for Viking events in the Great Lakes, he treated us like family. He made everyone feel important and appreciated. Bill was never distant or untouchable – he was genuine, approachable and fully present.”

One of Amy’s favorite memories goes back to the mid-1990s at a Viking Rendezvous at Okeechobee Lodge in Ontario’s North Channel – a remote and beloved cruising destination for Great Lakes boaters. “Someone had set up karaoke, which I had never seen before, and Bill and my dad grabbed the microphones,” she recalls. “They sang classic songs together, completely ad-libbed, changing the lyrics to sing about why you should buy a Viking Yacht and showing off their dance

moves. Everyone was laughing – it was pure fun. Bill’s signature is still in the Okeechobee Lodge guest book. Erik and I continue to visit Okeechobee every year while cruising, and we always pull out that book to see our parents’ and Bill’s signatures.”

Erik remembers the same events from a different perspective. “During those rendezvous, Mr. Healey always wanted to hear directly from his owners,” he says. “He lived the mission of building a better boat every day. And when evening came, he was out on the dance floor until the band stopped playing.”

That combination of passion and humility stuck with the Krueger family. “I’ll never forget hearing how Bill would stand at the factory doors to greet employees as they left for the day,” Amy says. “That kind of care and appreciation influenced how my parents ran their business – and it’s something Erik and I carry forward. We’ve always believed, like Bill did, that we’re only as good as our people. Creating a workplace where everyone feels valued, supported and inspired is part of his legacy that continues to guide us.”

“Bill Healey had a profound impact on my life,” Erik says. “He was a mountain of a man – tough as nails, yet incredibly kind. He knew everyone by name and genuinely cared about them all. I’ll forever miss his energy, his passion, his drive and that contagious laugh.”

Since Bill’s funeral, Amy has kept his prayer card in her top desk drawer, alongside her parents’. “It’s a small reminder of how much he meant to us and how his influence continues to shape who we are – maybe more than he ever knew. Cheers to Bill, and to the incredible Viking legacy he helped create.”



GALATI YACHT SALES **Carmine Galati Sr.**

Carmine Galati Sr. first partnered with Viking in the 1970s, when both

companies were finding their stride. That shared drive for excellence turned into one of the longest-running dealer relationships in Viking’s history.

He recalls meeting Bill Healey years before becoming a Viking dealer. “It was at a show,” Carmine says. “I was at the Marriott hotel and found myself in the elevator with Bill and Bob Healey. I had heard that Bill made a point of shaking every one of his employees’ hands at the end of each day – an impressive gesture that spoke volumes about his respect for people and his hands-on leadership. Inspired by that, I reached out and shook his hand. I introduced myself and told him how honored I was to meet him. Bill looked me directly in the eye and said something I’ve never forgotten: ‘Work hard, treat people right, and good things will come to you.’”

Those words stuck with him. “They were as direct as Bill was,” Carmine says. “They carried the weight of his experience, integrity and commitment to effort.”

Years later, after Galati became a Viking dealer, Carmine often invited Bill to join him when customers toured the factory. “Without fail, he would take the time to personally lead the tour – walking us through the facility, explaining the craftsmanship, the engineering and the heart behind every boat,” Carmine says. “Watching Bill in his element was something special. His passion for perfection, his pride in his people and his commitment to quality were contagious.”

Over the years, Bill became a mentor. “His example taught me the true meaning of leadership – to work hard, to care deeply about your craft, to treat people with respect and to let quality speak for itself,” Carmine says. “Following his example – striving for excellence, exceeding expectations and always delivering the best to our customers at a fair, competitive price – has been the foundation of everything we’ve built.”

Today, Galati Yacht Sales remains a family led business built on those same principles. “Michael, Nick and Carmine Jr. work alongside other members of the Galati family, carrying forward what my father started,” Carmine says. “Bill taught us that hard work and integrity never go out of style.”



HMY YACHT SALES

Steve Moynihan
Owner

Steve Moynihan of HMY Yacht Sales first met Bill Healey casually at boat shows along the East Coast and would see him at Mass in Annapolis and Fort Lauderdale. During the luxury tax era of the early 1990s, HMY became a Viking dealer, and Steve got to know Bill on a more personal level.

“Bill was an intensely driven man who somehow blended affability, humor and authority into his daily routine,” Steve says. “His devotion to God, his family and the people at the Viking Yacht Company overshadowed all else. He was a man of his word and could never be accused of forgetting a promise or a commitment – whether in writing or not. That kind of behavior instills total loyalty to him and to Viking from customers, dealers, suppliers and employees alike.”

“Bill’s impact on the yachting industry is unparalleled,” Steve says. “He’s truly a man among men – a legend to emulate. Good luck with that!”



ARTEMISA YACHTS

Vladimir Ludovic

Owner of Artemisa Yachts

Vladimir Ludovic first met Bill Healey at the 1994 Miami International Boat Show. A year later, he and his family worked the same event as Viking dealers for the first time – marking the start of a long friendship and partnership with Bill and the Viking family.

“Bill’s influence is undeniable,” Vladimir says. “More important is the way he inspires us. His kindness, generosity and spirit live on in the hearts of everyone who knew him.”

Beyond the business relationship, Vladimir remembers Bill as a mentor and friend who led with heart. “Bill’s legacy includes a deep dedication to his team and his community,” he says. “It’s never easy to say goodbye to someone who’s been such a good friend.”

For Vladimir, the Miami show remains a place of memory and gratitude – a reminder of where the relationship began and of how one man’s warmth and vision can leave a lasting mark across generations of dealers and boatbuilders.



BLUEWATER YACHT SALES

Chris Hall Sr.
founder of Bluewater Yacht Sales

Chris Hall Sr. first met Bill Healey in the early 1980s. Bluewater became a Viking dealer in 1985 – a partnership that would help define both companies for decades.

“Bill never wore out,” says Chris, comparing him to the Energizer rabbit. “His life was Viking Yachts, and the company’s success is due to his energy and his drive.”

He recalls one of his favorite memories from the late 1980s, when Viking was launching its first 45 Convertible in Palm Beach. “The weather was terrible up north, so they trucked the boat to Daytona and ran it down to Palm Beach,” Chris says. “Pat and Earl [Chris’ brother] were staying at my condo, and we were running late for the launch. When we finally got there by boat, Bill was furious. He fired Pat on the spot – and when Earl tried to defend him, he fired Earl too. Then he turned to me and said, ‘Fire him.’ I said, ‘Bill, it was my fault.’ They were rehired a few minutes later, of course. That was Bill – fiery, passionate and absolutely committed to doing things right and on time.”

Chris also recalls how Bill and Pat came to him about taking on the Viking line. “We didn’t think we could afford it, but they said,

‘We’ll work with you,’ and they did,” he says. “It was a marriage made in heaven. We sold a lot of boats, and it made our business what it became.”

Bluewater grew under that partnership, and when the company was sold to Safe Harbor Marinas in 2022, Chris reflects on how much the relationship has meant. “We went to Pat to get his blessing before the sale,” he says. “He was a big part of what we were. It was an exceptional relationship – one I’ll always cherish.”



SOUTH JERSEY YACHT SALES

George Robinson
Owner

George Robinson of South Jersey Yacht Sales recalls a quiet moment inside Viking’s sales offices a few years ago – a memory that sums up Bill Healey’s life as a businessman, father and grandfather.

“Mr. Healey was brought in sitting in his wheelchair,” George says. “Both Justin and Sean Healey were excited and surprised. They jumped up and gave their grandfather big hugs. Bill stood from his wheelchair and returned the hugs. Nothing like family love and respect.”

It’s a simple moment of connection – a fitting reminder that the heart of Viking has always been family.

Across decades and generations, these dealers carry forward the values Bill Healey lives by – integrity, innovation and a belief that great boats are built by great people. 🚤



Chris Hall Sr. and Bill Healey laughed it up at a Viking rendezvous.

MORE THAN BOATS

OWNERS SHARE THEIR PERSONAL STORIES

Every Viking owner who has walked through the doors of the Viking plant has a tale to tell about Bill Healey. From his legendary full-day plant tours to sharing a liverwurst and onion sandwich in the onsite lunchroom. Below are just a few memories owners shared.

Back in the 90s, Chip Shotwell had a delivery that, well, let's just say Bill saved the day.

We left the factory in a new Viking 58 back in the 90s and spent that first night in Ocean City, N.J. The next morning the starboard transmission would not shift gears. I called the factory, but nothing worked so back we went to New Gretna.

The Purzner family enjoy a famous Bill Healey full-day plant tour.



Bill was beside himself and waiting for us at the dock. It was quickly determined that the transmission was no good. The next thing I see is Bill driving a lift truck! Bill started yelling orders and like a well-oiled machine people were lifting out hatches, chains were going in, the lift forks extended into the salon, the transmission came out. I looked up and here comes Bill on a different truck with the new transmission. They dropped the transmission into the salon and down into the engine room. It was like watching a pit crew at Daytona, I was exhausted just watching it. But that was a leader!

Joe Bruno recalls a factory tour that turned into decades of friendship – and a few boats.

I met Bill in 1988 while touring the factory. We concluded our discussion in disagreement, but with mutual respect.

In 1994 I signed a contract to buy hull No. 1 of the Viking 68. In 1995, Bill called and told me he didn't like the way the boat performed. It needed more work. He offered to refund my deposit and release my obligation. So, I took him up on it.

Months later Bill delivered me hull No. 1 of the Viking 72. In 2006 I bought hull No. 21

of the Viking 74 and cruised it throughout the Virgin Islands, north to Alaska and east throughout the Mediterranean.

Bill was stubborn. To his credit, quitting or giving up were not in his character. A wise man said adversity does not build character, adversity reveals character.

Bill was truly a man who made an impact on the world not just by building the best boats and always raising the bar, but also by the way he raised his children and how he treated people. We were privileged to know him and consider him a friend.

You could listen to his stories and watch him interact with his team and see his natural born leadership shine through.

I had a few occasions to visit with Bill at the plant. On the first he told me of the dark days of the luxury tax era and how it practically killed the boat business. It was a great story of grit and determination driving the company to even greater heights. The other time he took me on a tour of the plant, and I saw first-hand how he knew each and every employee by name. That's quite a leadership feat to aspire to. 🦋



BUILT ON TRUST

BILL HEALEY BELIEVED GREAT PARTNERSHIPS WERE BUILT ON LOYALTY, RESPECT AND FOLLOW-THROUGH

Partnerships were personal to Bill Healey. He valued people who kept their word, worked hard and shared his drive to improve every day. The vendors and business partners who worked with him still talk about that connection – and the standard he set. Bill gave freely – his time, his wisdom, his heart – and that generosity is what his partners remember most.



Larry Gash
– *Former Owner,*
Soltz Paint Inc.

Soltz Paint Inc. supplied Viking with coatings and finishes for decades. Larry's father first met Bill in 1976 through a mutual friend. "Bill called my father, Seymour, looking for advice to solve some production problems," Larry says. "He loved to

tease my dad about his name." That call began a relationship that lasted more than 40 years. "Bill welcomed us into Viking," he says. "It wasn't just a supplier relationship – it became personal. What I remember most was his focus on solutions, not blame. When there was a problem, he asked how to fix it, not who caused it. He reminded me of my father – willing to do whatever it took to get the job done."



Ricardo Barbosa
– *President & CEO,*
MAN Engines and
Components, Inc.

MAN Engines and Components, Inc., supplies Viking with high-performance diesel power. Ricardo first met Bill Healey in 2004 at the Miami Boat Show. "From that moment, I knew he was someone special," Ricardo says. Bill became an early supporter of MAN's



Viking Yacht Company took delivery of the first production DDC-MTU Series 2000 diesel engines, working with partner Johnson & Towers. From left: Dave Johnson, Pat Healey, Bill Healey and Walt Johnson III.

common-rail diesel technology and was the first to install one in a Viking. “He was a pioneer,” Ricardo says. “Bill was a man of his word – for him, that meant everything.” He also remembers Bill’s energy. “He’d be bodysurfing during boat shows, riding his bike at work, talking about his military days,” Ricardo says. “He valued people above all else, greeting every employee each morning and thanking them for their work. His legacy lives on through his family and the culture he created – one built on improvement, teamwork and resilience. He opened doors for so many of us, and his respect across the industry was unmatched.”



David Johnson
– CEO, Indel Power Group (Johnson & Towers)

Johnson & Towers, part of Indel Power Group, powered Vikings for decades with Detroit Diesel, MAN and MTU engines (and still does supply MTU engines). David first met Bill Healey when he was 27, collecting payments for Johnson & Towers. “He was straightforward and intimidating,” David says. “He demanded we keep shipping engines while working out a payment plan – and from that moment, we had mutual respect.” David recalls Bill showing up on the factory floor after hours to help technicians with engine updates. “Not many business owners would do that,” he says. “And when he shook hands with every employee at the end of the day, it left a lasting impression. He taught me that employees are your most important asset.”



George Aaron
– Owner, Mahogany Company

Mahogany Company has supplied Viking with building materials since the early days – first wood, then fiberglass and coring products as the boats evolved. “We’ve been doing business with Viking since my grandfather’s time,” says George. “He sold lumber to Mr. Healey, then my father did, and then me.” George remembers seeing

Bill at a Viking rendezvous in Nantucket. “He danced with every woman in the room – all night,” he says with a laugh. “He worked hard and took the time to make everyone feel included.” In the 1980s, when competitors doubted Mahogany’s ability to handle Viking’s volume, Bill gave Mahogany a chance. “He saw what we could do and gave us the opportunity,” George says. “We wouldn’t be what we are today without Mr. Healey giving us that shot.”



Chris Costa
– President, Costa Marine

Costa Marine supplies Viking with custom enclosures and upholstery. Chris first met Bill Healey in the late 1980s while learning the trade alongside his father. “He was an intimidating figure for a young teenager,” Chris says. “He often reminded us he was a Marine – and tough.” Chris quickly learned why Bill earned so much respect. “He was willing to roll up his sleeves and get in the trenches to get things done.” He recalls the luxury tax years of the early 1990s, when Bill personally updated his vendors on the fight in Washington. “I gained even more respect for Bill and the Healey family for how they managed to get through that time,” Chris says. After Chris’ father passed away in 2011, Bill continued to visit the shop. “He stopped in to make sure I was doing okay,” Chris says. “As fellow family businesses, he offered advice on many topics – including building expansion, his specialty,” adds Chris. “That meant a lot to me.”



Joe Illes
– Anglers Journal and Power & Motoryacht Publisher

Those who chronicled Viking’s growth over the decades felt that same respect. *Anglers Journal* and *Power & Motoryacht* Publisher Joe Illes said his bond with Bill Healey began with a shared background in the U.S. Marine Corps. “We found that out during a heated marketing meeting years ago,” Joe recalled. “From then

on, whenever I was at Viking or a show, Bill always asked me to sit with him and talk about his Marine Corps days and the early days of Viking. The man was full of fire and grit. I loved listening to his stories and his passion for what he was doing. I miss talking to him. He was a great guy to be around.”

Journalist Kim Kavin, who covered Viking and the Healey family for many years, wrote a fitting tribute in *Yachting* magazine after Bill’s passing – one he surely would have appreciated. Her story captured both his strength and warmth, showing how deeply he cared for his people and the legacy he built.



Thom Dammrich
– Former President, NMMA

As President of the National Marine Manufacturers Association, Thom Dammrich worked closely with Bill and his brother Bob during the campaign to repeal the Federal Luxury Tax that nearly crippled the marine industry in the early 1990s. “Bill was a tough guy. He was a fighter,” Thom says. “But he also cared deeply about people, especially the employees of Viking Yachts.”

During one visit to the New Gretna plant, Dammrich saw that compassion firsthand. “We toured the factory at the end of the day, and I was struck to see Bill standing by the exit saying goodbye to every employee, offering a kind word to each as they left,” he said. “He did this every day – and he knew every person by name. It was a remarkable testament to the man he was. Tough. A fighter. And a very caring human being.”

Whether you were a supplier, an industry advocate or a member of the press, Bill Healey left an imprint that went beyond business. His mix of discipline, warmth and loyalty created not only a world-class boatbuilding company, but a community bound by shared respect – the kind that endures long after the workday ends.



VIKING BOATBUILDERS REMEMBER BILL

The yachting industry knows Bill Healey as a giant – a proud marine, tough-as-nails iron worker and a pioneering boatbuilder. And while his boatbuilders did as well, they also knew the endearing, soft-hearted and funny person. Here a few share their stories. 🐋

FRANK UHL

Supervisor

Hire Date 11/24/80

It was the mid 80s and I had been with Viking for a few years. I'm working on the line, and I see Bill walking toward me with a gentleman, who I recognize as the great hockey player Bernie Parent. As he gets closer, he calls me over and says, "Do you know who this son of a gun [PG version] is?" I said, "Wow, pleasure to meet you Mr. Parent." Bill was over the moon excited. "Bernie, show him your rings, show him your rings." It was incredible to see Bill's excitement. Not that he was excited that a hockey legend had the acumen to buy one of his yachts, but Bill was excited to meet someone famous.

TRAVIS PECK

Modeling/Tooling Coordinator

Hire Date 9/17/07

It was my job interview for Viking and everything seemed to be going along smoothly. The next thing I know, the door opens, and a man walks in and sits down. After a few minutes he starts interjecting. Then he starts peppering me with questions. So, I go along with it and respond accordingly. After about a half hour, he abruptly gets up and walks out. The gentleman interviewing me, looks at me and says, "That's Bill. He owns the place."

It was a hot summer day, and I was wearing a pair of cargo shorts. Something caught my eye, and I see Bill making a beeline for me.



He came up and grabbed the low baggy pocket on my shorts. He said, “Do you know what these are for? Grenades.” Then was back on his way.

RAY CONNOLLY

Director of Customer Service

Hire Date 3/7/90

I was walking up a ladder with winterizing buckets for a boat blocked on land. When I reached the top step, Bill had his back to me and was talking to customers. So, I waited for him to complete his conversation. When he realized I had been standing there, he said “I don’t care if I’m talking to the President of the United States – I pay you by the hour to get a job done, you tell me to get out of your way!”

We were working on a boat long into the early hours, like 3 or 4 a.m. When we finally completed the repairs, I walked up to Bill. I asked him, “Is everything good?” He grabbed me by the collar and said with intensity, “It’s good, we did a great job, but it can always be better! Don’t ever forget that – it can always be better.”

We were loading a boat onto a tractor trailer in the dead of winter. It had just snowed and everything outside was frozen solid. We needed a few more wood blocks to complete the job. So, I went digging through the snow, but the blocks were either frozen together or to the ground. You can imagine my frustration and urgency – Bill is waiting for me. I finally found what we needed but when I brought the blocks to the staging area, I witnessed Bill busting open a locked



door because he knew there were blocks inside. When he saw me standing there he said, “I don’t need a combination – I own this place!” We used those blocks and finished the job.

FAYE PHARO

Administrative Assistant

Hire Date 2/16/76

We were chatting at a Christmas party, and he was pulling all the bread out of his roll so there was nothing left – it looked like a potato skin. He noticed me looking and said, “That white stuff – it’s no good for you.” Then he laughed and said, “And now I have more room for my kielbasa!”

STEVE MARKS

Medical & Health Services Manager

Hire Date 6/30/03

Bridgette, the Medical Department’s fluffy service dog, was diagnosed with heartworms despite regular preventative treatment. When Bill found out he asked if she would be OK, what the course of action was and if it would be expensive. When the plan was laid out Bill said, “You bring me the invoice. Bridgette works hard for our employees, and we need to take good care of her.”

JAMES NOBEL

Marketing Vice President Princess Yachts America

Hire Date 11/29/99

When I started with the Viking Yacht Company in 1999, I soon met Bill Healey. Like any new employee meeting a legendary founder of a company, I was intimidated beyond belief. Even so, I made sure my handshake was firm, looked him in the eye and addressed him as Mr. Healey. My formal greeting was immediately rebuked with a sincere but firm, “Bill will be fine.”

That was one of my first lessons in how things worked at Viking. From the moment you came to work you were not only part of a family, but a movement forward. The energy that drove that movement, no matter what part of the company you called home, came from Bill. Over the years I had many opportunities to travel with Bill. His fiery side was legendary, but his passion and dedication

to the people in his company was unprecedented and inspiring. I consider myself extremely fortunate and blessed to have had the opportunity to work for Bill, and do not take lightly the burden of sharing Bill’s legacy in being part of an incredible company and family of boatbuilders.

BILL HELLER

Manager R&D, retired

Hire Date 1/11/82

Bill was in the plant every day and everywhere. He made sure he was involved in all aspects, from development through manufacturing up to the finished product. I remember Bill was very inquisitive about R & D’s tooling process. He was very hands on. His method of checking was often to touch – even the wet tooling gelcoat! We always had a damp cloth ready for him to wipe his hand.

Early in my time in R&D, I remember we were developing the motor yacht project. The deck plug was prepped and ready to be tooled the following morning. I got word that while reviewing the project, Design decided to make a change. I became very upset and concerned that it would create a setback. Bill, understanding my frustration at not being able to move forward, said in a very calm and collective manner, “It’s alright son, the boat needs to be right. It’s a Viking.” From that day forward I understood Viking’s philosophy of building a better boat every day.

I recall Bill often referencing the Fleetwood Mac song “Don’t Stop” saying to me, “What a great song! Have you ever listened to the lyrics?”

Don’t stop thinking about tomorrow

Don’t stop, it’ll soon be here

It’ll be better than before

Yesterday’s gone, yesterday’s gone

When you think about it, it makes sense, Bill was always moving forward, always thinking about tomorrow.



THE QUOTABLE BILL HEALEY

LIFE LESSONS

If you spent time with Bill Healey, you learned something. There was always a bit of wisdom he would impart. Sometimes it was a nugget you realized after the fact and sometimes he would literally hit you over the head with it. But all were life lessons that went beyond boatbuilding. This is a compilation of just a few of Bill's memorable quotes. 🦋

"You can move small things with a big crane, but you can't move big things with a small crane. Buy the bigger crane."

"Don't ask me questions, give me answers."

"You can't treat a good employee too good or a bad one too bad."

"Do something, even if it's wrong."

"If the Lord made anything better, he'd have kept it for himself."

"Just a dollar waiting on a dime."

"Don't walk around with your hands in your pockets – it makes you look like you need something to do."

"No caffeine, no nicotine."

"You don't work for the Viking Yacht Company; you work with the Viking Yacht Company."

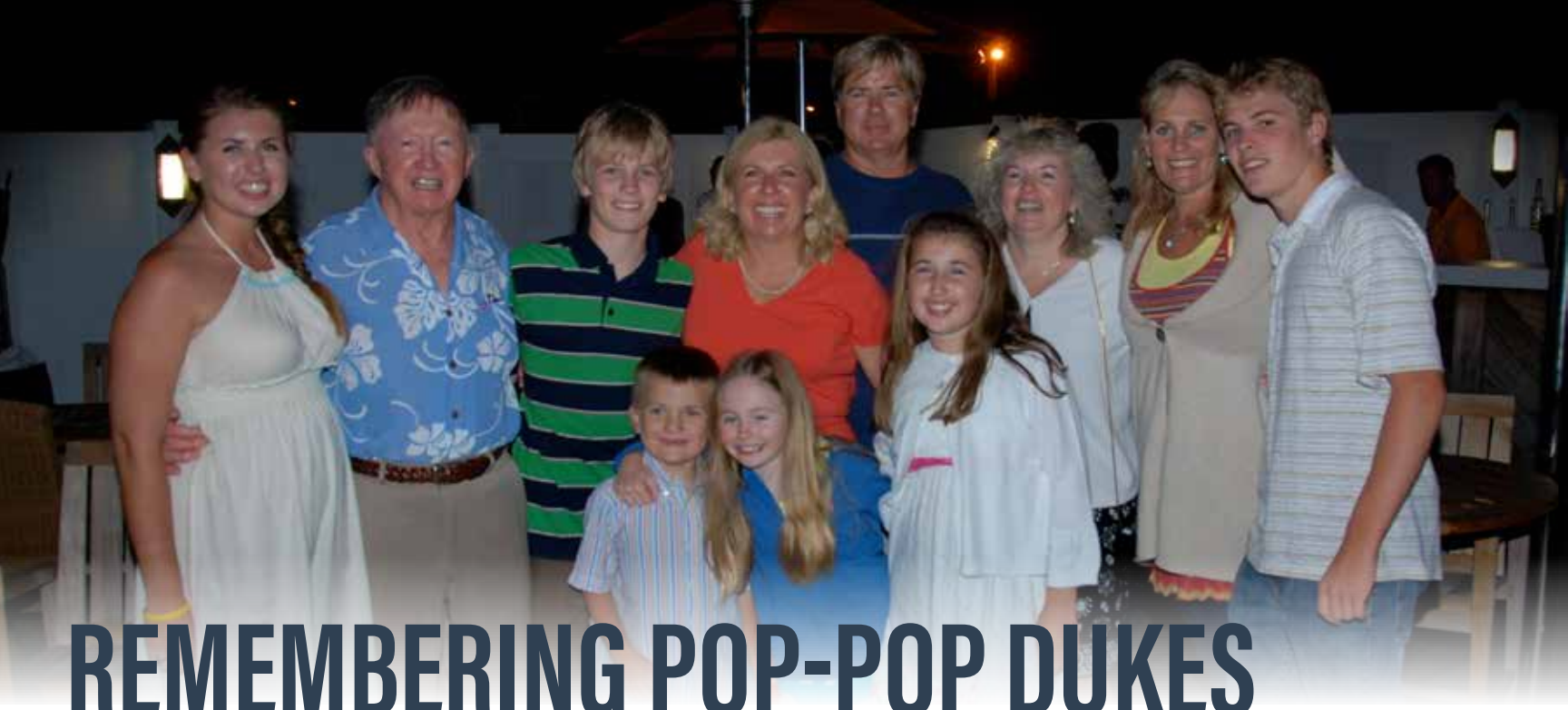
"Jesus Christ!"

"My boatbuilders are my biggest assets. I can sell 100 boats, but if I can't build 100 boats, what good is it?"

"Don't stop thinking about tomorrow."

"Building a better boat everyday."





REMEMBERING POP-POP DUKES

William J. “Bill” Healey was more than a founder and father – he was Pop-Pop and Dukes to six grandchildren who carry on his spirit in their own ways. They include the children of Pat and Leanne Healey – Sean, Justin and Kaitlyn – and the children of Kathy Healey – Erin MacCausland, Allie Parr and A. J. MacCausland.

Their stories recall a man who led with heart, humor and grit. Some memories are tied to photos, others to moments that still play in their minds. Together they show the lasting mark of a grandfather who taught by example – to work hard, live fully and love deeply. 🍷

SEAN HEALEY

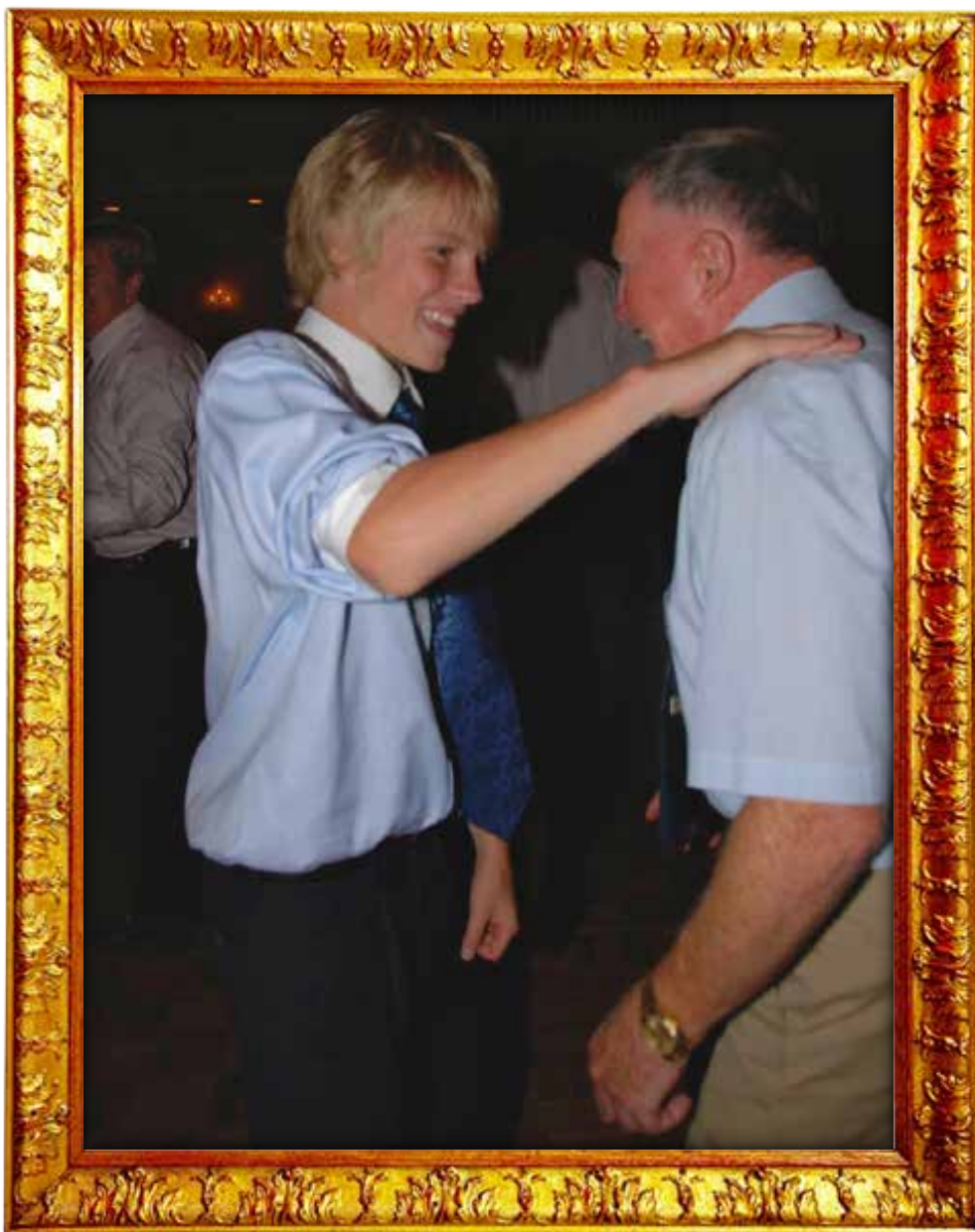
Dukes was larger than life – and his influence continues to guide me every day. The 5’6” Irish Marine born in Atlantic City, N.J. was not only an inspiration to me but to thousands of boatbuilders who worked under his leadership. I learned to read his famous demeanor and the respect he demanded at an early age. His presence felt like a superpower – stern, genuine, trusting and with a steady assurance that he would step in to save the day if ever asked.

From shadow boxing and learning his left hook, to tours of our Viking facilities, to beach days in Cape May, having him as my sponsor in the Catholic Church, taking his name in my confirmation and in my early 20s sharing a German Shepherd named Rudder, our relationship always flourished.

Now in my 30s and carrying on the family legacy, I have a profound respect for what he did for his family and for me personally. He gave us the blueprint to be successful in life and in this industry. I inherited his business ethics, his drive and his deep appreciation for his people. My grandfather always credited the people for his personal success. The Viking Yacht Company and its subsidiaries were built on hard work and respect. His mantras – “building a better boat every day” and “Don’t stop thinking about tomorrow” – have enabled so many great boatbuilders to buy into our mission, and I am humble and grateful to be part of a lineage that is so well honored. I love you, Dukes, until we meet again....

Here’s a picture of Dukes and me on Line 5 in New Gretna, taken in 2022 while reviewing the progress of hull No. 1 of the Valhalla flagship, the V-55.





JUSTIN HEALEY

One of the greatest honors in my life has been calling “Dukes” my grandfather.

Pop’s passion, hard work, grit and tenacity set the standard. “Building a Better Boat Everyday” isn’t just a motto he started, but it’s a culture that is ingrained in us forever.

Some of my fondest childhood memories were walking the plant with him. I’ll never forget how detail oriented and knowledgeable he was of every aspect of boatbuilding from tooling to customer service. Admirably, he knew just as much about his co-workers and their families – and thanked them as they left every evening after a hard day of work.

The world lost an amazing man but a legacy that will live on forever. I love you, Dukes!

The picture on the left is me and Dukes dancing it up at David and Janine Wilson’s wedding in 2008. If you were looking for Pop at the end of the event, you knew you’d find him on the dance floor.

KAITLYN HEALEY

As a child, I loved watching Pop-Pop Dukes take over the dance floor, completely in his element. His million-dollar smile could light up any room and somehow he always got everyone else dancing, too. Whether it was a company Christmas party, a tournament awards night or a family gathering, he had a few signature moves everyone waited for – his stomping, his outstretched arm and a little Elvis flair. Even now, when I hear songs like “Sweet Caroline” or “Brown Eyed Girl,” I’m instantly transported back – laughing, dancing and feeling the pure joy he radiated.

Pictured to the left is my cousin Allie, my mom and me dancing with Pop – a moment I remember as clearly as if it were yesterday. It was my Nana and Pop-Pop’s 50th wedding anniversary at the Corinthian Yacht Club of Cape May and the joy on his face that night captured everything about him. His love for life, grounded in strong moral values, is something I’ll carry with me always.



ERIN MACCAUSLAND

Trying to sum up Pop-Pop in a single paragraph feels nearly impossible. I was lucky to have him in my life for 34 years, and so much life was lived in those years. Days on Windsor Beach, sitting on his shoulders as he waded into the surf – “Out deeper!” I’d tell him, pushing until the water reached his shoulders, both of us laughing the whole time. Summer nights at the arcade perfecting our skeeball game. Saturday bike rides down McKendimen Road before church. Winters skiing in Vermont and Utah. Tearing up the dance floor at the rendezvous. Countless dinners spent listening to his stories. You were never bored when you were with Dukes. I could fill this whole issue with memories and Dukes’ life lessons. I’ll carry his legacy forward by living the way he showed me – with integrity, compassion and a good sense of humor.

If there was a photo that embodied the love Dukes had for his grandchildren, this would be it. At the age of 72, we (Sean, Justin, Allie and myself) somehow convinced him to get on the trampoline at our uncle’s farm. Pure joy was on his face – not only because he was making his grandkids happy but he was actually having fun! He never acted his age and was always so full of life.

ALLIE PARR

Some of my fondest memories with Pop-Pop Dukes are of skiing together in Vermont, Utah and the Poconos. He didn’t even learn to ski until his 40s – most would’ve stayed warm in the lodge, but not him. Pop-Pop believed that courage wasn’t the absence of fear, but the willingness to try something new. That same fearless spirit carried him when he started a business he knew nothing about, relying only on determination and faith in himself. Whether on the slopes or in the boardroom, he faced every challenge head-on and turned it into an adventure. Watching him taught me that life’s best moments often begin with uncertainty. And every time I click into my skis, I think of Pop-Pop – his laughter echoing down the mountain, reminding me it’s never too late to learn, to risk, and to live fully.

A.J. MACCAUSLAND

When I was growing up, I would spend my summers down in Cape May, N.J., next door to my Pop-Pop Dukes and Nana Sissy. Each morning, I’d wake up, look out my window and see if Pop-Pop Dukes’ shades were up – that was my signal to run down to the curb, grab the paper and deliver it to my grandfather. We would sit and have breakfast together while watching “Modern Marvels” or “Mail Call” with R. Lee Ermey. In between bites of his poached eggs and sausage, Pop-Pop Dukes would talk to me about current world events – politics, foreign conflicts or even how the Phillies played the night before. I will always cherish our breakfasts together, and I strive to have my Pop-Pop Dukes’ appetite for learning and staying informed.



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Quality Control Team: From bilge to bridge, these are the experts who make sure every Viking that leaves the factory meets our uncompromising standard of excellence. From Left: Stan Jackson, Bob Phillips, Rob Acquaviva, John Stephano, Guido Monroy, Charlie Munro and Paul Winnie.



DEPARTMENT PROFILE: QUALITY CONTROL

DRIVEN BY DETAIL, THE TEAM UPHOLDS VIKING'S HIGHEST STANDARDS

Viking's reputation for excellence doesn't happen by chance. Behind every yacht is a rigorous quality control process led by Foreman Bob Phillips and a team of seasoned specialists. From mechanical systems to finishing details, their inspections are designed to catch the smallest flaws, confirm every option and ensure each boat reflects Viking's exacting standards.

"Quality Control is integrated throughout the process," Bob says. "We look deeper than the obvious. It's easy to spot a scratch in a bulkhead (interior wall). What matters is checking behind cabinetry, crawling into bilges (below-deck spaces), verifying access for service and confirming that every detail functions as intended."

EXPERIENCED SPECIALISTS

As Foreman, Bob oversees quality control at the top level – setting inspection schedules, assigning responsibilities across the team and coordinating details such as engineered stone and granite countertop orders and installations.

The department draws strength from the wide-ranging expertise of its members.

Charlie Munro joined Viking in 1999 and spent more than 15 years at the Make Ready Dock (delivery prep area) as the on-site Exterior Trim Technician, handling everything from windows and doors to outriggers (long fishing poles) and cosmetic repairs. Now a Quality Control (QC) Technician, Charlie applies that hands-on experience to exterior fit and finish while also managing the department's databases, records and Engineering Change Orders (drawing and spec updates).

Paul Winnie, a carpenter by trade, bridges engineering and production. He oversees pattern changes and drawing updates and handles QC for all interior entry doors as well as the aluminum hardtop frames built in the metal shop for Viking and Valhalla. In addition, Paul maintains the library of production photos from every department, giving QC and engineering a valuable visual record of each build.

Guido Monroy has been with Viking since 2007. He spent many years as an interior

Lead Man (team supervisor) before joining QC, bringing an installer's eye to finish work and serviceability. He opens panels, checks clearances, and verifies that cabinetry, latches, and soft goods meet spec and hold up to real use. Guido also helps reconcile interior punch items (fix-it lists) with the latest Engineering Change Orders so what's on the boat matches what's on the drawings.

Rob Acquaviva is a mechanical systems specialist who leads early engineroom (machinery space) checks and performs the "first punch" (initial inspection) while everything is still open, before panels and finish work make systems harder to access. He rides sea trial shakedown (test runs) as an extra set of eyes and ears, logging performance notes, vibration or noise signatures, and any anomalies that only show up underway. Rob's background includes dock make-ready (delivery prep) and HVAC/plumbing (heating, cooling, water systems), which lets him trace issues across electrical and mechanical paths and close the loop with engineering fast.

Together, the team applies decades of boatbuilding experience to every inspection. “You need people with drive,” Bob says. “Technicians who arrive focused and committed every day. That’s what we have here.”

THE INSPECTOR’S EYE

One of the terms you hear constantly in QC is “punch list” (running record of items to fix or finish), which is simply the record of items that need to be corrected or completed before delivery; it guides nearly every step the team takes.

Charlie calls his approach “punching in a circle.” “Start at the door, work your way

around and don’t miss anything,” he says. “The work order is the boat – it represents the customer. You’re their advocate.”


His inspections go beyond appearance. “You have to think about serviceability and usability,” Charlie says. “Is there space to change a filter, room to access equipment and can someone move through a space the way it was intended? That’s just as important as how it looks.”

The scale of the work is significant. A mid-size boat such as a 54 can take several days to a week to inspect, depending on its options. On a 90, just the cockpit (rear deck) alone can take a few hours. “The boats have

become more custom over time,” Charlie says. “That means there’s more to check, and you need to be thorough.”

Charlie also helps keep the department aligned with engineering. He manages Engineering Change Orders, ensuring every inspection is checked against the most current specifications.

Guido’s interior focus complements that approach. He looks past surface fit to test daily-use details – hinge swing, soft-close action, hatch gasketing (seals) and access behind finished panels – to confirm the boat is as livable as it is beautiful.



“You need people with drive, technicians who arrive focused and committed every day. That’s what we have here.”

– Bob Phillips
Quality Control Foreman

Mechanical Systems Specialist Rob Acquaviva checks the connections to the steering ram on a Viking 74.



DEALER INTEGRATION

Viking's dealer network is part of the process, and their feedback is incorporated directly into QC's workflow.

Stan Jackson, a licensed captain and member of the Viking sales team, handles final walkthroughs and dealer punch lists which are added into the same master system.

He works alongside John Stephano, who manages ship-aboard items (equipment delivered with the boat) – everything from windlass handles (anchor crank handles) and dividers to the custom tablets that come with each Viking. Every tablet is preloaded with manuals, component records and documentation specific to the individual boat. John ensures these items are organized, protected and delivered properly, while also serving as a key contact for dealers during final checks. Together with Stan and the QC team, he provides another layer of assurance before a yacht leaves New Gretna.

Bob studies dealer lists closely. "When Staten Island, HMY or Galati come in with their own punch lists, I get copied so our team can see what they're seeing," he says. "It's another way to sharpen our process. We compare their notes with ours so we're always learning from the best dealers in the business."

ALWAYS IMPROVING

Beyond inspection, the department identifies opportunities to refine builds. "If I see something that doesn't look right, I'll bring it to the right department head," Bob says. "It doesn't always have to be on a punch list. The goal is to build a better boat every day."

"We're always learning, always looking ahead – and that's how you keep getting better," says Charlie.

On the systems side, Rob strengthens the process by inspecting the engineroom early and joining sea trials as an extra set of eyes and ears. The notes he brings back are added to the team's punch list, creating a clear record for other departments to work from. This helps them fix the root cause of an issue — not just patch the symptom — so the boat is right before it leaves the factory.

In every space, on every hull, Viking's Quality Control team is driven by detail – ensuring that each yacht delivered carries the pride, precision and performance the company is known for. 🚤



Charlie Munro, who specializes in exterior fit and finish, uses an LED inspection light to check the frame of the powered pilothouse side door on a 55 Sport Yacht.



“Our names may not be on the transom but our work is in every inch of these boats.”

— Gene Hawn

Dock and Make Ready Foreman

Blending experience and attention to detail, Gene Hawn (left) and Kevin Holak (right) inspect every system and surface to ensure each Valhalla leaves Viking Mullica worthy of the name.

GUARDIANS OF QUALITY AT VIKING MULLICA

Walk through Viking’s Mullica facility, where Valhalla center consoles from 28 to 46 feet are built, and you’ll notice a steady rhythm. Boatbuilders move with confidence, departments connect seamlessly and every stage of construction is tracked with precision. Behind the scenes, two men make sure each boat meets Viking’s standards: Quality Control Inspector Kevin Holak and Dock and Make Ready Foreman Gene Hawn.

Kevin is the first to inspect a new Valhalla. He starts before the deck liner – the deck structure that forms the cockpit sole and walking surface. At that stage, he’s checking plumbing, wiring and mechanical systems. “I make sure everything is connected properly and confirm that any options or customs are on the boat,” he says.

He goes back after the deck liner is in place to inspect bilges, compartments and structure, then finishes with the coaming – the structural “cap” that runs around the periphery of the deck – both before and after it’s installed. He compares what’s on the boat to the work order and his own checklist. Each issue he finds is written on a punch list – a document that records anything that needs to be corrected before the boat can move on.

His longest inspection is the final deck punch, where he reviews the whole boat one last time before Gene takes over. “By then, I’m looking over the entire boat from top to bottom,” he says.

Gene steps in once a boat completes its first sea trial. His walkthroughs last two to four hours, depending on size – a V-28 might take two hours, a V-46 closer to four.

He starts with the hull, checking for scratches or blemishes, then works from bow to stern through lockers, hatches, fishboxes, rails and consoles. Hardtops and painted undersides get a close inspection, as well.

Gene uses a tablet to log each issue with photos and sends the list to production managers so crews can make corrections. A few days before delivery, he reinspects to catch anything new. “That way the boat goes out clean,” he says. He also photographs every finished boat inside and out and again when it’s loaded on a trailer.

Though they inspect at different stages, Kevin and Gene describe their roles as complementary. Like Gene, Kevin photographs everything. “I handle the rough stuff, he does the finish,” Kevin says. Gene added: “We cover each other’s blind spots.”

Their biggest challenge is timing – finding quiet time on a boat without crews working. Dark hull colors are another since they show every blemish. Fiberglass also takes extra patience.

Both men take pride in what they do. “Every boat is somebody’s dream,” Gene says. “Our job is important because it makes sure that boat is delivered the right way. Our names may not be on the transom but our work is in every inch of these boats.”

Kevin agreed. “We ensure quality – that’s what builds confidence in the boat and in Valhalla.”

STAN THE MAN

With experience from the Navy to commercial fishing, Stan Jackson brings a seaman's eye and a focus on perfection to Viking's final inspections.



Stan Jackson is Viking's Sales QC (Quality Control) Delivery Coordinator. His position puts him at the final stage before a yacht leaves the factory, where every detail is scrutinized before delivery. From the engineroom to the sky bridge, Stan inspects and tests each system to confirm it's installed properly, safe and built to last. He also works closely with the dock crew, dealers, captains and owners to make sure nothing is overlooked.

With a background in Navy rescue swimming, commercial scalloping, tugboats and salvage work, Stan brings hard-earned nautical experience to Viking's Quality Control process. Outside of work, Stan is an ultrarunner who recently completed a 101-mile race in 25 hours, demonstrating the same determination and focus he brings to every Viking he inspects.

In this Q&A, Stan explains his role, the systems he oversees, his career path to Viking and what it takes to deliver a yacht ready for the water.

Q: How would you describe your job?

A: Once the dock team finishes their preliminary checks and runs, I take over to verify every system, make sure everything is installed correctly and confirm the boat matches the work order. I'll run systems repeatedly to test durability; work with the Make Ready Dock, Atlantic Marine Electronics and Palm Beach Towers to resolve issues; and conduct orientations with captains and owners.

Q: What systems do owners usually need help with?

A: The OctoPlex digital switching system [touchscreen control of all systems]. Because it's customized for each boat, I guide owners through how to use it. The system can be accessed remotely through the internet on a phone or tablet. We're also starting to integrate refrigeration systems.

Q: How long does your final walk-through take?

A: On a 64 Convertible, I'll spend about two full workdays. That includes going

through roughly 115 checklist items across all systems.

Q: Do you participate in sea trials?

A: Yes. I usually join the shakedown sea trial – the last sea trial before delivery – especially for larger boats or new models like the 50. I watch the engineroom closely during runs – airflow, fans, cooling systems and many other system details.

Q: What tools help you track inspections?

A: I use a digital inspection system that replaces handwritten notes with clear checklists and photos. [QC Technician] Charlie Munro trained me on it and was very thorough.

Q: Tell us about your background.

A: I studied welding in high school, then spent four years in the Navy as an aviation structural mechanic, rescue swimmer and diver. After that, I worked 12 years in commercial fishing – two years as deckhand, two as first mate and eight as captain of a scallop boat. Later I captained tugboats and crew boats in the Delaware River and did salvage jobs. I hold a 200-ton master's license, and I am finishing up my business degree at night.

Q: Why did you leave commercial fishing?

A: For family. I spent weeks at a time offshore. I have four children – ages 4, 10, almost 12 and almost 14 – and I wanted to be present for the milestones, the day-to-day things, the time you don't get back. That's what pushed me to come ashore and look for something that kept me closer to home.

Q: How did you end up at Viking?

A: I've always been impressed with Vikings. I used to see them offshore while commercial fishing — out in conditions and

Stan must check each bilge access area on every Viking. On this 82, there are more than 20.



areas that sent other boats back to the dock. I wanted to be part of that. Living near the plant, I applied for a job, interviewed with Drew Davala, Viking's Executive Vice President, and here I am.

Q: How do you feel about your job?

A: I really enjoy it. After years offshore, it's rewarding to make sure these boats perform safely for captains, crews and families. I like the meticulous side too – checking woodworking, hardware, varnish, every screw and piston.

Q: What's your impression of the QC team?

A: They put the focus on delivering the best possible product, not on their egos. I've worked in many different sectors of the marine industry and found that this is not always the case. They're willing to learn, take feedback and adapt.

Q: Walk me through your inspection process on a new boat.

A: I start with the work order, making sure every option is installed as specified. Then I run through my checklist of 115 systems

and components, cross-checking against the dock team's punch list. Next, I dive deeper into wiring, plumbing and mechanical routing. Toward the end, I focus on fit and finish – hardware, faucets, door handles, varnish, trim. Even small items, like ensuring every hatch piston has its safety clip, matter.

Q: Can you take us through the bilges and compartments you inspect?

A: On the 82 Sky Bridge I'm working on now, there are more than 20 bilge access areas from stem to stern. A bilge is anything below the sole of the boat – the spaces where pumps, hoses, tanks and systems are tucked away. Starting aft in the lazarette you'll find the Seakeeper, live well pumps, rudder system and fishbox plumbing. The engineroom has the mains [engines], generators, freshwater pumps, transformers [changes voltage for safe use], fuel systems, centralized seawater pumps, strainers and sonar transducers with six hatches providing access. Moving forward through the companionway and staterooms, you encounter more hatches for fuel tank access, freshwater tanks, shower boxes, sump pumps, diverter valves [flow controls],

chillers [A/C units] and OctoPlex breaker boxes. In the forepeak are the freshwater manifolds [distribution block with valves], bow thruster and windlass hydraulics.

Q: We're on a roll. What do you inspect on an open flybridge, an enclosed bridge and a sky bridge?

A: On an open bridge I'm under the brow [forward overhang] and console, checking horn compressors, outrigger hydraulics, breaker panels, DIN rails [electrical mounting bars], fire suppression system actuators [release devices] and all associated monitoring systems. In an enclosed bridge I'm looking at air-conditioning blowers, the dehumidifier system, wiring under the helm and even components hidden under sofas. On a sky bridge I make sure every station is tied into the main controls, that the electronics are programmed correctly and that all systems are communicating the way they should.

Q: Would you say you cover pretty much every inch of the boat?

A: Yes – from bow to stern, and from bilge to sky bridge.



PRINCESS C48

Game changer: Princess launches C Class with the introduction of the Princess C48

Since its humble beginnings 60 years ago in 1965, Princess Yachts has sought time and again to redefine the yachting experience by blending cutting-edge technology, exquisite craftsmanship and exceptional seakeeping. With the announcement of the Princess C Class and its inaugural C48 Open and C48 Deck Salon models, Princess introduces its first-ever outboard-powered models to mark a significant milestone in the company's storied history.

A COLLABORATION OF DESIGN ICONS

The C48 is the result of a design collaboration between three of the marine industry's most respected names. The underwater sections have been conceived by acclaimed naval architect Michael Peters, creator of the patented Stepped V Ventilated Tunnel (SVVT) hull. The

exterior architecture has been sculpted by long-standing partners Bernard Olesinski Limited (BOL), while the styling and design come from Princess' own in-house team led by Andy Lawrence. This unique alliance has produced a yacht that marries cutting-edge hydrodynamics with striking design and thoughtful interior spaces, setting a new benchmark in the outboard performance cruising yacht sector.

At the heart of the C48 is Michael Peters' patented SVVT hull, recognized worldwide for its efficiency, speed and ride comfort. This advanced concept reduces drag and creates lift by channeling air beneath the running surface, significantly improving performance and fuel economy. A distinctive feature of the SVVT is its central ventilated tunnel with vertical sidewalls, which simulates the effect of a keel.

This clever geometry enhances grip and directional stability when turning, allowing the C48 to corner with confidence while reducing roll and pitch in challenging seas. The result is a yacht that not only runs faster and more efficiently but also delivers a smoother, more stable ride than traditional stepped hulls.

The C48 will be available in two distinct variants: the Open and the Deck Salon. Both configurations offer impressive performance options, including several engine choices. Owners can select from the triple Mercury V10 400hp Verado engines or can upgrade to triple Mercury V12 600hp Verado engines. Projected top end speeds with the V10 Mercury engines push the C48 to the 44-46 knot range, while upgrading to the V12 package brings the top end above 50 knots.





C48 OPEN

The Open model is designed for enthusiasts who embrace the spirit of adventure and open-air boating. Its full open main deck is complemented by a hardtop and a thoughtfully arranged cockpit featuring an aft sunpad, forward-facing seating with table and manually operated drop-down folding seats along the port and starboard sides. The exterior galley includes forward and aft wet bars with an electric grill, drawer fridge, sink and ample storage. The helm station is fitted with triple seats, while the foredeck provides versatile seating both forward and aft.

Below deck, the standard layout includes a lower salon with a convertible dinette, a lobby with storage and optional fridge/freezer, a dayhead and an aft stateroom. Options include a lower galley or a forward stateroom in place of the salon, allowing owners to tailor the interior to fit their lifestyle.

C48 DECK SALON

The Deck Salon variant of the new C48 offers a blend of enclosed luxury and open-air freedom. A fully enclosed salon with lounge and galley areas is complemented by a helm station, with triple sliding patio doors, twin helmsman doors and an




optional sliding roof to open the space and create a seamless inside-outside experience. The exterior provides inviting cockpit dining and foredeck seating areas.

The lower deck comprises a lobby and day head, as well as both forward and aft staterooms to provide comfortable accommodations for extended cruising.

On announcing the new model, Will Green, CEO of Princess Yachts, commented: “The introduction of the C48 marks a defining moment for Princess, representing our bold entry into an entirely new sector. This new yacht embodies freedom, excitement and pure performance, while setting the stage for a thrilling new chapter for our smaller models. By uniting the extraordinary

talents of Michael Peters, our long-standing partners at Bernard Olesinski Limited, and our own design team led by Andy Lawrence, we have created a yacht that combines the very best of hydrodynamic engineering, exterior beauty and interior elegance. The C48 is not only a new direction for Princess – it also represents a new standard for its sector of the market.”

Princess will unveil the C Class to the world at the 2026 Fort Lauderdale International Boat Show with the first C48 highlighting an expansive Princess Yachts America display. Delivery opportunities for both the C48 Open and the C48 Deck Salon that will follow are available through your local authorized Princess Sales Center. 

106 ODYSSEY

EPIC SCALE. EFFORTLESS ELEGANCE. AN ODYSSEY BEGINS.

Princess Yachts announces return to the superyacht category with new 106 Odyssey

Heralding a new era for the brand, the 106 Odyssey is the first in a forthcoming range of larger yachts with a commanding presence. She is a superyacht designed to deliver exceptional volume, all crafted with Princess' hallmark attention to superior design and engineering coupled with uncompromising luxury.

Numerous interior configurations are possible thanks to the yacht's innovative layout and the increased volume afforded by its hull design, while an extensive range of option packages ensures customer choice is both simplified and wide-ranging.

"Odyssey represents the next significant step for Princess Yachts – a return to building yachts above 100 feet, without losing the elegance of design or characteristic seakeeping that define us," said Will Green, CEO of Princess Yachts. "The 106 Odyssey is the first in a new family of 30-meter plus yachts which highlights our vision for a new generation of superyachts that combine exceptional

volume with unrivalled comfort, style and attention to detail."

The 106 Odyssey ushers in a new era of Princess superyachts, where expansive volume meets exquisite craftsmanship. Engineered for distance, she has been conceived as more than a yacht, she is an invitation to discovery. With the new Princess hybrid fast displacement hull, she offers exceptional efficiency and range, allowing owners to travel farther with comfort and ease.

The main deck features an expansive cockpit and transom with flexible furniture and drop-down balconies designed to adapt effortlessly to every occasion. The owner's suite includes a private lounge or anteroom, a dressing area, and a spa-inspired ensuite bathroom, while the upper deck offers configurable layouts with bespoke furniture options, an optional spa bath and floor-to-ceiling windows and skylights that create a bright, airy sanctuary. Elegant dining for up to 10 guests can be enjoyed alfresco while

remaining perfectly sheltered beneath the skylounge canopy.

The lower deck features a full-beam VIP stateroom that can be transformed into two ensuite double staterooms, providing up to four elegant guest staterooms in total. Crew quarters are located forward and include three cabins for five crew members, including a private captain's cabin and a welcoming crew mess.

The 106 Odyssey heralds a new era for Princess Yachts, where expansive spaces, innovative design and exquisite craftsmanship come together to create a superyacht experience like no other. She offers the chance to explore, to entertain and to live life at sea with unparalleled style and freedom. An Odyssey begins, and the journey is only just starting. Stay tuned for more information as development of this exciting new class of Princess models continues. 




PRINCESS

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PRINCESS

F54

Princess Yachts unveils an exciting addition to the Princess F Class range of performance flybridge yachts

Designed with a striking new profile and enhanced features throughout, the new Princess F54 incorporates a host of innovative options, including the choice of a hardtop version for the first time in this size category for the brand. The aft deck has been reimagined with a new optional linear bathing platform capable of carrying a Williams TurboJet 285 tender. A new walkaround transom design and a versatile aft-facing seating arrangement with movable backrest converts the cockpit's U-shaped seating into either an aft-facing sofa or sunbed to elevate the social experience at the water's edge.

On the foredeck, owners can enjoy a redesigned sunpad with adjustable

headrests, forward-facing seating and the option of a removable teak table, creating a perfect setting for relaxation or entertaining. The expansive flybridge features companion seating with a sunpad conversion, a dining area with folding teak table, an aft storage unit with optional wet bar (including a refrigerated coolbox, grill, sink and storage) and a fully equipped helm station.

The main deck offers an aft galley layout with separate dinette – unique for yachts in this size range – enhancing the feeling of space and flexibility for entertaining guests. Contemporary styling runs throughout, highlighted by new helm seat designs finished in eco upholstery as standard. Below deck, the F54 features three guest

staterooms, including a full-beam owner's stateroom with ensuite, a forward VIP stateroom with walkaround berth and an additional guest stateroom with twin berths with optional conversion to a single berth at the touch of a button. An optional aft crew cabin with a single berth, toilet and storage can be specified and is accessed privately from the transom area.

The F54 comes equipped with a bow thruster as standard, with further options for a stern thruster or variable-speed bow and stern thrusters, as well as gyro stabilization. Navigation is powered by Garmin systems, complemented by a Fusion sound system with an optional NAIM custom audio upgrade.





Powered by twin Volvo D13-900 engines, the F54 promises to deliver exhilarating performance while maintaining Princess's hallmark of efficiency, elegance and handling confidence.

For added peace of mind, the F54 is equipped with Princess Connect – the brand's advanced telemetry and maintenance system. This factory-installed

technology keeps the yacht continuously connected to its owner, dealer and the Princess shipyard. From GPS tracking and engine diagnostics to tank levels, temperature monitoring and bilge alarms, owners enjoy full visibility and peace of mind through the Princess Connect mobile platform. The system also offers access to maintenance

schedules, manuals and remote monitoring – acting as a virtual onboard service partner.

With a world premiere showing scheduled for the 2027 edition of the Dusseldorf boat show, the new Princess F54 is well into development and production slots are available for optimum delivery timeframes beginning in early 2027. 🚤



PRINCESS YACHTS AMERICA BOSTON HOLIDAY

Princess Owners Holidays are a celebration of lifestyle and friendship at sea



For more than a decade, the Princess Yachts Owners Holidays have brought together a distinguished family of yacht owners for unforgettable destinations, camaraderie on the water and experiences that embody the Princess lifestyle. In summer of 2025, the tradition continued in Boston – a city rich in history, culture and coastal charm – marking the 25th Owners Holiday since the inaugural gathering in 2012.

Hosted at the scenic Charlestown Marina, the event marked the second time Princess Yachts America has brought its Owners Holiday to this storied port. The marina's prime location offers sweeping views of Boston Harbor and convenient access to the city's iconic landmarks, ensuring a weekend where every moment held the promise of discovery.

MONTHS IN THE MAKING

The event was the result of months of planning by the Princess Yachts America team, in close collaboration with Chris Cantwell of Mainstreet Marketing and the outstanding staff at Charlestown Marina. "We are deeply grateful to Chris and his team for their tireless efforts in helping us create these memorable experiences year after year," says Princess Yachts America

leadership. Special recognition also goes to Melissa DiMarco of the Princess Yachts America marketing team, a driving force behind the event's planning and logistics, whose dedication ensures every detail enhances the ownership experience.

A COMMUNITY ON THE WATER

Princess Owners Holidays are as much about people as they are about places. This year's gathering welcomed dealer representatives from Chesapeake Yacht Center, HMY Yacht Sales, Oyster Harbors Marine and SI Yachts, alongside factory and Princess Yachts America staff. Owners also met with representatives from key industry partners and marine brands including Atlantic Marine Electronics, ElectroSea, Garmin Marine, QuickStep Marine, Seakeeper, SpotZero, Volvo Penta USA and Williams Tenders, many of whom have supported Princess owners for years.

The weekend's activities were designed to blend relaxation, exploration and spirited fun. Guests participated in the inaugural Princess Bean Bag Bowl, guided opportunities to enjoy Boston's most popular historic attractions and evenings filled with fine dining and shared stories. The "Welcome In" celebration, hosted by

longtime Princess owners at the exquisite Clarke Living Showroom, set the tone for a weekend of warm hospitality.

STRENGTHENING THE PRINCESS FAMILY

Beyond the itinerary, the Owners Holidays represent the heart of the Princess experience – relationships built on a shared passion for life at sea. "Our events are a chance to say a sincere thank you in person," the team shares. "They also give owners the opportunity to connect with one another, creating lasting friendships that often extend well beyond the marina."

With a growing group chat connecting owners year-round, the Princess community continues to thrive long after the final dock lines are cast off. Many attendees return year after year, while others arrive through the enthusiastic recommendations of current owners – those invaluable "voices on the dock" who share the joy of the Princess lifestyle.

The Princess Yachts America team is already deep into planning to welcome its family of owners with fair winds, warm smiles and a celebration of everything that makes life on the water extraordinary during next season's Princess Owners Holidays. 🌊




PRINCESS
PRINCESS YACHTS AMERICA

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A NEW HOME FOR DESIGN AND DELIVERY

A new two-story building strengthens Viking's commitment to design, craftsmanship and continual improvement

No, Viking isn't building condos along the Bass River. The new structure taking shape on the water is a different kind of home – one built for design and delivery.

At Viking's New Gretna facility, a 7,000-square-foot building nearing completion along the make ready dock will bring two essential operations together under one roof. The first floor will serve the Make Ready Dock Department, where every Viking is finished, tested and sea-trialed before delivery. The second floor will become Viking's first dedicated Interior Design Center, providing a permanent home for Cullen Moser and her design team.

The project, informally called the Dock Offices Building, underscores Viking's steady reinvestment in its people and processes. Corporate Facilities Engineering Manager Jeff Staub, who oversees construction, says the goal is simple: improve efficiency and the experience for both employees and customers.

"The lower level is all about operations," Jeff says. "It includes offices for management, a break area, lockers, bathrooms and several shops – mechanical, detailing, wood and fiberglass patching. Everything the make ready team needs will now be in one modern, clean space."

The make ready group, led by Wilber Blanco, handles the final stage of production – installing equipment, checking systems, finishing woodwork and upholstery and verifying every detail before a boat leaves the dock. For decades they worked from a string of metal sheds near the water. The new building replaces those structures with a well-lit, elevated facility designed to stay dry and organized.

"This project was long overdue," Jeff says. "The new space gives them more room to work safely and more comfortably, and it's going to make a big difference in day-to-day operations."

The new elevated two-story 7,000-square-foot Dock Offices Building – shown at about 70% complete.



Above them, the second floor will consolidate Viking's interior design staff, who are currently spread across two offices in the main building. The new space includes workstations, a small conference room, a kitchenette and wall displays for fabrics, materials and accessories used to personalize each yacht. Large windows overlook the water, offering natural light and a direct view of boats on the dock.

"The location was intentional," Jeff says. "There's a lot of natural light, which helps with color matching, and it's close enough for customers to step outside and look at a boat for ideas."

The building's exterior follows Viking's familiar palette – a blue standing-seam

metal roof with off-white board-and-batten and horizontal siding that echo the corporate and marina buildings. "We added gable treatments to the roofline and architectural siding to give it more character," Jeff says. "It's still an industrial building, but it's also something we're proud to show visitors."

By mid-October the project was about 70% complete. Rough mechanical work – electrical, plumbing and HVAC – had wrapped up, and roofing and siding were expected to be finished by Thanksgiving. Once the structure is sealed, crews will move on to insulation, drywall and finish work through the winter.

"I've been estimating March," Jeff says. "But we're pushing to have it usable earlier."

Once the roof and siding are on, everything else can move quickly."

Jeff credits Plant Engineering Supervisor Dave Kobilnyk for helping coordinate the electricians, plumbers and other trades. "Dave's been a big part of keeping things on schedule," he says. "He knows the systems, knows the people and helps keep everything moving."

When complete, the Dock Offices Building will provide Viking with two vital upgrades – a modern home for the technicians who deliver finished boats and a welcoming environment for customers designing theirs. It's another tangible example of how Viking continues to invest in its future and live its mantra of building a better boat every day. 🚢



"It goes to show that Pat and Viking are committed to investing back into the business – they're looking to the future and continuing to grow and improve every part of the operation."

– Jeff Staub,
Corporate Facilities Engineering Manager



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OWNER OF INTEREST: **DANNY AND GAIL JONES** *REEL TOY*

In 2002 Danny and Gail Jones were at the White Marlin Open and ran into Viking Demo Captain Drew McDowell. They weren't happy with their current boat, so Drew showed them around the Viking 52. Gail said, "We sea trialed the boat and I said to Danny, 'This is it! It was a perfect fit for us.'" Danny and Gail joined the Viking family with a 52 Convertible named *Reel Toy*.

Their next boat was a 56, but not without a little meeting with Viking President and CEO Pat Healey. "We were at Sunset Marina in Ocean City, Md., and Gail got a hold of

Pat," said Danny. "She told him that she wanted a 56 but she needed a mezzanine. He explained that the boat wasn't engineered for a mezz, but she wasn't having it!" About two weeks later Danny got a call. He handed the phone to Gail. "It was Pat Healey calling my wife," Danny says. "He personally wanted to tell her he went back to the Engineering Department, and she would be getting a mezzanine on her 56."

After the 56, they stepped up to a 62, then a 64. They took delivery of the 5th edition of *Reel Toy* in June of 2025, this time a Viking 68. After breaking in the boat, they

set their sights on The MidAtlantic fishing tournament.

"It was a long week," says Gail. "Hurricane Erin swept in and extended the fishing by two days." Gail released a white marlin early in the week, and then midway through they got the bite they had hoped for. Captain Chad Meeks put Mike Kokosinski on a big blue. Hung at the scale it weighed 804 pounds. After waiting it out the rest of the week, it was finally time to celebrate – their fish took Heaviest Blue Marlin honors, and the team earned 5th Place Blue Marlin Points.



Danny and Gail christening their 52 at a rendezvous in 2003.



Another christening, this time their 56 with Bill Healey - and a mezzanine.



Hosting friends in 2008.



Above: Gail and Danny at a Viking rendezvous. Left, with their winning blue marlin at the White Marlin Open in 2004.

Allen Roys of Kent Island, MD, caught this 895 lb blue marlin to take first place and \$369,392. Roys was fishing on the "Reel Toy" with Danny and Gail Jones, Capt. Alan Steele, Capt./Mate Scott Waltemeyer, Bruce Buettner and Mike Warner. The blue was caught in the Baltimore Canyon in 500 fathoms. It was the second largest blue marlin ever taken off Ocean City.

But this isn't the first time the *Reel Toy* crew has stepped onto a big stage. In 2004 they won the Blue Marlin division at the White Marlin Open with an 895-pound fish caught by Allen Roys. At the time, that fish set a new state record.

Danny and Gail are regulars at the White Marlin Open and The MidAtlantic, and Gail does several smaller tournaments like The Poor Girls Open, Heels and Reels and Marlins for Mason. They are also big fun fishers. "If the weather is good, we are fishing," says Danny.

Reel Toy is based in Ocean City, Md., for the summer and works its way to Stuart,

Fla. for the winter. "We're on the boat for the trip south along with our long-time Captain Chad," says Gail. "Frequently another couple will join us – we like to make it social." Danny adds, "We'll stop in Charleston and Beaufort and eat our way to Florida!" Once in Florida, they plan a few trips to the Bahamas. So, this boat gets used. The initial delivery trip from Atlantic City, N.J., to Ocean City, Md., in June was seven hours. By the end of September they had racked up 260 hours.

Why Viking? "People have asked me why I don't build a custom boat," Danny says. "I laugh that I might not be around by the time it's done. But seriously, it's the service.

If I need something, I make a call. I deal with one person. I don't talk to a different person every time. And if I call Pat? He takes my call. The service has really been unbelievable."

When asked about the name of the boat, *Reel Toy*, Danny said, "I'm a car dealer and have a few cars. My friends refer to them as my toys. It was just natural when I got a boat to dub it my reel toy."

Speaking of the car dealership, Danny and Gail are the 3rd generation of a family business, much like the Healey family. Asked if they see a resemblance between the two companies Danny said, "Both businesses have on-site ownership. You need to be there for your employees."

Gail reminisces about the Viking rendezvous program from back in the day. "We loved to go to the Chesapeake Rendezvous, whether in Hampton Va. or St. Michael's, Md. Bill Healey would always be there and boy did he love to dance. And he was also such a gracious man and just appreciated everyone making the effort to be at this event. He made a point of connecting with every one of his guests. Bill was a wonderful role model for Pat and the future of Viking." 🐟

ELITE FLEET



THE POWER OF CHOICE FROM 28 TO 90 FEET

From back bays to blue water, Viking and Valhalla together offer the most diverse lineup in the marine industry. No other company builds a fleet that spans such a broad range of models – from a 28-foot inshore center console to a 90-foot offshore convertible – all designed, engineered and built in-house with the same commitment to excellence.

Under the Viking banner, 22 models stretch from 46 to 90 feet. The lineup includes open and enclosed bridge convertibles, enclosed bridge models with sky bridges, sport coupes and Billfish models. Every Viking delivers the tournament-winning performance, seakeeping and craftsmanship that define the brand – while providing luxury and comfort for extended cruising.

Valhalla Boatworks extends the portfolio with seven center consoles from 28 to 55 feet. The smaller boats are recognized among the best inshore and coastal performers of their kind. The larger models bring offshore capability and versatility, with options like gap or marlin towers for serious tournament fishing. The Valhalla 55 Sport Yacht blends Valhalla's outboard performance with the comfort and luxury of a Viking convertible, while the newly announced Valhalla 46 Sport Yacht keeps the product line moving forward.

Every boat that carries the Viking or Valhalla name is backed by the best engineering, the best service and the best team in the business. Our boats are built for the long haul – designed with precision,

outfitted with reliability and supported by a company that stands behind every hull. From our world-class manufacturing and R&D departments to our customer service, dealer network and shipwrights on the factory floor, Viking and Valhalla deliver unmatched quality and care before, during and long after delivery.

Together, Viking and Valhalla give owners something unmatched in the world of boatbuilding: choice. Whether your passion is fishing, cruising, diving or island hopping, our fleet covers every lifestyle and every adventure. Such diversity is not by accident – it's a direct reflection of our mantra: building a better boat every day.

Explore the complete Viking and Valhalla fleet on the following pages. 

Valhalla 28 Bay



V-28 BAY



The ultimate inshore platform – big-boat features with a shallow draft.

LOA: 28' 1" (8.56 m)

BEAM: 9' 3" (2.82 m)

DRAFT

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

FUEL CAPACITY: 130 g (492 l)

WATER CAPACITY: 28 g (106 l)

MAX ENGINE HP: 600 hp

LIVE WELL: Aft (2) 25 g each, (95 l)
Fwd (1) 28 g, (106 l)

V-29 HYBRID



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

LOA: 29' 6" (8.99 m)

BEAM: 9' 8" (2.95 m)

DRAFT

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

FUEL CAPACITY: 180 g (681 l)

WATER CAPACITY: 40 g (151 l)

MAX ENGINE HP: 600 hp

LIVE WELL: Aft (2) 25 g each, (95 l)

V-33



The boat features the same robust standard equipment list as its larger stablemates, with 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



Fast, fun and a fishing powerhouse, this model delivers exceptional performance and versatility for both tournament action and family cruising.

LOA: 36' 9" (11.20 m)

BEAM: 10' 0" (3.05 m)

DRAFT

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

FUEL CAPACITY: 470 g (1,779 l)

WATER CAPACITY: 39 g (148 l)

MAX ENGINE HP: 1,350 hp

LIVE WELL: 56 g (212 l)

V-41



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

LOA: 40' 6" (12.34 m)

BEAM: 11' 7" (3.53 m)

DRAFT

(Engines Up, Full Load): 30" (.76 m)

FUEL CAPACITY: 541 g (2,048 l)

WATER CAPACITY: 49 g (185 l)

MAX ENGINE HP: 1,600 hp

LIVE WELL: 90 g (341 l)

V-46



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

LOA: 46' 7" (14.20 m)

BEAM: 13' 4" (4.10 m)

DRAFT

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

FUEL CAPACITY: 757 g (2,866 l)

WATER CAPACITY: 70 g (265 l)

MAX ENGINE HP: 2,400 hp

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

V-55



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

LOA: 55' 7" (16.90 m)

BEAM: 15' 6" (4.70 m)

DRAFT

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

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

WATER CAPACITY: 125 g (473 l)

MAX ENGINE HP: 3,000 hp

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

Valhalla 46



VALHALLA SPORT YACHTS

46 SY



Offered with an open or enclosed pilothouse, she blends luxury and performance – perfect for weekend escapes.

LOA: 46' 7" (14.20 m)

BEAM: 13' 4" (4.06 m)

FUEL CAPACITY: 800 g (3,028 l)

WATER CAPACITY: 90 g (341 l)

ENGINE OPTIONS: Triple or Quad
Mercury V12 Verado Outboards

55 SY



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

LOA: 55' 7" (16.90 m)

BEAM: 15' 6" (4.70 m)

DRAFT

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

FUEL CAPACITY: 1,100 g (4,164 l)

WATER CAPACITY: 150 g (568 l)

MAX ENGINE HP: 2,400 hp

55 Sport Yacht



46 Billfish



46|BF



The 46 delivers tournament-level performance, comfort, and fishability in a versatile, easy-to-handle package.

LOA: 45' 6" (13.87 m)

BEAM: 15' 4" (4.67 m)

DRAFT: 4' 3" (1.30 m)

FUEL CAPACITY: 709 g (2,684 l)

WATER CAPACITY: 99 g (375 l)

COCKPIT: 140 sq ft (13.00 sq m)

50|BF



Largest Billfish yet, with a massive 170-square-foot cockpit, convertible-level comfort and a proven walkaround helm design.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

DRAFT: 4' 10" (1.47 m)

FUEL CAPACITY: 1,055 g (3,994 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 170 sq ft (15.80 sq m)

VIKING SPORT YACHTS

50|O



Command deck keeps the captain connected to the cockpit; wraparound windshield and hardtop provide protection, available with PBT tower.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

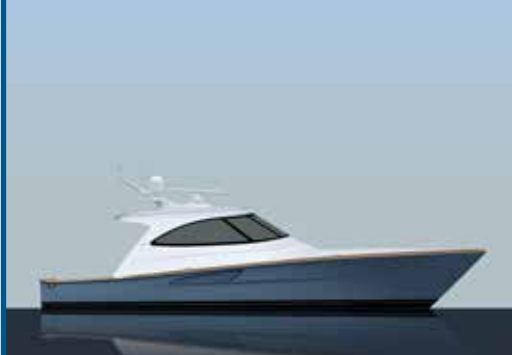
DRAFT: 4' 9" (1.45 m)

FUEL CAPACITY: 1,000 g (3,785 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 131 sq ft (12.20 sq m)

50|SC



Merges express style and tournament DNA – fast, sleek and made to fish, cruise and explore.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

DRAFT: 4' 9" (1.45 m)

FUEL CAPACITY: 1,000 g (3,785 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 131 sq ft (12.20 sq m)

50|ST



Pairs offshore performance with cruising versatility and a tower-ready design – ideal for chasing fish or new horizons.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

DRAFT: 4' 9" (1.45 m)

FUEL CAPACITY: 1,000 g (3,785 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 131 sq ft (12.20 sq m)

54|ST



Powerful, comfortable, fast, and fishy, the 54ST delivers Viking performance in a sleek package. The model is also available as a Sport Coupe and an Open Express.

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 10" (1.47 m)

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

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.30 sq m)

64|SC



Sleek express styling, command-deck galley or salon, and three- or four-stateroom layouts deliver luxury and performance in all conditions.

LOA: 63' 10" (19.46 m)

BEAM: 18' 10.5" (5.75 m)

DRAFT: 5' 6" (1.68 m)

FUEL CAPACITY: TBD

WATER CAPACITY: TBD

COCKPIT: 180 sq ft (16.70 sq m)

64|ST



Combines the performance and versatility of the convertible with the striking looks of a coupe – fish, cruise and explore in style.

LOA: 63' 10" (19.46 m)

BEAM: 18' 10.5" (5.75 m)

DRAFT: 5' 6" (1.68 m)

FUEL CAPACITY: TBD

WATER CAPACITY: TBD

COCKPIT: 180 sq ft (16.70 sq m)

VIKING CONVERTIBLES

50|C



Third generation of a legendary model, delivering a sleek ride, advanced engineering and unmatched build quality.

LOA: 51' 8" (15.75 m)

BEAM: 17' 1" (5.21 m)

DRAFT: 4' 10" (1.47 m)

FUEL CAPACITY: 1,000 g (3,785 l)

WATER CAPACITY: 180 g (681 l)

COCKPIT: 131 sq ft (12.20 sq m)

54|C



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

LOA: 54' 6" (16.61 m)

BEAM: 17' 8" (5.38 m)

DRAFT: 4' 11" (1.50 m)

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

WATER CAPACITY: 198 g (750 l)

COCKPIT: 154 sq ft (14.30 sq m)

58|C



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

LOA: 58' 11" (17.96 m)

BEAM: 17' 9" (5.41 m)

DRAFT: 5' 0" (1.52 m)

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

WATER CAPACITY: 207 g (784 l)

COCKPIT: 165 sq ft (15.30 sq m)

64|C



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

LOA: 63' 10" (19.46 m)

BEAM: 18' 11" (5.77 m)

DRAFT: 5' 7" (1.70 m)

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

WATER CAPACITY: 302 g (1,143 l)

COCKPIT: 180 sq ft (16.70 sq m)

68|C



This tournament ready battlewagon features four staterooms, four heads, a walkaround style galley and a 176-square-foot cockpit.

LOA: 68' 7" (20.90 m)

BEAM: 19' 2" (5.84 m)

DRAFT: 5' 6" (1.68 m)

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

WATER CAPACITY: 344 g (1,302 l)

COCKPIT: 176 sq ft (16.40 sq m)

74|C



The new 74C continues Viking's legacy of innovation, performance, and luxury in the mid-size convertible range.

LOA: 74' 8" (22.76 m)

BEAM: 19' 9" (6.02 m)

DRAFT: 5' 11" (1.80 m)

FUEL CAPACITY: 2,030 g (7,692 l)

WATER CAPACITY: 360 g (1,363 l)

COCKPIT: 216 sq ft (20.10 sq m)

82|C



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

LOA: 82' 11" (25.27 m)

BEAM: 21' 5" (6.53 m)

DRAFT: 5' 9" (1.75 m)

FUEL CAPACITY: 2,671 g (10,111 l)

WATER CAPACITY: 425 g (1,609 l)

COCKPIT: 229 sq ft (21.30 sq m)

90|C



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

LOA: 90' 0" (27.41 m)

BEAM: 23' 2" (7.05 m)

DRAFT: 5' 11" (1.80 m)

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

WATER CAPACITY: 480 g (1,817 l)

COCKPIT: 224 sq ft (20.80 sq m)

82 Sky Bridge



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Pat Healey, President and CEO, Viking Yachts

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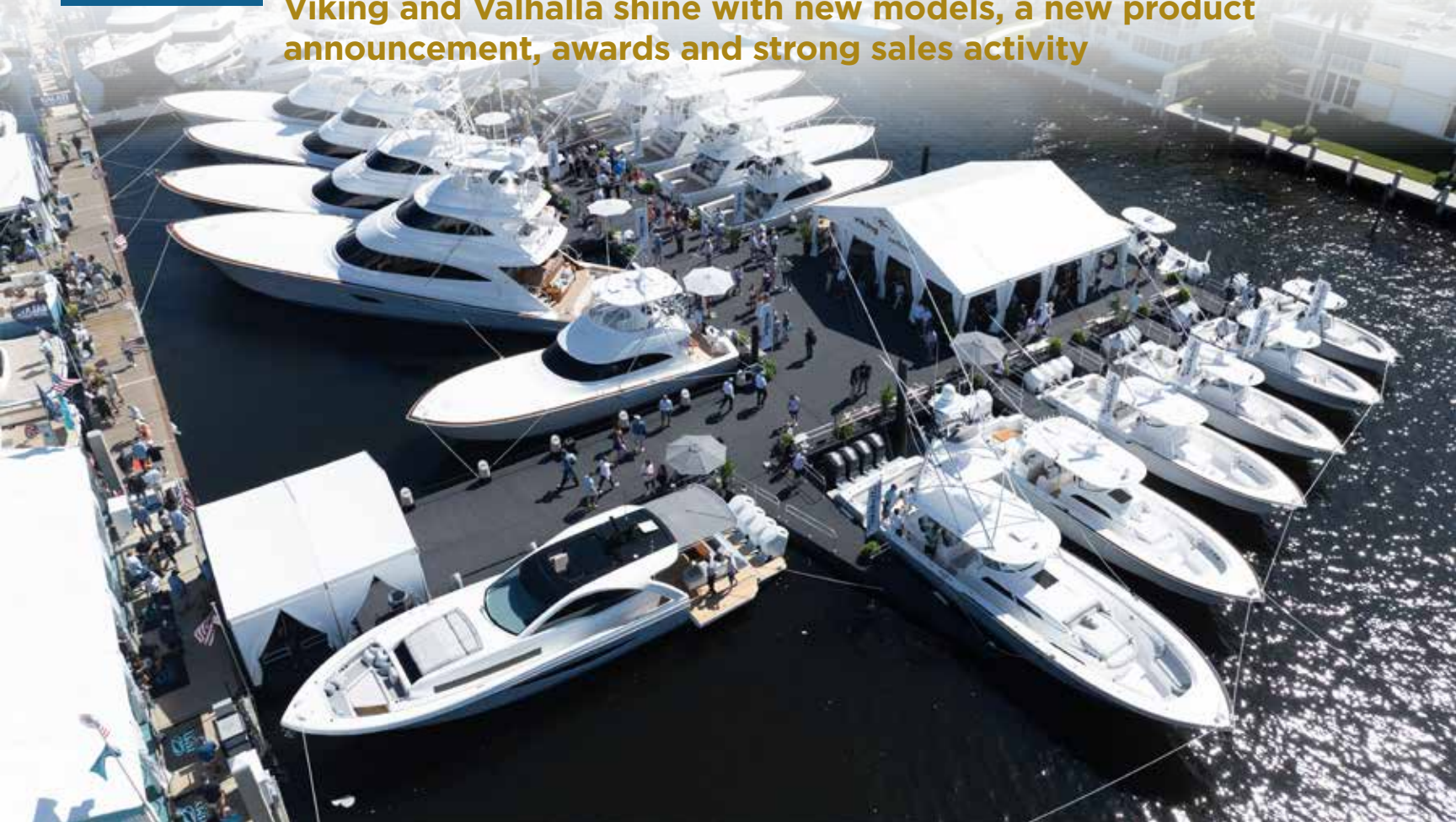


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FANTASTIC IN FORT LAUDERDALE

Viking and Valhalla shine with new models, a new product announcement, awards and strong sales activity



Viking and Valhalla shine with new models, a new product announcement, awards and strong sales activity.

Viking Yachts and Valhalla Boatworks once again delivered big time at the world's largest in-water boat show. The Fort Lauderdale International Boat Show (FLIBS) drew massive crowds, impressive media attention and strong buyer interest as the two brands showcased a powerhouse lineup of 18 yachts from 28 to 90 feet.

The show brought major recognition for the Viking Marine Group, highlighted by the Valhalla 55 Sport Yacht earning the Fox Sports Best of Show award for its innovation, in-house design and American-made quality. The WAVS Taskforce – a collaboration between the Viking Marine Group and other industry partners – received the Marine Research Hub Ecotourism Award for leadership in whale-safety innovation.

The Valhalla 55 Sport Yacht was the star of the display – the talk of the docks and a constant draw for media and visitors alike. It was featured on Fox News and included in a Fox Sports television special about the Fort Lauderdale International Boat Show that aired Dec. 7.

“It’s an incredible example of how we’re building a better boat every day,” said Pat Healey, President and CEO of the Viking Yacht Company. “It blends Valhalla’s speed





The Viking and Valhalla team stands proudly beside the Valhalla 55 Sport Yacht as Pat Healey holds the Best of Show trophy. “An incredible team effort,” said Pat. From left: Eddie Ip, Lonni Rutt, Pat Healey, Sean Healey, Justin Healey and Ryan Higgins.

and fishability with Viking’s craftsmanship, comfort and quality.”

Two world premieres anchored the display – the Viking 50 Convertible and the Valhalla 55 Sport Yacht. Both boats represent the latest milestones in design and engineering for the family-owned company. The 55 Sport Yacht, a new concept for the Viking Yacht Company and its sister Valhalla Boatworks, combines outboard performance with the luxury and accommodations of a Viking convertible.

Also making its first public appearance was the Viking 82 Enclosed Bridge with a Palm Beach Towers tuna tower, drawing consistent crowds throughout the week. Nearby, Viking showcased the 74 Convertible and 74 Sky Bridge – the first time both configurations were displayed together. The lineup illustrated the range of bridge options available to Viking owners.

Pat also announced an exciting addition to the Valhalla line – the upcoming Valhalla 46 Sport Yacht, set to debut at the 2026 FLIBS.

“The 46 Sport Yacht will give owners another great choice in the upper end of the outboard segment,” he said. “It’s a natural step for Valhalla.”

Viking and Valhalla’s press conference drew more than 75 media members and industry professionals. Pat discussed the evolution of the 55 Sport Yacht, the third generation of the 50 Convertible, and Viking’s continued commitment to advocacy and sustainability. He noted that the same team of designers, engineers and production managers has worked together for three decades – a core group responsible for many of Viking’s greatest achievements.

He also updated the audience on Viking’s government affairs efforts, led by John DePersenaire, Director of Government Affairs and Sustainability. John continues to play a key role in national marine policy discussions, including efforts to amend the 2008 10-knot speed rule for boats 65 feet and larger, addressing the low bluefin tuna quota and protecting access to the striped bass fishery.

“We’re proud to be a voice for recreational boaters and the marine industry,” said John. “Through collaboration with other manufacturers, agencies and conservation partners, we’re helping find solutions that support both economic and environmental goals.”

The display’s visual centerpiece was “Faux Row” – four Viking convertibles lined up side by side, consisting of the 90, 82 and two 74s. The nickname comes from the term faux teak, referring to a painted finish applied to fiberglass that replicates the look and warmth of teak. The technique gives the appearance of fine wood grain without the upkeep or weight of real timber.

The week ended on a high note, with Viking and Valhalla enjoying strong sales activity, steady crowds and enthusiastic feedback from owners and dealers alike. Another Viking company – Princess Yachts America – also had a strong display at FLIBS with its motor yachts. Between Viking, Valhalla and Princess, the New Jersey company offers a boat for everyone. 🦋



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MAINTENANCE: **KEEP IT CLEAN**

Simple maintenance tips to protect your Viking's shine, finish and long-term value

Your Viking yacht is a sea-going masterpiece of engineering that lives in a rough neighborhood of salt, grime, acid rain, fish scales and bird droppings. The best defense to cope with this witch's brew is regular maintenance of cleaning and upkeep. Shortcuts are fine some of the time, but preparing for the long distance is key to protecting the value of your investment. The following article highlights some of the easy tasks for most do-it-yourself owners, though seeking professional care is always another option. And of course, you can always call the Viking Yacht Service teams if you have questions about how to best deal with maintenance questions.

EXTERIOR WASH

To prevent dirt and other impurities from leaching into and staining or discoloring the surfaces, a weekly wash is a good start. Always start at the top and work your way down. A considerable amount of grime

and dirt can thrive on a flybridge hardtop, and when ignored will remind you of its presence after a rain shower with telltale streaks on the vinyl enclosure and vertical sections of the boat. Wet the area first with a flush of freshwater to remove surface grit. Then soap it with a sudsy solution of clean water and a neutral PH boat detergent and rinse thoroughly. Read the label to ensure the soap does not remove wax.

Protective wax is a petroleum-based product that nurtures the gelcoat, which is also derived from an oil-based formula. Avoid harsh liquid dish detergents created to dissolve oil and grease, or you'll strip the wax. Similarly, if your boat has been painted with a premium coating from Awlgrip or Alexseal, you should only use products recommended by these vendors to clean and protect the finish. It can be expensive to kill your boat with the wrong type of kindness.

GELCOAT

Gelcoat is the colored resin on most of the yacht's exterior. To keep gelcoat colors bright and protected from the elements, regular waxing is required. This also prevents fading, chalking and helps minimize the amount of work needed to maintain the surface. Gelcoat is porous, and the wax fills the pores and serves as a protective barrier while reflecting sunlight to enrich the depth of color. However, wax should always be applied to a clean substrate. Start with a small section to test its condition. If the wax is difficult to remove with a buffer or by hand, or if stains remain, the gelcoat will need to be cleaned first with a cleaner/wax or mild polishing compound. These products have a fine abrasive that cuts through the haze to expose clean gelcoat ready for waxing.

Marine stores also offer liquid stain removers that utilize a mild acid to remove





chalking and rust stains, but care should be taken because the chemical formulas are caustic and hazardous to skin and eyes. Often more than a single cleaning may be required if the gelcoat has been neglected, but better to take multiple baby steps to avoid removing the gelcoat with abrasive rubbing compounds. Waxing should be done whenever water no longer beads on the surface – a clue that restoration is needed to protect the finish. Boats that are used year-round or wearing dark-colored gelcoats generally require more waxing than a white hull.

HARDWARE

Many Vikings leave the factory with an armada of exterior metal appointments in the form of outriggers, tuna towers, bow and safety rails, foredeck dinghy chocks, and deck and cockpit hardware. Salt spray gathers just about everywhere aboard a boat so be diligent when washing; pay attention to the pipe work, but also the fittings and fasteners that secure these accessories to the boat. Anodized aluminum is durable, but the finish is susceptible to corrosion if salt is allowed to dry on its surface. Hasty wash

cycles miss a lot of salt, so a quick rinse is never enough. Better to use a soapy mitt and rub the metal thoroughly, including weld connections, fittings and fasteners to ensure all traces of salt have been washed away.

Teak cleaners also wreak havoc with anodized aluminum. To protect anodized metal finishes, use finish tape around the tower leg fittings that fasten to teak covering boards, as well as the feet of flybridge ladders secured to teak decks. Remove the teak treads from the anodized steps and clean the wood away from the ladder. Use more tape on the piping to prevent overspray from reaching the aluminum when rinsing. Anodized aluminum and stainless-steel hardware should be waxed monthly. Discolored stainless-steel fittings can be restored with Flitz, or Collinite products.

INTERIOR CHORES


Clean the air conditioning filters monthly. Pour one-half cup of hydrogen peroxide in each evaporator drip pan to eliminate mold and mildew odors. Another cupful in each shower drain will reduce odor from the shower collection box located in the bilge.

Use Novus #1 and a clean microfiber cloth to remove fingerprints and dust from high-gloss teak and walnut surfaces, as well as on acrylic mirrors in the heads. Avoid using Windex or liquid cleaners with ammonia on the mirrors and overheads because the chemicals will cause the acrylic material to become cloudy.

Salon and stateroom carpeting should be vacuumed and Amtico vinyl flooring in the galley and heads cleaned daily. Carpet runners should be washed as needed.

Replace the batteries in the smoke alarms yearly. Test the alarms monthly.

An absorbent mat on the coaming and a second one at the salon doorstep does a good job in collecting dockside grit to keep it out of the boat. Similarly, a basket in the cockpit encourages guests to remove their shoes.

When spending a day at the dock, invite fresh air into the interior by opening foredeck hatches. Similarly, opening the anchor locker hatch allows the rode to dry and prevent mildew from forming. 

INNOVATION NEVER RESTS

PROGRESS SHOWS IN EVERY V SERIES DETAIL -
FROM POWER TO COMFORT TO STYLE



Valhalla Boatworks (VBW) was founded on Viking's philosophy of building a better boat every day. That means more than launching new models – it's a steady process of refinement. The V-33, V-37, V-41 and V-46 show how this comes to life. As outboard power has advanced, hulls have been rebalanced for performance. At the same time, layouts and options have been shaped by owner feedback and fresh ideas from design, engineering and sales.

“While new models have been added, the existing boats have continued to evolve,” said David Wilson, Valhalla's Design Manager. “We refine, upgrade and advance wherever possible. We want to give our owners more choices – but always after careful consideration by the entire team at VBW.”

With the added weight of modern engines, the sheerline on the V-33, V-37 and V-41 was raised – a design change that improved balance while preserving their sleek look. The V-46 introduced a redesigned console with softer curves and a flowing radius that ties into the forward seating for a modern feel. The V-41 gained a bow step-up – also found on the V-46 and V-55 – that adds storage and is often finished in teak for a yacht-like touch. It provides easy access to the anchor locker while serving as a safe place for casting or throwing a cast net.

Comfort has advanced too. The V-33 added a standard mezzanine seat, giving anglers a place to rest between runs. The V-41 brought in dual-row helm seating – also offered on the V-46 and V-55 – for owners who want extra capacity offshore. Transom

bench seating is available across the line, with Release teak benches offered on all four models. Bow tables and forward U-shaped seating are also available on the V-33, V-37, V-41 and V-46, with the fiberglass hi-low tables offered in faux teak finishes for flexible entertaining at anchor. On the V-46, owners can go a step further with a summer kitchen that turns the boat into a dual-purpose fishing and entertaining platform.

“It's about constant improvement,” said Justin Healey of Valhalla Boatworks. “We've added options and features across the line – from fishing to comfort to electronics – all aimed at helping the boats perform at a higher level, fish smarter and cruise more comfortably.”

5 FACTS

1. Raised sheerline (V-33, V-37, V-41) balances modern engine weight.
2. Seating enhancements span all models.
3. Omni sonar now offered on center consoles 41 feet and larger.
4. Seakeeper Ride available on V-33, V-37, V-41 and V-46.
5. Bow tables with faux teak finishes and U-shaped seating offered across all models.



Sheerlines were raised on the V-33, V-37 and V-41 to accommodate increased outboard weight. The V-41 is shown here.

Electronics have kept pace. The V-33, V-37 and V-41 received a larger overhead box beneath the hardtop housing bigger displays, including the popular Garmin 12-inch model. The hardtop itself remains unchanged, but the new face maintains clear sightlines with extra real estate for electronics.

Technology from Viking's larger yachts continues to filter down. Omni sonar capability debuted on the V-55, then the V-46 and most recently the V-41 – an unheard-of feature on a center console of that size. Structural advances such as infused deck liners and components have also increased strength while reducing weight and improving efficiency. Materials, methods, design and engineering are always moving forward.

Engines are evolving fast. Mercury's Gen II V12 600s are now offered on the V-46, while the new V10 400s and 425s power the V-33, V-37 and V-41. On the Yamaha side, the 450 XTO replaces the 425s on the V-37 and V-41. Operation systems have advanced too – Gen II ZipWake interceptors are now standard with rocker-switch controls. And for the first time, Seakeeper Ride is available across the board – on the V-33, V-37, V-41 and V-46 – delivering instant pitch and roll damping.

Power choices span a wide range. The V-33 runs on twin Mercury 300s or V10 425s or twin Yamaha 350s. The V-37 can be powered by triple Mercury 300s, 425s or Yamaha 350s as well as twin Yamaha 450 XTOs. The V-41 offers triple or quad Mercury 300s or 425s or a triple Yamaha 450 package. Mercury's V12 600s – in triple or quad setups – and four 425s are all options on the V-46.

Costa Marine has expanded its cover and sunshade offerings across the line. Forward and aft refrigeration modules are available on the V-37, V-41 and V-46. And on the V-46, owners can spec premium upgrades such as Electrosea cooling, a watermaker, an ice chipper and teak decking.

The V-33, V-37, V-41 and V-46 show that progress at Valhalla never stops – each model is proof of building a better boat every day. 🦋



A new sloping console shape on the V-46 adds another layer of style to an already beautiful design.



A fiberglass centerline step-up platform with storage below is available on the V-41.



Furuno's latest omni sonar in a Valhalla 46.



Mezzanine seating (with cooler storage below) is now standard on the V-33.



U-shaped bow seating on a V-37.



Transom seat with teak armrests on a V-37.



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OWNER OF INTEREST: **VICTORY DELIVERED**

Eugene White's V-46 runs fast and far

Eugene White stood in the cockpit of his new Valhalla 46, arms raised in triumph. He had just taken delivery of the boat in New Gretna, N.J. But the journey was already well underway – months of planning, multiple visits to the plant with his family and crew, and a lifetime of boating had led to this moment.

Eugene didn't just order a boat – he built a Valhalla. A custom Costa Marine enclosure wraps the helm, turning it into a pilothouse that shields from the elements without sacrificing visibility. It's one of many features Eugene carefully selected for his Snow White V-46. Other options include a custom Valhalla fillet table, Furuno omni sonar, Release Marine FS6-X rocket launcher, refrigerated fishboxes and a Palm Beach Towers gap tower.

He worked closely with Justin Healey of Valhalla Yacht Sales throughout the build, dialing in every detail. "Justin went above and beyond – his communication, knowledge and attention to detail gave me great peace of mind," Eugene said. "He really understands what customer service is all about."

STICKLER FOR QUALITY

Eugene's no stranger to boats – he owned a 36-foot inboard-powered express sportfisher for nearly 20 years. He also knows the value of customer care. In his career managing high-end construction projects, client service and communication are everything.

"I'm a stickler for quality," he said. "What stood out to me was the culture – every person I dealt with understood that it's not just about the boat; it's about the client experience from start to finish."

He followed that experience closely, stopping by the plant five or six times to watch the build come to life.

Eugene took delivery of *Nora Angela* in April 2025, and by June had already logged more than 100 hours, making seven canyon runs, fishing the Hudson, Lindenkohl and Baltimore canyons – even overnighting during the Beach Haven Marlin & Tuna Club's Tuna Open. "The ride is phenomenal – I was worried about going from an express to a center console, but the V-46 has exceeded expectations in every way,"



he said. "The enclosure and ride quality are game changers."

Eugene's daughter Ellie May recently caught a 44-pound tilefish (hand cranking) – the heaviest ever weighed at the Beach Haven Marlin & Tuna Club for the intermediate angler category, where the family are active members. In August, the *Nora Angela* team set a pending club record with 19 white marlin releases in one day.

In addition to Ellie May, Eugene and his wife Aimee have three other children – Grady, Chatham and Maggie – all of whom have spent time on board. "We've had a few personal bests on this boat already," Eugene said.

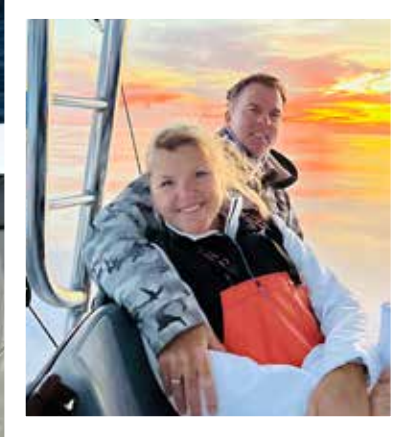
FAMILY TIES

While the V-46 is tournament ready, it's also a true family boat.

"It does everything," Eugene said. "One day we're offshore loading the deck, the next we're on a bay cruise with the cushions and cocktails. It does both beautifully."

The cockpit is a favorite – a true working space with the custom Valhalla fillet





Clockwise from left: Eugene White and his daughter Ellie May with her 44-pound tilefish; Eugene and his team at the dock with a cart full of tilefish; sausage and peppers served in the cockpit after being prepared below in the cabin; (center): Eugene and Aimee during a trip out to the canyon. Opposite page: Eugene celebrating the delivery of his Valhalla 46; Justin Healey and Eugene at the Mullica plant during the build.

table, dual live wells (including a transom well with window and light), port and starboard refrigerated fishboxes and a Seakeeper 6 for bottom-fishing stability. There's even room to set up a crockpot for sausage and peppers. A bow thruster makes docking easy.

The pilothouse enclosure protects two rows of Release Marine seating with upgraded teak and custom stitching – and DEKit on the forward seats for added grip in

wet conditions. The forward lounge and teak-backrest seats add space to relax between runs.

Below, the 46 is equipped for overnight trips and long weekends – with a queen berth, dinette, full galley, microwave, fridge, private head and shower. The interior is finished in walnut cabinetry and a layout that balances form and function.

And like every Valhalla, the heart of the boat beats in the machinery room – clean,

accessible and neatly labeled. Eugene's boat is the first Valhalla equipped with Furuno's new CSH-10 360-degree real-time omni sonar. It joins a 12 kW generator, dry bilge system, custom fiberglass battery boxes and watermaker – all part of a package that delivers range, comfort and reliability.

"I've run a lot of boats," Eugene said. "This one checks every box. It's exactly what I was hoping for – and then some."



SINCE DELIVERY

The *Nora Angela* has been fished hard. Eugene estimates more than 4,500 nautical miles and countless hours on the throttles since launch – an impressive run of canyon trips, tilefish missions and family cruises along the Jersey Shore. “We’ve been fishing the heck out of it,” he said. “From bigeyes, swords, marlins and massive golden tiles to fluke and stripers – just a great season all around.”

The team’s 19-white-marlin day remains a standout. Although the club doesn’t maintain a historical log of releases, Eugene said the angling chairman believes it likely represents a record, eclipsing the previous benchmark by many. “We’re still clarifying how the club wants to record it,” he said. “It’s a day our crew will never forget – it all came together for us, the bite and our teamwork. Before each trip, our crew prays together. That August morning, we prayed for exactly what we received – a safe day on the water, our crew performing at our best and finding the quality water we knew held those fish.”

Conservation is a growing part of his program. Next summer he plans to bring the *Nora Angela* north to New England to tag and release giant bluefin tuna. In the remaining months of 2025, he participated in a specimen program that collects bluefin scale samples for research (see page 118). “The bluefin are closed, but we’ll still fish for them – and do the science part of it,” Eugene said in mid-October. “It’s good for the fishery, and it keeps us involved.”

Eugene runs with a tight crew he’s fished alongside for two decades – a mix of close friends, family and longtime fishing partners. One is a mechanic who keeps the systems humming; another is the cockpit chief who handles baits, tackle and drags.

“It’s a great team,” Eugene said. “We’ve been together for decades, and we’ve added some young blood too. I had a 12-year-old on board last week who caught his first blue and golden tiles. Watching the next generation come to appreciate the sport I’m so passionate about brings me great satisfaction.”



PROBLEM

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VIKING & VALHALLA VIP BOAT SHOW

January 30 - 31, 2026
Viking Yacht Service Center
Riviera Beach, Fla.

MIAMI INTERNATIONAL BOAT SHOW

February 11 - 15, 2026
Miami Beach Convention Center
Collins Avenue
Miami Beach, Fla.

ATLANTIC CITY BOAT SHOW

February 25 - March 1, 2026
Atlantic City Convention Center
Atlantic City, N.J.

PALM BEACH INTERNATIONAL BOAT SHOW

March 25 - 29, 2026
South Flagler Drive
West Palm Beach, Fla.

Make plans to see three world-class brands this winter boat show season. Viking Yachts, Valhalla Boatworks and Princess Yachts America will be the standout stars at four upcoming expos.

The Viking and Valhalla VIP Boat Show kicks off the season at the Viking Yacht Service Center in Riviera Beach, Fla. The full lineups of Viking Yachts and Valhalla Boatworks will be on display at the docks while a host of more than 50 preferred partners make up our Vendor Village. What began as a small demo day boat show has grown into a boat show with enthusiasts flocking to the unique, personal environment.

The Miami International Boat Show will feature our lineup of Valhallas at the convention center in early February. The in-water portion of the show is moving from One Herald Plaza in downtown Miami back to Collins Avenue on Miami Beach. We've decided not to participate there but our sister company, Princess Yachts America, will have its fleet of motor yachts on display.

February will close out with the Atlantic City International Boat Show and the Palm Beach International Boat Show will wrap up the show season. So, mark your calendars to see our bevy of beauties. For more information, contact your authorized Viking, Valhalla or Princess Yachts America Dealer. 🚤



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The Viking Pro Shop is your go-to destination for official Viking Yachts and Valhalla Boatworks apparel and gear. Whether you're a proud owner or boating enthusiast, our collection offers the perfect mix of style, comfort and performance.

Browse our selection of jackets, vests, sweatshirts, shirts, hats, buckets and branded YETI products – everything you need to bring a bit of Viking and Valhalla into your everyday routine. Shop online at vikingproshop.com

Prefer to shop in person? Stop by one of our Pro Shop locations at the Valhalla Yacht Sales showrooms in New Gretna, N.J., or at our Riviera Beach, Fla., showroom to explore the latest apparel and gear firsthand.

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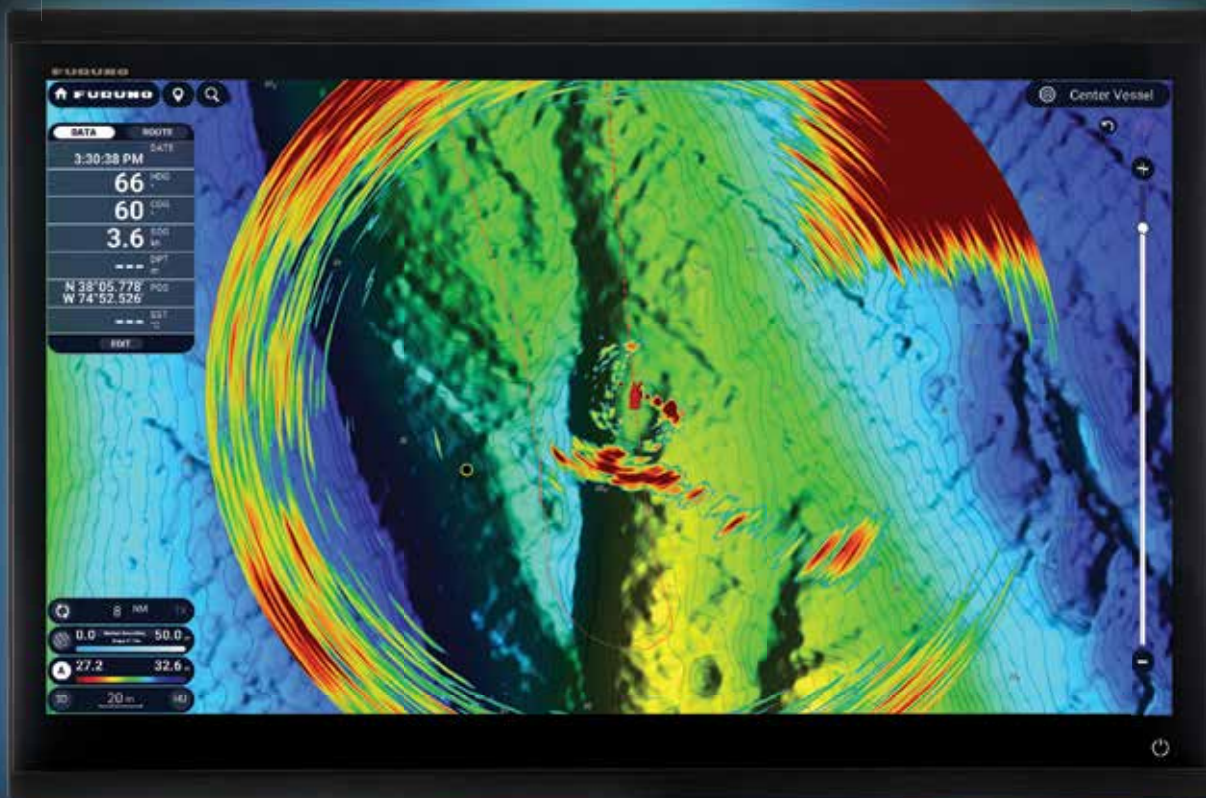


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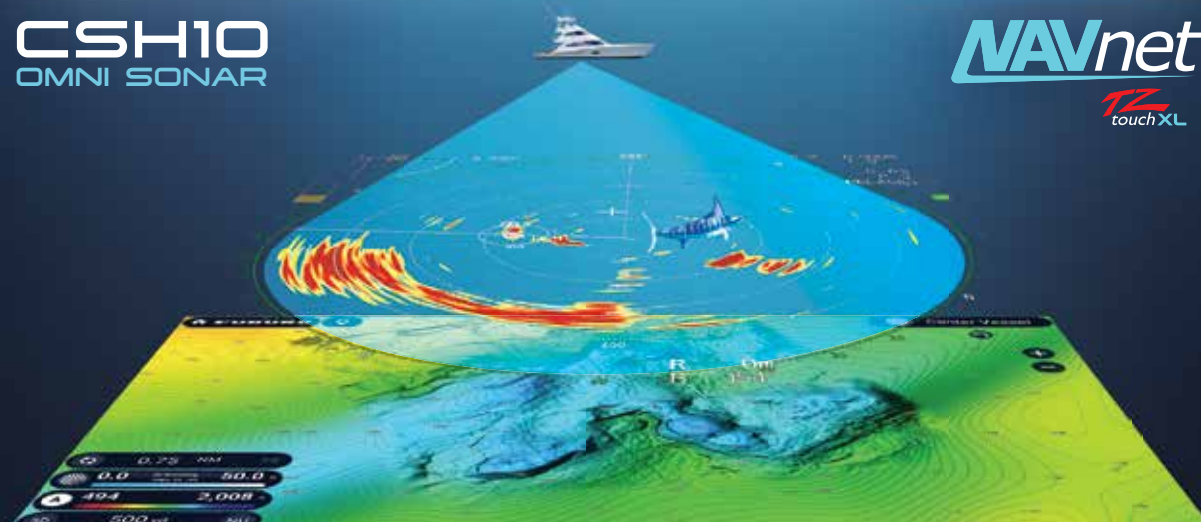


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LIFTS, TEAMWORK AND TENACITY

New tools and teamwork at Viking Yacht Service Center boost support at Riviera Beach



The Viking Yacht Service Center in Riviera Beach, Fla., has never been busier. With more center consoles arriving at the docks, the crew led by Director of Customer Services Ray Connolly is keeping pace through smart upgrades, improved workflow and the same hands-on commitment that defines Viking's service network.

Ray is a familiar name to many Viking owners. Before taking over at Riviera Beach, he led Viking's Customer Service Department in New Gretna, N.J. His move south – like so many within the Viking family – was driven by talent and timing. “Working with the team in Florida remotely

for years, I welcomed the opportunity to relocate and be a more direct influence in Riviera Beach,” says Ray. “Dan Mueller, Rick Weiler, Wilson Cintron, Don Gemmell and Aaron Meyers create an all-star lineup. I’m proud to work with these guys daily. It’s also a huge help knowing we have full support from New Jersey in every department.”

“When I came here in early 2023, the center-console side was expanding rapidly,” says Ray. “We took delivery of a new marine forklift built to handle center consoles – Valhallas, Contenders and others. It’s in use every day and has been a tremendous asset, giving us far more flexibility than relying solely on the Travelift for every move.”

That forklift sits beside the haul-out well, where technicians can walk a boat right into the forks and lift it onto custom cradles for service or storage. “It’s a perfect location,” Ray says. “We can block many center consoles in the yard at once, all lined up within inches.”

The Service Center also added three in-water lifts for quick-turnaround jobs. “They’ve been a huge help for boats without bottom paint,” Ray says. “We can lift them out, do what’s needed and drop them back in without a full haul-out.” The project came together with help from Facilities Manager Chris Lois, Valhalla Yacht Sales General Manager Ryan Higgins, Electrical Engineer





Aaron Meyer and the installation crew from Dock Experts.

Just north of the main Service Center is the I-Yard (Viking International Yacht Center), home to Palm Beach Towers (PBT), Atlantic Marine Electronics (AME) and Princess Yachts America (PYA) – all Viking companies – making it a true hub for the brand’s Florida operations. A new 150-ton Travelift there has raised efficiency even further for Viking’s larger yachts. With all-wheel steering and a remote control worn around the operator’s neck, the lift can navigate tight spaces and uneven ground while giving crews a full view of the boat. “It’s pretty impressive,” Ray says. “You can pull a boat out, block it, then pick it up in reverse if we need to change direction for an engine or Seakeeper job.”

A tower crane at Palm Beach Towers adds another dimension to the operation. Originally designed for mounting towers, it now assists with Seakeeper installations and heavy-lift projects – another example of how Viking’s vertical integration pays off.

TEAM EFFORT

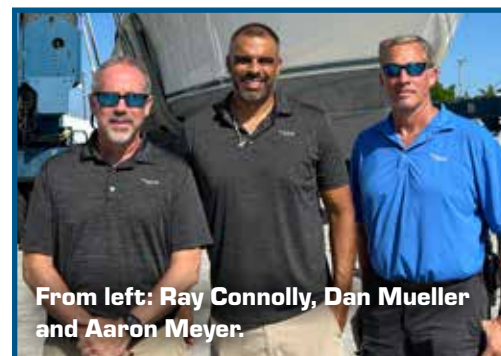
The leadership team – General Manager Dan Mueller, Ray Connolly and longtime Manager Rick Weiler – works closely with

a skilled crew to keep operations running smoothly across both yards. “It’s a group effort,” says Ray. “Everybody knows what needs to get done, and they do it.”

Ray credits much of the progress to his crew and new leadership at the I-Yard. “We promoted Bryan Montes to Assistant General Manager and he’s made a big difference,” he says. “He keeps everything flowing between Viking, Princess, Palm Beach Towers and outside vendors.”

Service writer Chris Dorn manages all Valhalla 55 work orders, keeping pace with a steady flow of boats. “The volume on those boats is incredible,” says Ray. “Even if there are only six in the yard, that’s six owners and six captains each wanting to speak to Chris daily – it’s nonstop. Chris does an excellent job, and we’ll be adding support for him soon.”

Ray and Dan meet with managers every Tuesday morning to review schedules and manpower. “We walk the docks frequently,” Ray says. “Everything’s clean and organized so the guys can hit the ground running first thing in the morning. That’s the kind of standard Bill Healey always believed in.”



From left: Ray Connolly, Dan Mueller and Aaron Meyer.



VIKING SERVICE DEPARTMENT

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PALM BEACH TOWERS

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Palm Beach Towers, your source for state-of-the-art towers, marine aluminum fabrication and fiberglass hardtops, has a new location in Morehead City, N. C. The shop is set up and fully operational to handle any job.

General Manager of Palm Beach Towers (PBT) Drew McDowell says, “We have robust business out of our Florida and New Jersey locations with steady activity throughout the Mid-Atlantic. It just made sense to open a facility between our northern and southern shops to better serve our customers.” Previously, if a customer was out of state, PBT would fabricate the job then load it into a truck, travel with a team and complete the job. “We are cutting out a lot of travel time, which increases our efficiency,” says Drew. “The ultimate goal is to take care of our customers. And with this new location, we can easily get to a job or boat without having to get on a plane.”

Morehead City local Tim Daly heads up the shop and is embracing his new role. “I’ve been building towers for decades,” says Tim.

“I actually worked with Drew back when he was the Viking Demo Captain. We built some Viking Demo towers together back in the day. I’m excited to be a part of this.”

From small welding repairs, custom brackets, ladders, rails, T-Tops, custom hardtops with frames to full custom towers, along with outrigger repairs, tuning or replacement, Morehead City is equipped to provide it all. “We set up this shop to replicate our other locations,” says Drew. “Although the footprint may be smaller, it is still able to build anything our other locations can. Anything from towers to hardtops – and everything in between.”

Whether you are in the market for a small upgrade to an existing boat or equipping a new build, the PBT team will make your boat a showpiece. Sportfish boats, center consoles and convertibles – PBT has you covered.

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VENDOR PROFILE: **VEEM**

Turning the wheels of performance



Viking and VEEM's long-standing partnership drives innovation, precision and confidence across every model

Every Viking that leaves New Gretna carries more than horsepower – it carries history. Beneath the surface runs a partnership between Viking Yachts and VEEM Marine that has quietly powered every launch for more than two decades.

The Australian propeller builder supplies the precision blades that turn Viking's strength into motion. Each is cast and machined in

Perth, tested in New Jersey and fine-tuned until the boat runs exactly the way Viking wants – smooth, responsive, efficient and dependable.

What began as a straightforward supplier relationship has evolved into one of Viking's most productive alliances, built on shared standards and trust forged through years of testing, adjustment and proven performance.

A PARTNERSHIP TAKES SHAPE

Viking's drive for innovation runs deep. Since Bob and Bill Healey founded the company in 1964, every generation of boats has pushed ahead in design and performance. When Viking began building larger, faster yachts in the early 2000s, it needed a propeller maker that could keep pace. Viking and VEEM established their relationship during that time, and by 2003,





Opposite page: VEEM's Interceptor strips, which control pitch, can be changed within minutes. Above: The ultimate testing vessel: VEEM's 64 PowerPlay.



VEEM wheels were standard equipment on all new Viking models, says Lonni Rutt, Vice President of Design and Engineering. To date, VEEM has supplied 1,772 propellers directly to Viking and produced a total of 2,144 for Viking yachts worldwide.

VEEM, founded in 1968, was already known for precision – utilizing advanced patternless molding techniques, in-house NiBral alloying and CNC machining every propeller to hairline tolerances to guarantee performance. The match was natural.

A turning point came in 2006 when MTU introduced its 16V2000 M93 engines – 2,400 horsepower apiece. Viking wanted a boat that could harness that power with the same control and responsiveness owners expect offshore. “They wanted a boat that performed with the speed and agility of a Ferrari, yet could back down like a tractor,” says Brad Miocevic, Chairman of VEEM Ltd.

INNOVATION IN MOTION

To meet that challenge, VEEM engineers developed a new propeller series using advanced computer modeling and hydrodynamic testing. The company purchased a Viking 64 – later named *PowerPlay* – and shipped it to Perth, where the two teams worked side by side, testing, adjusting and re-testing until the performance numbers hit their mark.

According to VEEM, the Viking 64 has enjoyed a remarkable run, proving the durability and performance of its innovative propeller system. The boat has circumnavigated Australia twice, including the rugged Kimberley region, and completed demonstrations and endurance trials across the Mediterranean – from Rome to Malta, Venice and the Croatian coast – before continuing north to Rotterdam and the North Sea. Today, the Viking 64 stands as a testament to what collaboration, engineering precision and persistence can achieve on the water.

That collaboration produced the VEEMSportfish propeller and led to one of the most useful innovations in modern propulsion – VEEM's Interceptor system. The design allows engineers to adjust propeller pitch by swapping small composite strips at the blade edges, fine-tuning performance in minutes instead of days. For Viking, that breakthrough changed how sea trials are run.

“It's about collaboration and control,” says Lonni. “VEEM understands how we build our boats and what they need to perform as intended.”

The testing hasn't slowed. Joe Snodgrass, Viking's Naval Architect, now leads propeller development, working with Lonni and VEEM's engineers to dial in every new model. Joe and his team test multiple prop sizes, pitches and Interceptor settings until they find the perfect combination of speed, load and smoothness. “It's methodical,” says Lonni. “Joe and the team will run every





Viking Naval Architect Joe Snodgrass swaps out a set of Interceptor strips.

option until the data – and the feel – are right. There are no shortcuts.”

In Viking’s Engineering Department, Yasser Hassan focuses on the fine details of running gear – shaft alignment, strut geometry and rudder balance – making sure the system performs as one. Meanwhile, Rick Carroll, Viking’s Purchasing Manager, has been part of the collaboration from the beginning. For more than 20 years, he has coordinated the flow of product from Australia to New Jersey, ensuring every unit meets Viking’s standards before installation.

“It’s easy working with VEEM because we share the same values,” says Rick. “They take pride in what they build just like we do. The attention to detail is always there – communication is open, expectations are clear and the results speak for themselves.”

It’s not just new Vikings that run VEEM props. The Viking Yacht Service Center also sources VEEM propellers for boats in the field, replacing damaged wheels and keeping owners running at peak performance.



The Viking 56 was the first demo utilizing VEEM propellers.



Vice President of Design and Engineering Lonni Rutt has worked closely with VEEM since the early 2000s when the partnership between the two companies began.



The Viking 70 of 2010 brought together Viking's design expertise and VEEM's propeller technology to create a powerful, high-performance convertible.

IN THE HOUSE

The vast majority of every Viking is built in-house, and VEEM manufactures its propellers entirely under one roof in Perth. The result is consistency, accountability and performance proven on the water.

“Working with VEEM is never just about hardware – it’s about partnership and shared standards,” says Bill Gibbons, former Senior Project Engineer at Viking. “Both companies are perfectionists. We pushed each other because we believed that next-level performance is always within reach.”

The collaboration extends beyond the propellers themselves. Data from VEEM’s testing helps Viking engineers refine running surfaces, struts and rudders to reduce drag, improve balance and quiet vibration. “Throughout our history, we’ve given them feedback and they’ve given us

feedback,” says Lonni. “It’s a constant flow of information that leads to boats with optimized performance.” Every new model benefits from lessons learned on the boats that came before it.

For Brad, that shared pursuit defines the relationship. “Viking sets the bar higher than anyone,” he says. “They challenge us – and that’s what makes the partnership work. We both come from family-owned, hands-on companies where the goal is to deliver the best product possible, not just meet a spec.”

From the first Viking 64 tested in Australia to the latest flagship emerging from New Gretna, the two companies have built a record of precision that runs deep. The propellers may be out of sight, but the results are unmistakable – smoother, faster ride quality and confidence underway. 🚤



– Brad Miocevich
Chairman of VEEM Ltd.

“We’re driven by the same goal – building better products through collaboration and innovation.”



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GOVERNMENT AFFAIRS & SUSTAINABILITY: YEAR-END UPDATE

From innovation to advocacy, Viking has been hard at work



Viking's advocacy work is shaping policy and science across the marine industry. We sat down with the company's Director of Government Affairs and Sustainability, John DePersenaire, for an update on the issues that matter most – the vessel speed rule, bluefin tuna management, striped bass access and American seafood policy. (John also discusses tariffs and trade issues in the accompanying sidebar, page 119.)

VESSEL SPEED RULE

In 2022, the National Oceanic and Atmospheric Administration (NOAA) proposed a rule that would force boats 35 to 64 feet to go no faster than 10 knots for much of the East Coast for up to seven months of the year. Earlier this year, NOAA withdrew the proposal – a move widely supported by Viking and the marine industry. That victory set the stage for the next step: revisiting the existing 2008 regulation itself.

For more than 15 years, boats 65 feet and larger have been limited to 10 knots along the East Coast. The rule, created to protect the endangered North Atlantic right whale, was built around commercial ship data and did not account for the maneuverability of recreational boats or the role of modern technology.

This summer, NOAA Assistant Administrator Eugenio Piñeiro Soler and other officials visited Viking's New Gretna plant to meet with President and CEO Pat Healey and John DePersenaire. The discussion centered on how advanced detection and communication systems can reduce whale-strike risk without blanket speed limits that threaten safety and boating access.

"The 65-foot line was never about actual risk – it was based on convenience and aligned with the existing Automatic

Identification System (AIS) carriage rules," says John. "Today's boats have excellent maneuverability and detection technology aboard to mitigate vessel strikes."

Viking's Whale and Vessel Safety (WAVS) Task Force is proving that point. The team's 24-foot Contender research vessel spent the summer in Plymouth, Mass., testing artificial-intelligence software that detects whales in real time using thermal and visual cameras. Systems from SEA. AI and Lookout ran side by side, while a collaboration with Marine Information Systems and Garmin tested direct AIS messaging so boats can share detections.

"Alerts shouldn't die on one helm," says John. "We're proving that shared data can keep everyone informed."

The WAVS boat will continue south this winter to follow the whale migration. The broader goal is to update the 2008 rule to



recognize the capabilities of modern boats equipped with detection technology and the maneuverability to avoid collisions. NOAA leaders have expressed strong support to that approach.

BLUEFIN TUNA

When NOAA closed the recreational bluefin tuna season on August 12, it was because the U.S. quota had been met – a requirement under international rules – but that quota remains far too low given the strong stock now evident across the fishery.

“The availability of fish continues to outpace the science,” says John. “We’re seeing abundance, but management hasn’t caught up.”

Viking supports the University of Maine’s Genetics for Giants & Juveniles program, which collects fin-clip samples from bluefin to build genetic profiles that reveal stock composition and population strength. The technique, known as close-kin mark recapture, provides far more accurate data than traditional tagging.

Recreational anglers play a key role because they catch the smaller fish just entering the fishery. Viking has teamed with Costa Del Mar, Katie C. Sawyer and other partners to encourage participation with outreach and incentives. The program includes prizes like Costa sunglasses and Viking gear, but this isn’t about getting discounted merchandise – it’s about helping scientists collect meaningful data. “This isn’t a giveaway – it’s science,” says John. “Each kit has 15 vials, so one angler or team of anglers can make a significant difference. But if you order one, please use it.”

Sawyer, a sportfishing advocate and host of the Katie C. Sawyer Podcast, recently featured University of Maine biologist Dr. Walt Golet, who leads the research. Check out her podcast and request your kit by scanning the QR codes on page 119.

Despite the season’s closure, anglers can still catch and release bluefin tuna and take fin-clip samples as part of the University of Maine’s ongoing program. Fin clips collected this winter from Massachusetts to North Carolina will help close the data gap and support a higher U.S. bluefin quota in the years ahead.

STRIPED BASS

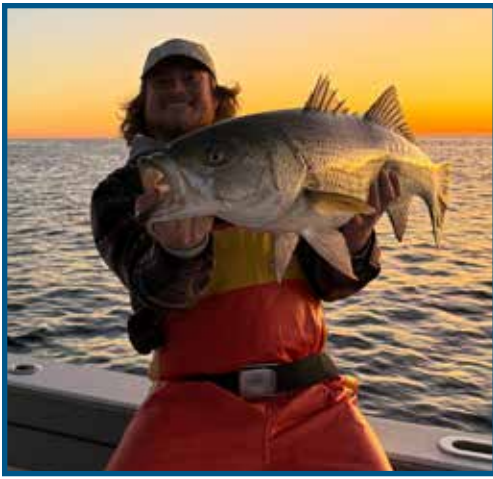
While bluefin abundance has created management challenges, striped bass face the opposite situation. The fishery remains healthy, but poor recruitment – the number of young fish entering the population – continues to concern managers.

“It’s not a problem of adults – we have a healthy spawning biomass,” says John. “It’s what happens between the egg and the year-old stage that’s hurting us. It’s not an issue that can be addressed by regulating fishermen.”

More than 80% of the coastal stock originates in the Chesapeake Bay, where environmental conditions have reduced young fish survival. Despite those natural factors, some managers have pushed for additional cuts, including no-target closures that would prohibit even catch-and-release fishing.

Viking opposed that approach, urging regulators to maintain current rules. “The science shows we’re on track to rebuild by 2029 or shortly thereafter, even without new cuts,” says John. “The focus needs to shift to the Chesapeake – water quality, predation, the real drivers behind low recruitment.”





AMERICAN SEAFOOD

Viking's advocacy extends beyond fisheries. This fall, the company submitted comments to NOAA under Executive Order 14276, Restoring American Seafood Competitiveness, which directs agencies to identify and reform regulations that hinder domestic seafood production.

John's message was straightforward: Seafood isn't just commercial catch. Fish caught and consumed by recreational anglers are, by definition, American seafood – and should count toward the nation's seafood supply. "Every fish caught by a recreational angler stays in the U.S.," he says. "That's domestic seafood. Ignoring that distorts the picture and undervalues the industry's role."

Viking also urged NOAA to modernize Highly Migratory Species (HMS) permitting so owners can secure their permit immediately upon delivery – a process that currently takes weeks, and sometimes months. The company also called for dissolving the outdated Prohibited Species List to restore science-based shark management. The list has allowed certain shark populations to grow unchecked, leading to more frequent depredation and safety concerns for anglers. Viking further recommended revisiting the 2008 vessel speed rule and improving economic analyses that measure small-business impact. The company emphasized the strength of U.S. marine manufacturing, which contributes \$320 billion annually to the economy and supports nearly 900,000 jobs.

"We can protect marine life and strengthen American jobs at the same time," says John. "Those goals aren't in conflict."



UNITED ACTION NEEDED TO TACKLE TARIFFS

Recreational boatbuilding remains a uniquely American industry – one that continues to thrive domestically, with U.S. builders maintaining a dominant market share and only a small portion of production taking place overseas. Tariffs and volatility have become defining forces, challenging customers, markets and supply chains.

Viking Director of Government Affairs and Sustainability John DePersenaire says marine companies must examine every layer of their supply chains at a level of scrutiny many have never attempted. At Viking, a deep review revealed that many parts labeled "Made in America" still include imported subcomponents subject to reciprocal tariffs or materials listed under tariffs on steel and aluminum.

Viking now requires suppliers to itemize tariffs using harmonized

schedule codes and costs. This transparency allows the company to isolate tariff impacts, track them in its ledger and provide data to policymakers pursuing balanced trade solutions.

"American boatbuilders must be part of the conversation," John wrote. "We cannot afford to sit back and hope others will carry the message."

He stresses that reshoring efforts must be mindful of scale: Many marine components are too specialized or low-volume for cost-effective domestic production. Instead, he urges the industry to present a unified voice in Washington, D.C., and advocate for tax credits and targeted reinvestment of tariff revenues to offset burdens on U.S. builders.

"Viking is ready to lead," wrote John, "but we need our industry alongside us."

SOUNDINGS TRADE ONLY ARTICLE



This column is condensed from John DePersenaire's article that appeared in the October 2025 issue of *Trade Only* magazine. To read the full version, scan the QR code.

BLUEFIN TUNA PODCAST



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VIKING YACHTING CENTER

Seakeeper at your service



“Other non-Viking service providers don’t always know how the Viking system works or who to go to for technical assistance. But we have that information at our fingertips just next door.”

– **Corey Tindall**

Certified Master Seakeeper Technician

As part of its commitment to keeping your boat in peak condition, the Viking Yachting Center in New Gretna has serviced Seakeeper gyro stabilizers for years. The facility is a Certified Seakeeper Dealer with a full-time technician dedicated to the work.

That technician is Corey Tindall, a certified Master Seakeeper Technician who’s been with Viking for more than a decade. He’s become the go-to expert for Seakeeper maintenance and repair, combining hands-on experience and advanced training.

Corey went to school for autobody work and joined the Viking Yachting Center, starting in the paint booth. “But it was after Super Storm Sandy in 2012 that things really ramped up quickly for me,” says Corey. He got thrown into everything – bow thruster installs, fiberglass, electrical and Seakeeper work. “The guy that was heading up our Seakeeper division transitioned, so I became more involved.”

Since then, Corey (along with Daniel Huff) has traveled to Florida twice to Seakeeper University for their comprehensive training programs. His first trip covered Full Service and Advanced Technician certifications. Then he went for the Master Technician certification. The programs use a hybrid model of online modules and in-person training. “Seakeeper is great, they provide a lot of support like the continuing education classes,” says Corey. “Because the technology is changing quickly, it’s so important to have the opportunity to keep learning.”

“When we went down the first time it was a lot of hands-on, which was important,” says

Corey. “Then for Master Class we covered even more about Seakeepers including the more technical electrical aspect. There was also an internet class that covered the online and paperwork side. With this knowledge, I’m not just doing the hands-on work but seeing the customer through the full process.”

As a Certified Seakeeper Dealer, the Viking Yachting Center is recognized by Seakeeper as an expert not only in the product line but also in the mechanical, electrical and structural systems that support it.

“What’s cool is that I’ve been doing this so long I can work on both a 10-year-old Seakeeper and a brand new one and know exactly how everything works – even though they are two different animals,” says Corey. “Plus, bringing a Viking or Valhalla into the Yachting Center has the advantage of the Engineering Departments. Senior Design Engineer Jason Cross over at Viking is my engineering go-to when I’ve got questions. The installs or retrofits are so smooth because we have that insider information. For example, Seakeeper’s seawater cooling system is different on some Vikings versus most other manufacturers. Other non-Viking service providers don’t always know how the Viking system works or who to go to for technical assistance. But we have that information at our fingertips just next door.”

The Yachting Center’s Seakeeper division has also expanded its support network to cover local tournaments. Corey has attended Jimmy Johnson’s Fishweek in Atlantic City N.J., the White Marlin Open in Ocean City, Md., and The MidAtlantic in Cape May, N.J.



In addition, Corey travels locally to work on boats so the customer can eliminate down time caused by bringing the boat in.

And what about the winter? “You’d be surprised at how many jobs we do in the winter,” says Corey. “It’s actually a great time to schedule an install in New Jersey because you don’t miss any time on the water.”

When asked what he enjoys most about his job, Corey says, “I like seeing an open lazarette and envisioning the Seakeeper installation. That space is where the Seakeeper usually goes – so it starts as a blank canvas. From there, it’s about creating a plan and executing it – putting a customer’s vision into reality. A perfect install – that is what it’s all about!”

VIKING YACHTING CENTER

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Corey (center) leads his team of Shane Lister (left) and Daniel Huff (right).



VIKING KEY WEST CHALLENGE

Friends, family & fun

Join us in sun-kissed Key West for our annual fishing tournament. Viking President and CEO Pat Healey – known around here as “Key West Pat” when he’s in his laid-back element – will host the event; it runs April 8–12, 2026, and packs four days of fishing and fun with family and friends new and old. This tourney fills up quickly so call your favorite Key West marina today and secure your spot. Then send an email to marketing@vikingyachts.com for your invitation package. The Viking Key West Challenge is open to all Viking and Valhalla Boatworks owners. 🐟

keywestchallenge.com



APRIL 8 - 12, 2026

WEDNESDAY, APRIL 8, 2026

DANTE'S TIKI BAR

Registration

Cocktails & Hors D'oeuvres

Captains' Meeting & Rules Interpretation

THURSDAY, APRIL 9, 2026

Fishing Day

Welcome Buffet • Dante's Tiki Bar

FRIDAY, APRIL 10, 2026

Lay Day Pool Party • Dante's Tiki Bar

Kids Dock Tournament • Galleon Fishing Pier

Bar Crawl Poker Run • Duval Street

SATURDAY, APRIL 11, 2026

Fishing Day

Alfresco Awards Dinner • Opal Key Pier

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EMPLOYEE APPRECIATION DAY

THE CLAM BAKE



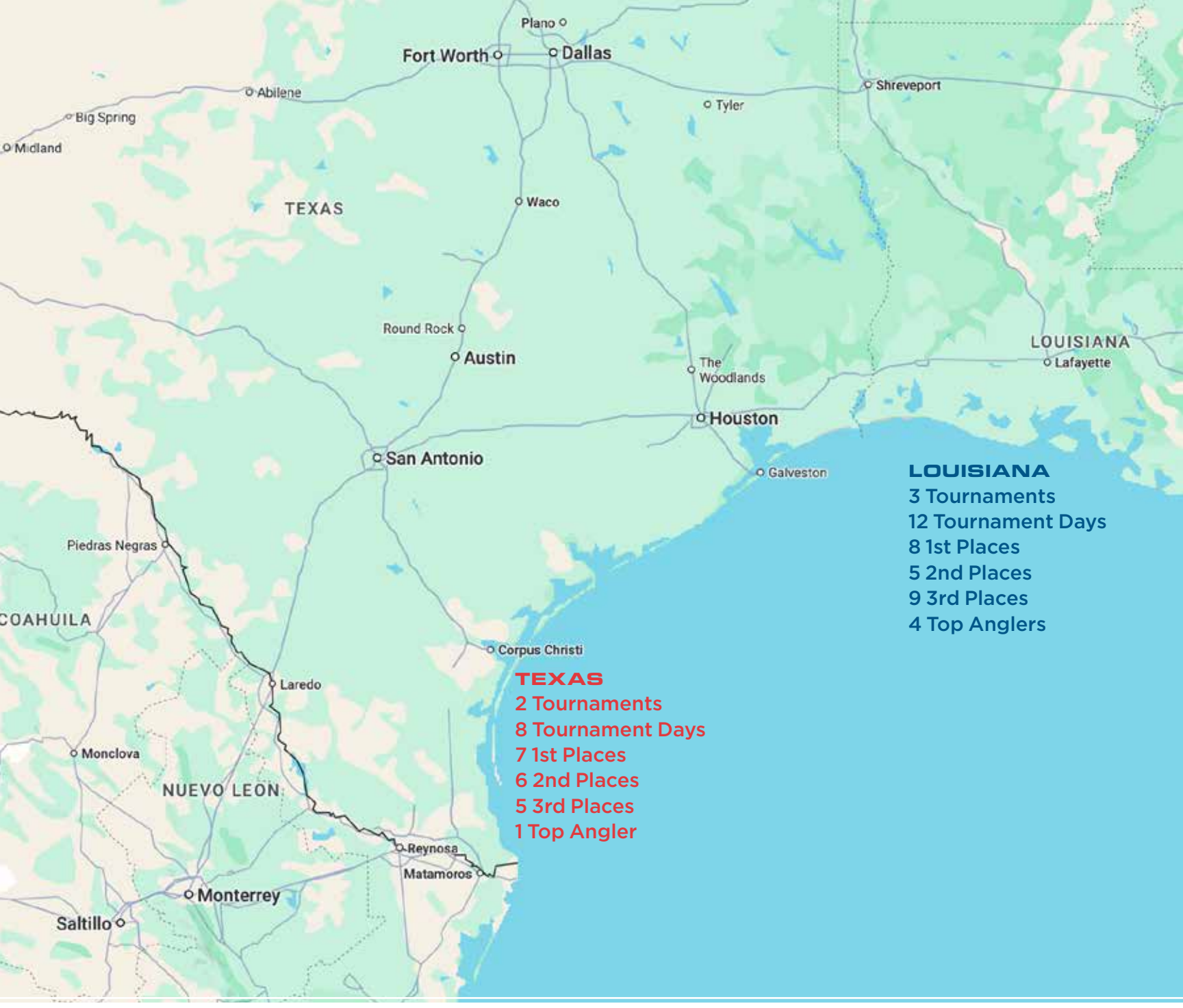
Smiles for the win

Viking's annual Employee Appreciation Clambake was another smashing success on a picture-perfect Indian Summer Day. The theme that emerged throughout the event was SMILES. Big and little, sticky and sweet – there were happy faces everywhere. Giggles and laughter rang out as the boatbuilders and their families enjoyed lip-smacking delicious food, activities for all ages and tours of the world-class yachts they build.

“The Clambake is an incredible day for our boatbuilders and their families,” said Viking President and CEO Pat Healey. “To see everyone together – including second and third generations – makes it really special. It’s rewarding to share this time and show how much we appreciate everything they do.”







GULF COAST DOMINATION

VIKINGS LEADING THE WAY

Costa Rica and the Mid-Atlantic get plenty of fishing coverage, but the Gulf Coast is a hotbed of pelagic activity. Covering more than 350 miles of coastline and five states from Texas to Florida, the Viking fleet prevails.

This issue of *Valhalla* covers 15 Gulf tournaments, which span five months and include 66 tournament days. The Viking teams racked up an incredible 43 1st Places from Heaviest Blue Marlin to Top Boat to Most Releases. There were 15

anglers who claimed a “Top” title – either Top Angler, Top Lady Angler or Top Junior Angler.

And even more stepped onto the big stage. To be exact, 62 more anglers. The team scored thirty-one 2nd Place finishes and another thirty-one 3rd Places. Between 1st, 2nd and 3rd that is 105 podium appearances. Add in our Top Anglers and we’re at 120!

Some of the tournaments make up a series, like the Gulf Coast Triple Crown or Florida Panhandle Series. But all tournaments can be fished independently. Gulf tournaments



tend to run a bit differently than other regions. Take the 2025 Mississippi Gulf Coast Billfish Classic. After a few fun-filled days of dock parties with live music, golf outings and seafood feasts, boats head out Thursday morning. Most run hundreds of miles offshore looking for the big one. Because of the long distances traveled, the fleet stays out overnight. If you get lucky, the weigh station opens Friday afternoon, but many boats will continue fishing and hit the scale Saturday afternoon. Weigh-ins are often open to the public and attract hundreds of spectators.

Here we've covered a few of the Gulf tournament series to highlight the Viking fleet rising to the occasion. You can flip over to page 136 for even more tournament news.

GULF COAST TRIPLE CROWN CHAMPIONSHIP

One of the series that Viking shines is the Gulf Coast Triple Crown Championship. For six straight years, a Viking has captured the Crown – a run that stands as one of the most impressive in big-game fishing. In the summer of 2025, the most sought-after trophy in big game fishing saw a serious

fleet of battlewagons vying for the prize. When the four-tournament series scale closed, three Vikings stepped into the Winner's Circle.

Championship honors went to *Devotion*, a Viking 60 – repeating their win in 2021. Hailing from Orange Beach, Ala., the boat is owned by Josh Tice and captained by Jason Hallmark. With this win, Jason becomes only the fourth captain to win multiple Triple Crown Championships. (Others include *Team Supreme's* Chase Lake and Jason Buck on the Viking 70 *Done Deal* and Viking 92 *A Work of Art*.)

MEET YOUR 2025 GULF ALL STARS

ALABAMA

Block Time 64

Orange Beach

Breathe Easy 72

Orange Beach

C'Mon Man 62

Orange Beach

CE 80

Point Clear

Cole Play 58

Orange Beach

Contrapption 64

Orange Beach

Da' Grits 62

Orange Beach

Devotion 60

Orange Beach

Fat Chick 66

Orange Beach

Hydra Sea 70

Orange Beach

It Just Takes

Time 80

Orange Beach

Miss Ida 48

Orange Beach

Never Surrender 72

Orange Beach

Pearl 48

Orange Beach

Rising Son's 58

Orange Beach

Rockstar 62

Orange Beach

Southern Charm/

All In 62

Orange Beach

Yellow Steel 72

Port Mobile

FLORIDA

Bella Fortuna 54

Largo

Born2Run 54

Pensacola

Briar Patch 68

Destin

Diane Kay 55

Destin

Done Pickin' 55

Panama City

Easy Trigger 64

Panama City

Gunnslinger 72

Destin

Lumbar 50

Destin

Never Settle 74

Destin

Nikki Bella 90

Jacksonville

Now or Never 62

Panama City

Reel Dangerous 76

Panama City

Squid Row 50

Destin

Team Supreme 72

Destin

Touche 92

Pensacola

Triple Tail 55

Bay Point Marina

LOUISIANA

Crawgator 61

Venice

Done Deal 70

Houma

Hammerheads 54

Maurepas

Miss Maysen 56

Houma

Mr. Mackie 68

Grand Isle

Sbar-E 72

Venice

TEXAS

Bimini Babe 82

Rockport

Deez Nautz 55

Port Aransas

Double E 70

Port Aransas

Fin Stalker 61

Port Aransas

Instigator 70

Port Aransas

Marilee 55

Port Aransas

RamBILL'n 52

Port Aransas

Sarco 62

Rockport

Sea Senora 66

Port Aransas

See-Mab 62

Galveston

Walk West 55

Port Aransas



Second Place was secured by the Krake family and their Viking 72 *Team Supreme*. Captain Chase Lake runs the boat which is based in Destin, Fla., and has won the championship title twice.

Matt McDonald's Viking 72 *Breathe Easy* rounded out the top three. *Breathe Easy* is based in Orange Beach, Ala., and Patrick Ivie is behind the wheel.

GULF COAST TRIPLE CROWN CHAMPIONS

- 2020 Andy Yarborough's Viking 48 *Pearl* with Captain Bo Keough
- 2021 Josh Tice's Viking 60 *Devotion* with Captain Jason Hallmark
- 2022 Art Favre's Viking 92 *A Work of Art* with Captain Jason Buck
- 2023 The Krake family's Viking 72 *Team Supreme* with Captain Chase Lake
- 2024 The Krake family's Viking 72 *Team Supreme* with Captain Chase Lake
- 2025 Josh Tice's Viking 60 *Devotion* with Captain Jason Hallmark

FLORIDA PANHANDLE BILLFISH SERIES

Southern Charm/ All In repeated as the 2025 Florida Panhandle Billfish Series Champion. Gregg Trenor's Viking 62, with Captain Landon Bell behind the wheel, won the inaugural series crown in 2024. "We love

this series," says Landon. "It's tough because these are some of the best teams in the Gulf, so we are very blessed to come out on top."

Team Supreme, the Krake family's Viking 72, was the 2nd Place Boat in the series – after finishing 3rd Place last year. Designed to showcase the world-class action of big-game fishing in the Panhandle, this series includes three tournaments.

LOUISIANA CHAMPIONS CUP

The Louisiana Champions Cup is a unique mix of six sportfishing events under one prestigious umbrella. This year's Top Ten teams included an impressive nine Viking Yachts.

Sitting in the top spot is the Berthelot family's Viking 58 *Rising Son's*. The 2nd Place Team was the Krake family's Viking 72 *Team Supreme*.

Rounding out the top 10 was:

- 4th *It Just Takes Time* – Viking 80
- 5th *Share-E* – Viking 72
- 6th *Breathe Easy* – Viking 72
- 7th *Crawgator* – Viking 61
- 8th *Southern Charm/ All In* – Viking 62 (Last year's champ)
- 9th *Miss Remy* – Viking 65
- 10th *Contrapption* – Viking 64



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The Viking 68 demo returns from an
epic day of fishing







DEMO PROGRAM

NUMBERS DON'T LIE

VIKING DEMO TEAM TURNS STATS INTO STATEMENTS

Viking demo boats push every limit of design, engineering, performance and fishability. That mindset drives the Viking Demo Program, founded in 1984 by Viking President and CEO Pat Healey. It's the most successful demonstrator operation in the sportfishing world. What truly sets it apart is the crew behind the wheel: captains, mates and anglers who've fished together for decades. Their experience, instincts and teamwork help fine-tune every new Viking to perform in the toughest conditions.

Over the past several months, three demo boats – the 74 and 82 (both new models) as well as the 68 – have proven exactly what Viking stands for. Across 60 days of fishing in three countries and five states, the teams released 156 white marlin, 48 blue marlin and 30 sailfish. The numbers tell the story – world-class boats backed by real-world results.

Hull No. 1 of the Viking 74 came out swinging this spring. Led by Captain Sean

Dooley, the boat posted two wins and a second-place finish in its first five major tournaments – an impressive debut for a brand-new model. The season opened with a statement victory at The Shootout – Production vs. Custom, where the 74 outperformed a fleet of custom sportfishers. The crew followed with another win at the Charleston Billfish Invitational and was runner-up at the HMY Lowcountry Cup.



Viking 68 demo



The Viking 82 demo, also with Sean Dooley at the helm, turned heads in the Bermuda Triple Crown with two daily honors. On an overnighter, the crew released 64 white marlin – the most ever for a Viking demo boat. They kept the momentum going at the Cape May Marlin & Tuna Club Labor Day Overnight Tournament, releasing 40 whites to take Top Billfish Releases. Aboard the 82 were Pat, Sean and Justin Healey, Thomas “Smalls” Garmany, Drew and Eric McDowell and Ryan Higgins – a powerhouse team that showed what Viking performance looks like in action.

The Viking 68 demo, captained by West Rivers, put up a record run at the Ocean City Marlin and Tuna Club Gold Star Offshore Open. The crew released 25 white marlin and one blue marlin on Day One, followed by 20 whites and another blue on Day Two – 45 white marlin and two blue marlin total – to take First Place Billfish Releases.

The demo fleet shapes every new Viking model. Each trip, hookup and tournament helps us follow our mantra of building a better boat every day. The Demo Program doesn’t just rack up numbers, it sets the bar for everything that comes next.



THE OCEAN CITY MARLIN & TUNA CLUB GOLD STAR OFFSHORE OPEN

As told by Viking Demo Team Angler Joe Coyle

We heard good fishing reports were shaping up above Cape May, N.J., – about 120 miles north in the Hudson Canyon. So, we loaded up the Viking 68 demo and pushed off the dock around 4 a.m. to make the long run in beautiful flat calm weather. Captain West Rivers put us on some fishy water, and we started getting bites immediately. It was game on from sunup to sundown. We released 25 white marlin and a 700-plus pound blue on day one! The blue put on a hell of a show. The last white of the day hooked just as the sun was sinking below the horizon. It was an incredible day, and for most of us, the single best day of Mid-Atlantic fishing we'd ever experienced. Plus, we had a few news guys with us who released their first ever marlin. It was just a really special day.

The first few hours of dark we trolled with hopes of landing a bigeye tuna – but no luck, so West shut the boat down. We cooked an amazing dinner and ate under the stars, but we were beat! Everyone took a turn on night watch while the rest of us tried to get some sleep. About 5 a.m. the next day, we were looking for the previous day's bite. As the sun started to peek up over the horizon, we had high hopes for the day – and again hooked up immediately. Our first white marlin was released before the sun finished rising. There were only three of us awake for that first one. The guys still in bunks got the best alarm clock, the boat getting thrown in reverse!

After a few more white releases, most of the gang made their way outside for another slick calm beautiful morning. At one point, I

looked at the spread and saw a giant explosion on the right teaser. Blue one – right teaser! We threw the pitch bait and hooked up to what we thought was a smaller blue marlin but as soon as the fish jumped, we realized it was almost as big as the one from the day before. We called it around 600 pounds. What really made the blue hook up fun is that we had called a few of our buddies over to our hot bite. They had just gotten to us, and we were in the middle of them. It was a small fleet, maybe 10 boats, but they were just circling us, watching as we backed down and the blue danced. Captain West was putting on a clinic!

After that blue, we were back on the hunt for whitey. We had a slow pick but then it fired off. We had about two hours of the best white marlin fishing I had ever experienced in my life. We caught doubles, triples, quads and even five whites at one time! It was a special ending to an unbelievable trip. We finished the second day with 20 whites and a blue bringing our total to 2 blue marlin and 45 white marlin for the overnigher.

On the ride in we realized we didn't have enough flags – and we had earned our bragging rights! We called our friends on the Viking 80 *Krazy Salt's* and they handed off some flags so we could make our entrance.

As we got off the boat, we agreed it was a trip of a lifetime. What is really cool about a trip like that? The bond we created. It's a core memory that we share.

CREW:

Captain West Rivers

Jacob Addis

Joe Coyle

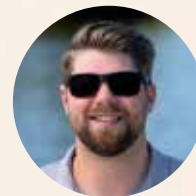
Keith Monahan

Casey Roohan

Ellison Thomas

Dan (DTR) Thompson-Rhodes

Mark Waldron

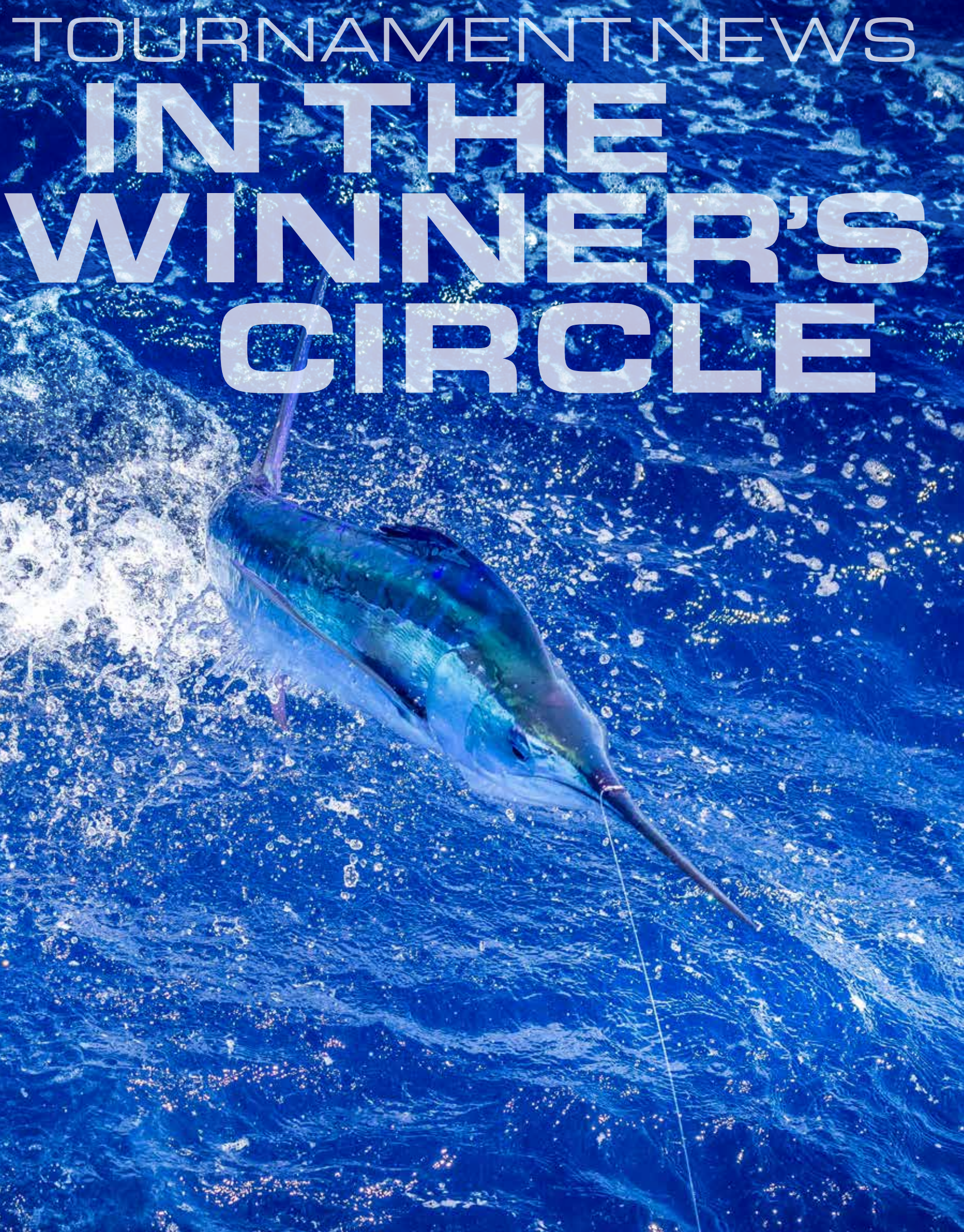


– Joe Coyle

*Viking Demo Angler and
Viking Sales Representative*

“The guys still in bunks got the best alarm clock, the boat getting thrown in reverse!”





TOURNAMENT NEWS IN THE WINNER'S CIRCLE

Louisiana Gulf Coast Billfish Classic

Grand Isle, La. – April 29 - May 3, 2025

Viking made a statement at the Louisiana Gulf Coast Billfish Classic, sweeping the overall leaderboard and dominating the heaviest tuna category.

The Viking 72 *Team Supreme* secured 1st Place Overall win (for the second time in a row!), with Alex Krake's three blue marlin releases. The Viking 72 *Breathe Easy* followed in second and the Viking 58 *Rising Son's* in third. *Rising Son's* Jaselyn Berthelot was the Top Lady Angler with a pair of blue marlin releases.

In the tuna division, *Team Supreme* angler Lenny Stevens weighed the heaviest tuna at 114.6 pounds. Philip McMahon aboard the Viking 64 *Contraption* landed the 2nd Place Tuna at 114.6 pounds, and Gregg Trenor on the Viking 62 *Southern Charm / All In* hooked the third heaviest at 80.4 pounds. Chase Russell on the Viking 70 *Done Deal* weighed the heaviest dolphin at 28.8 pounds.



South Carolina Blue Marlin Invitational

South Carolina – May 1- June 8, 2025

Pachanga, a Viking 62 owned by David Reeves and Michael Reeves, won the South Carolina Blue Marlin Invitational. Captain Blaine Champlin put Michael on the winning blue marlin that weighed 517.9 pounds. But the team had to sweat out nearly three grueling weeks to see if their fish held up during the 39-day-long tournament – and it did. The boat, based out of Ocean City, Md., fished out of Charleston, S.C.



Charleston Billfish Invitational

Charleston, S.C. – May 7 - 10, 2025

Captain Sean Dooley, behind the wheel on the Viking 74, led the team to a 1st Place Billfish Points finish at the Charleston Billfish Invitational with three blue marlin, one white marlin and three sailfish. That was the first leg in of the 2025 South Carolina Governor's Cup Billfishing Series which comprises five legs.



Orange Beach Billfish Classic

Orange Beach, Ala. – May 13 - 19, 2025

The Orange Beach Billfish Classic kicked off the Gulf Coast Triple Crown Series with a shotgun start at the Perdido Pass in Alabama. The highlight of the weekend came in the Blue Marlin Division. Scott Cooper, fishing his Viking 80 *CE*, landed a massive 640.2-pound marlin to take 1st Place. Jim Murdica, on the Viking 74 *Never Settle*, followed with an impressive 468.4-pound catch, earning 2nd Place.

Team Supreme, the Krake family's Viking 72, claimed 3rd Place in the Release Division.

Tuna action was fierce. The Viking 61 *Crawgator*, with Bill Butler at the helm, claimed 1st Place thanks to a 204.2 pounder. *Miss Remy*, a Viking 65, secured 2nd Place with a 145.8-pound fish and *Diane Kay*, a Viking 55, came in 3rd Place with a 141-pound tuna. This year's Top Lady Angler was Sherry Polk aboard the Viking 72 *Share-E*.



Mobile Big Game Fishing Club's Gulf Coast Masters

Mobile, Ala. – May 21 - 24, 2025

The Viking fleet covered the board at the Gulf Coast Masters. Topping the Blue Marlin category was the Viking 62 *C'Mon Man*. With Captain Davis Hardesty at the wheel, J. Mike Riley battled a 115-inch blue that weighed 564.8 pounds. This catch also boosted the team to 2nd Place Boat.

Fishing on his Viking 80, *It Just Takes Time*, Nick Pratt weighed the 2nd Place Blue Marlin at 554.2 pounds and claimed 3rd Place Boat.

The Krake family's Viking 72 *Team Supreme* dominated the Release Division with five blue marlin and one white. Alex Krake released four blues, while Lenny Stevens tallied a blue and a white to take the Top Release Boat and Top Boat titles.

Fat Chick, a Viking 66, weighed the 3rd Place Tuna. David Gaston angled the 62.6-pound fish. Madison Ivie captured Top Lady Angler with a pair of blue marlin on the Viking 72 *Breathe Easy*. Evan Crochet was the Top Junior Angler with a 42.7-pound yellowfin on the Viking 58 *Rising Son's*.



Charleston, S.C. – May 28 - 31, 2025

Captain Sean Dooley led his Viking 74 team to 2nd Place Billfish Release and 2nd Place Blue Marlin Release at the 3rd annual HMY Low Country Cup. The team of Thomas “Smalls” Garmany, Justin Healey, Pat Healey, Ryan Higgins and Drew McDowell released three blue marlin and six sailfish while weighing a dolphin and blackfin tuna.

Todd Willard’s Viking 48 *Fish On* claimed 3rd Place Billfish Release and 3rd Place Blue Marlin Release with three blues and three sails. *Fish On*’s Miles Cothran was the 2nd Place Youth Angler. The Heaviest Mahi was caught on the Viking 62 *Pachanga* – a 43.1-pound fish. Dylan Wallace weighed the Heaviest Tuna at 22.8 pounds on Dave Sykes Viking 56 *Syked Out*. Third Place Tuna was caught on the Viking 46 *Got Game* with a 16-pound blackfin. This is the third of five legs in the South Carolina Governor’s Cup series.



Venice, La. – May 29 - 31, 2025

Team Supreme, the Krake family’s Viking 72, set a Cajun Canyons Billfish Classic record with eight blue marlin releases earning them 1st Place Billfish Boat and 1st Place Release Boat. Captain Chase Lake and mates Seth Brennan and Gam Hunter secured the Top Crew award.

Viking 58 *Rising Son*’s Captain Jimmy “Cricket” Crochet put Jaselyn Berthelot on the largest blue marlin of the tournament – a 618.5-pound fish. Jaselyn released three blues and a white to help *Rising Son*’s claim Heaviest Blue Marlin, 3rd Place Billfish Boat and 3rd Place Crew.

Mark Padgett on the Viking 90 *Nikki Bella* weighed a 596.4-pound blue to take 2nd Heaviest Blue Marlin. Third Heaviest Blue was Gregg Trenor’s 501.6-pound fish caught on the Viking 62 *Southern Charm/All In*.

The Viking 80 *It Just Takes Time* released eight blue marlin to earn 2nd Place Release Boat. Junior angler Leah Pratt was on fire with six of those fish! Leah was honored with Top Angler, Top Lady Angler and Top Junior Angler – a first for the tournament.

Breathe Easy, a Viking 72, released four blue marlin good for 3rd Place Release Boat. Chaz Chauvin weighed a 57.5-pound fish which took 3rd Place Tuna. The largest tuna of the event, a 62.6-pound fish was hooked by Mary Katherine Adams fishing on the Viking 68 *Briar Patch*. The tournament hosted 25 teams catching 51 blue marlin and seven white marlin.



Walker's Cay Blue Marlin Open

Walker's Cay, Bahamas – May 31, 2025

Ken Hager's Viking 62 *Taylor Jean* released two blue marlin and two sailfish to take 1st Place Overall at the Walker's Cay Blue Marlin Open. "I'd never fished here before," said Captain Blaine Birch. He said that a friend told him, "When you find the fish, stay there." It worked.

Anakalea, Ricardo Cilloniz's Viking 72, released a pair of blue marlin and a sailfish good for 2nd Place Overall. *Squid Chain*, a Viking 48, weighed the Heaviest Tuna at 32.8 pounds. This event is part of the Sport Fishing Championship.



Mississippi Gulf Coast Billfish Classic

Biloxi, Miss. – June 2 - 8, 2025

Eighty-seven boats battled for a purse of almost \$2 million at the Mississippi Gulf Coast Billfish Classic. And the Viking 72 *Breathe Easy* walked home with most of it. Captain Patrick Ivie put Craig Smith on a 123.5-inch blue marlin that weighed 660.3 pounds. Good for Heaviest Blue Marlin and Grand Champion honors.

In the release division, the Viking 54 *Born2Run* took 2nd Place with Dana Foster's four blue marlin. The Viking 80 *It Just Takes Time* was in 3rd Place with three blue releases. George Pratt hooked two of those blues for Top Junior while Leah Pratt claimed one for Top Lady.

Block Time, a Viking 64, weighed the 2nd Place Tuna with Thomas Boothe's 179.5-pound fish. The 28th annual event recorded 64 blue marlin, 11 whites and one sailfish.



Keli Wagner Lady Angler Tournament

Morehead, N.C. – June 6 - 7, 2025

The 28th annual Keli Wagner Lady Angler (KWLA) Tournament saw 220 boats with 809 lady anglers releasing a record 144 billfish during the single fishing day. *Following Seas*, a Viking 58, contributed to that record with three blue marlin and a sailfish which gave them 2nd Place Billfish Release boat. Third Place Billfish Release (based on time) went to the Viking 65 *Outnumbered* also with three blues and sail.

Amy Laird, fishing on the Viking 82 *Team Harvey*, weighed the heaviest dolphin with a 49.8-pound fish. Stephanie Myers, aboard the Viking 55 *Southern Grace*, angled the 2nd Place Tuna weighing 28.3 pounds.

This tournament is named in honor of the late wife of Big Rock board member Casey Wagner, who lost her battle with cancer. Keli was enthusiastic about this tournament and played a vital role in having the proceeds donated to the cancer clinic. In 2023, the KWLA tournament donated \$25,000 toward the improvement of patient comfort and care.



Pensacola International Billfish Tournament

Pensacola, Fla. – June 11 - 15, 2025

Hydra Sea, a Viking 70, was the big winner at the Pensacola International Billfish Tournament. The team released a pair of blue marlin, a pair of whites and a sailfish to win the Release Division. Jaxon Williams weighed a 61.2-pound tuna to take the Tuna Category, while Tyson James claimed 2nd with his 59.2-pound fish.

Third Place Release Team went to the Viking 72 *Team Supreme* with Alex Krake's three blue marlin. The Viking 62 *Now or Never* posted the 2nd Place Dolphin with Parker James' 25.4-pound fish and 3rd Place Wahoo with Will Campbell's 40-pounder.

Carolina Billfish Classic

Mount Pleasant, S.C. – June 18 - 21, 2025

The Viking 62 *Anticipation* claimed 3rd Place Blue Marlin Points based on time at the Carolina Billfish Classic. Carson Smith, fishing on the Viking 50 *Lady-S*, weighed the 2nd Heaviest Tuna at 16.5-pounds. Third Place Dolphin was caught by Josh Bucci and registered 32.6 pounds. Josh was aboard the Viking 62 *Genuine Risk*. This was the 4th of the five-series South Carolina Governor's Cup Billfish Series.

Emerald Coast Blue Marlin Classic

Sandestin, Fla. – June 18 - 22, 2025

The 23rd annual Emerald Coast Blue Marlin Classic began with a 78-boat shotgun start and ended with Vikings claiming the top spots of the tournament. *Southern Charm/All In*, Gregg Trenor's Viking 62, weighed the heaviest blue marlin. Ron Davis was on the rod for the 654.6-pound fish, which also earned him Top Overall Angler.

Team Supreme, the Krake family's Viking 72, dominated the Release Division with five blue marlin and a sailfish. Alex Krake angled three of those blues for Top Release Angler, while Captain Chase Lake and team took 2nd Place Crew. This is the 2nd year in a row *Team Supreme* topped the release board.

Nathan Beardon, aboard Josh Tice's Viking 60 *Devotion*, had the 2nd Place Blue Marlin scaling in at 640.4 pounds. The team also released four blue marlin, good for 2nd Place Release Team. *Devotion* also claimed Top Crew with Captain Jason Hallmark leading the charge.

Marc Padgett's Viking 90 *Nikki Bella* was the 3rd Place Release Boat with three fish. Ethan Cruz added three yellowfin for Top Junior Gamefish Angler, while Captain Scooter Porto accepted the 3rd Place Crew honors.

In the gamefish categories, the 2nd Place Tuna was hooked on the Viking 58 *Rising Son's* with Jaselyn Berthelot's 168.1-pound fish. Third Place Dolphin was caught by Tyler Wainwright on the Viking 55 *Done Pickin'*. Fishing on the Viking 50 *Squid Row*, Buck Gosnay's 54.9-pound wahoo won the category. In 2nd Place was a 52.2-pound 'hoo reeled in by Michael Savage on the Viking 50 *Lumbar*.

Helen DeLaney was the Top Lady Angler for her two blue marlin releases on the Viking 72 *Yellow Steel*. Leah Pratt was the Top Junior Billfish Angler with a blue and white marlin released on the Viking 80 *It Just Takes Time*.



Bay Point Billfish Open

Panama City, Fla. – June 24 - 29, 2025

Triple Tail, a Viking 55, weighed the Heaviest Blue Marlin at the Bay Point Billfish Open based out of Panama City, Fla. With Captain Butch Cardenas at the helm, Hunter Shaw hooked up a 593.3-pound blue that measured 113 inches.

Captain Myles Colley, running Nick Pratt's Viking 80 *It Just Takes Time*, led the boat to Top Release team honors. Nick released four blue marlin and a white, while George Pratt added another blue. *Southern Charm/ All In*, a Viking 62, claimed 3rd Place Release Boat with Gregg Trenor's blue and white marlin and a pair of blues angled by Ron Davis.

The Viking 72 *Share-E* took 1st and 2nd Heaviest Tuna. Sherry Polk hooked both the 194.1-pound and 144.5-pound fish. Third Heaviest Tuna went to another lady – Jaselyn Berthelot, on the Viking 58 *Rising Son's*, with her 136.9-pounder. The Heaviest Wahoo, 68 pounds, was caught by William Dodson on the Viking 72 *Yellow Steel*. David Robinson, on the Viking 92 *Touche*, weighed the 3rd Place Wahoo at 54.4 pounds.

Charles Drumm hung the Heaviest Dolphin at 39.5 pounds while fishing on the Viking 76 *Reel Dangerous*. Guy Peek hooked the 2nd Heaviest Dolphin at 30.7 pounds while fishing on the Viking 62 *Now or Never*.

Florida Panhandle Billfish Series

Panama City, Fla. – June 29, 2025

Southern Charm/ All In repeated as the 2025 Florida Panhandle Billfish Series Champion. Gregg Trenor's Viking 62, with Captain Landon Bell behind the wheel, won the inaugural series crown in 2024. This year, the team released three blue marlin in the Pensacola International Billfish Tournament with Gregg on the rod. In the next leg, the Emerald Coast Blue Marlin Classic, Ron Davis landed the winning blue marlin weighing 654.6 pound and Gregg added a blue release. During the Bay Point Billfish Open, the team released three blues and a white for the overall win. "We love this series," said Landon. "It's tough because these are some of the best teams in the Gulf, so we are very blessed to come out on top."

Team Supreme, the Krake family's Viking 72, was the 2nd Place Boat in the series – after finishing 3rd Place last year. Led by Captain Chase Lake, *Team Supreme* was the 3rd Place Release Boat for the 1st Leg with three blue marlin and the Top Release Boat in the 2nd Leg with five blues and a sailfish. This three-leg series saw 153 teams compete.

Gulf Cup Blue Marlin Shootout

The Gulf – July 4, 2025

Jaselyn Berthelot, Captain Jimmy "Cricket" Crochet and the Viking 58 *Rising Son's* team won the Gulf Cup Blue Marlin Shootout. Jaselyn fought an eight-hour battle with a 609-pound blue during the winner-take-all tournament. This fish also took 2nd Place in the concurrent World Cup Blue Marlin Championship.



Blue Marlin Grand Championship

Orange Beach, Ala. – July 11 - 12, 2025

The Blue Marlin Grand Championship brought in more than 100 catches, but the stars of the show were the blue marlin. Greg Abrams, fishing on the Viking 64 *Easy Trigger*, reeled in the 2nd Heaviest Blue Marlin of the tournament with a 645.8-pound fish. Less than a pound shy was *Cole Play's* Dale Cole and his 3rd Place 645.6-pounder. Dale, fishing on a Viking 58, said, "It was five hours fighting the fish. It was a job!"



Top Release Boat was the Viking 60 *Devotion*. Captain Jason Hallmark put Josh Tice and Nathan Bearden on three blues apiece. *Devotion* also won the Triple Crown Gulf Coast series with this finish. Captain Patrick Ivie and the Viking 72 *Breathe Easy* team claimed 3rd Place Release Boat with five blue marlin.

Marc Padgett, fishing on his Viking 90 *Nikki Bella*, weighed the Heaviest Tuna, a 203.2-pound yellowfin. Larry Roth hooked the Heaviest Wahoo, 32 pounds, while fishing on the Viking 54 *Bella Fortuna*.



Montauk Canyon Challenge

Montauk, N.Y. – July 11 - 19, 2025

More than \$1 million in prizes was awarded in some of the most intense competition the Montauk Canyon Challenge has ever seen. George and James Grasso's Viking 52 *Three G's* was named the Grand Champion with their Heaviest Yellowfin, 100 pounds; Heaviest Trifecta (yellowfin, longfin and mahi), 151 pounds; Heaviest Three Yellowfin, 273 pounds; 199-pound bigeye; 131-pound mahi and 37-pound albacore. That's a lot of cranking!

Eliot Horowitz's Viking 90 *Checkmate* weighed a beast of a bigeye at 248.6 pounds. That fish won Heaviest Tuna. Sara Horowitz was the 1st Place Female Angler Heaviest Tuna and 2nd Place Junior Angler Heaviest Tuna with her 97.8-pound bigeye. The boat is captained by Mike Levdansky and Reily Coto.

The 2nd Heaviest Tuna Outboard was a 190-pound bigeye caught on the Valhalla 55 *Hell in a Bucket*. Another Valhalla on the board was the V-46 *Patriot* with an 83.2-pound yellowfin that claimed 3rd Place Heaviest Yellowfin. *Patriot* also weighed the 2nd Place Mahi Outboard with a 14.4-pound fish.

Third Place Tuna was caught on Rob Lynch's Viking 72 *Scylla* – a 217.6-pound bigeye. They also placed 3rd in the Heaviest Three Yellowfin division with 183.8 total pounds.

Night Cap, a Viking 54, was 2nd Place in the Heaviest Three Yellowfin with a combined 208.8 pounds. They also claimed 2nd Place Swordfish with a 70.6-pound fish. *Outaline*, a Viking 43, weighed the 3rd Place Albacore at 61.4 pounds.

Heaviest Bluefin was caught on Chet Striplin's Viking 61 *Miss Maggie*, a 149-pounder. The 3rd Place Bluefin was a 52-pound tuna hooked on the Viking 52 *Alexa Ann*.



Oak Bluffs Billfish Classic

Oak Bluffs, Mass. – July 13 - 18, 2025

Vikings schooled the fleet at the Oak Bluffs Billfish Classic sweeping the top spots in this tournament held in Oak Bluffs and Falmouth, Mass. The standout was Rob Carmichael's Viking 62 *Lights Out*. With Captain Tyler DuFresne behind the wheel, the crew released an incredible 47 white marlin to take Top Overall and Top Billfish Boat. Thirty-nine of the whites were hooked in just one day. "We're primarily fishing tuna here," said Rob. "We were hoping for some blue marlin and white marlin, but as we got out there the whites started biting. We got into the right water and everybody rallied. The crew was rigging baits frantically. We thought it would be a handful of marlin. It was just really good chaos."



Ken Hager's Viking 62 *Taylor Jean* claimed 2nd Place Overall and 2nd Place Billfish Boat with 35 white marlin. They also weighed the heaviest tuna (excluding bluefin) with a 242-pound bigeye. Third Place Overall and 3rd Place Billfish Boat was Kenny Hernandez's Viking 62 *Remix Main Stage*. The team released 26 white marlin and Aimar Hernandez was the Most Points Junior Angler, in part for his 81-pound yellowfin that was the Junior Angler Heaviest Tuna.

Riptide, a Viking 74, weighed the 1st Place Swordfish at 144 pounds, 1st Place Mahi at 26.3 pounds and 1st Place Yellowfin at 90 pounds. The Viking 68 *Oppor-Tuna-Ty* weighed the 2nd Heaviest Tuna (excluding bluefin) with a 237-pound bigeye. *Vagabond*, a Viking 50, took 3rd Place Mahi honors with a 20.4-pound fish. The Viking 61 *Mother of Pearls* earned 3rd Place Most Bluefin Caught.

Atlantic City Quest for the Ring Championship Fishing Week

Atlantic City, N.J. – July 13 - 19, 2025

The Viking 64 *Polarizer* stepped into the Ring of Honor at the 5th annual Atlantic City Quest for the Ring Championship Fishing Week. Led by Captain Mike Hunter, the South Jersey Yacht Sales demo boat released one blue marlin, 10 white marlin and a pair of yellowfin to claim Top Boat and Top Release Boat among 60 of the East Coast's fishing elite. The 2nd Place Release Boat was the Viking 55 *Luna Sea* with two blue marlin and four whites.



The Boys and Girls Club of Atlantic City, with an enrollment of about 1,000 kids ages 5 to 19, also scored a big win. Many boats opted to donate their fish to JJ's Catch for the Community Fillet Station (benefitting the Boys and Girls Club), like the Viking 54 *Random Chaos*. Angler Ben Stern turned over his 44-pound yellowfin saying, "We don't really need the meat, so if we can help anybody, that's great."



Tri-State Canyon Shootout

Block Island, R.I. – July 21 - 24, 2025

Tom Ripley's Viking 74 *Riptide* claimed Most Points Overall boat at the Northeast's Tri-State Canyon Shootout. With Jac Paul-hus on the bridge, the team released 20 white marlin and weighed a dolphin for the honors. The Viking 92 *Speculator*, with Captain Michael Everly, was the 3rd Place Points boat.

Peter Feld weighed the 2nd Largest Bigeye, a 227.4-pounder, while fishing on his Viking 58 *Blondie*. Rich Lucas angled the 2nd Largest Yellowfin, 99.8 pounds, on the Viking 64 *Team SI Yachts*. Just three pounds lighter, the 3rd Largest Yellowfin was hooked by Neil Franzoni on the Viking 80 *The Experience*. Markos Argiros, on the Viking 68 *Twin Reels*, weighed the 2nd Largest Mahi at 28.2 pounds.



Cape May Marlin Tournament

Cape May, N.J. – July 24 - 27, 2025

Congratulations to the Viking 72 *Quick Raise* for winning Most Points Overall at the Cape May Marlin Tournament. Captain Anthony Pennella put Bob Cummings and Steve Fitzpatrick on a pair of blue marlin and five whites for the title.

The Heaviest Tuna was caught by Troy Shaden on the Anderson family's Viking 80 *Krazy Salt's* – a 178-pound fish. Jim McCarthy's Viking 58 *Covert Mission* swept the Dolphin division with the heaviest weighing in at 19 pounds.



Mobile Big Game Fishing Club's Ladies Tournament

Mobile, Ala. – July 25 - 27, 2025

Never Surrender was the Top Release Boat at the Mobile Big Game Fishing Club's Ladies Tournament. The team – comprised of Tammy Johnson, Lexy Ayers, Angie Cleveland and Mattie Cleveland – released six blue marlin and a white. The 2nd Place Release Boat was the Viking 48 *Pearl* with five blue marlin.

The Heaviest Tuna, 21.6-pounds, was caught by Maria Natal fishing on the Viking 62 *Da' Grits* while teammate Rae Moon weighed the Heaviest Wahoo at 20.8 pounds.



White Marlin Open

Ocean City, Md. – August 3 - 10, 2025

A sporty forecast for Maryland's 52nd annual White Marlin Open forced the organizers to extend the event for two days. The 286 teams strategically choose their three fishing days from Monday through Sunday in pursuit of the \$7.2 million purse.

The Viking 72 *C-Student* kicked off the tournament on Day One with the first fish to the scales, Keeley Megarity's 52.5-pound yellowfin. But it would prove to be a long week.

When the scales finally closed at 9 p.m. on Sunday, the Viking 58 *Sea Hab* sat at the top of the Tuna Division with a 188-pound fish. Jonathan Cianciulli hooked the fish on the last day of the event to claim a six-figure check. *Sweet Freedom*, a Viking 52, weighed the 3rd Place Dolphin with Angelo Ponte's 26.5 pounder.

Ken Hager's Viking 62 *Taylor Jean* dominated the Release Division. The team released a blue and 13 white marlin for 1st Place Boat and 1st Place Release Boat. Rob Wagner was the Top Angler with seven of those releases. Captain Blaine Birch and mates Jarrett Birch and Stephen Birch received rings for Top Captain and Top Mates.



Second Place Boat and 2nd Place Release Boat went to Rob Carmichael's Viking 62 *Lights Out*. The team released a blue and 11 white marlin, and Jackie Hayes was the 5th Place Angler. Third Place Release Boat and 4th Place Boat went to the Viking 62 *Pachanga*, and Robert Paquette was the 9th Place Angler.

Rounding out the top 10 Release Boats was the Anderson family's Viking 80 *Krazy Salt's*. Payton Weber on the Viking 64 *JuJu* was the 3rd Place Lady Angler with four white marlin releases and a 53-pound tuna. The White Marlin Open partners with Catch-n-Carry to donate weighed fish to food pantries, both local and throughout Maryland.



Texas Legends Billfish Tournament

Port Aransas, Texas – August 6 - 10, 2025

Instigator, Josh Owens' Viking 70, pocketed the big check at the Texas Legends Billfish Tournament. The team released eight blue marlin, three whites and three sailfish for 1st Place Overall Billfish and 1st Place Blue Marlin Points.

Second Heaviest Yellowfin – a 59.5-pound tuna – was weighed from Riley Rhodes' Viking 55 *Walk West*. The Viking 62 *See-Mah* weighed the 3rd Place Tuna at 59.2-pounds. *Bimini Babe*, a Viking 82, claimed 3rd Place Wahoo with a 27.5-pound fish.



Hamptons Shootout

Hampton, N.Y. – August 10 - 15, 2025

Alexa Ann, a Viking 52, weighed the 2nd Heaviest Tuna at the inaugural Hamptons Shootout – a 177.8-pound bigeye. The crew claimed 2nd Place in the Heaviest Three Yellowfin category with a weight of 223.6 pounds.

The Viking 72 *One Love* hooked the 3rd Heaviest Yellowfin at 97.6 pounds. The team also took 3rd Heaviest Albacore at 35.4 pounds and 1st Place in the Heaviest Trifecta (yellowfin, long fin and mahi) with a weight of 140.6 pounds.

Second Heaviest Albacore (35.6 pounds) and the 3rd Heaviest Trifecta went to the Viking 62 *Resolute*. The Viking 50 *Gunita* took 1st Heaviest Wahoo at 30.2 pounds, 1st Heaviest Swordfish at 128.6 pounds and 1st Heaviest Mahi at 24.4 pounds. The Heaviest Bluefin went to the Viking 54 *Two Docks* with a 36.6-pound tuna.



Ocean City Marlin & Tuna Club Gold Star Offshore Open

Ocean City, N.J. – August 10 - 16, 2025

Captain West Rivers and the team on the Viking 68 topped the Release Division at the Ocean City Marlin & Tuna Club Gold Star Offshore Open. The team released a pair of blue marlin and 45 whites to take Top Billfish Release Team. The Eni family's Viking 58 *On A Roll* tallied 16 white marlin for 3rd Place Release Team.



Beach Haven White Marlin Invitational

Beach Haven, N.J. – August 11 - 16, 2025

The Viking 62 *Lovin' Life* racked up a lot of hardware at the Beach Haven White Marlin Invitational – and set a record. “We broke a 56-year-old one-day release record with 17 billfish,” said owner Billy Wrede. “That’s pretty cool!” Captain Tim Tanghere put the team on 27 white marlin to claim 2nd Place Most Combined points, 2nd Place White Marlin Combined Points and 2nd Place Overall Billfish Points. Jerry Brophy also took 2nd Place Angler.

Bamm Bamm, a Viking 48, earned 3rd Place Most Combined points, 3rd Place White Marlin Combined Points and 3rd Place Overall Billfish Points. The Viking 74 *Gray Fox* won the 1st Place Yellowfin/Stringer with a pair of tuna weighing a combined 207.9 pounds. The Top Junior Angler was Gerald Barrett Jr. on the Viking 55 *Harvester*.



Cape May Marlin & Tuna Club Ladies Billfish Invitational

Cape May, N.J. – August 13 - 16, 2025

Judge, a Viking 64, released six white marlin to capture 2nd Place Billfish Release honors. The angling team was comprised of Raine DeRose, Jill Giancola, Heather Jaworski, Kathleen McHugh and Heather Williams. Third Place Billfish Release went to the Viking 46 *Got Game* based on time. Maria Wehymer released four whites for the Top Female Angler title. The Heaviest Tuna was 35.4 pounds and hooked by Erica Smith on the Viking 57 *Warden Pass*.



Hurricane Hole Invitational

Grand Isle, La. – August 14 - 17, 2025

Mr. Mackie released three blue marlin to take the 2nd Place Release title at the Hurricane Hole Invitational. Captain Robert “Cujo” Brinkmeyer put the Viking 68 on three blue marlin for the honors. Third Place Release based on time went to the Viking 58 *Rising Son's* with three blues. Jaselyn Berthelot weighed the 3rd Place Tuna at 84.5 pounds.

Chris Braud, fishing on the Viking 54 *Hammerheads*, angled the 1st Place Tuna at 199 pounds. The 3rd place Wahoo went to Brandon Babin’s 21-pound fish caught on the Viking 56 *Miss Maysen*.



The MidAtlantic

Ocean City, Md., and Cape May, N.J. – August 17 - 22, 2025

Hurricane Erin extended the fishing for the 34th annual MidAtlantic, but she also brought an incredible bite to the 114-boat fleet. Danny and Gail Jones broke in their new Viking 68 *Reel Toy* with that bite. Captain Chad Meeks put Mike Kokosinski on a blue marlin that weighed 804 pounds and claimed Heaviest Blue Marlin and 5th Place Blue Marlin Points.

Captain Jimmy Hahn was at the wheel of the Viking 57 *Tail Chaser* when James Quillen reeled in the 2nd Heaviest White Marlin at 71 pounds. Captain Ed “Cookie” Murray backed the Viking 72 *Torta* to the scale with Joseph Posillico’s 185-pound bigeye, good for Heaviest Tuna and 2nd Place Tuna Points. The Heaviest Wahoo went to the Viking 54 *Luna Sea* with Scott Abeel’s 94 pounder. Third Heaviest Wahoo went to Smith Myer’s 26-pound fish, he was fishing on Todd Gillespie’s Viking 38 *Lady Faye*.

The Anderson family’s Viking 80 *Krazy Salt*’s set two new tournament records – Most Points Overall and Most Points White Marlin. With Captain Keith Greenberg and anglers Dave Anderson, John Cashman, John Cauma, Dan Pettit and Troy Suadoms, the team released one blue marlin and 32 whites.

Other notable release boats:

Lights Out – Viking 62 – 2 blue marlin, 25 white marlin
4th Points Overall
4th Blue Marlin Points
5th White Marlin Points

Viking 68 – 27 white marlin
4th White Marlin Points
5th Points Overall

Intents – Viking 62 – 23 white marlin, 1 sailfish
6th Points Overall
6th White Marlin Points

Taylor Jean – Viking 62 – 3 blue marlin, 16 white marlin
1st Blue Marlin Points
7th Overall Points

Viking 82 – 19 white marlin
9 White Marlin Points
10th Overall Points

The 768 white marlin caught, of which 761 were released, is the 2nd highest in the tournaments history and is a 99% release rate.



White Marlin Shootout

Orange Beach, Ala. – August 18 - 23, 2025

Viking claimed the top three spots at the White Marlin Shootout. *Rockstar*, a Viking 62, was the Top Tournament Boat with five white marlin and three sailfish releases. Christian Burger caught the Heaviest White Marlin – 74 pounds, while Alvin Boenker IV weighed the 2nd & 3rd Heaviest Dolphin.

Second Place Tournament Boat went to Dale Cole's Viking 58 *Cole Play*. The team released five blues and five whites, and Tyler Williams weighed the 2nd Heaviest Wahoo at 21.2 pounds. *Gunnslinger*, a Viking 72, was the 3rd Place Tournament Boat with two blue, four white and three sailfish releases.

Josh Tice, on his Viking 60 *Devotion*, weighed the 2nd Place White Marlin at 69.2 pounds. Third Place White Marlin went to Bryan Maddox's 60.2 pounder caught on the Viking 48 *Miss Ida*.

Jeff Massey, fishing aboard the Viking 62 *C'Mon Man*, weighed the Heaviest Dolphin at 20.4 pounds. Shane Stafford, fishing aboard the Viking 48 *Reel Petty*, caught the Heaviest Wahoo at 25.6 pounds.

Texas Women Angler Tournament

Port Aransas, Texas – August 22 - 24, 2025

Sea Senora racked up awards at the Texas Women Angler Tournament. Captain Sean Byers was at the helm and Lindsay Caudle, Nena Hale, Melissa Peters, Viviana Ramirez and Jana Wolfe were in the cockpit of the Viking 66. The team claimed 1st Place Overall Points, 1st Place Billfish Releases, 2nd Place Blue Marlin Points and 2nd Place White Marlin Points with two blue, two white and two sail releases and a tuna and dolphin.

The Viking 62 *Sarvo* took 2nd Place Overall Points, 2nd Place Billfish Releases and 1st Place Blue Marlin Points with their three blue marlin and two white marlin releases, along with a pair of dolphin. Jordan Soechting, fishing on the Viking 61 *Fin Stalker*, released two blue marlin to take 3rd Place Blue Marlin Points and Top Lady Angler. Teammate Emma Manning weighed a 29-pound dolphin to win that category.

First Place White Marlin Points went to the Viking 55 *Deez Nautz* with three whites. Second Place Sailfish Points went to the Viking 55 *Marilee* with three releases. Third Place Sailfish Points was the Viking 52 *RamBILL'n* with a pair. Mandy Medenhall weighed the 3rd Heaviest Dolphin from the Viking 70 *Double E*.



Manasquan River Marlin & Tuna Club Offshore Open

Manasquan, N.J. – August 23 - 31, 2025

Mike Schneider's *Great Escape II*, a Viking 38, brought the heaviest tuna to the Manasquan River Marlin & Tuna Club Offshore Open. The bigeye hit the scale at 206.6 pounds. Third Heaviest Tuna – 200.2-pounds – was caught on Bob Hugin's Viking 62 *The Right Place*. Bob's boat also claimed 1st Place in the Yellowfin/Longfin/Bigeye Stringer division with 371.3 pounds.

Vikings swept the Heaviest Longfin and Yellowfin/Longfin Stringer categories. The Viking 52 *Override* took 1st Place Longfin with a 71.8-pounder. In a close Second Place was the Viking 48 *Mack Attack* with a 71.4-pound fish and Third Place went to the Viking 46 *Tashtego* for their 68.9-pound longfin. In the Yellowfin/Longfin race it was the Viking 55 *Morgan Jay* in 1st with 213.9 pounds, 2nd was the Viking 46 *Stephanie Rose* with 206 pounds and rounding out the top three was the Viking 64 *S.I. Yachts* with 169.7 pounds.

Checkmate, a Viking 90 weighed the 3rd Place Mahi at 13.5 pounds. In the release division, Bill Wrede's Viking 62 *Lovin' Life* placed 2nd for white marlin.



Cape May Marlin & Tuna Club's Labor Day Overnight Tournament

Cape May, N.J. – August 28 - 31, 2025

There was no day off for the teams fishing the Cape May Marlin & Tuna Club Labor Day Overnight Tournament. Leading the fleet was the Viking 82 with an incredible 40 white marlin releases. With Captain Sean Dooley at the wheel and Pat Healey leading the charge, the team of Tyler Beckford, Joe Coyle, Thomas “Smalls” Garmany, Drew McDowell, Eric McDowell and West Rivers worked the ‘pit for Top Billfish Release honors.

Certainly not out to lunch was the Viking 68 *La Barca*. Captain Dave Cooper put Steve Colanero and his team on 18 white marlin releases for the 2nd Place Billfish Release title. Jim McCarthy and his crew on the Viking 58 *Covert Mission* secured 3rd Place Billfish Release with one blue marlin and nine whites. *High Life*, a Viking 64, claimed 1st and 2nd Place Heaviest Mahi. Thanks to our friend James Gatto at Blue Water Photography for getting the job done with this great shot of *Covert Mission* hard at work.



Scrub Island Invitational

Scrub Island, British Virgin Islands – September 4 - 12, 2025

The Viking 82 *Team Harvey* captured the 2025 Scrub Island Invitational championship with 16 blue marlin releases. Shane Guidry, Tyler Hodge and Kyle Romstadt combined for seven releases in Leg I and nine in Leg II.

They opened the series by winning Leg I on the strength of Shane's five blues and Tyler's two. In Leg II, Shane and Kyle added nine more to place second for that leg, clinching the overall title.



MONGO OFFSHORE CHALLENGE

Gulf Coast and East Coast – May 1 - September 30, 2025

While the MONGO Offshore Challenge is a fishing tournament, the event is much more than that. It creates an umbrella from which boats throughout the Gulf and the Mid-Atlantic can compete in the quest to catch the biggest fish. Running from May 1 through September 30 (153 days), the season long goal is to catch a big fish.

The event is inclusive as boats of any size can participate and it doesn't need to be caught during a tournament, although it can be. Boats can fish as often as they like and there is no limit on anglers. And the most important aspect of the MONGO is the encouragement of catching big fish and releasing small ones – for example, a blue marlin must be a minimum of 118 inches, this makes the weighed fish huMONGOus.

GULF COAST

2nd Place Blue Marlin

Breathe Easy – Viking 72

Captain Patrick Ivie put Craig Smith on a 123.5-inch blue marlin that weighed 660.3 pounds at the Mississippi Gulf Coast Billfish Classic. They were fishing on Matt McDonald's Viking 72 *Breathe Easy*.

3rd Place Blue Marlin

Cole Play – Viking 58

Dale Cole, fishing on his Viking 58 *Cole Play*, weighed a 645.6-pound blue at the Blue Marlin Grand Championship in Orange Beach, Ala.

2nd Place Tuna

Nikki Bella – Viking 90

Marc Padgett, fishing on his Viking 90 *Nikki Bella*, weighed the Heaviest Tuna, a 203.2-pound yellowfin during the Blue Marlin Grand Championship in Orange Beach, Ala.

3rd Place Tuna

Doulos – Viking 82

The 3rd Place Tuna was caught on the Viking 82 *Doulos* in May.

1st Place Mahi

Walk West – Viking 55

The 1st Place Mahi was caught on Riley Rhodes Viking 55 *Walk West* and weighed 51.5 pounds.

EAST COAST

1st Place Bigeye

Oppor-Tuna-Ty – Viking 68

Dan Runey, fishing on the Viking 68 *Oppor-Tuna-Ty*, weighed a 237-pound fish during the Oak Bluffs Billfish Classic in Cape Cod.

3rd Place Bigeye

Scup Slayer – Viking 72

Travis Rhodes, fishing on the Viking 72 *Scup Slayer*, weighed a 194-pound bigeye in July.



IF YOU BUILD IT THEY WILL COME

Release
MARINE






DEALER SPOTLIGHT: VALHALLA YACHT SALES

A SMART NEXT STEP

A new facility expands reach and visibility along the Jersey Shore

Valhalla Yacht Sales is adding a satellite sales and service center in Somers Point, N.J. The project extends a footprint that already includes operations in New Gretna, a northern Shore office in Mantoloking and a large sales and service facility in Riviera Beach, Fla., next to the Viking Yacht Service Center.

“We’re very excited about this project,” says Pat Healey, President and CEO of Viking, the parent company of Valhalla Yacht Sales. “It’s an example of our continuing investment in the future. Valhalla Yacht Sales and all of our

subsidiaries have experienced tremendous growth over the past several years, and we’re very proud of that. They continue to do well and lead their respective markets.”

Corporate Facilities Engineering Manager Jeff Staub, who is overseeing the build, says the site checks every box. “It’s right in the heart of a thriving boating area with great visibility,” he says. “There’s always a steady flow of cars going by — it’s a busy area and we know it’s going to be a great location for Valhalla Yacht Sales.”

The two-story, 7,500-square-foot building will include about 5,000 square feet of showroom space, along with a service bay, offices and a conference room. It’s just off the water with marshland behind the property, close to a public ramp and the Garden State Parkway. The setting offers a natural coastal backdrop that fits the Valhalla brand.

The facility will open with a versatile team of six handling sales, service and customer support. Routine work will focus on boats up to about 35 feet, while larger projects will continue in New Gretna.



The new showroom will feature a modern glass-front design with clean lines and a silver-and-blue color scheme inspired by the Riviera Beach Valhalla Yacht Sales facility. Large windows and an open layout create a bright, inviting space that presents well from the road.

Located at 500 Mays Landing Road, the facility is expected to open sometime this summer.

Valhalla Yacht Sales has also expanded its lineup, now representing Monterey and Phenom in addition to Valhalla Boatworks, Contender and Sportsman. Monterey builds family-friendly, outboard-powered sport boats designed for sandbar days, water sports and coastal cruising. Phenom targets serious anglers who want performance, comfort and range in equal measure. Both brands will be featured at the new showroom, part of Valhalla's effort to meet customers where they are and support them locally.

"It's all about getting closer to our customers," says Pat. "Somers Point puts us right where the action is — in a vibrant boating community that reflects who we are and what Valhalla stands for."





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DEALER NEWS

The best in the world



Artemisa Yachts knows boating on Venezuela's Caribbean coast. They began in 1982 as Phoenix of

With more than 40 years of experience, Artemisa Yachts

Venezuela and in 1996 Bill Healey welcomed them to the Viking family.

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

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

ArtemisaYachts.com



repeat customers who value the company's family-oriented approach and personalized service. As a family-run business, the team is committed to building lasting

CFR Yacht Sales, Inc. owes much of its success to a loyal base of

relationships, offering trustworthy guidance and delivering exceptional customer care that keeps clients coming back year after year.

In October, Club Náutico de Santo Domingo hosted its annual Blue Marlin Tournament at Cabeza de Toro. Vikings claimed top honors in both the sonar and non-sonar divisions.

The Viking 64 *Picara* secured 1st Place in the Sonar Division, while the Viking 52 *Reel Affair* took the top spot in the Non-Sonar Category.

As CFR looks ahead to the upcoming season, they are proud to be part of the vibrant yachting and sportfishing community.

CFRYachtSales.com



friends and partners at Viking Yachts for another remarkable year. From boat shows to tournaments, it's been a season full of innovation, growth and unforgettable moments.

And 2026 brings a milestone they're especially proud of – 30 years as an official Viking dealer. For three decades, Galati has delivered and supported the world's finest sportfishing yachts, helping customers pursue their passions from the Gulf Coast to Costa Rica, Cabo and most recently the Pacific Coast. Today, they remain honored to stand as a trusted partner and go-to dealer for Viking Yachts and Valhalla Boatworks.

This year marked a defining step for their future – in October, Galati Yacht Sales announced its transition to 100% employee ownership through an Employee Stock Ownership Plan (ESOP). After more than 55 years, the Galati family transferred beneficial ownership of the company to its employees, securing their legacy

As 2025 comes to a close, Galati Yacht Sales thanks customers,

while empowering the team with shared ownership in one of the industry's leading yacht sales and service firms.

The ESOP does not change the leadership structure – the board, management team and overall framework remain intact. Galati now joins the more than 6,500 ESOP companies across the United States. For customers, this transition means Galati remains independent, family-led and built to last – backed by a team personally invested in your success on the water.

Galati's new Viking 64 demo, fully spec'd for tournament success, will debut this winter at the Los Sueños Signature Triple Crown in Costa Rica. *TEAM GALATI* has already demonstrated the 64's pedigree with a Pelagic Rockstar Offshore Tournament victory, three Triple Crown championships in the past five years and a 2025 leg win. Following its 2026 Triple Crown run, the demo will be available for purchase – offering a rare opportunity to own a Viking with a proven winning legacy.

Speaking of tournaments, the 2025 Gulf Coast season proved once again that Galati customers are among the best in the sport.

Team Supreme, a Viking 72, repeated as Overall Champion at the Louisiana Gulf Coast Billfish Classic, while *Breathe Easy*, a Viking 72, secured multiple podiums, highlighted by a 660.3-pound blue marlin at the Mississippi Gulf Coast Classic. Team *CE*, a Viking 80, weighed a 640.2-pound blue at Orange Beach, and junior angler Leah Pratt fishing on *It Just Takes Time* made history at the Cajun Canyons Billfish Classic by sweeping Top Angler, Lady and Junior honors. The Viking 82 *Team Harvey* also had a standout performance capturing the 2025 Scrub Island Invitational championship with 16 blue marlin releases.

From the Masters to the Emerald Coast and beyond, Galati customers filled the leaderboards, closing the Gulf Coast Triple Crown with *Team Supreme* in 2nd Overall and *Breathe Easy* in 3rd.

In addition to celebrating wins on the water, Galati is committed to protecting the fisheries that make this sport possible. In 2025, Galati Yacht Sales proudly sponsored The Billfish Foundation, supporting conservation efforts to ensure healthy oceans and sustainable sportfishing for generations to come.



They also remained focused on continuing education. The team attended Viking's annual Master's Program in September, featuring factory tours, brand presentations and networking opportunities. They also participated in the Viking and Valhalla Dealer Meeting in Atlantic City, N.J., this past summer, where the latest Viking and Valhalla models were showcased through

exclusive viewings and sea trials. Together, these experiences ensure their specialists remain industry leaders, delivering unmatched expertise and a better overall experience for customers.

For 30 years, Galati has been the trusted dealer for Viking, and since the launch of Valhalla, they've proudly carried that same tradition of excellence. Now, with 55

years in business and a new chapter as an employee-owned company, their promise is stronger than ever – to support customers with the same passion and dedication that built their reputation.

From everyone at Galati Yacht Sales – thank you for letting them be a part of your journey.

GalatiYachts.com



Looking ahead to a new year, HMY Yacht Sales congratulates the Viking Yacht Company

on surpassing 60 years of excellence in yacht building and innovation. Celebrating HMY's 46th year in business and 33rd year as a Viking dealer, HMY takes pride in this long-standing partnership built on shared values, trust and a commitment to delivering the very best to customers. They look forward to continuing this success together in the year ahead and beyond.

This past year has been marked by important milestones that inspire HMY to continue setting the benchmark as a premier authorized Viking dealer. HMY's knowledgeable Viking Product Team has delivered an impressive lineup of new Viking and Valhalla models, from a Valhalla V-29 and several Valhalla Sport Yachts in-build, to the latest Viking convertibles – including four configurations of the 82 model: an open convertible, an enclosed bridge, a sky bridge and the first enclosed bridge with a tower.

One of the year's more memorable achievements was selling the very first Viking 50 Convertible to a loyal customer who owned – and thoroughly enjoyed – several mid-size models over the years. With the size range fitting this customer's needs perfectly, the new 50 was the ultimate choice for their next Viking.

On a regular basis, the HMY Viking Team visits the New Jersey factory to collaborate on new builds as part of their commitment to Viking customers. This hands-on approach – overseeing each build from start to finish and working closely with the Viking team – ensures they deliver a finished product that reflects the highest standards of craftsmanship and performance.

The team also stays busy fishing and spending time with customers and friends on the tournament circuit. This winter season kicked off with the Dust 'Em Off Sailfish Warmup, followed by the Pirates Cove Sailfish Classic. Up next, they are looking forward to the Fish for Holly Sailfish Tournament, Silver Sailfish Derby and the Buccaneer Cup Sailfish Release Tournament.

Don't forget to save the date for HMY's fourth annual Lowcountry Cup Billfishing Tournament in Charleston – the fourth leg of the South Carolina Governor's Cup – which will be taking place May 27-30, 2026.

Rounding out the year, HMY was proud to represent Viking at the 2025 Fort Lauderdale International Boat Show, showcasing an exceptional display of Viking sportfish and Valhalla center consoles, which included the buzzworthy debuts of the new 50 Convertible and the Valhalla 55 Sport Yacht. They continue to see a lot of momentum with customers on these two new models. As the year goes on, they look forward to welcoming everyone to the Viking and Valhalla VIP Boat Show and the Palm Beach International Boat Show. Their Viking Product Specialists will be ready to help you with all your yachting needs at these events.

As always, HMY sends their sincerest thanks to customers, friends and partners for their trust and loyalty. HMY looks forward to seeing you on the water, fishing, cruising and most of all, enjoying your Viking throughout the new year. Have a great 2026!

HMY.com



The Great Lakes are alive with energy, and Jefferson Beach

Yacht Sales (JBYS) is right at the heart of the action. The team is proud to celebrate a year of major achievements – from exciting Valhalla, Viking and Princess deliveries to standout events and a strong course set for 2026.

This season, the Great Lakes welcomed an impressive lineup of new V Series models, including a V-29 Hybrid, V-33, two V-46s and the powerhouse V-55 – all now part of the region's growing fleet. Joining them are the striking Princess S80 and elegant Y72, both redefining luxury on the water. From high-energy boat shows to unforgettable client appreciation events, the summer flew by – and the momentum carried into fall with the debut

of the Valhalla 55 Sport Yacht (SY) at the Fort Lauderdale International Boat Show (FLIBS). Designed for serious offshore cruising with refined comfort and long-range versatility, the 55 SY is tailor-made for Great Lakes boaters who want it all.

And it doesn't stop there. Hull No. 1 of the much-anticipated Viking 64 Sport Coupe (SC) is set to arrive summer 2026. Built with Great Lakes performance in mind,

the 64 SC blends Viking's renowned craftsmanship with the flexibility to handle anything the water throws its way.

JBYS growth goes beyond the Lakes as they stick with their snowbird clients. They're also thrilled to be preparing for the inaugural Informa Markets Chicago Windy City Boat & Yacht Show in 2026, an exciting new addition to the regional

show calendar and a must-attend for Great Lakes boating enthusiasts.

With over 50 years of legacy, multiple strategic locations and a team boasting more than 1,150 years of combined industry experience, JBYS continues to set the bar for excellence in sales, service and full-spectrum yacht support. From buying and selling to financing, insuring

and maintaining, they deliver the complete yachting experience – all built on trusted relationships and an unwavering love for boating.

At Jefferson Beach Yacht Sales, your time on the water is their highest priority – because it's their passion too.

JBYS.com



luxury yachts and boats, Maspor Marine takes you beyond the shoreline.

As an award-winning leader in the world of

For 25 years, they have been at the forefront of the marine industry, providing unparalleled expertise and a commitment to excellence. Their team of experts is available to guide you through

your journey, delivering the same trusted service and passion for boating that has defined them for a quarter of a century.

Maspor-Marine.com



driven by a passionate team led by Robert Novey, Aquilino Vallarino and Daniel Probst. This winter, the momentum

Novey Marine has seen steady growth across both sales and service,

continues as they prepare to deliver five new Vikings to Panama – a 46 Billfish, 50 Billfish, 50 Convertible, 64 Convertible and 90 Sky Bridge. Viking Yachts continues to shine on the tournament circuit in Panama, with the Viking 44 *Amangani* and Viking 58 *Ambush* earning multiple podium finishes.

Looking ahead, they're excited for the Novey Marine Invitational, their annual Viking Yachts-only tournament that will kick off the summer season. The team looks forward to fishing alongside new customers and showcasing the best sportfishing boats in the business.

NoveyMarine.com



professionalism in yacht sales, brokerage and service.

Their award-winning team of dedicated sales and service professionals stands ready

Since 1987, Oyster Harbors Marine has been serving customers with the highest level of

to help you with all your boating needs and to promote and maintain the boating lifestyle.

Beginning with the original full-service marina and sales office in Osterville on Massachusetts' Cape Cod, Oyster Harbors Marine has added a network of sales offices in Falmouth, Marion, Hingham and Danvers, Mass., as well as Newport, R.I., Essex, Conn., and York, Maine.

Recognized as one of the top performers in the boating industry, Oyster Harbors sells only the highest quality yachts. With a Five Star Dealer Certification and adherence to the Marine Industry Consumer Bill of Rights, they match every customer with the right yacht at the best possible price; and service and maintain that yacht in the best condition.

OysterHarborsMarine.com



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

PW Marine is proud to offer Bermuda's best

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

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

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

PWMarine.bm



Viking's authorized dealer in Japan is Quay Side

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

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

QuaySide.Co.jp



SERVICIOS NAUTICOS

At Servicios Nauticos, they distinguish themselves

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

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

Servicios-Nauticos.com

SHORT MARINE

At Short Marine, their vision is to make boating

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

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



A reference point for all fishing enthusiasts in Italy and the

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

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



South Jersey Yacht Sales extends its heartfelt gratitude to esteemed clients and the Viking

operation. This builds on their investment in the market. SJYS is built on a foundation of service with a mission to keep clients' time on the water as enjoyable as possible and the service team is the backbone that makes that mission real.

their families. With heartfelt leadership from the Hurst & Walters family – and support from the Ocean City Marlin & Tuna Club, Ocean City Yacht Club and partners at the Police, Fire and Coast Guard – families enjoyed a safe, joy-filled morning on the bay (on Father's Day, no less). To every captain and crew who volunteered boats and time – thank you. Now in its 32nd year, the event offers much-needed bonding time, creates lasting memories and (most importantly) delivers lots of smiles.

Yacht Company. They are privileged to be neighbors with Viking Yachts and Valhalla Boatworks, a collaboration that has fostered growth, innovation and countless cherished memories with clients. They're especially excited for the introductions of the Valhalla 55 Sport Yacht, the new Viking 50 Series and the Viking 64 Sport Coupe, emblematic of the performance and craftsmanship the community loves.

Service Expansion in Point Pleasant – South Jersey Yacht Sales (SJYS) is doubling down on client support, adding two full-time technicians – John Sontag and Alex Vonderlinden – to their Point Pleasant, N.J.,

SJYS was to support the Michael Strange Foundation, which provides healing and peer-led support programs for Gold Star Families. This is in memory of Petty Officer 1st Class Michael J. Strange of Philadelphia, one of 30 U.S. service members who died in the Aug. 6, 2011, CH-47 Chinook crash in Wardak Province, Afghanistan. The Foundation's weekend workshops bring families together to share memories, reflect and find community, so no one navigates loss alone.

More than a day on the water, this Ocean City, N.J., tradition celebrates inclusion and community for children with disabilities and

SJYS sponsored seven major offshore tournaments from Manasquan N.J., to the White Marlin Open in Ocean City, Md. And they fished several of them in their 2025 Viking 64 *Polarizer*. The highlight was claiming Top Billfish Release and Overall Points Boat to win Jimmy Johnson's Quest for the Ring Atlantic City.

SouthJerseyYachtSales.com



The year of 2025 has been exciting for SI Yachts, with lots of momentum going into the end of the year. Their Viking 64

to 85 boats and more than \$1 million in prize money in 2025. This year's points champ was the team on George Grasso's Viking 52 Sport Coupe *Three G's*. The largest tuna was caught on *Checkmate*, a Viking 90 owned by Eliot Horowitz.

SI Yachts also helped kickstart the inaugural Hampton Shootout Tournament in August with 25 boats and \$250,000 in prize money. The big winners were *Canyon Bound*, a Viking 57 Enclosed Bridge owned by Carmine Zoccolillo, *Alexa Ann*, a Viking 52 owned by Kevin Kallmeyer and *Gunite*, a Viking 50 owned by Kevin Norden. The Grand Champion winner for most points in both tournaments was *One Love*, a Viking 72 owned by Stephan Kiratsous. Follow SI Yachts on social

media for registration information for 2026 events.

Congratulations to Mary Naylor who took delivery of her 54 Convertible *Crumdale* and had a fantastic tournament season.

Also on the horizon, SI Yachts is getting ready to deliver a 58 Convertible to Montauk, N.Y. Congrats to Nick Letteri.

More congrats are in order for their newest Valhalla owners Keith Reinhart V-33, Shaka Naik V-41, Kevin Lang V-33, John McGoven V-37, Stefan Kornweibel V-37 and to Tony Florence adding a V-41 to his fleet (he has a Valhalla 46 and Viking 64). SI Yachts looks forward to seeing everyone at the upcoming seasonal boat shows.

SIYachts.com

demo team had another great tournament season winning the biggest yellowfin Calcutta at the Tri-State Tournament and taking home \$276,000. Their mate and captain on the 64 demo is Captain Joey Foust. SI Yachts would like to welcome Captain Joey to the SI Yachts team as their newest sales professional.

Their signature summer fishing tournament, the Montauk Canyon Challenge, has grown



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IN THE HOUSE

The Palm Beach Towers-built
gap tower on the Valhalla
V-41 underscores Viking and
Valhalla's vertical integration
– a strength that keeps both
brands at the top





BY THE NUMBERS

Winner's Circle

The Viking and Valhalla fleet put on a strong showing in the Winner's Circle this summer. Check out some of these fishy numbers that appear in this issue of *Valhalla*.

- 6** Straight years a Viking has claimed the Gulf Coast Triple Crown Championship; *Devotion* 2025 and 2021, *Team Supreme* 2024 and 2023, *A Work of Art* 2022, *Pearl* 2020 (see page 127)
- 7.2** Million dollars awarded at the 2025 White Marlin Open (see page 145)
- 8-12** Dates in April for the 2026 Viking Key West Challenge (see page 122)
- 12** Age of Payton Weber who took 3rd Place Lady Angler at the 2025 White Marlin Open on her family's Viking 64 *Julu* (see page 146)
- 44** Pound record-breaking tilefish cranked in on the Valhalla 46 *Nora Angela* during the Beach Haven Marlin & Tuna Club's Tuna Open (see page 100)
- 45** White marlin releases for the win on the *Viking 68* during an overnighter at the Ocean City Marlin & Tuna Club Gold Star Offshore Open (see page 134)
- 47** White marlin releases on the Viking 62 *Lights Out* during the Oak Bluffs Billfish Classic (see page 144)
- 56** Year-record broken by the Viking 62 *Lovin' Life* during the Beach Haven White Marlin Open with a one-day total of 17 billfish releases (see page 147)
- 64** White marlin releases during an overnighter on the *Viking 82* – a new demo record (see page 134)
- 804** Pound blue marlin that won the 2025 MidAtlantic on Danny and Gail Jones' Viking 68 *Reel Toy* (see page 148)
- 895** Pound blue marlin that won the 2004 White Marlin Open on Danny and Gail Jones' Viking 52 *Reel Toy* (see page 83)

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2026 VIKING WINTER CALENDAR*

JAN

7-10	Silver Sailfish Derby	Singer Island, Fla.
14-18	Operation Sailfish	West Palm Beach, Fla.
15-18	Pelagic Rockstar Offshore Tournament	Quepos, Costa Rica
20-24	Buccaneer Cup Sailfish Release Tournament	Singer Island, Fla.
21-24	Los Sueños Billfish Tournament #1	Herradura Bay, Costa Rica
27-31	Sailfish Gold Cup	Palm Beach, Fla.
30-31	VIP Preview Boat Show	Riviera Beach, Fla.

FEB

3-6	The Masters Angling Tournament	Herradura Bay, Costa Rica
11-15	Miami International Boat Show	1 Herald Plaza, Miami, Fla.
18-22	Sailfish Challenge	Fort Lauderdale, Fla.
25-28	Los Sueños Billfish Tournament #2	Herradura Bay, Costa Rica

MAR

3-6	Jimmy Johnson Quest for the Ring	Hollywood, Fla.
18-21	Los Sueños Billfish Tournament #3	Herradura Bay, Costa Rica
25-29	Palm Beach International Boat Show	Palm Beach, Fla.

APR

8-11	Final Sail	Miami Beach, Fla.
8-11	Viking Key West Challenge	Key West, Fla.
28-May 2	Louisiana Gulf Coast Billfish Classic	Grand Isle, La.

MAY

1-4	The Shootout	Abaco, Bahamas
12-17	Orange Beach Billfish Classic	Orange Beach, Ala.
20-23	Gulf Coast Masters	Orange Beach, Ala.

JUN

1-7	Mississippi Gulf Coast Billfish Classic	Biloxi, Miss.
5-14	Big Rock Blue Marlin Tournament	Morehead City, N.C.
17-21	Emerald Coast Blue Marlin Classic	Sandestin, Fla.

JUL

3-7	Bermuda Billfish Blast	Bermuda
4	World Cup Blue Marlin Classic	Worldwide
10-14	Bermuda Big Game Classic	Bermuda
10-15	Beach Haven Marlin & Tuna Club White Marlin Invitational	Beach Haven, N.J.
10-18	Montauk Canyon Challenge	Montauk, N.Y.
12-18	Jimmy Johnson Quest for the Ring	Atlantic City, N.J.
14-19	Blue Marlin Grand Championship	Orange Beach, Ala.
17-21	Sea Horse Anglers Club Billfish Tournament	Bermuda
21-26	Lone Star Shoot Out	Port O'Connor, Texas

AUG

3-7	White Marlin Open	Ocean City, Md.
8-14	Pirate's Cove Billfish Tournament	Manteo, N.C.
9-14	Hampton Shootout	Hampton, N.Y.
16-21	The MidAtlantic	Cape May, N.J. & Ocean City, Md.
19-22	Virginia Beach Billfish Tournament	Virginia Beach, Va.

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



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