

A Publication of Viking Yachts and Viking Sport Cruisers

WINTER 2007

Valhalla

Experience Viking Heaven

**ON THE MOVE:
VIKING YACHTS
52 OPEN**

ON THE INSIDE:

**VIKING YACHTS
54 CONVERTIBLE**
Miami Bound

VIKING CUSTOM YACHTS
Sanlorenzo 108

VIKING CHAMPIONS
Tournament News

CRUISE TO PARADISE
Viking Sport Cruisers 70 MY





Welcome to Valhalla, the magazine for the owners of Viking Yachts and Viking Sport Cruisers

Putting out a magazine is a labor of love, much like building a boat. So a magazine about boat building and the people who do it is close to my heart. In this issue of *Valhalla* you will enjoy reading about new models that have been freshly launched and others still in the development stages. We also feature a number of articles about what goes on behind the scenes at Viking everyday. And as you can tell by the size of this issue, our New Gretna facility has the hustle and bustle of New York's Grand Central Station, even though we enjoy the sights and tranquility of the wild and scenic Bass River right outside our door.

Years back when I was an editor at a major boating magazine an associate felt I had gushed a bit too much in my article on a Viking 50 Open. I countered by urging him to explain the difference between the Viking I had sea trialed for 10 hours and some

other boats he was familiar with. Tongue tied at a simple question he could not answer, I replied what made the Viking so special was the attitude of the people who built it. To this day, I can recall that while trolling for white marlin 80 miles offshore with not another boat in sight all day I felt the presence of all the designers, technicians and boat builders who had a hand in putting it all together. And when the nearest piece of land is a mile below your boat shoes, that presence is a comforting feeling.

Visitors to our plant are unlikely to ever meet all of our dedicated workers because some will be in the laminating rooms, others will be busy in the mill, while still more will be out on the production line, or on a sea trial dialing in a set of propellers to achieve maximum performance. But their commitment and attitude toward excellence is everywhere throughout our 600,000 square foot facility. And so, with heart-felt thanks, I would like to dedicate this issue of *Valhalla* to Viking's 1,400 boat builders for what they do everyday.

As always, I also want to extend my gratitude to my enthusiastic staff in the marketing department, Mary Foust, Joe Hilbert, Dave Roesch and Eileen Tizol for their dedication in producing the largest issue ever of *Valhalla*.

Enjoy the Seas!

Peter Frederiksen

Peter Frederiksen



VIKING YACHTS 45 OPEN



VIKING SPORT CRUISERS 61 MOTOR YACHT



VIKING YACHTS 56 ENCLOSED BRIDGE



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

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VIKING 82 ENCLOSED BRIDGE

82 CONVERTIBLE

LOA	82 ft. 4 in. (25.12 m)	incl. pulpit	86 ft. 4 in. (26.33 m)
BEAM	21 ft. 7 in.		6.61 m
DEADRISE (at transom)	12 deg.		
FREEBOARD			
Forward	8 ft. 8 in.		2.68 m
Aft	3 ft. 0 in.		.91 m
DRAFT	5 ft. 6 in.		1.71 m
GROSS WEIGHT (standard fuel load)	165,000 lbs.		74,843 kg
FUEL (standard)	3,400 gals.		12,870 l
WATER	425 gals.		1,609 l

VIKING 82 CONVERTIBLE

The terrific success of the Viking 74 was a premonition of greater things to come. So it should come as no surprise that an even larger Viking Convertible is in the works and its time is near.

The Viking 82 Convertible represents another ground breaking design that only Viking can produce thanks to our in-house design team. Add this invaluable expertise to the thousands of hours racked up by our tournament winning demo program, which helps to dial in the features and performance required to make this yacht a winner. And finally, factor in the skills of more than 1,400 yacht builders that constantly seek ways to build a better boat every day and ladies and gentlemen you have one simply incredible sportfishing yacht.

The profile of the Viking 82 is as recognizable at the dock of a yacht club banquet as it is on the 1,000 fathom line. The aggressively raked stem, the gorgeous sheer and the symphony of soft, seamless curves are a true feast for the eyes. But the subtleties are abundant and equally exquisite. The foredeck, for example, is flush with a gentle crown, which quietly hints at the substantial headroom below in each of the four staterooms. Freeboard forward is nearly nine feet, yet a modest three feet in the cockpit, which makes it safe and effortless for the crew to release billfish unharmed. With a maximum beam of more than 21 feet, a lesser design would look chunky and clunky, but the Viking 82 wears its measurements like a runway model. This is one stunningly beautiful yacht.

The substantial beam allows a salon of epic proportions with hand-finished teak joinery throughout. Entered through an electric sliding door, the L-shaped sofa with stowage below provides an

excellent vantage to relax and enjoy the entertainment on the screen of the 52-inch plasma television, which rises from cabinetry on the starboard side. A dinette to port and bar stools at the granite topped galley counter to starboard create a relaxing and practical environment for formal dining, as well as grabbing snacks between marlin strikes. The galley is motor yacht class with gourmet appliances and stowage capabilities to cruise for weeks on end.

A companionway to port leads to four staterooms, plus private crew quarters for two, which also includes a head with shower and access to the engineroom and cockpit.

In the master suite located amidships for maximum comfort and privacy, there is a king-size bed with stowage below, a settee, a dressing table, an entertainment system, a chest of drawers and an oversized fiberglass shower stall in the head. An offset companionway leads to three additional staterooms, each with a private head and shower. Due to the generously sized staterooms, there is flexibility in the sleeping accommodations with both queen and double berth arrangements.

With more than enough tournament trophies to stock a hardware store, the Viking 74 proved beyond any doubt that it could out dance a billfish with pomp and circumstance to spare. And you will find these same elements in the cockpit of the 82 Convertible. Boasting 235 square feet of working space, the cockpit features our signature mezzanine deck beneath the flying bridge overhang for protection against sun and spray. Misters are available to counter tropical heat naturally. It also features built-in under-mount freezers, tackle and gear stowage, along with engineroom access. Insulated fiberglass bait wells, fish wells and stowage wells, all with stainless-steel gas strut supports, are deep and spacious and a transom well can be set up as another live well

or handy fish baling box. A walk-through transom door, port and starboard Glendinning Cablemasters, fresh and raw-water washdown systems, flush rod holders, stainless-steel hardware, side stowage lockers and a salon step box cooler briefly touch on the extensive list of standard equipment.

The open flying bridge features a center helm console with power assisted hydraulic steering and electronic engine controls with trolling valves. Electronics stow neatly beneath clear acrylic panels for all-weather use and dual radio boxes provide additional room. Port and starboard bench seats conceal rod stowage below and built-in freezer and refrigeration space is standard ahead of the helm station. Three Murray Products helm seats with teak ladder backs and stainless-steel hardware and pedestals provide comfort and superb visibility.

THE COCKPIT FEATURES 235 SQUARE FEET OF WORKING SPACE

An air conditioned enclosed bridge will also be available featuring a center helm seat forward flanked by twin leather upholstered companion seats, a raised settee and teak table, wet bar with refrigerator and entertainment system. Access to the bridge is via the cockpit ladder or a spiral staircase from the salon. A control station on the aft deck eases maneuverability backing into a slip or working a fish near the boat.

With its Palm Beach Towers custom tuna tower and magnificent Atlantic Marine Electronics package, the new Viking 82 Convertible will be fully outfitted for tournament fishing and long range cruising.

The Viking 82 Convertible will be powered with MTU Series 2000 diesels affording a cruise speed of 30 knots and a top end in the mid-30 knot range depending upon engine selection, load and sea conditions.

We invite you to contact your Viking dealer for more information on our new flagship. ⚓



The Gift of Life

Viking employees answered the call for help recently. Seventy pints of blood may seem like a lot, but Viking and its staff were up for the challenge. In a single day they donated 69 pints of blood, reaching 99% of their goal. The grade for the day was an A. Thank you to all who took the time to participate. To learn more about the gift of life contact your local Red Cross or go to www.givelife.com.



Community Outreach

Viking Yachts is always happy when it can help out the local school children. Recently they donated to Bass River Elementary School of New Gretna, NJ, 12 new computers (one for every classroom in the school) as well as a laptop and an overhead projector for the community library.



Mammo Van Visits Viking



For the 8th year in a row, Viking Yacht Company welcomed AtlantiCare Regional Medical Center's Mammography Unit to the plant. Completely self-contained, the custom built 36 foot van can go almost anywhere. It houses the latest equipment and is staffed by registered technologists. All films are read by a board-certified radiologist. Viking is pleased that approximately 75 employees take advantage of this program each October.

Viking Promotes Good Health

New this year was a well-care health program introduced by AtlantiCare/Pfizer Drug. The year-long program had the goal of showing individuals how to achieve a healthy lifestyle. Health professionals gave guidance in areas such as nutrition, exercise and stress management. Tools such as physical exams, blood work, heart rate, body fat and cholesterol were taken regularly and each participant was accessed quarterly. After evaluation and testing, employees were aided in the development of a well-care program designed specifically for them. The results for the year are pending, but congratulations to all 110 employees who signed up for the challenge.



Viking Supports Scouts

Viking Yachts was proud to be a part of the 2nd Annual Jersey Shore Scouting Celebration on October 28, 2006 at the Tuckerton Seaport, Tuckerton, New Jersey. Several hundred Boy Scouts were able to participate in a boat building contest thanks to the donation of 50 boat kits by Viking. The Troops were given the opportunity to build a typical rowing garvey. The garvey, a local design, is about 10 feet and can easily be rowed by one person and can accommodate 2 or 3 boys.



Get Your Viking Gear

Don't forget to check out the latest Viking Wear, including new 2007 merchandise.

Created for our customers who demand nothing less than the best, the sumptuous fabrics, meticulous construction and designer styling will set you apart from the crowd. It is that rare blend of practicality and panache that allows you to look upscale without feeling uptight. Shop online at www.vikingyachts.com or www.vikingsportercruisers.com or by phone 1-800-220-4834. If you would like a Viking Wear flyer, showing all of our merchandise, please email etizol@vikingyachts.com.



viking
yachts



Executive Vice-President Pat Healey



To our Viking Family:

Despite the cold northeast wind storming outside my office window as I write this, I am warmed by the sight of a new Viking 64 Convertible being moved toward our launch well. In a few hours, the start up begins and in a couple of weeks it will head south to be featured in our VIP Miami Boat Show Preview taking place at our service facility in Riviera Beach, Florida, February 2-3, 2007, to which you all are invited.

I am pleased to report that thanks to your loyal support Viking has enjoyed another successful year. At our dealer meeting in June we premiered our new 52 Open and 56 Enclosed Bridge Convertible and followed these new models with the 64 Enclosed Bridge Convertible and the 52 Sport Yacht. In this issue of *Valhalla* you can read about more new models including the 54 Convertible, which will debut in Miami and the 82 Convertible, currently under development.

Our Viking demo fishing team continues to earn top spots in the Winner's Circle at various tournaments. This season we will be running a Viking 64 and a Viking 54 on the winter and spring tournament circuit. Please accept my invitation to come aboard for a tour of these new models. On the subject of tournaments, if you are in the Palm Beach area mid-January, I'd encourage you to participate in the 44th Annual Buccaneer Cup Sailfish Tournament, which runs January 16-20th. This is an all release event and proceeds go the Recreational Fishing Alliance, an organization founded by my uncle Bob Healey to preserve our fishing rights. The event runs concurrently with the 4th Annual Florida Fish for Life tournament, and you can fish in one or both tournaments and help the RFA and raise money for colon cancer research by participating. Log onto to www.palmbeachdoubleshot.com and www.joinrfa.org for more information.

Finally, many of you attending Rendezvous and boat shows have heard us talk about expansion plans at Viking. We continue to break new ground to be more efficient in our goal to "build a better boat everyday." As always, the Viking plant welcomes you to take a tour of our facility and see first hand the dedication of our 1,400 boat builders.

Sincerely,

A handwritten signature of Pat Healey.

Pat Healey



INSIDE THE DOORS OF THE VIKING YACHT SERVICE CENTER

Now in its fifth year, the Viking Yacht Service Center in Riviera Beach, Florida is home to four companies and employs just under 100 people. Located on the Intracoastal Waterway this state-of-the-art facility offers a variety of services.

First there is the Viking Yacht Service Center. Designed solely to cater to Viking owners, this \$8 million investment has allowed us to build a first-class, modern, full-service facility. With 18 deepwater slips, a concrete floating dock, a three-story building with service bays, a 125-foot by 150-foot shed with 50 feet of clearance for tower boats, a 150-ton Travelift and 32 Viking trained technicians, Viking is achieving its goal of providing owners with top quality warranty and excellent repair work in a timely manner.

Next there is Palm Beach Towers, now a major player in the fabrication of custom tuna towers and specialty parts for sportfishing convertibles. General Manager Drew McDowell and his staff focus on forward thinking in both design and execution while using state-of-the-art technology. At PBT each tuna tower represents hundreds of hours of work, from conception and CAD design, to the meticulous fabrication and welding. The goal is to improve and fine tune every project that comes through its doors. With proven quality and on time delivery, PBT now has a loyal following that is getting stronger every year.

Third we have Atlantic Marine Electronics, Viking's solution for making our boats even better. Working closely with Viking gives AME the ability to design elaborate electronic systems for Viking Yachts and Viking Sport Cruisers. Today, it is common for a Viking to have an \$80,000 electronic arsenal with everything from thermal imaging cameras, to black-box radars to satellite television and communications systems, and even the latest rage, underwater lights. AME offers quality and expertise from a talented staff. They are always ready to discuss your electronic desires and would be happy to create a package crafted specifically for your boating needs.

Lastly, the Viking Sport Cruisers sales facility, run by James Nobel, is also located at Viking Yacht Service Center. This sales and dealer support facility is an inviting setting in which to see, inspect and sea trial Viking Sport Cruisers year round. In addition, Viking Custom has a presence as Viking expands into the mega – yacht arena. Display models will be on a rotating basis so contact your dealer for availability, or give James a call at 561-840-1940. ⚓



VIKING SPORT CRUISERS CELEBRATES 12 YEARS IN 2007.

It is hard to believe that by the time you receive this issue of *Valhalla*, Viking Sport Cruisers will be in its 12th year of our unique relationship with Princess Yachts International of Plymouth, England. We began with our first model in 1995. At that time, the Viking Sport Cruisers 45 was essentially a modified Princess. Over the ensuing 12 years, however, the common goal of this partnership to deliver the best combination of performance, quality and luxury in a class of performance cruising yachts designed around the needs of the American market has driven our product line to constant evolution. The result of this evolution is evident in each new Viking Sport Cruisers model that begins from a clean sheet of paper and is designed from the start to Viking standards for maximum serviceability and ownership comfort in the American market.

Today, we are proud of the fact that Viking Sport Cruisers represent the only European built yachts where every model produced meets the demanding criteria required for United States National Marine Manufacturers Association (NMMA) yacht certification. To achieve NMMA certification, each Viking Sport Cruiser undergoes a stringent inspection of some of the yacht's most critical systems, such as electrical, fuel, mechanical and safety systems. Each model must also comply with United States Coast Guard regulations and meet construction standards set forth by the American Boat and Yacht Council (ABYC). While many European yachts are built to meet various European standards, such as RINA, this does not equate to compliance with the critical requirements established by the NMMA for yachts built for use in the United States.

After 12 years, our focus each day remains firmly founded in our commitment to our customers and the quality of their ownership experience. This distinctive philosophy that drives our company and the dedication our outstanding employees have to delivering a quality product have, without a doubt, been the key to our success. As a result, we have experienced one of the highest levels of repeat business found in any area of commerce, let alone the marine industry, with customer loyalty built on a solid foundation of mutual trust and understanding. Our aim is to maintain this relationship with each and every customer and further our understanding of their needs to continue to raise the standard of service in every aspect of our business in the future.

In this outstanding issue of *Valhalla* you will find details of some of the exciting developments ahead for Viking Sport Cruisers. Highlights of the 2007 model year include the launch of the new flagship 95 Motor Yacht, as well as the debut of the exciting V53 Express Yacht and revolutionary 54 Flybridge Yacht. With one of the youngest fleets in our class, Viking Sport Cruisers works to introduce new models yearly to ensure constant development to take advantage of the newest advances in the industry. This continuous engineering focus and product development ensures that the latest technology available is integrated into new models and across the range. In addition, leading edge build techniques and component manufacturing are employed to improve product consistency, safety and reliability, while a strong focus remains on maintaining the unmatched performance, efficiency and timeless design for which Viking Sport Cruisers have come to be known. Ultimately, however, as our product line grows with our customer's needs, one thing that remains consistent is the level of attention to detail and commitment to quality that goes into each model produced, from our smallest 50 Flybridge Yacht to our flagship 95 Motor Yacht.

To those considering joining the Viking Sport Cruisers family, I sincerely hope the articles and information in this issue will help you become more familiar with the virtues and advantages of owning and enjoying a Viking. Beyond the pages of this publication, we invite you to experience the Viking Sport Cruisers Difference first-hand at boat shows around the country, at one of our dealer sales offices in the United States, Puerto Rico, the Netherlands Antilles, Barbados and Mexico, or by visiting us at our sales and service centers in Riviera Beach, Florida, and New Gretna, New Jersey. We look forward to meeting you and introducing you to our fantastic product line.

For our Viking Sport Cruisers owners, both past and present, my message is simple – thank you for placing your confidence in Viking Sport Cruisers and the service we provide to support your ownership experience. We appreciate your continued support and value you as members of our Viking family.

I hope you enjoy reading this edition of *Valhalla* and look forward to seeing you on the water!

Sincerely,

Tom Carroll, Sr.
President & CEO





BUILDING A FLAGSHIP

VIKING SPORT CRUISERS 95 MOTOR YACHT

As the largest Viking Sport Cruisers project to date, development continues on the magnificent new 95 Motor Yacht. Like all new models introduced as a result of the 12 year partnership between Viking and Princess Yachts International, collaboration on this new design began in the product concept. Over the past year, continuous dialogue has passed between engineers and designers at Princess and the team at Viking Sport Cruisers to ensure that input received from owners, dealers and potential customers is incorporated into optimizing design, layout and functionality for the American market.



THE GOAL IS TO ACHIEVE A BALANCE BETWEEN MAXIMIZED VOLUME WHILE MAINTAINING PERFORMANCE PARAMETERS.

Featuring a molded overall length of 94 feet 1 inch, a waterline length of 74 feet 2 inches, and a 23 feet 1 inch beam, the 95 Motor Yacht has truly spacious accommodations. The latest modified deep V hull is combined with engine choices in the range of 1800-2400 horsepower to give outstanding performance and a genuine long range cruising capability. Special attention has been paid to noise and vibration control through enhanced engine and machinery space soundproofing and exhaust systems to achieve class leading comfort.

With the exterior styling completed and final touches placed on the hull design to make certain this new flagship continues the performance heritage Viking Sport Cruisers products are known for, work is underway to bring vision to reality. Using a five-axis profiler, not unlike the one used to turn out new Viking Yachts models in New Gretna, to carve plugs for both the hull and superstructure molds were created in-house at the Princess facility in Plymouth, England. One look at the finished molds and you'll recognize the series of compound curves and crisp shapes made possible by the precision of the five-axis profiler. The end result is a look that reflects the same timeless styling inherent in the entire Viking Sport Cruisers product line, with an emphasis on long, flowing lines that maximize window space for abundant natural lighting for interior spaces. The job of the five-axis profiler does not stop at creating the plugs for the hull and superstructure molds, however. The same process will be repeated for each of the major fiberglass components aboard, including the tooling for the integrated hardtop option, ensuring the best possible finish is achieved for each molded component.

Though exterior styling is certainly important, it is in perfecting the layout that arguably the most time has been invested in the early stages. The expansive flybridge area has been designed not only to accommodate tender, waverunner and liferaft storage, but also features abundant seating and sunning space with enough room left over for a sizeable bar area. The aft deck is equipped for relaxing dockside with a large seating area with table and chairs and ample room to accommodate an optional bar. Stepping into the salon, the emphasis is on creating an open feel with a residential-style seating area in the salon with and a well equipped entertainment center to starboard. The transverse dining table accommodates eight guests comfortably, with storage for china and serving pieces in the surrounding cabinetry. The forward area of the main deck is dedicated to creating a social galley featuring household-sized appliances and a raised dinette for panoramic views that will provide the perfect setting to take in the sunrise over a cup of coffee. Unique to a yacht this size, designers have managed to maintain visibility aft through the salon from the pilothouse area. A day head on the main deck is convenient not only to the pilot house and galley areas, but to the salon and dining room as well.

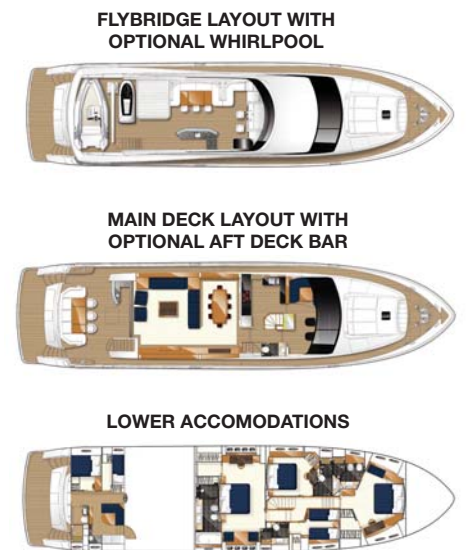
THE EXPANSIVE FLYBRIDGE AREA HAS BEEN DESIGNED NOT ONLY TO ACCOMMODATE TENDER, WAVE-RUNNER AND LIFERAFT STORAGE, BUT ALSO FEATURES ABUNDANT SEATING AND SUNNING SPACE WITH ENOUGH ROOM LEFT OVER FOR A SIZEABLE BAR AREA.



As always with the Viking Sport Cruisers product line, the goal is to achieve a balance between maximized volume while maintaining performance parameters. Given the layout of the lower deck of the 95 Motor Yacht, it is clear this balance has been accomplished without sacrifice to the livability of the accommodations for owners, guests and crew. The standard four stateroom layout provides not only a full beam midship master stateroom, but also two further VIP staterooms and a twin bed guest cabin. A five stateroom layout is also available which adds an upper and lower twin berth stateroom just aft of the forward stateroom. Attention is paid in the crew quarters to provide an area for sleeping, in addition to a kitchenette with seating area and entertainment system so that crew members feel well cared for. With either a two or three stateroom crew quarter layout available so as to allow the owner flexibility, the intention is to give the crew a larger living area than is typically found in yachts of this size. Finally, the two laundry centers, one forward and one in the crew area, help maintain privacy for owners and guests.

Once interior layout drawings were finalized, construction began on a full scale mock up of both the main and lower decks. By creating a life-size version of the yacht's interior, designers can ensure that the space is laid out in scale as well as it appears to be on paper. Furniture design is checked for utmost comfort and livability. Storage spaces are modified to take full advantage of available space and maximize practicality. Ergonomics of areas such as the pilot house helm, galley and staterooms are studied and fine tuned so that the end result is a comfortable and user-friendly environment. Lastly, interior designers use the mock up to begin to pull together even the smallest of styling details. Decisions are made as to which surfaces should be accented with leather and other textured materials, where to introduce softer surfaces against the rich cherry joinery to create a warm interior feel, and, of course, pulling all these details together to achieve the overall goal of blending luxury with livability and style.

As you read this, the first 95 Motor Yacht is under construction for a European customer with a scheduled launch in late 2007. Work is continuing to further develop the specification and details on this outstanding new flagship for Viking Sport Cruisers and we encourage you to contact us to answer any questions you may have. ⚓



95 MOTOR YACHT	SPECS
LOA (excl. pulpit) 94 ft. 1 in.	28.96 m
BEAM 23 ft. 1 in.	7.04 m
DRAFT 5 ft. 10 in.	1.78 m
DISPLACEMENT (approx) 197,000 lbs.	89,355 kg
FUEL 2,850 gals.	10,800 l
WATER 425 gals.	1,600 l



**Incredible, ultimate,
fast, remarkable,
spectacular, tenacious,
dazzling, fabulous,
awesome, gorgeous.**

You'll be out of bait before you run out of words to describe the amazing Viking 64 Convertible.

Experience incomparable fishability and breathtaking performance in a sensational new design. Also available with an Enclosed Bridge.

Enjoy the Seas!



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MILL WORK DAYS

When you board a Viking for the first time one feature that instantly catches the eye is the exquisite woodwork found throughout the boat. Ever thought about how it gets done? Meet Frank Uhl and Pat Rush. Their departments literally touch every piece of wood on every yacht that leaves the Viking facility. Frank Uhl, Supervisor of the Jointer Shop and Sub Assembly departments, and Pat Rush Supervisor of the Mill, recently sat down for a Q/A session about their departments and their role in the construction process.



Q. What does a typical day for you encompass as you run your departments?

Frank. My morning begins around 5:30 a.m. when I arrive at the office and check email to review issues from the previous day. After replying to emails, I go over a list of items that need to be accomplished for the day. I make sure all projects are assigned and on schedule. I would definitely say that a majority of the day is spent keeping the lines of communication open to both my foremen, because I rely heavily on them to keep the projects rolling and reporting to me with issues that may arise. My responsibilities also include reviewing punchlists between stages with the ultimate goal of having no items on the punchlists. No items on a punchlist means we have no outstanding issues for a particular project. Spending time walking the production floor is very valuable because it allows me to stay in touch with my workers answering questions and overseeing the work that is performed daily. My day typically ends around 5:15 p.m. once my work load for the day is complete.

Q. What are examples of new manufacturing techniques or equipment that have made daily operation within the Mill more effective?

Pat. I would have to say the biggest factor that has helped the Mill become more efficient during my tenure has been the use of some of the machinery found on the shop floor. For example, within the Mill we operate a molding machine called the Wadkin Moulder, which carves raw wood into a variety of detailed trim and molding pieces found throughout the yachts. This machine performs the work of three people working by hand while also eliminating human variation typically found from piece to piece. Another example that immediately comes to mind is the addition of our third CNC (computer numerically controlled) router that can process 150 sheets of plywood a day and is used in a variety of applications ranging from stringers to cabinets. This machine operates based on instructions from a CAD software package, and once the machine is fed the information, it begins making the surgically precise cuts. This technology allows us to build more intricate designs with much better accuracy and with far less waste.

Q. What is your favorite aspect of working within this department?

F. The aspect I enjoy the most about the job is the craftsmanship of the work performed within my departments. Approximately 95% of the cabinetry found on every Viking is built in my departments. We take a lot of pride in our work. There is a satisfaction you feel when you look at a finished yacht or a highly detailed finished piece and you can say that you had a hand in building that. This work and our success would not be possible without the hard work and dedication of the most talented and dedicated people in the industry.

Q. What has been the single biggest change within the Mill since the first day you started?

F. I would have to go back to the technology. When I first started 27 years ago most of the build processes were performed by hand and it was tedious and time consuming work. The addition of the computerized equipment allows us to bring more detailed and complex components to the production lines for assembly in a fraction of the time. With the growing number of sophisticated layouts and designs, I don't know how it would be possible to keep up with the growing demand without this technology.

SQUARE FOOTAGE OF THE MILL INCLUDING MEZZANINE: 52,500 SQ. FT.



NUMBER OF EMPLOYEES:
22 JOINTER SHOP
40 SUB ASSEMBLY
88 MILL

Q. What are some of the biggest challenges your department faces?

P. Without a doubt some of the most interesting and challenging aspects of the department are the custom work and alterations that occur from model to model. As the Viking product line grows and changes, so does the variety of layouts and custom items on the yachts. We are always looking for new ways to accommodate our customers and personalize the boats to fit their needs, while at the same time staying on schedule. It's simple, if we fall behind on one boat all the others that follow will fall off the pace, and this is something we obviously need to avoid. Another challenge that we face as we continue to expand is finding and training new qualified employees. We typically find experienced and qualified people who have performed similar jobs with other companies, but these new employees still need to be trained in the Viking way of building yachts.



PERCENTAGE OF FEMALE EMPLOYEES IN WOOD WORKING DEPARTMENTS: 27%



NUMBER OF YACHTS THE MILL IS WORKING ON AT ANY GIVEN TIME: 36



Q. What new opportunities do you see for the future within your departments?

F. The biggest opportunity that I can see down the road for the Jointer Shop and the Sub Assembly departments is the completion of the planned addition connecting Buildings 1 and 2. The addition will allow us to move certain components closer to the actual point of assembly, as well as free up valuable space in some of our more congested areas. It will allow us to reconfigure work and equipment areas making us more efficient.

P. I would have to agree with Frank, the addition will have a huge impact on our day to day activities as well, and will make available the necessary space for future growth within the department if needed. I believe technology will also be key in the Mill's future. We currently have five CNC operated machines in use in the Mill, and I see the trend continuing as new technology and processes are discovered and or evolve.

PAT RUSH (LEFT) AND FRANK UHL (RIGHT) EXAMINE A HANGING LOCKER ON THE MILL FLOOR.





Slip away from everyday

VIKING SPORT CRUISERS 54 FLYBRIDGE YACHT

For those seeking exhilarating performance, five-star elegance, and spacious accommodations in a family-sized go-anywhere package, the search ends at the Viking Sport Cruisers 54 Flybridge Yacht. Whether relaxing in the expansive salon and dining area, taking in endless seaside views from the full beam midship master stateroom, or exploring the coastline, your cruising options are limitless aboard this exciting new addition to the Viking Sport Cruisers class of cruising yachts designed to help you make the most out of your time on the water with unparalleled commitment to customer support and satisfaction.



VIKING SPORT CRUISERS
Route 9, "On the Bass River", New Gretna, NJ 08224, USA
Phone: 609-296-6000 • Fax: 609-296-7139
16th Street & The Intracoastal Waterway • Riviera Beach, FL 33404
Phone: 561-840-1940 • Fax: 561-840-1920
www.vikingsportcruisers.com



YOU HAVE A DATE!

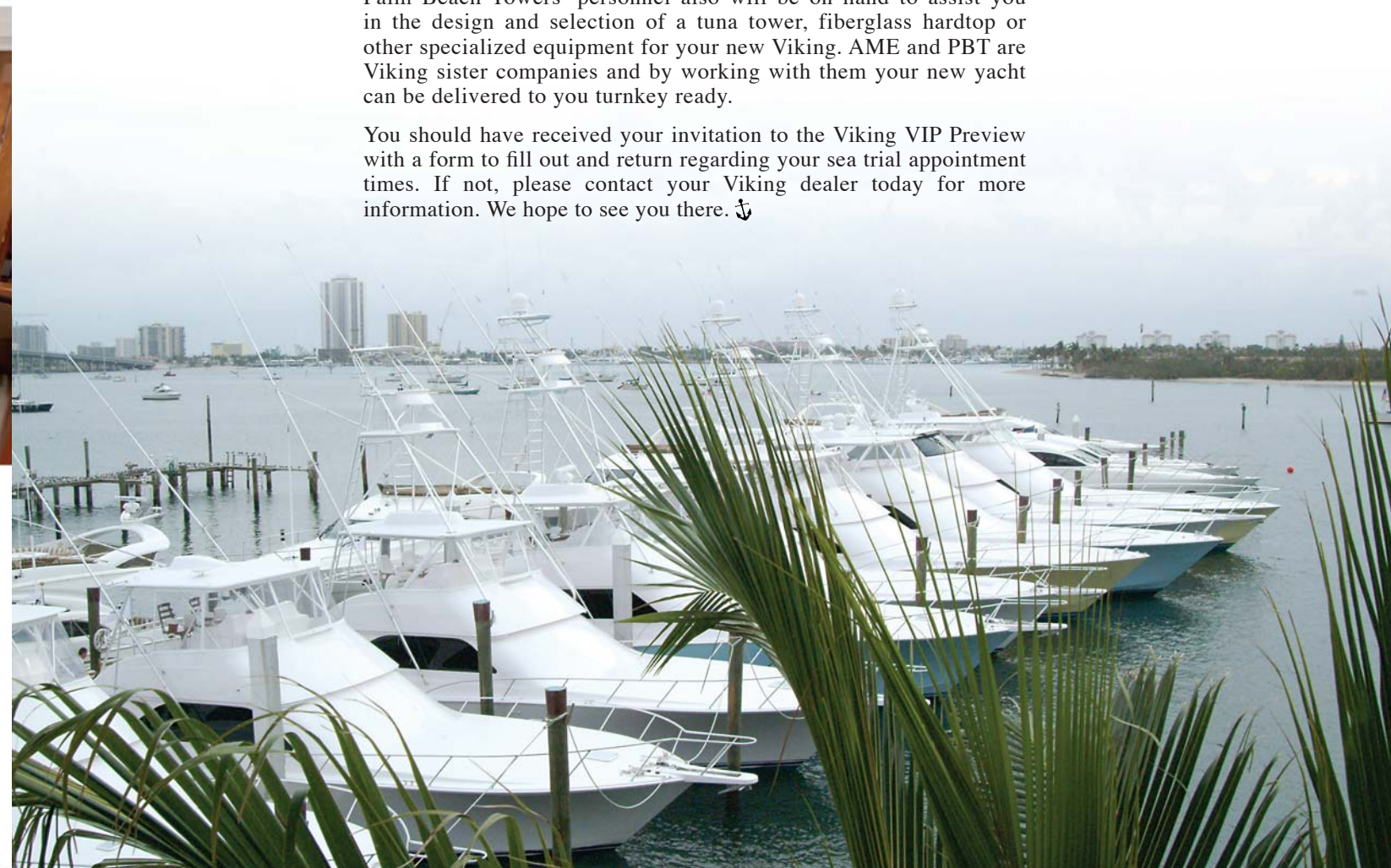
Mark your calendars now. On February 2-3, 2007, Viking will host its 11th Annual VIP Miami Boat Show Preview at the Viking Yacht Service Center South in Riviera Beach, Florida, and you are invited!

This invite-only event has become a special celebration for Viking owners and their guests, as it provides a spectacular showcase of every Viking Yacht and Viking Sport Cruiser model in a sunny, tropical location. In addition, the Preview often provides an opportunity to take a first look at exciting new introductions. This year, for instance, Viking Yacht will premiere its new 54 Convertible at the event.

If you were unable to attend the Ft. Lauderdale Boat Show in October, you missed the unveiling of the new Viking 52 Sport Yacht, the 52 Open, the 56 Enclosed Bridge Convertible, the Viking Sport Cruisers V53 and the 54 Flybridge. These new models will again be prominently displayed during the VIP Preview.

All told, a total of 26 new Vikings are scheduled to be on hand and most will be available for ocean sea trials on an appointment basis. Our facility is located just minutes from the Palm Beach Inlet so you will have ample time to ride aboard the model of your choice in real world conditions. Between sea trials, you can spend some quality time speaking with a number of Viking vendors who will be on hand to discuss insurance and financing, propellers, engine selections, interior decorating, accessory equipment and more. Representatives from Atlantic Marine Electronics will be available to explain the newest trends in navigation and entertainment gear. Palm Beach Towers' personnel also will be on hand to assist you in the design and selection of a tuna tower, fiberglass hardtop or other specialized equipment for your new Viking. AME and PBT are Viking sister companies and by working with them your new yacht can be delivered to you turnkey ready.

You should have received your invitation to the Viking VIP Preview with a form to fill out and return regarding your sea trial appointment times. If not, please contact your Viking dealer today for more information. We hope to see you there. ⚓



FOREIGN AFFAIR

The Viking Yacht Company is fully committed to building the best yachts, not just in the United States, but in the world. As a part of the Viking team, Steve Boerema's mission is to grow and strengthen Viking Yacht's International Dealer Network throughout the world. Currently, Viking is represented in Australia, Dubai, Japan, Panama, Spain and Venezuela. Steve is aggressively working on expanding into additional international markets. Peter Frederiksen recently sat down with Steve to gain more insight into Viking's international program.

Why is the international market important for the Viking Yacht Company?

Domestically, Viking is considered the finest yacht on the water. As the international appetite for high end yachts has greatly increased in recent years, we are now positioned to spread our reputation worldwide.

What does Steve Boerema bring to the table?

I have more than 14 years experience in international and domestic retail and wholesale marine sales. Specifically, I have been working with the wholesale sportfishing industry internationally for the past eight years. Through years of extensive world wide travel, I have acquired vast knowledge of the global yachting industry.

What makes the international market different?

The international market is emerging and has the potential for extensive development for Viking. Right now, there are highly evolved markets such as Australia and world class fishing destinations such as Panama and Venezuela. Viking has developed a strong foundation in these regions and will continue to expand. There are also newer markets emerging which have huge potential in the Middle East, Asia and Africa.

What is the current status of the International Dealer Network?

Australia: Euroyachts currently has a 48 C and 56 C in stock. The 48 C was introduced at the 2006 Sydney International Boat Show. The 56 C fished this season's tournaments which included the Cairns Black Marlin 40th Anniversary Tournament and the 20th Annual Lizard Island Tournament. Euroyachts also delivered a 64 C to Veem Propeller Company in Perth. This boat will be making waves at the Australian west coast boat shows and featured in Australian boating publications.

Dubai: We are proud to announce that the Ilyas & Mustafa Galadari Group has become the official dealer in the Gulf region. The company will be run by Mr. Ali Al Jafla and his staff. They ordered a 48 C and a 64 EB, both of

which will be displayed at the 2007 Dubai International Boat Show. Ali is an industry veteran with a passion for sportfishing.

Japan: We are proud to announce that we have signed an agreement with Yamaha Boating Systems Co., Ltd. and have renewed our commitment to work together. YBS will stock and display two new Viking models. We look forward to the opportunity of penetrating and strengthening the Japanese market together with YBS.

Panama: Viking has a long relationship with Robert Novey of Novey Marine, Inc. This summer Robert delivered a 48 C, ordered a 52 C for stock and has retail orders in production for a 48 C and a 68 C. With the popularity of Panama and Central America as a global fishing destination, we are confident that Robert's business with Viking will continue to grow.

Spain: Our dealer, Millenium Marine, in Barcelona displayed their stock 48 C at the 2006 Barcelona International Boat Show. MM is in the process of building a 45 O, 64 C and 74 EB for clients. We are thrilled with their level of retail activity.

Venezuela and the Netherland Antilles: Vladimir Ludovic of Artemisa Yachts delivered a 56 EB and a 52 C this past fall with a 68 C scheduled to deliver summer 2007. Venezuela is re-emerging as a growing market and we are working with Vladimir to take advantage of today's opportunity there.

How does Viking bring the uniqueness of our product to the international markets?

In order to bring our product to the world market we have to be sensitive to the uniqueness of foreign clients' requirements. Viking's engineering department has displayed their willingness to step up to the challenge. When a Viking Yacht leaves our facility for export, each yacht is turn key ready for delivery to its new owner. For example, to ensure that the ship's electrical structure meets the requirements of our European and Middle Eastern clients, we have installed the appropriate 220 volt, 50 amp electrical system.

Upon production completion, each boat is launched at our onsite full marina facility and Viking's Quality Control and Delivery Department, headed by Mike Samuels, thoroughly inspects each boat and confirms that all systems are functioning 100%. In addition, Viking's production team sea trials each boat with the engine manufacturer. Mike also runs Viking's Customer Service Department so he is involved daily with the QC and delivery process. By running both of these departments, it ensures that Mike and his staff are able to resolve any issues that could occur before and during the delivery of each boat. Once the boat is in its new home, Viking's Customer Service Department is proactive in resolving any issues with the dealer.

On occasion, our international clients choose to take delivery of their new Viking from the factory and obtain a cruising permit which allows them to use their yacht in U.S. waters for a short period of time before shipping it to its home port. Upon completing their cruise, we offer to have any service or warranty work done either in New Jersey at the Viking Yachting Center or in Florida at the Viking Yacht Service Center. This further ensures that when their boat arrives at the final destination it will be ready for use.

We are making every possible attempt to meet the individual demands of our international clientele and are confident that we will stand alone as the top U.S. manufacturer of yachts in the foreign market place. ⚓



TO ENSURE THAT THE SHIP'S ELECTRICAL STRUCTURE MEETS THE REQUIREMENTS OF OUR EUROPEAN AND MIDDLE EASTERN CLIENTS, WE HAVE INSTALLED THE APPROPRIATE 220 VOLT, 50 AMP ELECTRICAL SYSTEM.



VIKING 54 CONVERTIBLE

Intelligent styling and masterful design merge in the incomparable Viking Tradition.

Viking's all-star design and engineering teams have once again raised the bar with an exciting new model sure to be the most talked about introduction at the Miami International Boat Show in February. With breathtaking lines and stellar performance from powerful common-rail MAN diesels, the new Viking 54 Convertible proudly carries the company banner to "build a better boat everyday" to even loftier heights.

Viking has scored more home runs in the 50 to 74 foot class than any other manufacturer and the cutting edge 54 Convertible has grand slam written all over it.

Like all Vikings, this boat started with a clean sheet of paper and a host of smart ideas garnered from sales and customer input, as well as from thousands of hours racked up by our Viking demo teams on the tournament trail.

STYLE MAVEN

The 54 Convertible is beautifully proportioned. Like all new Viking designs, it features a consortium of elements that give it both a fresh new face with a familiar eye-pleasing look that is germane to its stable mates. The stem has an aggressive rake to cut through head seas effortlessly. At almost 18 feet, the beam allows for a massive

foredeck to create ample room to mount a dinghy or flats skiff on the bow, while providing amazing accommodations below in the three staterooms and two heads. The house rises smoothly from the deck like an ice sculpture and pertinent details abound, like the engineroom vents, which casually mirror the salon windows. Overall, the 54's profile is nothing less than stunning.

Below the surface, it is all about form following function. Propeller pockets reduce the draft and create efficiencies by lowering the prop shaft angle for better engine response. An underwater exhaust system keeps the cockpit clear of fumes, the transom free of diesel dust and helps deliver quiet power from idle to full throttle loads. Transom deadrise is 15-degrees, which provides a superb combination of sea keeping characteristics with an easy to plane hull. The hull skin features a blister resistant modified epoxy resin for long-term durability in the marine environment.

TOURNAMENT CLASS

At the 2005 and 2006 Miami International Boat Show, Viking and its dealers were awarded the World Billfish Series' President's Cup. This honor acknowledges that more winning teams on the WBS worldwide tournament circuit fish aboard Vikings than any other boat manufacturer. This clearly says a lot about the confidence

VIKING AND
ITS DEALERS
WERE AWARDED
THE WORLD
BILLFISH
SERIES'
PRESIDENT'S
CUP.

owners have in their Vikings. Even more, it indicates just how thorough and committed Viking is at building tournament winners.

To be sure, the new Viking 54 is in excellent company and comes to the offshore fishing wars with the ammunition to earn a place at the Winner's Circle. The 160 square foot cockpit is all about winning efficiently. Molded non-slip on the cockpit sole assures grippy footing even when wet and large scuppers drain water quickly. A walk-through transom door with a lift gate takes the work out of boating trophy fish. But when you are in release mode, the three-foot reach to the waterline means you can turn a billfish loose in a heartbeat and get a fresh bait back out seconds later. Stand-up anglers and crew will appreciate the rounded cockpit coamings when tangling with stubborn fish. Flush rod holders, recessed stainless-steel hawse pipes and cleats keep the cockpit clear for action. Simply put, if you lose a fish aboard this ride, it will not be the boat's fault.

A mounting plate laminated into the sole will anchor the mightiest fighting chair. Hatches to the lazarette and to the insulated fish and stowage wells are finished on both sides and supported with stainless-steel gas struts. Locking hatch pulls and heavy-walled gaskets seal out spray and wash down water.

Next to the fighting chair, the observation mezzanine pioneered by Viking offers the second best seat in the cockpit. The flying bridge overhang provides sun and spray protection and the cushioned seats are comfortable for watching baits and waiting out the fish. Beneath the seats there is tackle and gear stowage, a bait freezer and engineroom access. An anodized aluminum ladder with non-slip treads provides secure, fleet egress to the bridge. Nearby in the salon step, an insulated drink box means no one goes thirsty and no one needs to miss any of the action in the cockpit.

COMMAND BRIDGE

Displacing over 37 tons, the 54 Convertible will never win a weight savings competition with some backyard built day boat. But when you are fishing 100 miles offshore and the wind starts to blow hard enough to fling the tops of the waves over the bridge enclosure, you can look at your watch and assure the crew they will not be late for dinner or miss the kids' soccer game. The minute you get behind the helm you can feel the weight as it crushes through head seas like you are stepping on grapes.

Electronic engine controls in the custom helm pod deliver hair-trigger response and the power-assisted hydraulic steering matched to stainless-steel high-performance rudders assures uncanny maneuverability to outdance a tailwalking sail or make a giant bluefin see a boat keel for the first time in its life.

The centerline helm provides wonderful sightlines for fishing, reading skinny Bahama waters or backing into a tight slip at a crowded marina on a busy New Jersey summer weekend. Electronics stow safely beneath clear acrylic panels in raised fiberglass pods, so navigation information is available in any weather condition. This smart design also provides a sizeable compartment underneath the helm and makes servicing the electronics practically a day at the beach. A Moritz safety monitoring system tracks critical engine and ship status with audible and visual alarms. Twin Murray Products teak ladder back helm seats supply ample comfort for the long rides and guests will enjoy the forward and port lounges with stowage below for rods and other tackle. There is room for a chill box to refresh the crew without leaving the bridge and a port jump seat is prime location for spotting tailers in the wake. Specify Viking's sister companies, Atlantic Marine Electronics and Palm Beach Towers for your equipment rigging needs and your new Viking can be delivered turnkey ready.

COASTAL LIVING

A molded fiberglass sliding door leads to the spacious salon. Immediately inside the doorway to port is an eye level electrical distribution panel for ease of operation. Teak joinery fills the area with richness and detail. Air conditioning flows quietly from the valances for comfortable cooling and thorough distribution. An L-shaped lounge to starboard features stowage below, while a hi-lo teak cocktail table adds versatility. Above the dinette, a 42-inch flat screen television with surround sound is ideally situated to be viewed throughout the salon.

The galley is U-shaped for maximum efficiency and features Corian countertops, under-counter Sub-Zero refrigeration, a microwave/convection oven, an electric cooktop, in-sink garbage disposal, a water tank gauge, Amtico vinyl flooring, an electrical sub panel and loads of stowage space for dinner and cookware, groceries and supplies. To complement the starboard dinette, a pair of bar stools with upholstered backs are included by the aft galley counter.



COMFORT ZONE

The three-stateroom two-head layout includes a master suite to port with a walk-around queen berth flanked with teak night stands and a credenza to port. A 20-inch flat screen television is mounted above a second credenza. A generously proportioned maple-lined hanging locker accommodates a sizeable wardrobe.

The forward stateroom comes standard with a queen berth, but also is available with upper and lower berths. Both plans offer plenty of stowage and hanging locker capacity. The starboard stateroom has upper and lower crisscross berths along with a good amount of locker space. Each of the three staterooms is fully carpeted, has stereo controls and speakers, overhead Halogen and rope lighting throughout.

The heads feature Amtico vinyl flooring, one-piece fiberglass shower stalls, medicine cabinets with mirror doors, exhaust fans, air conditioning and electric MSD with holding tank and overboard discharge capabilities.

ENGINEERED TO LIVE LARGE IN THE WILD

No other boat builder invests as much as Viking in research and design. For proof, start with our new \$1 million five-axis profiler, the largest of its type in the marine industry, which was used to produce numerous mold parts incorporated into the manufacturing of the yacht.

The engineroom features Viking's leading edge powder-coated web-frame structural steel engine beds. These are mounted to dedicated transversals for vibration free engine and drive-train alignment. With standard power, the Viking 54 Convertible will have a cruise speed of 31 knots and with optional power will top out at speeds approaching 40 knots depending upon load, sea state and boat condition.

Standard fuel capacity is 1,445 gallons in Viking made fiberglass tanks, which are designed to mirror the hull bottom to provide maximum draw. Additionally, the tanks, (including water and waste) are then fiberglassed into place adding to the strength and structure of the hull. Fuel capacity can be increased to 1,745 gallons for additional range.

For stability and sea keeping ability, the running surface features a convex deadrise shape matched to an aggressive entry with sharpened waterline sections. The convex deadrise adds curvature and form to the hull bottom, which increases the lifting motion in a seaway. Upon re-entry, the hull meets the water softly to enhance the ride and overall comfort.

The hull is cored with end-grain balsa and the bottom is vacuumed-bagged to hand-laid fiberglass laminates. Through-hull areas including struts, shaft logs and water intakes penetrate solid fiberglass. All overboard discharge through-hull fittings are manufactured of fiberglass to eliminate corrosion potential.

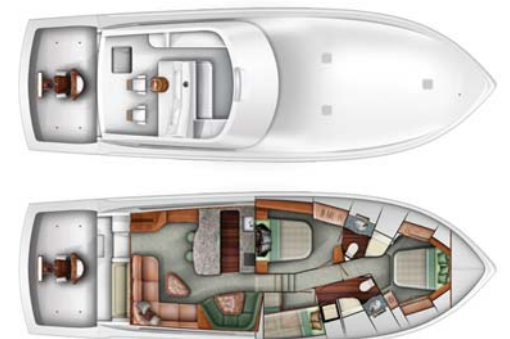
THE VIKING DIFFERENCE

Family owned and operated for 42 years, Viking is unique in the marine industry. Vertically integrated, virtually 90 percent of a Viking is manufactured in-house. Viking even designs and builds its own molds. Debt free, we only answer to ourselves and are able to deliver what is arguably the best riding, best performing convertible yacht in the world. But even that is not enough for us. Viking also is the only manufacturer with a full-service satellite facility in Southern Florida staffed by Viking trained technicians solely for the convenience of Viking owners.

We cordially invite you to contact your Viking dealer to arrange a sea trial aboard the new 54 Convertible and to take a tour of our 600,000 square foot state-of-the-art facility on the Bass River in New Gretna, New Jersey, just 30 minutes from Atlantic City. 📍



THE HULL IS CORED WITH END-GRAIN Balsa AND THE BOTTOM IS VACUUMED-BAGGED TO HAND-LAID FIBERGLASS LAMINATES.



54 CONVERTIBLE	SPECS
LOA 54 ft. 8 in.	16.67 m
LOA (inc. pulpit) 58 ft. 10 in.	17.93 m
BEAM 17 ft. 9 in.	5.41 m
DEADRISE (at transom) 15 degrees	
DRAFT 5 ft. 1 in.	1.55 m
GROSS WEIGHT (approx) 73,100 lbs.	33,187 kg
FUEL 1,445 gals.	5,470 l
WATER 225 gals.	852 l
COCKPIT AREA 160 sq. ft.	



MADE FOR AMERICA: VIKING CUSTOM YACHTS BY SANLORENZO 108

The Viking Custom Yachts Sanlorenzo 108 is set for debut at the 2007 Miami Yacht and Brokerage Show on Collins Avenue.

Each Sanlorenzo has a story to tell. As truly custom yachts designed to echo the style and tastes of those who commission them, this story is often a reflection of each yacht's owner. Yet, the story behind the first Viking Custom Yachts Sanlorenzo 108 lies in the people and process involved in creating this stunning representation of the synthesis of Italian craftsmanship and style with American engineering and design influence.

The goal in designing a layout for this yacht was to create a "seaside estate" that was just as suited for lavish receptions as it was for weekend family gatherings. Much time was spent thinking about not only how a yacht of this size would be used, but also how people typically use their homes. Many layout possibilities were discussed. There is, of course, a growing trend toward master staterooms on the main deck overlooking the bow and this was certainly one option considered. Another option was to stay with the popular "country kitchen" layout, where the galley is less formal and becomes a primary living space. While the main deck master stateroom layout developed for the 108 is spectacular, for this first yacht the team at Viking Custom Yachts decided, in recognition of the tendency for the kitchen to be the heart of a home, to go with what is perhaps best deemed an evolution of the "country kitchen." Of equal importance was to maintain

the comfort of the salon and dining room areas, while creating separate entrances for the master and guest accommodation areas. Space on the exterior deck and flybridge areas is configured with entertaining and relaxation in mind. The expansive flybridge features ample storage for a tender aft. Forward, an integrated hardtop with retractable center opening section offers shade or sun for guests enjoying the hot tub. A large, fully equipped bar with stools is conveniently placed adjacent to the large dining area. Visibility is excellent from the flybridge helm station, with four Stidd helm chairs providing a comfortable perch from which to keep watch on long passages. Outdoor social space on the main deck is both abundant and functional. The large dining table on the aft deck accommodates seated guests or rotates to serve buffet style. In addition, the bow settee provides the ideal for private conversation, dining and soaking up the sun.

Knowing that the key to running a smooth operation on a yacht of this size lies in taking care of the captain and crew, the crew accommodation area was developed to provide not only staterooms, but a dedicated kitchenette and dining area with entertainment system. The aft location is both comfortable and easily accessible to the yacht's machinery and engine room spaces. Areas which, although often not seen, are among the most paramount.



SUSAN WORKED TO
CREATE A SOPHISTICATED
PALETTE IN SOFT AQUA
AND RICH SIENNA TONES.

Apart from developing a new layout, the Viking Custom Yachts team was charged with the important task of ensuring that systems and engineering were designed to provide maximum serviceability and reliability in the American market. Viking Custom Yachts Product Development Director Susan Davids worked hand and hand with engineering personnel at Sanlorenzo, vendors and equipment suppliers at every phase of construction to select systems and components, as well as supervise installations aboard the 108. In addition to Susan's regular presence in the factory, Sanlorenzo appointed Leonardo De Vita to work closely with her to develop the specifications and oversee construction for Viking Custom Yachts. Appliances and entertainment system components were selected and shipped from the United States for installation. Air conditioning, head, fire suppression and electrical systems were chosen based on serviceability in America. Bilges, engine room and machinery spaces were faired and Awlgrip painted to a gleaming white to ensure simplicity of cleaning and maintenance with pumps and other metal components painted to match. Wire and plumbing runs were laid out and labeled for ease of access. A comprehensive electronics and navigation package with computer labeled wiring harnesses was designed by Viking's own Atlantic Marine Electronics, who also provided personnel to supervise and commission the final installation. The coordinated efforts of Susan Davids and the team at Viking Custom Yachts, the engineers and designers at Sanlorenzo and the supportive vendors and component suppliers helped produce a yacht designed with the goal of providing an unsurpassed level of serviceability and reliability to maximize owner comfort.

With the layout, engineering and systems finalized, attention was turned to interior design and décor. For this, Viking Custom Yachts enlisted the help of Susan Kerns, founder of TDI Design, who has worked exclusively with Viking for over 30 years. Working with Sanlorenzo's interior designer Sandro Chiavetta, Susan worked to create a sophisticated palette

in soft aqua and rich sienna tones. According to Susan, the availability of fabrics worldwide will allow Viking Custom Yacht customers to make initial décor selections at the TDI showroom in New Jersey prior to traveling to Sanlorenzo's showroom in Italy to finalize interior finishes. Being a part of the interior design of a Viking Custom Yacht is not simply a matter of fabric, wood and stone selection, however. Susan was intimately involved with furniture design, selection of fixtures, determining which of the limitless choices of wood types and finishes to employ and providing input on the overall layout of each area of the yacht. Much like building a custom home, having an experienced interior designer to work with provides an invaluable source for guidance when creating a yacht that ultimately reflects the style and tastes of the owner.

For the first Viking Custom Yachts Sanlorenzo 108, Susan's fabric and stone selections represent some of the finest materials available in the yachting world today. The spacious salon features a dramatic dark rainforest marble bar. Luxurious Italian sable leather and a Wenge custom coffee table are showcased against a seafoam carpet and mahogany walls with rich red undertones. Sheer roman shades in celadon are layered over electric window shades. The adjacent dining room features a travertine floor with a custom table that seats eight.

Much of the forward portion of the main deck has been dedicated to what has become known as the kitchen/leisure room area. Before entering the social-minded galley, however, a convenient and elegant day head offers an above counter glass sink in celadon. In the galley, large state-of-the-art, residential-sized appliances in gleaming stainless steel provide the tools to please even the most scrutinizing of chefs with



an abundance of refrigerated storage. A central island with a top sculpted in rainforest marble is sure to be the popular gathering place, while the raised dinette forward provides endless views through the surrounding windows or of the 45-inch LCD TV that is visible from everywhere in the room. Countertops in Zimbabwe marble set off the rich tones of the custom mahogany cabinetry. To starboard lies the laundry center, one of three aboard, and a dedicated pantry area. To port, a stairway leads to the pilot house, where a skylight with an etched design allows light to stream all the way down the private master stair to a landing accented in rich marble inlays.

Elegance is the hallmark of the master stateroom décor. A cream carpet and king size bed in teal and bronze are complemented by a seating area with two lounge chairs and an Afyon marble table. Three large portholes nearby provide a glimpse of the day awaiting or the night illuminated directly by the underwater lighting, forming a private aquarium just beyond the window. Afyon marble is repeated in the "His and Hers" master heads, which include a full size shower and spa-worthy Jacuzzi tub. The master would not be complete without the ample office area, coffee bar with refrigerator and dressing room with custom shoe and luggage storage. The guest accommodations, featuring two VIP staterooms and a large twin bed guest stateroom, feature a private entry from within the galley and are detailed with French trims and Italian fabrics in doeskin and celadon. The crew area, including the dinette, kitchenette and three staterooms, is equally inviting finished in a light birchwood. Finally, Sunbrella exterior fabrics in celadon and sand ensure both beauty and ease of care while complementing the warm tone of the acres of hand-laid 1/2" teak plank decking, completing a décor package that blends contemporary styling with traditional elements for timeless appeal.

With the efforts spent on design, engineering, styling and decoration, this first 108 stands as a testament of Sanlorenzo's ability to build a truly custom yacht that allows Viking Custom Yachts to tailor a design around an individual customer's "waterfront getaway" dreams. The end result is a combination of the best of Italian style, craftsmanship and engineering with the service, support and supervision of one of America's foremost yacht building companies to optimize the level of ownership comfort for the American yachtsman. We encourage you to contact Viking Custom Yachts with any questions you may have about this or any other exciting project and look forward to seeing you in Miami. ⚓



Destined to be the pearl of the Bass River, the Viking Yachting Center is a 32-acre site adjacent to the Viking Yacht Company. It features 250 deep-water slips for boats up to 50 feet. Docks have been refurbished and all services have been upgraded to accommodate seasonal and transient boaters. An easy in, easy out fuel dock provides gas, diesel and oil products.

The Viking Yachting Center is staffed with a full-time service department to handle all of your boating needs, including haul outs, fiberglass work, painting, mechanical repairs and equipment upgrades.

Because the Yachting Center is open year round, consider storing your boat here for the winter. A complete winterizing and spring commissioning program is offered allowing you to drop off your boat in the fall and pick it up in the spring ready for another fun-filled season.

OPEN YEAR ROUND

- 250 slips up to 50 feet with water, electric & digital cable
- Seasonal & transient slips
- Fuel dock: Gas - Diesel - Ice
- Pump out
- Pool, barbeque & picnic facilities
- Night time security
- Spring commissioning
- Winterizing
- Shrink wrapping
- Winter storage available

FULL-TIME SERVICE DEPARTMENT

- Expert fiberglass repairs & painting
- Bottom stripping
- Machine Shop
- Boat system repair
- 2 Travelifts & forklift
- Custom interior/exterior upgrades

ALSO ON PREMISES

- Staten Island Yacht Sales
- MAN Engines
- Atlantic Marine Electronics
- Palm Beach Towers



On the Bass River & Route 9, New Gretna, NJ 08224
 Phone: 609-296-2388 • Fax: 609-296-0076
 Garden State Parkway Exit 50N or 52S



VIKING 52 SPORT YACHT

The Viking 52 Sport Yacht is sure to bring out the explorer in you as you scout for new adventures. Launched at the 2006 Ft. Lauderdale International Boat Show to rave reviews by the marine press, the 52 Sport Yacht is just the ticket for long-range cruising in Viking comfort.

Mention dream cruising grounds among friends at yacht club parties or Viking Rendezvous, and Nantucket, Key Largo, the Out Islands of the Bahamas, Chesapeake Bay, southeast Alaska and Georgian Bay are just a few of the destinations that always make the short list. A cruising yacht offers endless opportunities to visit such places with family and friends. Cruising releases those explorer genes, which seem to exist in all of us who enjoy our time on the water. The pleasure of being anchored in a secluded estuary while watching the sun set, or sharing a wilderness cove with a pod of killer whales imprints your brain with memories that last forever.



THE DASH EASILY ACCOMMODATES A FULL ELECTRONIC PACKAGE FOR NAVIGATION AND COMMUNICATIONS.

FIVE-STAR ACCOMMODATIONS

The wide beam is put to excellent use in the deckhouse salon with a comfy L-shaped lounge, hi-lo teak table and a surround sound entertainment system including a flat screen television. When it is time to haul the anchor and get under way, a pair of well-appointed helm seats provide good sightlines and the dash easily accommodates a full electronic package for navigation and communications.

Below, the in-line galley to starboard is fully appointed to keep a hungry crew satisfied on day trips, as well as on overnight and longer passages. Teak faced cabinets, drawers and lockers gobble up plenty of supplies to help quench the heartiest appetites. Chefs on the go will appreciate the under counter refrigeration, surface-mounted electric cooktop, microwave/convection oven and in-sink disposal system. Corian counter space is plentiful and cleans up fast.

GETTING COMFORTABLE

Overnight accommodations are spacious and inviting with side-by-side berths in the port stateroom. Generous stowage is provided beneath the berths, in the night table, and in the maple-lined hanging locker. The master stateroom is forward with a walk-around double berth with stowage room below and in the teak cabinetry along the hull sides. A 15-inch flat screen television, air conditioning and reading lights are among the list of standard features. Each stateroom has a private, air-conditioned head with a fiberglass shower stall, and the teak faced vanities have Corian counters and sinks.

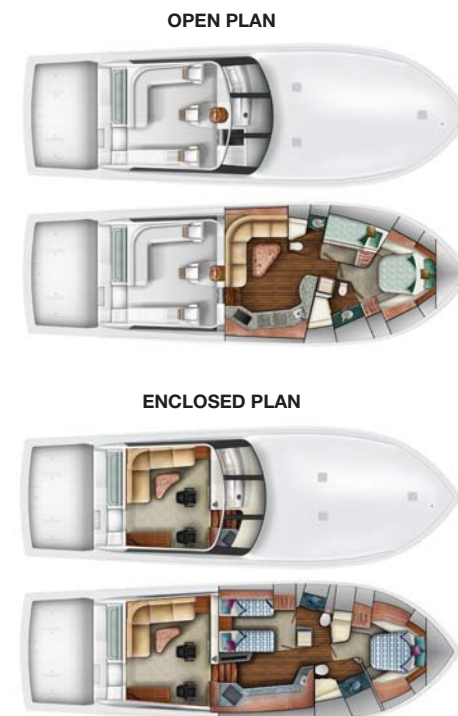
Like its 52 Open stable mate, the 52 Sport Yacht has a superbly designed 148 square foot cockpit with a mezzanine for relaxing on deck. There is plenty of stowage throughout the cockpit and an insulated drink box cooler in the salon entrance step.

VIKING ENGINEERED

The standard equipment list is extensive and includes a 21.5 kW genset, a laundry center, walk-through transom door, power-assisted hydraulic steering, electronic engine controls, the Delta-T engine room ventilation system and Viking's powder-coated web-frame structural-steel engine beds to minimize noise and vibration and ensure drive-train alignment. Hull number one has been fitted with MAN 1360 mhp common rail diesels for cruise speeds in the mid-30 knot range and top speeds approaching 40 knots depending upon load, sea conditions and other factors.

The Viking 52 Sport Yacht is an ideal solution for getting a jump on early spring boating in the northern climes or extending the season into the fall. Similarly, it is perfectly suited for yachtsmen cruising southern grounds who would prefer operating from an enclosed helm.

A second version of the 52 Sport Yacht is now available with an open aft bulkhead creating a spectacular day boat environment for fishing and diving enthusiasts. Please contact your Viking dealer for availability on these exciting new models. ⚓



52 SPORT YACHT	SPECS
LOA 52 ft. 10 in.	16.10 m
LOA (inc. pulpit) 56 ft. 11 in.	17.35 m
BEAM 17 ft. 3 in.	5.27 m
DRAFT 5 ft. 0 in.	1.52 m
FUEL 1,200 gals.	4,542 l
WATER 200 gals.	757 l



PALM BEACH TOWERS

When you have a tower built by Palm Beach Towers each component is custom designed and custom made using state-of-the-art technology to fit your boat. Brett Standen, Palm Beach Towers Senior CAD Designer, has been groomed to design PBT's towers, hardtop frames and fiberglass parts. Brett graduated with Honors from the Art Institute of Fort Lauderdale with a Bachelor Degree in Industrial Design. Here Brett talks about building a PBT tower.

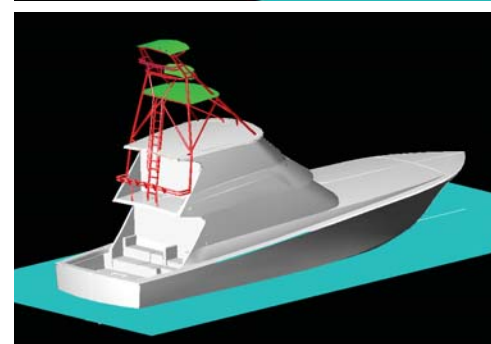
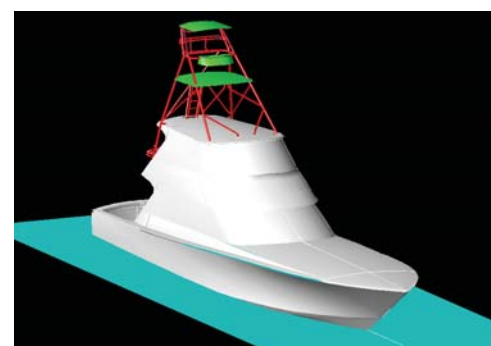
Building a tuna tower is a challenge. It's not just taking a few measurements, inputting those dimensions into the computer and clicking the start button. The process begins with PBT General Manager Drew McDowell and I taking pages and pages of painstakingly minute details and assessing multiple views of the boat. These initial calculations take hours. Recently, a gentleman commented that he had never seen a tower company take such intricate measurements from so many different positions. I proudly explained that PBT is setting a new standard in tower building.

Designing towers on the Mechanical Desktop software program takes time, experience and knowledge. Knowledge not only of the towers but also of each individual boat. Fortunately, Palm Beach Towers is a subsidiary of Viking Yachts so I have access to all of Viking's 3D boat models and CAD drawings. Having this information at my finger tips allows me to create the best fitting towers possible. Our 3D models have become so detailed I am able to see what the tower will look like even before it goes on the boat.

In addition to designing towers, I need to be able to create the drawings with all the necessary dimensions so our PBT builders can create the perfect structure. Some of my drawing packages are quite complex and over 21 pages long, so it is essential that I generate it in a readable form.

Another dimension to the tower building business is fiberglass components. At PBT we construct fiberglass pieces such as control boxes, radar pods, rod lockers and light pods. Working with fiberglass allows me to dig deep and utilize my design experience. When I build a fiberglass part, I think about where the part is going on the tower, the function of the piece and what type of profile it will have from different angles. We try to stay with sleek streamlined shapes that are both eye pleasing and functional. A perfect example is our new radar pods. The pods sit low to the hardtop and have a tapered round nose that disperses air but still holds the teaser and drop down box mechanisms.

Over the past four years, I have become skilled in tower design. It is an art form that calls for precise measurements, a sharp eye and acute knowledge of computer designing. Tournament tested, our proven designs are the industry benchmark. ⚓



VIKING SPORT CRUISERS V53

With its sea-slicing deep-V running surface, abundant exterior entertaining space, and exquisite interior cherry joinery accented with rich leather and luxurious fabrics, the all new Viking Sport Cruisers V53 combines speed, breath-taking performance, and spectacular accommodations in a yacht that is equally suited for day cruises or extended coastal journeys.

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DUPONT™ CORIAN® AND DUPONT™ ZODIAQ®

Luxurious, durable surfaces for Viking Yachts.



Viking uses an inviting Corian countertop to join the salon and the galley as the perfect complement to the classical cabinetry.

Corian is nonporous and allows for seamless construction, so it is easy to clean.

Yachtsmen and boaters alike expect luxury, elegance and cleanliness on any sea excursion. High performance accommodations that not only appeal aesthetically, but also perform beautifully are a must on the open waters. In order to strike a balance between practicality and beauty, yachtsmen are using durable surfaces that withstand daily wear and tear, are easy to maintain and offer numerous design choices.

Aboard a Viking, marine enthusiasts will find a superior combination of practicality and beauty through DuPont Corian solid surfaces and DuPont Zodiaq quartz surfaces. Both are leading choices for builders of Viking Yachts for a broad range of applications from the flying bridge to the stateroom, galley to head, and salon to master suite. In keeping with the Viking Yacht Company's tradition of forward-thinking design, construction and superior performance, Corian and Zodiaq deliver quality and elegance.

These durable, nonporous surfaces are ideal for a life at sea because they do not promote the growth of mold and mildew when properly cleaned and look newer for longer in high-traffic and hard-use installations. In addition, because Corian and Zodiaq have a long life cycle and are easy to clean and maintain, they help lower repair and maintenance costs.

DuPont invests significantly in research and product development, which is why Corian for many years, and more recently, Zodiaq, have become recommended surfacing materials by Viking to its customers. In order to meet the highest requirements for customer satisfaction, DuPont meets regularly with Viking's engineering, design and marketing departments to review market trends and product development needs to ensure Viking remains at the forefront in its use of elegant surfacing materials. Also, Viking's in-house craftsmen are provided continuous training by DuPont on how to fabricate

Corian using the latest techniques developed by DuPont. As a result, Viking is able to offer its customers the highest quality and most current products, colors and aesthetics of premium surfacing materials available.

Corian is a first-class, high-performance solid surface for marine applications. There are a lot of reasons to choose Corian solid surfaces. For starters, the physical and aesthetic versatility of DuPont Corian can help personalize any nautical environment. Whether used as wall-cladding to enhance the resplendent interior of a Viking cabin, or as a countertop to modernize the salon and galley, Corian is a superb material. Another admirable attribute of Corian is its functionality. Corian is nonporous and allows for seamless construction, so it is easy to clean and does not promote the growth of bacteria, mold or mildew. It can be routed, carved and thermoformed to create original, captivating interiors. Intricately tooled areas, textures, images and individual designs come to life on Corian without compromising its performance and strength.

Moreover, the translucent nature of Corian allows it to be photoengraved, offering infinite possibilities in lighting and



DuPont Zodiaq Quartz Surfaces: DuPont introduces three new colors, (left to right) Saddle Brown, Chestnut and Woodland Grey, inspired by the warm earthy tones of nature, bringing the total color offering to 39.

imagery. Yachtsmen can now design their luxury vessels with art in mind—incorporating crests, emblems and other insignias as part of their interiors—a true testament to art, especially during those rough and tumultuous times at sea.

And with a variety of edge treatments, including bullnose, rounded, bevel and square, there is an endless array of style options. Corian can complement a U-shaped or L-shaped galley, is ideal for irregular shaped heads, shower surrounds and vanities, and great for wet bars, sinks and dinettes.

Not only can Corian be fabricated to meet most interior or exterior space challenges, but with Corian, Viking designers and owners have a wide palette of colors, patterns and tones to choose from. Available in over 120 colors, Corian offers copious design possibilities, and with this extensive range of colors, it is easier to match existing designs or to create original new looks. What's appealing, too, is that Corian blends harmoniously with other materials, from stainless steel to natural woods, creating endless design options.

Zodiaq natural beauty meets innovative functionality. Zodiaq quartz surfaces combine the distinctive look of natural stone with the latest polymer technology from DuPont. These stylish surfaces offer the depth, clarity and brilliance of natural quartz crystals, yet they're stronger, longer lasting and easier to maintain than natural stone surfaces. In fact, Zodiaq is heat, scratch and

stain resistant, and because it is nonporous, it never needs sealing, making it an ideal material for Viking Yachts.

Since Zodiaq is the blending of nature with science, it is available in a wide color palette, including radiant colors not otherwise found in natural stone. This elegant, undeniably practical material offers Viking yacht owners numerous design choices, including custom edge treatments, inlays and backsplashes, to individualize their home at sea. Whether designing a contemporary or classical space, Zodiaq is an elegant complement to man-made and natural materials, leaving a sophisticated first and lasting impression. And because it is easy to care for and durable, it minimizes short- and long-term maintenance costs as well.

Dedicated to the science and art of marine surfaces. Whether you design tables, counters, walls, galleys or heads, when you select Corian and Zodiaq, you are only limited by your imagination.

With the worldwide presence of DuPont, you are never far from expert advice, supply and support. For more than 35 years, DuPont scientists and engineers have worked to create enduring surfaces for commercial, residential and marine use. With this combination of practicality and beauty, Corian and Zodiaq help create inviting and appealing onboard spaces that stand the test of time. ⚓

DuPont Corian Solid Surfaces: DuPont introduces six new colors of Corian that capture the essence of nature. The new colors, (clockwise) Winter Wheat, Silver Birch, Rye, Oat, Granola and Pine, bring the total color offering to more than 120.





VIKING 52 OPEN

The buzz generated by the new Viking 52 Open at its premiere during the fall boat show season had all the excitement of fireworks on 4th of July. And while a new Viking Yacht always attracts attention, this new model has cult status written all over it. In fact, it has already spawned a pair of sister ships that will soon reign in their own sea of status.

FISHABILITY

If you polled successful tournament anglers, you would learn without exception that they live by two simple rules. First, they all have discovered through their good and not so good experiences that they never know when that big, important bite is going to come. It could be a point winning blue marlin that appears 60 seconds after the first line goes in, or the 15th sail of the day late in the afternoon that puts you out in front and at the top of the leader board. And secondly, they never leave anything to chance before or during the time when the lines are in the water. From fresh line to perfect knots to sharp hooks, preparation cannot be overlooked. These truths are clearly evident when you take in the cockpit of the 52 Open because you quickly notice that nothing has been left to chance.

The 148 square foot cockpit is a dream come true for serious anglers. There is ample room to move about no matter how hot the action and the rounded coamings help keep stand-up anglers in top fighting form so they can concentrate on the fish at the end of the line and not their aching thighs. Tackle, bait and rigging materials are conveniently stowed in lockers and the freezer but never more than a quick reach away. The mezzanine provides a comfortable and relaxing lounge area for observers but keeps them clear of the lower cockpit so the crew can work their magic unencumbered.

But look beyond the obvious and there is more, so much more. Molded nonslip on the cockpit sole means durable traction. A mounting plate is laminated into the deck to secure a fighting chair. Gaffs and tag sticks stow safely in a locker below the port gunwale. This locker and others open with a soft touch knob-free push release mechanism for a clean look.

Hatches are supported with stainless-steel gas struts and are finished smooth on the back side for easy cleaning. Hatches also sport thick gaskets to seal out spray and wash-down

water. Note that the bait freezer built into the mezzanine is under mounted and top loading for large capacity and better efficiency. Raw and freshwater washdown systems are standard, as are a Glendinning Cablemaster for shore power, insulated fish and stowage wells, a transom door with lift gate door, flush rod holders, stereo speakers and an insulated soda box built into the command deck step. Add your fishing rods, some bait and you are ready to go.

COMMAND PERFORMANCE

The bridge deck is designed to keep the captain close to the action in the cockpit, so the 52 Open is ideal for fishing with a small crew. But like the cockpit, the bridge deck is long on features. An L-shaped lounge with a hinged top to port doubles as a rod and gear locker. To starboard an in-line console houses a refrigerator with icemaker, plus additional stowage compartments. Three Murray Products teak ladder back seats with 4-inch stainless-steel pedestals provide ample comfort for long jaunts and superb visibility. A fiberglass pad at the helm seat base enhances the view when the skipper operates from a standing position.

The raked, wraparound windshield offers great protection from rain and spray and the integrated nylon track creates a classy seamless fit for a custom look. Engine controls are electronic and operate at the touch of a finger. Steering is power-assisted hydraulic, which delivers sports car handling without the traffic.

Electronics stow neatly and are well-protected and visible in any weather condition in a pair of raised fiberglass consoles fronted with clear acrylic panels. Like the hatches in the cockpit, the lift panels are secured with stainless-steel gas struts and tight fitting gaskets. A separate compartment houses accessory switches for lights and other equipment, and also handles communication gear.



THE 148 SQUARE FOOT COCKPIT IS A DREAM COME TRUE FOR SERIOUS ANGLERS.



LIVING THE VIKING LIFESTYLE

Beautiful accommodations and impressive features await you in the enormous salon reached through a sliding door on the bridge deck. Surrounded by hand-finished teak joinery and designer furnishings, this is truly a comfort zone for the senses.

A plush L-shaped lounge with stowage below and hi-lo teak table graces the port side providing a relaxing vantage to enjoy the 32-inch flat screen television and Bose LS 18 stereo, which complements the home theater surround sound system. The master control panel with 24V/120V circuit breakers for electrical needs is located nearby at eye level for ease of use and monitoring. For comfort and convenience, air conditioning (and when needed, reverse-cycle heat) flows quietly from behind the valance to evenly distribute the air eliminating drafts and noise.

Opposite the lounge, the sizeable galley is outfitted with a microwave/convection oven, under counter refrigeration, surface-mounted electric cooktop, an in-sink disposal and an acre of Corian counter space. Stowage abounds behind teak lockers and drawers to handle dinnerware, cooking utensils and enough food supplies to cruise for a month. The sole is tastefully accented with premium Amtico vinyl

flooring that is a breeze to keep clean. Tucked into the teak steps leading below from the bridge deck is a central vacuum system.

A laundry center with a washer and a dryer is off the companionway to starboard. To port is a head with a fiberglass shower stall, which serves day guests. A teak door allows private access from the port stateroom. Featuring upper and lower berths, this stateroom is inviting and comfortable with plush carpeting, quilted bed spreads, maple-lined hanging lockers and ample stowage, overhead Halogen and mood lighting and stereo speakers connect to the salon unit.

The master stateroom is forward and rich with amenities. The bunk top, below the double island bed mattress, lifts to reveal a large stowage compartment supported with gas struts. Individual air conditioning controls maximize comfort, while a 15-inch flat screen television and conveniently placed reading lights expand your entertainment choices. Furnishings including thick carpeting and a host of designer fabrics create a truly luxurious stateroom. A private head with a stall shower and a teak faced vanity with bone-colored Corian counter and sink accompany the master suite.

PEERLESS MECHANICALS

When magazine editors board a new Viking for a sea trial they often get writer's cramp filling the pages of their notebook without even leaving the engineroom. This is because a Viking engineroom is simply a benchmark of engineering excellence. Just a casual look around the 52 Open's machinery space validates this fact.

Engine beds, for instance, are fabricated from web-frame beams made of structural steel and are powder-coated for appearance and durability. These beams are then hung on intermediate bulkheads, which are comprised of vacuum-bagged composites. This construction technique pioneered by Viking helps isolate noise and vibration and ensures drive train alignment so the yacht feels as smooth at flank speeds as it does on the troll and no doubt contributes to Viking owners' success on the fishing grounds.

Systems throughout the engineroom are numerous, yet prove to be a quick learn for ease of operation and maintenance. Fittings are clearly labeled. Filters are easy to change. Maintenance and service points are conveniently located. Electrical power underway is supplied by a 21.5 kW generator and at the dock a voltage stabilizer isolation transformer delivers consistent and clean voltage to protect refrigeration, air conditioning and other sensitive electrically-powered components. To the traveling angler or cruiser, this means the boat has sufficient power 100 miles offshore to cook dinner under the stars and reserve power when plugged into the dock at a crowded marina on hot summer days to run the air conditioning.

For ease of maintenance and long term durability, the engineroom of the 52 Open is finished in bright, white Awlgrip. Above, the overhead is polished white gelcoat. To keep the engineroom dry and provide clean, fresh air for engine combustion, a Delta-T ventilation system with supply and discharge fans is standard. A gauge package at the entrance door in the mezzanine consists of a tachometer, water temperature and oil pressure and start and stop switches for each engine.



HOME TEAM ADVANTAGE

Viking fabricates 90 percent of the components, which go into the boat at its 600,000 square foot manufacturing plant on the Bass River in New Gretna, New Jersey, a short ride from Atlantic City. This allows our 1,400 skilled boatbuilders to monitor quality control first hand, assuring peerless performance and owner satisfaction.

Fuel, water and waste tanks, for example, are designed and manufactured in our fiberglass department and the bottoms of the tanks mirror the yacht's hull bottom. This maximizes draw for better range from the fuel tanks and enhances capacity from water and waste tanks. In addition to being non-corrosive, these tanks are sealed in place and become an integral part of the hull providing additional strength and safety.

Electrical harnesses are built in-house and then load tested before installation. Our metal shop delivers hundreds of parts to the line, including grab and safety rails, the web-frame engine beds, countless brackets for machinery in the engineroom, radar masts, bow rails, ladders and more.

Viking also uses its \$1 million five-axis profiler to build plugs to create new molds. This profiler, the largest of its type in the marine industry was used to manufacture the complete deck assembly of the 52 Open as a single unit from the integral bow pulpit to the transom door, including the mezzanine, bridge consoles and cockpit sole.

Specifying Viking's sister companies, Atlantic Marine Electronics and Palm Beach Towers to outfit your 52 Open ensures turnkey delivery when the boat leaves the plant. Additionally, Viking is the only manufacturer with a service yard in Southern Florida solely for the convenience of Viking Yacht owners. Combine all that Viking offers with this new magnificent design and it is easy to understand why the Viking 52 Open has received so much attention from knowledgeable yachtsmen. ⚓



52 OPEN	SPECS
LOA 52 ft. 10 in.	16.10 m
LOA (inc. pulpit) 56 ft. 11 in.	17.35 m
BEAM 17 ft. 3 in.	5.27 m
DRAFT 5 ft. 0 in.	1.52 m
GROSS WEIGHT (approx) 57,040 lbs.	25,873 kg
FUEL 1,200 gals.	4,542 l
WATER 200 gals.	757 l

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PREPARING FOR THE FUTURE: THE VIKING MASTER PROGRAM

Master (n.) 1. an individual with the power to control. 2. a skilled worker. 3. a person aptly qualified to represent Viking Yachts.

Those familiar with Viking know that we are constantly striving to build better boats utilizing the best materials, equipment and personnel available. Knowledge, a powerful tool in boat building, is equally important in selling the product and is the foundation for our newly created endeavor, the Viking Master Program.

Over the past several months we have invited members of the sales staffs from all Viking Yacht dealers to return to our New Gretna facility to actively participate in the Viking Master Program. The curriculum consists of a two-day training session with both formal classroom and informal round table settings along with a comprehensive plant tour. By the end of the two-day session, the Master Program participants have a thorough understanding of not only how we build our boats, but why we build them the way we do and are able to answer customer questions with confidence and assurance.

Virtually every visitor who has taken a tour of our 600,000 square foot facility in New Gretna, New Jersey, leaves with a look of wonderment on their face because it truly is a remarkable place. In the metal shop, for instance, you see how the structural steel engine beds are fabricated, watch as a computerized metal milling machine forms intricate parts from solid blocks of aluminum, how bow and safety rails, engine room vent grills, spiral staircases and generator shelves, to name just a few items, are made. In the paint shop, many of these metal parts are powder-coated or finished with corrosive resistant finishes for looks and durability in the marine environment.

In the wood mill, row after row of lumber stacked from the floor to the ceiling reminds you of the aisles at a Home Depot. Each piece of wood has a future in a new Viking and a date with any number of automated CNC routers, molding machines and contour sanders.

In the mill, parts are assembled into pre-finished units used in the yacht's interior, sprayed with a durable polyester coating, cured with an ultra-violet process and then buffed to a mirror-like finish. The fiberglass department meanwhile is busy molding deck houses and hulls, building fuel, water and waste tanks. Hardtops, composite salon floors and bulkheads, resin infusion and vacuum-bagging are just a sampling of what goes on in this part of the plant.

Touring these departments, each class also meets the people behind the scenes, the people who will have the answers when a salesperson calls to find out if a customer request is feasible and practical during the build of their boat. By strengthening these lines of communication between the sales representatives throughout our dealer network and the skilled technicians on the line we can focus more on the company's mantra of "building a better boat everyday."

Ample time is set aside so each class can see first-hand the complex nature of the assembly process, where four separate lines of boats are being built simultaneously. The pace is swift but controlled and helps the sales force realize and appreciate how critical it is to have their completed work orders in on time. Last minute changes can promote delays on the production line not only for their customer's boat, but also for the boats behind it. Preventing and eliminating confusion leads to less stress for all involved.

Additional sessions include a myriad of topics from helping clients select accessory and décor kits to understanding the mechanical start-up and delivery process.

Throughout the two day course, attendees are given plenty of exposure to Viking Yacht principals, engineers, electricians, lead foremen, sales vice-president, Joe Schwab and of course, Pat and Bill Healey. It is through this interaction with Viking personnel and the knowledge provided in the Master Program that we will take the Viking Yacht Company to the next level in performance, value and customer satisfaction. Viking President, Bill Healey, maintains nothing is more valuable to our company's goals than the people who work there everyday and the domestic and international dealers who represent Viking.

The Master Program demonstrates Viking's commitment to the future and its mission to continue its lead position in the industry. On April 1, 2007, Viking will celebrate its 43rd birthday and continuing education seminars like this are proof we are looking ahead four more decades and beyond.

So look for our graduates of the Master Program who will proudly display a lapel pin signifying their accomplishment. It is your assurance they have been trained in the Viking tradition of excellence. ⚓



24TH ANNUAL MIAMI BILLFISH TOURNAMENT

Miami Beach, Florida • April 6-9, 2006

The Miami Billfish Tournament offered steady fishing each day, ending with a record breaking 497 anglers on 107 boats catching 347 fish. Captain John Louie Dudas pulled out the win for the second year in a row aboard Warren Sands' 50' Viking *Wound Up*. The team scored 3,000 points and released 15 sailfish to help them pick up Top Boat plus a handful of other titles including Master Angler and Top Captain. *Get Lit*, another 50' Viking, placed a close second with 2,600 points and 13 fish released and clinched Ray Rosher as Second Place Captain and Kitt Toomey as Top Inboard Angler. The title of Junior Master Billfish Angler went to Jeffrey Fiorentino on the 65' Viking *Uptight*.



4TH ANNUAL WORLD SAILFISH CHAMPIONSHIP

Key West, Florida • April 18-22, 2006

Jane Galati kicked her tournament season off with a 1st Place Top Female Angler finish at the 2006 World Sailfish Championship held during April in Key West. Jane fished the tournament in '05 with a 2nd Place finish and decided then and there to return and fish for 1st in '06. This year, with a total of seven sailfish released during three days of fishing, she did just that. "It takes a team to win!" Jane said aboard *Team Galati*, the 56' Viking Demo with Captain George Crenshaw and Mate Chris Schultz. Recognized as one of the world's most respected tournaments, the World Sailfish is attended by both elite anglers and celebrities. After the lines are drawn each day the tournament also provides competitors with food and entertainment, as well as a charity auction to benefit various causes including the Don Shula Foundation, dedicated to breast cancer research and Camp Boggy Creek, created for children with chronic or life-threatening illnesses living in Florida.



30TH ANNUAL MOBILE BIG GAME FISHING CLUB MEMORIAL DAY TOURNAMENT

Orange Beach, Alabama • May 26-29, 2006

A record 136 boats and 621 anglers turned out for the 30th Annual Mobile Big Game Fishing Club Memorial Day Tournament, which paid out more than \$600,000 in cash awards. Captain Clayton James crewed Art Favre's 68' Viking Enclosed Bridge, *A Work of Art*, to a second place finish in the blue marlin division. The magnificent 574 pound blue marlin was caught by Art's son Scott Favre.

John Clanton took his crew out on his 65' Enclosed Bridge Viking, *Billy the Kid*. His wife Martha not only snagged her first blue marlin but also finished the tournament as Top Lady Angler. But it was John's 11 year old nephew, Travis Langston, who stole the show on his first ever billfish trip. Travis hooked what everyone thought to be a decent tuna but after it breached the surface, the crew saw that it was a giant blue marlin. After a three hour battle and lots of coaching and encouragement from the whole crew, Travis landed a whopping 686.8 pound blue marlin. When all was said and done, in addition to Martha's win, *Billy the Kid* finished in 1st Place for Blue Marlin, Top Junior Angler, Top Large Boat and finished 3rd in Catch and Release.



7TH ANNUAL HMY BOAT HARBOUR INVITATIONAL BILLFISH BLAST

Abaco, Bahamas • May 29-June 2, 2006

As tradition would have it, the Billfish Blast kick-off party was on Memorial Day and included fireworks to end the evening and jump-start the tournament. The event saw a total of 59 boats compete with 82 billfish hook-ups over four fishing days. *Sea-N-Double*, a 61' Viking, captured First Place with 1,178 points. Second Place went to *Jammer*, a 61' Viking, which also landed the Largest Blue Marlin Trophy for angler Bobby Wells' fabulous 578 pound blue. The 65' Viking, *Boys-R-Us*, secured Third Place with 1,000 points. The tournament, which organizers claim is a rendezvous disguised as a fishing tournament, lived up to the expectations of the competitive fishing teams and family teams alike.



10TH ANNUAL MISSISSIPPI GULF COAST BILLFISH CLASSIC

Biloxi, Mississippi • June 7-10, 2006

The opening day of the 10th Annual Mississippi Gulf Coast Billfish Classic was the first bluewater tournament in South Mississippi following Hurricane Katrina and *Team Galati* proved the fishing was as good as ever. On Day One *Team Galati*, fishing a Viking 68', weighed in a 666.2 pound blue marlin. Angler David Finkelstein said "A great crew and boat. All I had to do was turn the handle on the reel. There wasn't much drama. But when the fish hit, it was off to the races." The marlin hit a Softhead lure, jumped 20 to 25 times and took almost an hour to pull in. "I knew he was big. When he was 300 yards out, I knew he would top 500 pounds," said *Team Galati's* Captain George Crenshaw. The fish was able to secure *Team Galati* 2nd Place in the Blue Marlin Division among 72 boats.



4TH ANNUAL EMERALD COAST BLUE MARLIN CLASSIC

Sandestin, Florida • June 20-25, 2006

Seventy seven boats and 391 anglers from locations as far away as Costa Rica, Guatemala and Mexico competed for a record \$1,030,900 during the Fourth Annual Emerald Coast Blue Marlin Classic. The top dolphin, 53.1 lbs., was caught by James Justice fishing aboard *Fly By*, a 74' Viking captained by Marco Gaona. The 56' Viking, *Reel Addiction*, won the honored placement on the Magnificent Blue Perpetual Trophy as the Top Overall Release Team with three blue marlin releases and 1,200 points. *Reel Addiction* also picked up Top Release Teams, Top Crew and Mike Johnson took Top Overall Angler in addition to Top Release Angler. Roger Bagwell and his crew on the 61' Viking *Mojo*, took Second Place with a 159.6 lb. yellowfin tuna. *Plumb Crazy*, a 55' Viking, captured the Wahoo Jackpot weighing in a 49 pounder. Forty-six billfish were released, 102 gamefish were caught and all of the fish weighed during the tournament were donated to a local food bank.



4TH ANNUAL HMY-VIKING MEGADOCK BILLFISHING TOURNAMENT

Charleston, South Carolina • June 28-July 1, 2006

The HMY-Viking Megadock Billfishing Tournament concluded with another record setting performance. All totaled, 133 billfish were released by 81 competing boats including 31 blue marlin, 38 white marlin and 64 sailfish. Stephen Mungo's *Home Run*, a 52' Viking, took home the tournament title with 1,300 points. *Home Run* was also honored with the Conservation Award for the most billfish releases. As in past years, proceeds from the HMY-Viking Megadock Tournament were donated to local boating related charities.



10TH ANNUAL CAICOS CLASSIC RELEASE TOURNAMENT

Providenciales, Turks & Caicos Islands • July 5-11, 2006

The race to score the most big blue marlin releases came down to the wire recently as a dozen serious teams fought to the finish for the grand prize in the Caicos Classic Release Tournament. *Luna*, a 61' Viking skippered by Bruno Ramos, took an early lead and the Daily with two large blue marlin releases. On Day Two *Luna* got a third blue, squeezing her into the lead. *Cool Runnings*, a 55' Viking, released one blue for the day.

Day Three saw *Strike Zone*, a 55' Viking captained by Trey Pecor, release a blue to take the Daily. *Cool Runnings*, and Tony DeMoya's 48' Viking, *No Excuse* (last year's winner), each released a blue. Going into Day Four the boats battled to the end and with a mere ten minutes before lines out, *Luna* hooked up and released her fifth blue marlin to win it all while *Cool Runnings* took the Daily. Tom Largura, owner of *Cool Runnings*, took Second High Point Angler with Nelson Fonseca landing Third Place Angler on *Luna*.



19TH ANNUAL OCEAN CITY TUNA TOURNAMENT

Ocean City, Maryland • July 6-9, 2006

The East Coast's largest tuna tournament proved bigger and better than ever with 118 teams, over 500 anglers and more than \$550,000 handed out in cash awards. *Lazy Bonz*, led by Captain JoJo Joachinowski captured a Third Place finish in Heaviest Total Weight. The *Lazy Bonz* crew, fishing on a 52' Viking, snagged four bluefin and two yellowfin for a total combined weight of 592 pounds. Lance Crampton, on board the 50' Viking *Marlin Magic*, took Third Place in the Top Junior Angler Division. Captain Marty Moran helped Lance land his 68 pound bluefin. The event included four nights of entertainment and three days of intense fishing.



23TH ANNUAL BAY POINT BILLFISH INVITATIONAL

Panama City, Florida • July 12-16, 2006

Pat Logue, fishing aboard his 74' Viking Convertible *First Strike* finished the Bay Point Billfish Invitational in 1st Place in the Tuna Division. Pat brought in a 171.9 pound tuna to take home this distinguished award. *Team Galati* fishing a 68' Viking came away with a 2nd Place victory in the Tuna Division with a 150.3 pounder and also took 2nd in the Dolphin Division with a 42.1 pound dolphin. Onboard the *Share-E*, a 48' Viking, Sherri Polk tipped the scales at 50 lbs. with her Third Place wahoo. The Bay Point Invitational Billfish Tournament has been the highlight of the second week in July on Panama City Beach.



17TH ANNUAL VIKING – OCEAN SHOWDOWN

Cape May, New Jersey • July 12-15, 2006

For 17 years the owners and crews of the two finest makes of sportfishing boats in the world have gone head-to-head in offshore competition. Hosted by South Jersey Tournaments and Canyon Club Resort Marina, this event is a perennial favorite because of its hospitality, camaraderie and offshore action. The stand out Viking this year was Pat Curry's 50' Convertible *Top Notch*. *Top Notch* angler Dan West won the individual award for heaviest tuna while the boat took top honors for most points for tuna.



POCO BUENO TOURNAMENT

Port O'Connor, Texas • July 12-15, 2006

John Murray and his entire crew won the "Robert H. Byrd Offshore Trophy" at the Poco Bueno Tournament. Fishing aboard John's 56' Viking Convertible, *Hot Rod*, the team weighed in with two of the top five marlin giving them the highest combined weight of any Poco Tournament.



3RD ANNUAL BARTA BOYS & GIRLS CLUB BILLFISH TOURNAMENT

Beaufort, North Carolina • July 20-22, 2006

Release flags were strung high on the outriggers of nearly every boat at the docks in Beaufort and *Job Site* was not to be outdone. Bill Farris and his family fishing team, onboard his 55' Viking *Job Site*, hooked up big at the Barta Billfish Tournament. On Day One, the youngest team member, eight-year-old Mathew Chappell, released his first billfish ever and spurred the crew on to a fishing frenzy. Team Farris ended Day One with three whites, three sails and tied for first place. It was a slow start on Day Two but finally *Job Site* hooked a triple header and by quitting time had released three whites and two sails. Eleven fish in two days earned *Job Site* bragging rights for a 2nd Place Overall win. *Job Site* also took 1st Place Amateur Boat Division, 1st Place Circle Hook Division, Wendy Farris took 2nd Place Lady Angler, Ben Chappell won 2nd Place Junior Angler and Cori Thomas won 3rd Place Junior Angler. In addition to the great action in the ocean there was great action for the Boys & Girls Clubs of Coastal Carolina. The tournament will be delivering a donation over \$100,000 to make a difference in the lives of the children.



33RD ANNUAL WHITE MARLIN OPEN

Ocean City, Maryland • August 7-11, 2006

The scales were working over time at the White Marlin Open with 428 boats vying for a tournament record of over \$3.15 million in prize money. Fishing was red hot with more than 550 white marlin caught, 97% which were released. The big catch was the monster hooked on David Anderson's Viking 56' *Krazy Salt's*. After fighting the fish for close to two hours, angler Jim Loomis finally boated a 737 pound blue marlin with the help of the *Krazy Salt's* crew. The fish, worth over \$660,000, topped the Blue Marlin Division with second place being almost two hundred pounds behind. Greg Garvey on his 65' Viking, *Boys R Us*, took Second Place Dolphin with his 47.5 pound catch and *Heart to Heart's* Philip Infantolino took second in the White Marlin Category with his 81.5 pound fish caught aboard his 47' Viking. The tournament saw a huge increase in the number of boats participating in the release added entry level. In '06 62 boats, up steeply from 7 in 2005, caught and released billfish not only for points, but for cash as well.



5TH ANNUAL 2006 SARASOTA PRO-AM BILLFISH CLASSIC

Sarasota, Florida • August 9-12, 2006

Anglers across Florida tested their lines and readied their reels for one of Florida's top fishing tournaments. Pat Logue, fishing aboard his 74' Viking Convertible *First Strike*, claimed First Place in both the Dolphin and Billfish Divisions in the Sarasota Pro-Am. In the billfish class, *First Strike* finished 1,100 points over the 2nd place winner, with a total of 2,500 points. *Hooker*, Ken Cummins 52' Viking Open, took First Place in the Tuna Division. Proceeds from the tournament supported the American Cancer Society and the Future Homebuilders Association Scholarship Fund.



23RD ANNUAL PIRATE'S COVE BILLFISH TOURNAMENT

Manteo, North Carolina • August 14-18, 2006

More than 130 boats competed for close to \$1 million at the 23rd Annual Pirate's Cove Billfish Tournament. Anticipation was thick as anglers from New Jersey to Florida arrived for the big game contest. The fishing started out slow as one angler actually recorded a 4.15 pound dolphin, "Just in case no one shows up with one." Bluewater Yacht Sales broke into the leader board on Day Three with their 64' Viking Convertible, *Bluewater*. Top Angler of the Day, Jimmy Dewberry, helped propel *Bluewater* by releasing two whites and a sail. The *Viking 74'* also jumped into the action on Day Three securing Top Boat of the Day with five white marlin. Pat Healey hooked two of the whites while anglers Drew McDowell, Eric McDowell and Don Gemmell each released one. In the end, it all came down to timing. When all lines were in on the final day, the *Viking 74'* captured Second Place Overall, missing first based only on time. Captain Mike Brady and mate Chris Martin helped their team release a total of nine white marlin and two sailfish and also took the Daily on Day Four. Martin said, "It was good fishing weather, on Friday we caught six of nine bites, so that's pretty good." In Third Place Overall, *Bluewater* released seven white marlin and one sailfish. At Friday night's awards ceremony, *Bluewater's* Captain Harvey Shiflet acknowledged his peers commenting, "This is not about winning money, it's about doing what you love."



15TH ANNUAL MID-ATLANTIC \$500,000 FISHING TOURNAMENT

Cape May, New Jersey & Ocean City, Maryland • August 20-25, 2006

When all the dust had settled, a fleet of over 170 boats gathered to battle for a share of a cash purse of approximately \$1.98 million at the 15th Annual Mid-Atlantic. Eric Brush and his 50' Viking, *Quiet Storm*, kept the dock crew busy weighing prize winning fish. The *Quiet Storm* team was at the scales just minutes before the 9pm deadline to weigh in the heaviest blue marlin of the tournament at 722 pounds. The fish also captured the Most Points Blue Marlin title. Bill Nordt's 50' Viking, *Beowulf*, took Third Heaviest Tuna after weighing a big eye of 118 pounds. *Relentless*, Mike Graziuso's 61' Viking, took 3rd Heaviest White Marlin with a 77 pounder. A tournament record of 577 billfish were caught during the event and over 95% of the billfish caught were released. The Mid-Atlantic \$500,000 benefits the International Game Fish Association, National Coalition for Marine Conservation and the Recreational Fishing Alliance and well over \$1 million has been donated to these and other organizations to benefit recreational anglers everywhere.



3RD ANNUAL VIRGINIA BEACH BILLFISH TOURNAMENT

Virginia Beach, Virginia • August 23-26, 2006

Pursuer, a 48' Viking captained by Ray Temple, won the 3rd Annual Virginia Beach Billfish Tournament with an impressive 630 points for nine white marlin releases. The *Pursuer* team also took the Billfish Jackpot, the Billfish Daily Jackpot, Top Crew and Top Overall Angler with Scott Miller releasing 5 white marlin. Bluewater Yacht Sales took 3rd Place Overall with their 64' Viking *Bluewater*. The *Bluewater* crew, led by Captain Harvey Shiflet, also captured the 3rd Place Billfish Jackpot and 2nd Place High Rollers Jackpot. William Wangel on the 48' Viking *Fightin' Chance* caught a 6.1 pound dolphin earning him the title of Top Junior Angler. Phillip "Doc" Davis captaining the 56' Viking *Miss Behaven*, helped angler Thomas Lee catch the Top Dolphin while Wayne Sawyer's 61' Viking *Victory Lap* took the Billfish Daily Jackpot.



40TH MOBILE BIG GAME FISHING CLUB'S ANNUAL LABOR DAY INVITATIONAL

Orange Beach, Alamba • September 1-4, 2006

Labor Day may mark the end of summer, but according to Art Favre, certainly not the tournament season. Art's *A Work of Art* team caught the only billfish weighed in during the Labor Day Invitational. Angler Deon Landry caught the outstanding First Place 577.4 pound blue marlin on board the 68' Viking Enclosed Bridge. Deon fought the fish for three and a half hours. "That's my dream fish," Deon said. "I've caught four blues, but this one is the biggest by far." Art caught and released a white marlin and boated tuna and dolphin. Many of the fish were donated to Volunteers of America to feed the needy.



VIKING YACHT OWNER PROFILE

Bob Hixon, owner of *Game On*, 2004 Viking 74 Convertible

Home Port:

Los Suenos, Costa Rica.

How did you get started in big-game fishing?

Back in 2000, I traded a deer hunt on my ranch in Texas for a fishing trip with Capt. Clay Hensley in Madeira. I latched onto an 800-pound marlin and jumped it off. But it hooked me. By the time I left Madeira I owned half of the *Chupacabra* and Jerry Dunaway's G & S and moved it to Ghana to start my own fishing operation in Africa.

What was your first Viking Yacht?

In 2003, I bought a Viking 61 Convertible from Galati Yacht Sales and immediately entered it into the Billfish Xtreme Release League (BXRL) tournament series, which was featured on ESPN2.

How did you do?

The tournament consists of six three-day events fishing throughout the Caribbean. We took three 1st Place finishes, two 2nd Place finishes and we ended up with 2nd Place Overall in 2003.

Other Tournament Wins:

I replaced the 61 with a Viking 74 Convertible in 2004. We took 2nd Place in the 2006 Los Suenos Tournament in Costa Rica with this boat and I am very proud of our performance. People sometimes think that you cannot be competitive in a 74-foot boat, but our Viking performed very well. We caught 68 sailfish and one striped marlin in three days of fishing and 18 sails in one hour. We came in second by just three fish. The winner was a local charter boat.

Tournament Philosophy:

I love competition and I even take my fun fishing seriously because I look at it like tournament preparation. I believe in putting the right personnel in place and having everything you need to win, plus tons of preparation.



LOS SUEÑOS

Favorite Fish:

Big blue marlin and Pacific Sailfish.

Other memorable days at sea:

Aboard the Viking 61, we competed in 20-foot seas off the Dominican Republic to win a BXRL event on the final day of the tournament.

On the Viking 74, we caught a super slam, which is four different billfish species, fishing off Guanamar, Costa Rica.

Fishing off Bom Bom on the west coast of Africa, we caught six blue marlin in one day.

Off the Ghana coast we caught an 800-pound blue marlin and two smaller ones in a single day.

We understand some Viking folks have hunted at your ranch. Do they shoot as well as they build boats?

We had an amazing quail shoot with Viking's Pat Healey, Bruce and David Wilson, along with Carmine Galati and Bobby Jacobson of the Viking Yacht *Marlin Darlin* and BXRL circuit. David also got himself a really nice deer that I believe scored in around 165 3/8 B&C. They were all very good.

Does hunting help your fishing?

I think my hunting experience has helped me in the waiting game and also when competing to keep my cool in intense situations.

STATE OF THE ART

SHARPENING THE CUTTING EDGE

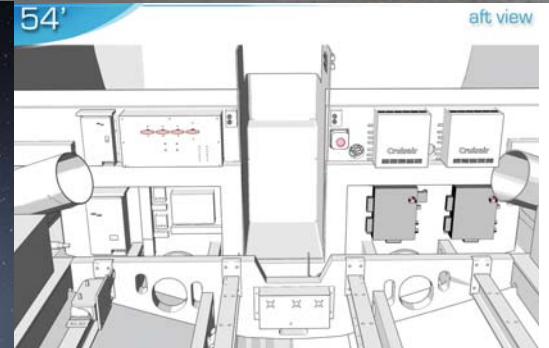
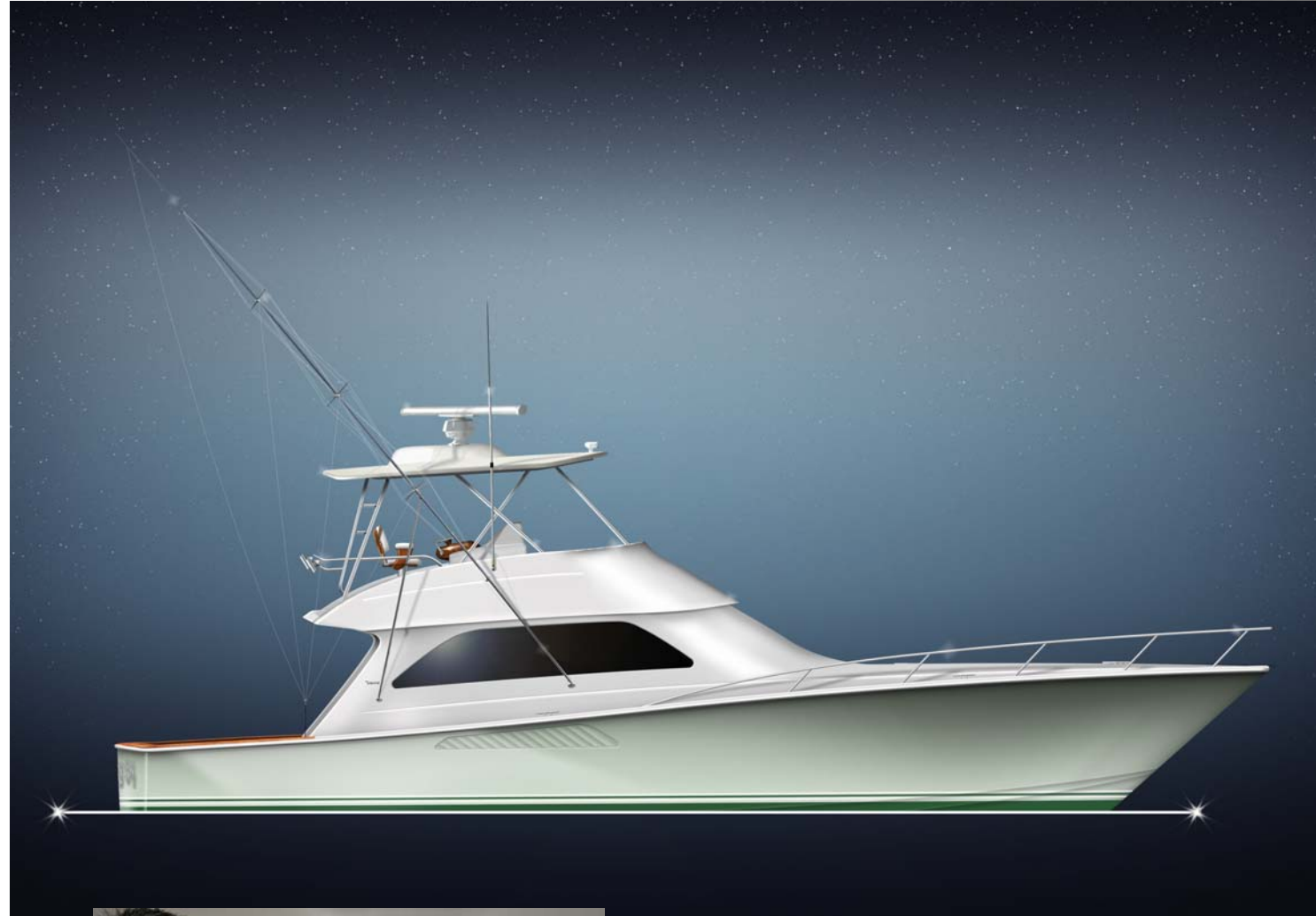
Computer-aided design (CAD) has transformed the art of boat building into the high-tech arena. More than providing a virtually endless supply of three-dimensional shapes, 3D CAD strategy utilizes multiple platforms, which allows a cutting edge manufacturer like Viking Yacht to maximize its productivity efficiently. In addition, by reducing the time it takes to go from concept to launch, Viking not only commands its industry lead position, but also assures its future as well.

Boat building is part science, part art and part real-world demands. It is not enough to produce a good looking boat. Quite the contrary, a variety of factors enter into the equation and any of these factors when misapplied can scuttle a project with a seemingly bright future; think of running aground while cruising at 30 knots. That Viking has enjoyed 42 years of success in a most competitive industry is proof that we take all of these factors to heart and will never yield our lead post.

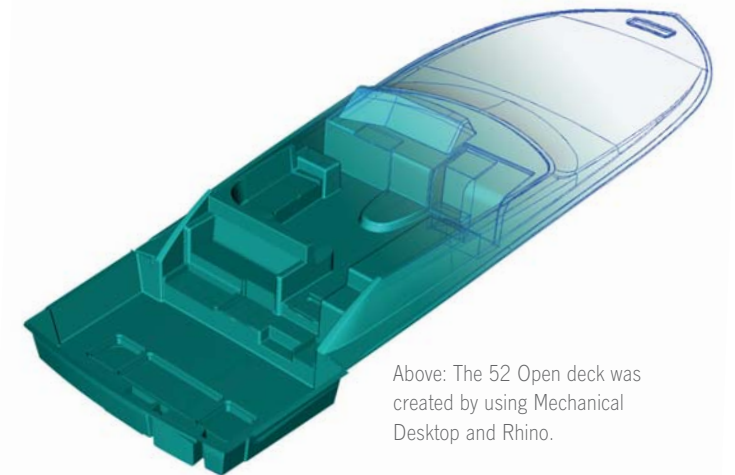
Viking uses over a dozen unique and diversified CAD software programs with interesting monikers including Rhino, Autodesk, Penguin, Flamingo and Bongo to design and manufacture its fleet. When the results of these programs are combined with our computer-aided manufacturing (CAM) capabilities and the skills of 1,400 boat builders, a new Viking comes to fruition worthy of its namesake. Let's take a ride down the computer information highway for a brief look at some of the scenes along the way.

New models generally begin with a 2D profile generated in Rhino and Autodesk programs. The profile is then brought into the Penguin program, which creates the conceptual renderings that are simple and brief, but full of flavor as to the style, shape and form of the yacht being drawn. The next pass is through the Flamingo program for a definitive photo-realistic view with detailed shape and curves and gets extremely close to the final measurements in the salon, staterooms, heads and flying bridges. Bongo takes the rendering to the next step which adds animation.

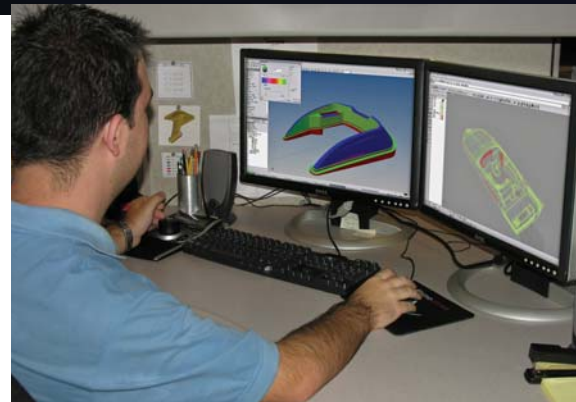
Once the overall design has been hammered out, we need to get deep into the matter because a drawing is not enough to get you 100 miles offshore and back. So other factors come into play such as finite element analysis (FEA). In the engineroom, for instance, an aluminum bracket needs to be designed to accommodate the weight of an air conditioning evaporator and its ancillary equipment. With FEA, the engineers can determine how large the bracket needs to be to support the weight of the unit and if the shape



Left: This 54 engine room rendering started as a solid model created in Mechanical Desktop, then rendered to look three dimensional in Rhino & Penguin.



Above: The 52 Open deck was created by using Mechanical Desktop and Rhino.



Viking's engineering department has the latest in CAD/CAM software and workstation technology available. Above: Bill Hall uses Inventor (left screen) and Rhino (right screen) software to create 3D models.

and design is compatible with service and/or maintenance needs. Another example is that FEA is employed to compare fiberglass laminate strength in real world conditions so the hull, deckhouse and bridge are as strong as they need to be.

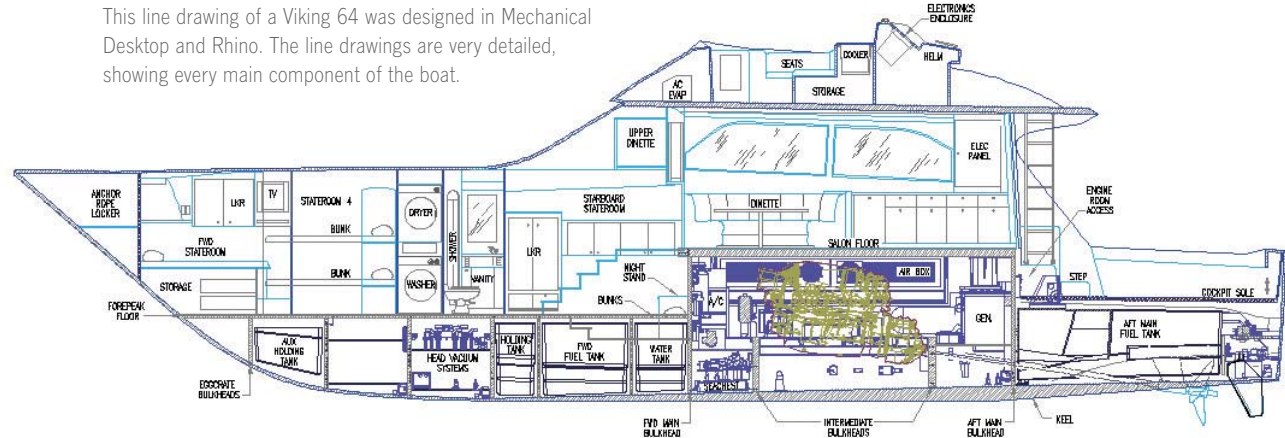
Inside the engineroom of a Viking there is no shortage of equipment visible to the eye. All of this gear contributes to the yacht's displacement and balance. A weight study program collects and totals the amount not just from this area, but from throughout the boat from stem to stern, from top to bottom by calculating the mass properties of these components. A pair of five-bladed props used aboard a Viking 64 Convertible, for example, weigh nearly 370 pounds. The prop nuts and the 3.5-inch stainless-steel propeller shafts contribute more weight and these are the types of elements that must be calculated and factored in via the weight study to determine the yacht's center of gravity (CG) to maintain optimum trim. Think of it like filling a grocery bag with the heavy, blocky items in the bottom and the lighter delicate things near the top. It

makes it easy to carry the bag and protects the contents. A boat and its equipment and passengers need similar attention, but the calculations are on a much larger scale.

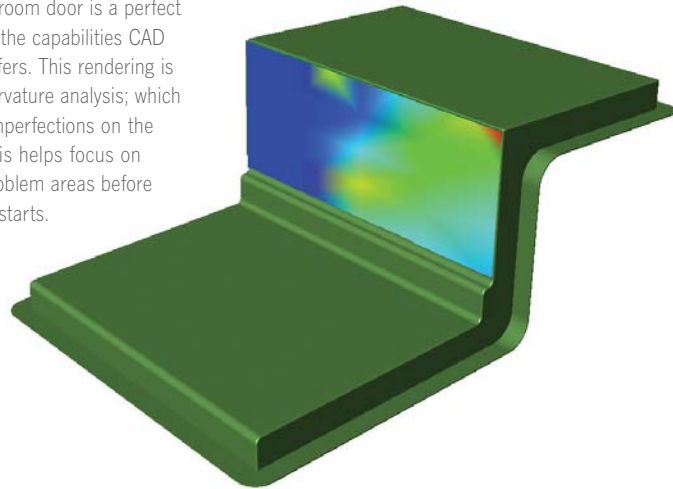
Hydrostatic calculations are run through a program called Rhino Marine to measure for displacement, longitudinal center of gravity (LCG) and transverse center of gravity (TCG). Also, within Rhino Marine we are able to calculate preliminary hull resistance and trim angles. This helps in the early design phase in determining efficient length-to-beam ratios, along with powering options. Since the typical Viking Yacht is offered with a selection of engine choices, each with unique weight parameters, all of these factors become a target that must be determined accurately.

The need for accuracy raises its head in other areas as well, especially with interference checking capabilities. Remember the aluminum air conditioning bracket mentioned above? This is only one item. But where the unit is placed is also likely to affect other equipment

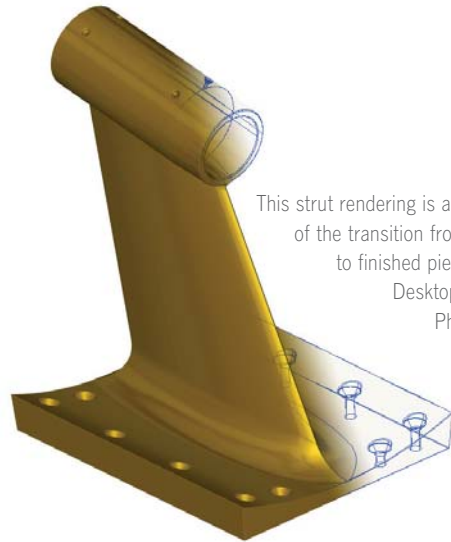
This line drawing of a Viking 64 was designed in Mechanical Desktop and Rhino. The line drawings are very detailed, showing every main component of the boat.



This engineroom door is a perfect example of the capabilities CAD software offers. This rendering is used for curvature analysis; which identifies imperfections on the surface. This helps focus on possible problem areas before production starts.



This strut rendering is a great example of the transition from line drawing to finished piece. Mechanical Desktop, Inventor and Photoshop were used to create this project.



mounted in proximity to it. In other words, it is not enough to just put it on the starboard side or abaft the engine. Wherever it goes, it must not impede the placement or accessibility of other equipment that needs to be installed. Our various software systems allow us to move things about on the computer screen to avoid installation issues when the boat is on the production line.

These highly detailed modeling capabilities are crucial to support the work done by the three-axis Fadal milling machine in the metal shop. The three-axis panel routers that produce flawless cabinetry and stateroom units and our \$1 million PAR five-axis profiler builds our plugs to produce the molds for our various yacht components. Our five-axis machine which can manufacture mold plugs up to 60-feet long by 20-feet wide by 10-feet tall is the largest in the marine industry and we have it running non-stop five days a week. It produced the deck plug of the Viking 52 Open as a single piece from pulpit to transom, including the intricate mezzanine and fish and stowage wells in the cockpit in just under six weeks. The beauty of the computerized five-axis machine is its ability to incorporate design changes and modifications almost immediately without stopping the process, or waiting to see the results before

instituting the change. This actually happened with the bridge deck electronic box, which was modified on the fly with flawless results.

Today's luxury yacht marketplace is a high-paced environment. Bringing new products to the market is imperative for success. But so is a diversified product line so yacht owners have a selection and options to tailor their boat to their needs and requirements. Viking's CAD/CAM equipment and 30-seat team of techno personnel have enhanced efficiencies to improve the product and expand our line-up. In some cases, we are able to deliver a model within a model like the 52 Open, which now has two new stablemates, the 52 Sport Yacht Enclosed and 52 Sport Yacht Open. Not only can we bring new models to the marketplace sooner, but the diversity opens the door to new creative heights in yacht design and overall performance. The CAD/CAM systems help eliminate potential problems that would otherwise have to be addressed on the line thereby streamlining the entire design and production process. In the end, this means more value for our owners and raises the bar for overall satisfaction. It is one more way to proclaim the Viking mantra of "building a better boat everyday." ⚓

SETTING SIGHTS ON EFFICIENCY

Commitment and Talent Pays Off with Satisfied Customers and a Prestigious Award

Building a Viking Yacht is a complicated process, which involves a myriad of ornate tasks. Many visitors to Viking see the most obvious of these tasks, which includes the actual construction of the yacht as it moves down one of the four production lines. But have you ever considered where all of the components, the hull, the flying bridge, helm pods, the steering wheel, paint and gel coat to name just a sampling of items originate from? Or what happens to the boat after it is delivered and requires service or warranty work?

When Viking was founded in 1964, boat building was not as sophisticated as it is today because the boats were smaller and Spartan by nature. Today it is all different. A new Viking 64 Convertible, for example, can require more than two to three dozen pages of specifications ordered by the owner to customize his yacht to his lifestyle. Some requests can be cosmetic in nature, like wallpaper treatments or hull color. Others, like adding salon or stateroom features necessitate a thorough and exhaustive examination by design and engineering personnel to ascertain how these changes will affect the yacht being built and other boats on the same production line.

The work order swells further as each department adds its own contribution to the mounting paper trail. Propellers, fiberglass, wax and paint to mention just a few items are routinely ordered. Although the props would not be needed as quickly as the mold release wax, paint or fiberglass, they are manufactured to order and not collecting dust on warehouse shelves. When juggling such an assortment of diverse materials needed at different times during the build process, a simple ordering mistake can lead to delays and/or increased shipping and overtime costs when items have to be rushed to the plant because the boat on the line or in the field is waiting for it.

As larger boats began to make up more of the order book in the last several years, it became increasingly difficult to factor in accurate costing based on each department doing its own forecasting and ordering. Additionally, a commonality of ordering language between departments was lacking, and this also contributed to a layer of confusion that could potentially result in delays both on Viking's end and the vendor's supply chain.

But it was the purchase of the Viking Yacht Service Center in Riviera Beach, Florida, in 2001 that convinced John Kasinski, vice-president of finance at Viking that the company needed a broader change in its accountability. With the service yard 1,000 miles away from New Gretna slated to undertake a large proportion of warranty and service work, an enterprise resource planning system was critical to the success of the company and the ultimate satisfaction of the Viking customer. John tapped Infor Global Solutions SyteLine system, which immediately brought all the Viking companies together under a standardized process of collecting and distributing relevant data.

The benefits were apparent almost immediately. Work orders were standardized and supervisors realized a 40 percent savings in chasing paper and subsequent follow-ups. Real time costs helped eliminate low-profit margin lines. Warranty costs were reduced by 35 percent. Improved accuracy from all departments utilizing SyteLine saved time and effort. Where Viking once relied on islands of information coming from individual departments with their own way of communicating, SyteLine enabled Viking's 15 business units to merge as a collective entity with astounding results. Customer satisfaction levels have soared because the process also has allowed us to quickly root out problem areas, affecting the necessary repairs at fleet speeds. Additionally, SyteLine allows for steady growth and new companies can be brought online easily. With more accurate and timely reporting, financial data is always available to help the next decision making process.

It comes as no surprise that SyteLine has helped Viking manage itself successfully. But it also should be noted that through the hard work of countless personnel in many of our departments, the Viking Yacht Company has accomplished even more. At the Infor Annual Conference held last April in Las Vegas, the Viking Yacht Company was recognized for its efforts in obtaining significant operational improvements and overall business performance enhancements, finishing in the top 10 out of 25,000 entrants. The prestigious In Focus Award acknowledges the companies that utilize Infor's SyteLine system, but more importantly it identifies Viking as a world class manufacturer with a committed and talented workforce that truly understands its mission to deliver superior yacht quality in a timely and cost effective fashion. ⚓





VIKING 45 CONVERTIBLE

Our smallest yacht is big on features.

The Viking 45 is built in the tradition of its larger siblings and shares all of the engineering attributes that have made Viking synonymous with blue-water performance and luxury. Built to deliver the utmost quality, the Viking 45 represents everything Viking Yachts is noted for in a mid-sized convertible.

A sleek sheer and a flow of soft curves gives the 45 Convertible an eye pleasing profile at the dock and underway. A strong performer with fuel-efficient common rail MAN turbocharged diesels, the sharp entry, molded chines, 15-degree transom deadrise and fairbody running surface combine to create a hard charger with reserve muscle to weather the conditions typically experienced in the deep without breaking a sweat.

Offshore fishermen will like the 119 square foot cockpit. Grippy, molded non-slip provides secure traction. Built into the after bulkhead is a bait freezer, tackle cabinet, bait center, stowage locker and engineroom access. Standard equipment includes a Glendinning Cablemaster shore power cord, flush rodholders, fresh and sea-water washdown systems, stereo speakers, transom door, drink box in the salon step and a one-piece aluminum ladder to the flying bridge. An insulated fish box is flanked by stowage wells, one of which can be converted to a live well.

Helm and companion pedestal seats are standard and the long bridge deck not only allows ample room for guests to maneuver behind the chairs, but also shields the cockpit from sun and spray. Electronics stow in three separate weatherproof compartments and the engine gauge package is easy to monitor. Power-assisted hydraulic steering is standard. Ahead of the console is a comfortable L-shaped lounge with ample stowage below and a second lounge to starboard.

Taking full advantage of the husky beam, the salon is impressive. An L-shaped sofa has rod stowage below. The U-shaped galley features under counter refrigeration and Corian countertops. Appliances are concealed behind beautifully hand-finished teak joinery. Stowage is surprisingly abundant thanks to sliding dual-rack systems in the deep cabinetry.

The master stateroom forward has a walkaround berth and access to a private head with stall shower. Amidships, the guest stateroom to port offers the convenience of upper and lower berths along with a second head and stall shower.

In the engineroom, Viking's engineering benchmarks are numerous. Engines are mounted to powder-coated structural-steel web frame beds that are secured to dedicated transverse composite bulkheads, which assure drive train alignment and minimize vibration. Daily maintenance checks for the machinery are inboard for easy service. Finished in white Awlgrip, the engineroom sparkles with efficiencies and attention to detail. ⚓



45 CONVERTIBLE	SPECS
LOA 45 ft. 10 in.	13.97 m
LOA (inc. pulpit) 49 ft. 7 in.	15.11 m
BEAM 16 ft. 4 in.	4.99 m
DRAFT 4 ft. 6 in.	1.37 m
FUEL 848 gals.	3,210 l
WATER 150 gals.	568 l



VIKING 48 CONVERTIBLE

A popular crowd pleaser.

The Viking 48 Convertible is beautifully proportioned and represents a perfect move up opportunity for yachtsmen with growing families who enjoy cruising and fishing. A substantial 16 ft. 6 in. beam provides ample room in the spacious salon, accented with designer appointments and lush teak joinery.

In the salon, practicality merges with beauty. Air conditioning flows softly and evenly from the window valances eliminating cold drafts, while providing maximum cooling comfort throughout. An L-shaped sofa to port has rod stowage below and with an available cocktail table serves as a convenient gathering area for entertaining and relaxing after a day on the water. A home theater surround sound system is standard including a 32-inch flat screen television, Bose DVD/CD player, VCR and FM stereo. Overhead Halogen lights and indirect rope lighting behind the valances complement the natural lighting, which streams in through the large salon windows. Stowage is abundant in the salon and the convenient main electrical service is backlit for easier viewing.

Forward, an inviting dinette seats four and is convenient to the U-shaped galley to port with its under-counter refrigeration, electric cooktop, microwave/convection oven and under-mounted sink in the polished Corian countertop. Four pull-out drawers with locking mechanisms stow enough groceries and supplies for a two-week cruise and additional stowage is located beneath the counter and over the dinette.

Available with two or three staterooms, the latter arrangement is popular for owners who like to fish on Saturday and take out the family on Sunday. In both versions, however, the staterooms are generously appointed and make excellent use of space for comfort, privacy and luxury. Two heads, each with a stall shower are standard.

The 130 square foot cockpit is nicely equipped for a variety of endeavors. Tournament anglers will appreciate the drop in freezer, tackle center and rounded coamings. There is a chill box for drinks in the salon step and one-piece anodized aluminum ladder with non-slip steps to the flying bridge. Cabinets under the gunwales house gaff and tag stick stowage, fresh and saltwater washdown outlets, plus cable TV and telephone connections. A transom door with swim steps turns the 48 Convertible into an excellent dive boat.

The flying bridge delivers superb visibility, electronic controls, power-assisted hydraulic steering, Murray Products helm and companion seats, recessed electronic stowage, top-loading soda box beneath the starboard jump seat and an L-shaped lounge forward of the command console.

A variety of engine packages are offered from Caterpillar, MAN and MTU and depending upon the package selected, sea state, load and other conditions, cruise speeds range 30-31 knots and the top end 34-35 knots. ⚓

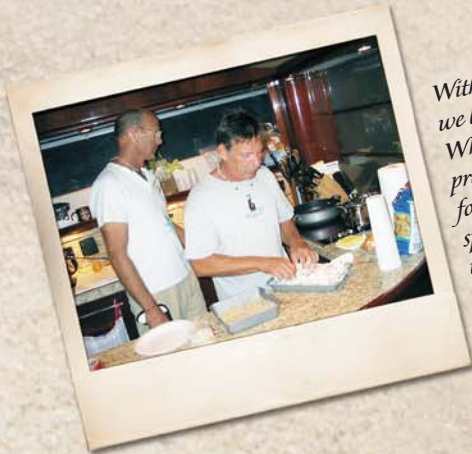


48 CONVERTIBLE	SPECS
LOA 48 ft. 10 in.	14.88 m
LOA (inc. pulpit) 52 ft. 5 in.	15.98 m
BEAM 16 ft. 6 in.	5.03 m
DRAFT 4 ft. 9 in.	1.48 m
FUEL 1,012 gals.	3,830 l
WATER 174 gals.	659 l

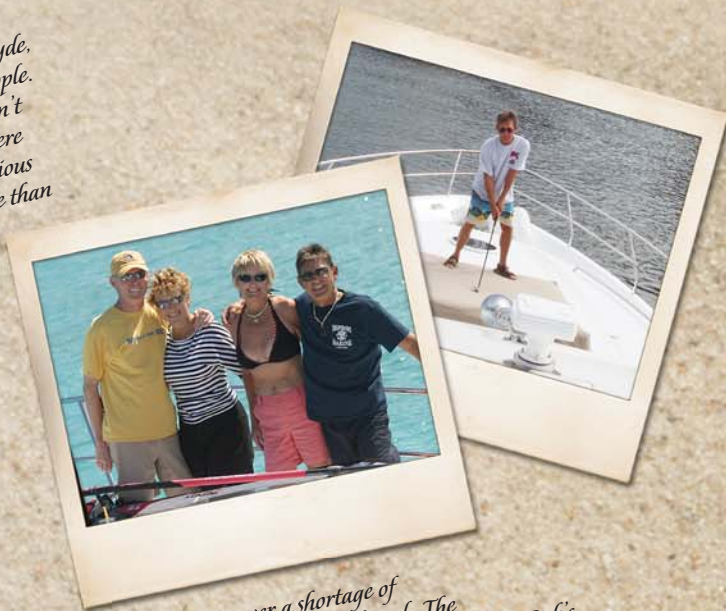


PASSAGE TO PARADISE...

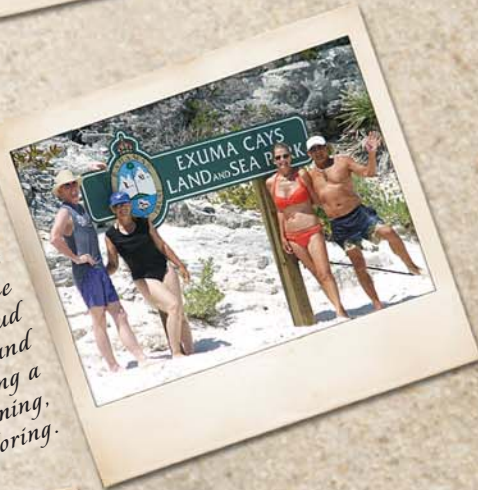
Long time Viking Sport Cruiser owners Bob and Gail Lichter took delivery of their new 70 Motor Yacht *Kristina 8* in October 2005. Departing directly from Atlantic City, the Lichters set out on a 10 month odyssey many of us have only dreamed about. Beginning with a cruise through the Chesapeake Bay and down the Intracoastal Waterway through the Carolinas with a brief stop to wait out a few passing hurricanes, *Kristina 8* found her way to the Viking Service Center in Riviera Beach where she was prepared to spend the next seven months exploring the Exumas and Eleuthera with various friends. We had the pleasure of catching up with Bob and Gail, along with Captain Tim Hyde, in Nantucket this past July for Viking's 27th Annual Northeast Rendezvous. There, they recounted to us their amazing experiences through thousands of photographs. Here are some of their favorites, with captions provided firsthand by Gail Lichter.



With the help of our Captain, Tim Hyde, we learned to be respectable fisherpeople. Who said a Viking Sport Cruiser can't pretend to be a sportfisher?! We were fortunate to catch a number of various species of fish, but never kept more than we could eat or give away.



There was never a shortage of recreational activities onboard. The "Kristina 8" became a perfect platform for Bob's windsurfing obsession. You'll also notice that the bow sunpad area can double as a chipping range, a feature not listed in the Viking Sport Cruiser brochure!



Although we cruised and anchored off many of the tiny cays in the Exumas, we certainly had our favorites. Our friends Ken and Candy Satterlee particularly enjoyed Shroud Cay with the Exuma Land and Sea Park offering a plethora of swimming, snorkeling and exploring.



Allen Cay was a perfect, user-friendly anchorage with warm, calm water for swimming and a unique colony of protected and relatively tame iguanas that had a fondness for Corona!



Compass Cay gave us the opportunity to experience shark feeding first hand and all of us enjoyed Rachel's Bubble Bath and Falls and took the chance to do some hiking.



Eleuthera was delightful with deep water snapper fishing and the lovely and friendly Harbour Island. The cruise from Norman Cay to Eleuthera took us through several boils of tuna which slowed us down, but provided a seemingly endless supply of sashimi, steaks and fish tacos.



The beautiful lines of "Kristina 8" reflects well in the pristine waters she cruised in.



Timber, the "Kristina 8" mascot, tried to snack along the way on the many hors d'oeuvres provided by the Intracoastal Waterway. He particularly enjoyed our afternoon's spent fishing.



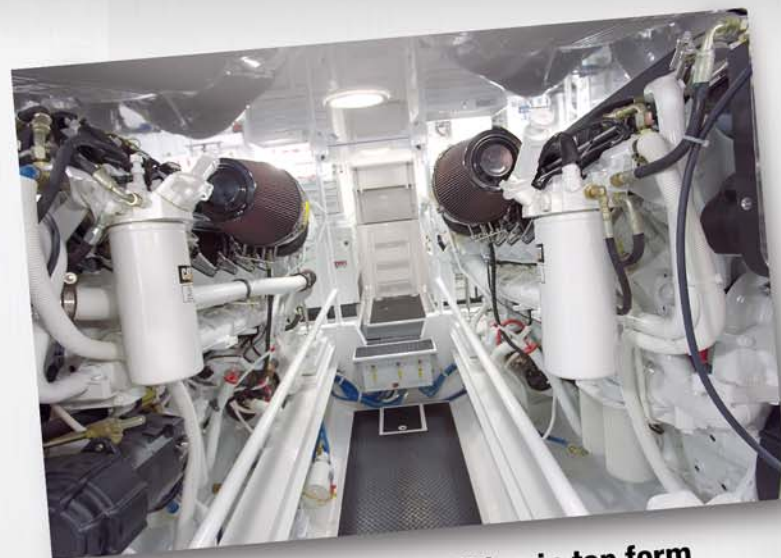
After a summer spent exploring the Northeast and New England coasts, including passages through the Chesapeake Bay, Long Island Sound, Block Island Sound, and Cuttyhunk, the crew of *Kristina 8* has "traveled with their stomachs in mind" and had all the blue crab, cherrystone clams, lobster and fish one could possibly want. Look for Bob, Gail and Timber Lichter as Captain Tim Hyde steers *Kristina 8* south once again to Tortola.



The flybridge provides the ideal place to enjoy a spectacular sunset.



MAINTENANCE CORNER



Tips to keep your Viking in top form

ENGINE ROOMS: WHITE GLOVES WANTED

You don't have to be a ranch hand to appreciate that tidying up after a few thousand horses is no small chore. But after several days of hard running, sprucing up the engine room is time well spent. When you consider the amount of money living beneath the salon sole, sweat equity in the form of regular cleaning is the best way to protect this part of the investment in your Viking Yacht.

In many ways the engine room of a Viking is part work of art, part industrial revolution. Viking has been finishing its engine rooms with bright white Awlgrip for some time now because it adds inherent value to the boat by making it easier to maintain while looking great in the process. The ceiling is gleaming white gel coat and the engines, other machinery and majority of the hardware and fittings also are finished in white. Coolant and oil drips are quickly spotted and they wipe up fast on the slick surface. But eventually a good sudsing and freshwater rinse are necessary to maintain its antiseptic hospital aura.

Viking facilitates engine room cleaning with a freshwater outlet. Attach a hose and you can reach just about anywhere. Before commencing with the cleaning, however, do a thorough inspection of each engine, generator and other machinery. Be alert for salt deposits, which could indicate a leak in the cooling system. Sometimes all that is needed is a half-turn on a hose clamp. Similarly, run your hand or a clean rag underneath the equipment and note any oil or other substance that could be a sign of weeping fluids. Bubbling paint and salty residues also warrant a more thorough look. Keep in mind that the status of your engine room is a maintenance issue, just like regular waxing of the exterior and care of the teak joinery in the interior. The key word is regular. If you are conscientious in engine room upkeep you will be rewarded with better performance because you will know the condition of everything in there.

A bucket of water and Orpine suds make a good cleaning brew. But before dipping into the bucket with a soft brush, wipe up any obvious oil or lube drips (just a capful of oil mixed with water will spread throughout the bilge coating every surface and will require considerably more cleaning to purge it from the area).

Another tip when doing a major cleaning in the engine room is to remove the Dri-Deck flooring from the center bilge area. Otherwise you run the risk of coating the vinyl flooring with oily residue that will linger in the texture of the material a long time. It is better to do the Dri-Deck on the dock and let it dry in the sun before replacing it in the bilge.

Every engine room is unique, but you need a system for best results. Start on the outboard sides of the engines and work toward the centerline using a soft soapy brush and a gentle rinse with freshwater. Avoid spraying water on any electrical equipment, including engine components and plugs.

Most newer Vikings have a series of dry out pumps that remove water from various sumps in the bilge. But be advised that pumping over any oily residue that leaves a sheen on the water's surface is worthy of a \$5,000 fine, so be sure the washdown water only contains dirt and grime. If there is a sheen in the bilge water, use a waterproof Shop-Vac to evacuate the water and dispose of it on land in a proper receptacle. You may also find the Shop-Vac handy to eliminate the final vestiges of bilge water to fully dry the bilge.

Return the Dri-Deck to the centerline and take a minute to enjoy the fruits of your labor. It also is a good idea to leave the engine room hatch or door open to circulate fresh air to remove all traces of moisture. This practice is a good idea between trips as well.

Finally, keep a stack of oil absorbent pads aboard and use them underneath the engine and transmission between routine cleanings for that boat show look. Your horses will thank you. ⚓

*Please contact our Service Department if you have any questions about proper procedures for maintaining your Viking Yacht.
Phone: 609-296-6000 or Fax: 609-296-4075*



EXPANSION PLANS UPDATE

For over 42 years the Viking name has been synonymous with high quality craftsmanship and outstanding performance, and boasts some of the finest sportfish and convertible yachts found on the waters today. The Viking mission to build a better boat everyday is more than just a motto but a way of life, and with over 4,000 boats built to date Viking sits atop the mountain as an industry leader. At Viking, complacency is never an option, and so the company has broken ground on its newest plant expansion projects aimed at optimizing production with better efficiencies.

As reported in the last issue of *Valhalla*, Building 5A an addition to our existing Building 5 and adjacent to the docks, is currently under construction and slated for completion early in 2007. The addition will have an impressive 55 feet of overhead clearance and is highlighted by 20,000 square feet of floor space making it a valuable area for Palm Beach Tower installations. With 75 percent of all Vikings constructed with tuna towers, addition 5A and its significant height clearance will prove instrumental in putting the finishing touches on tower installations in a modern all weather environment. Beyond tower installations, Building 5A will also be utilized for some service department needs and will feature a wash system used to detail boats. Dealers and customers can take full advantage of the building during New Jersey's frigid winter months punching boats prior to final delivery.

The space freed up by the addition of 5A will allow Building 5 to be converted into a production based building with 8,000 square feet of floor space including a new 4,000 square foot mezzanine area. Specifically, this building will be utilized in extending fiberglass small parts and will permit the relocation of some build processes while freeing up crowded work areas. Viking's fiberglass small parts department constructs such features as tanks, cockpit steps, hardtops, fish boxes, and other complementary fiberglass components across the entire product line. With demand for Viking's at an all time high, creating less congested and more productive work areas is crucial.

Lastly, Viking is making progress on its state-of-the-art waste treatment plant aimed to save the company roughly \$100,000 to \$150,000 a year on costly waste removals once fully operational. The treatment plant will meet New Jersey DEP requirements, and will allow re-use of 70 percent of discharged water for flushing toilets. The modern facility will also encompass the Viking Yachting Center, located directly in front of the Viking Plant on Route 9, and handle all of its sanitary waste as well. The collections system is scheduled to be installed early in 2007 with the treatment plant to follow by the summer.

Be sure to check back in the next issue of *Valhalla* for the latest details and information on these and other plant projects and improvements to the Viking facility. ⚓





CONTINUING EDUCATION

Viking Sport Cruisers sponsors service and sales training at the Princess Yachts International facilities in Plymouth, England.

When it comes to product development and introducing new models, both Viking Yachts and Viking Sport Cruisers are at the head of the class. Such a constant engineering focus and continuous implementation of changes across the model range demands that sales and service personnel head “back to school” throughout the year to ensure they are armed with the knowledge and skills to provide the best ownership experience possible for Viking customers. To keep sales and service personnel up to date with the latest product developments and new model launches, Viking Sport Cruisers sponsors dealer training events throughout the year at the Princess Yachts International facilities, located in Plymouth, England. While this requires logging a few more air miles than training trips to the Viking Yachts facility in New Jersey, those who have attended agree the trip is well worthwhile.

This past June, service representatives from Viking Sport Cruiser dealers around the country and the Viking Service Center in Riviera Beach, Florida, traveled to Plymouth to join members of the Viking Sport Cruisers Customer Service Department for the semi-annual service training seminar, held in both the summer and winter months each year. Over the course of three days, seminars were held which covered a variety of topics. General seminars covered mechanical and electrical systems installation and maintenance, while several vendors covered topics specific to their products. Representatives from Cruisair spent time covering air conditioning system developments and technical updates, while engine representatives from Volvo, Caterpillar and MAN were on hand to discuss product developments and provide the latest service information for the power packages installed in the Viking Sport Cruisers product line. In addition to classroom style sessions, much time was devoted to viewing yachts in various stages of production to answer specific questions and discuss product engineering and design enhancements integrated over the past year. At the conclusion of the seminar, the group took advantage of a warm and sunny English summer day to sea trial a completed 67 Motor Yacht in the waters of the English Channel. Though not particularly treacherous on that day, all those aboard knew the conditions can rapidly change for the worse in these proving grounds in which every Viking Sport Cruiser is produced.

Just a little over a month later, Viking Sport Cruisers sponsored its annual sales training seminar with sales representatives from Viking Sport Cruisers dealers around the country crossing “the pond” to tour the impressive facilities at Princess Yachts International and preview the latest models in the Viking Sport Cruisers product line. Dodging the previous week of torrential rain, the English summer weather again cooperated, providing warm, clear days for the entire event. Arriving on a Sunday provided the opportunity to spend the afternoon touring the historic town of Plymouth, including the famous Mayflower steps from which colonists set sail for America. Located at the mouths of the rivers Plym and Tamar and at the head of one of the world’s largest and most spectacular natural harbors, the city has a rich maritime past and was once home to one of the two most important Royal Navy bases in the United Kingdom, so there were plenty of opportunities to spend the afternoon exploring.

The following two days, with over 870,000 square feet of manufacturing facilities to visit, downtime was at a minimum. From lamination to final sea trial, attendees had the opportunity to view Viking Sport Cruisers at each stage of production. In addition, time was spent previewing the two newest members of the fleet: the 54 Flybridge Yacht and the V53. A special preview of the completed hull mold for the first 95 Motor Yacht, as well as a tour of the full scale interior mock up provided an exciting glimpse at the future flagship. Capping off the sales training seminar, attendees were treated to an afternoon of exhilarating sea trials aboard a variety of Viking Sport Cruisers in the Plymouth Sound and English Channel, which afforded a chance for a close up view of some members of the Royal Navy’s fleet that were traversing the harbor.

With one of the youngest fleets in the industry born from a constant focus on product development, there is always something new to see and learn about both the Viking Yachts and Viking Sport Cruisers product lines. Of equal benefit is the feedback received from customers and dealer sales and service staff alike that goes into “building a better boat everyday.” As a result, sales and service training seminars provide yet another opportunity for learning and improving, on the part of both the teacher and the students. ⚓



SALES AND SERVICE
TRAINING SEMINARS
PROVIDE YET ANOTHER
OPPORTUNITY FOR
LEARNING AND IMPROVING

A MODERN CLASSIC

Traditional styling and contemporary flair combine to create the timeless lines of the new Viking Custom Yachts Sanlorenzo SD 92, a semi-displacement yacht with range enough to open up a world of cruising possibilities.

There is an inherent challenge in creating and launching a new model. This challenge becomes even greater when an entirely new facility is required in order to build the new model. Over the course of the last year, Sanlorenzo's Viareggio division general manager Antonio Santella has been hard at work overseeing the smooth progression of development for the start of production of the new SD 92, the first of a new line of semi-displacement motor yachts. He has also been supervising the construction and setup of an entirely new facility in which Sanlorenzo will build semi-displacement and alloy motor yachts. Working with the Viking Custom Yachts staff over the last several months in developing layouts and specifications for the semi-displacement and larger yacht ranges, Antonio has drawn on experience gained from a long history in the custom yacht industry, which has honed his appreciation and understanding of the needs of customers in the American market. As the new production facility is complete and final touches placed on the design of the SD 92, the focus has now shifted to construction on the first hull of this new model.

Scheduled for a North American debut in the fall of 2007, the Viking Custom Yachts Sanlorenzo SD 92 represents a new concept in long-range cruising yachts. Exterior design cues achieve a seamless blending of traditional and contemporary styling. The

proud ship-like bow, prominent bulwarks and central funnel and mast combination are clearly reminiscent of classic yachts, while softened lines, curved doors and shapely windows gently evoke a modern feel. Below the waterline, a blending of a different nature takes place. The forward entry of the SD 92's hull is fairly typical of a displacement yacht. However, to achieve the desired performance and projected cruising speeds, the typical displacement shape present in the forward section of the hull gradually transforms to more of a planing surface in the aft section. In addition, propeller pockets further aid in ensuring an efficient shaft angle upon exit from the hull bottom, as well as a reduction in overall draft to maximize shallow water access. The end result is a semi-displacement hull capable of cruising at a speed of 16 knots continuously when powered with a pair of Caterpillar C18 1015 horsepower engines. At this speed, the range of over 1,000 nautical miles puts many distant cruising destinations well within reach. Looking to fish remote waters without spending a fortune on fuel or sacrificing comfort? Tie a towing bridle to your favorite mid-size sportfishing boat and consider the SD 92 the ultimate mother ship from which to stage your angling adventures.

Exterior deck space on the SD 92 is equipped for entertaining. A large integrated hardtop provides shade for the flybridge helm and

EXTERIOR DESIGN
CUES ACHIEVE
A SEAMLESS
BLENDING OF
TRADITIONAL AND
CONTEMPORARY
STYLING



bar area, while the acres of teak deck aft on the flybridge provides the ideal space to soak up the sun on one of the elegant chaise lounge chairs. On the main deck, guests can relax or dine "al fresco" on either the aft deck or in the sweeping peak of the bow, with convenient interior access via the gracefully curved salon and side deck doors. A generously sized garage on the transom provides storage for both a tender and waverunner, with plenty of space on the swim platform for water activities.

The emphasis on entertaining and comfort continues in the salon where a residential style seating area lies adjacent to a fully equipped audio/visual cabinet with storage. Forward of the salon, a transverse dining table easily accommodates eight guests and is convenient to the galley. A day head is easily accessed from the pilot house, and side decks can be reached from the port and starboard entry foyers. The master stateroom, located forward, is perhaps the most stunning feature on the main deck. Panoramic views over the bow are provided courtesy of the surrounding windows, while a spacious closet, ensuite bathroom, settee and vanity ensure all the amenities of home. The lower accommodation area is accessed via a stairway adjacent to the starboard entry foyer and features three generously sized guest staterooms. A midship VIP stateroom offers full beam luxury with a walk-in wardrobe, large bathroom with shower and a settee and vanity. Identical twin berth guest staterooms forward of the VIP boast abundant storage and private ensuite bathrooms. The forward portion of the lower accommodation deck is dedicated to a large crew area with private access from the galley. Both captain and crew will appreciate the two stateroom, two head layout that features a dedicated laundry center, entertainment system, dinette and additional freezer.

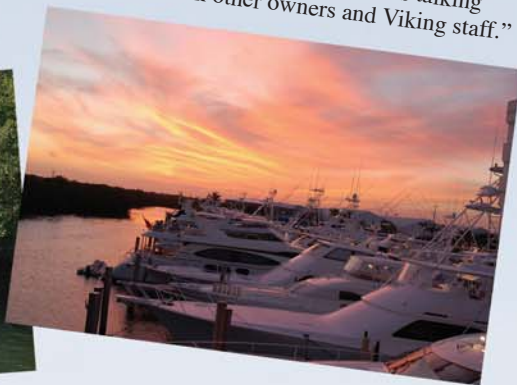
Being a truly custom yacht, interior design and styling possibilities are virtually endless aboard the SD 92. Owners can choose from a limitless selection of fabrics, wood types and finishes, and even furniture and wall panel detailing. One interior concept features a classic white finish trimmed with colonial style moldings reminiscent of a turn of the century presidential yacht. Another provides for a more contemporary feel with slightly darker tones and crisp, geometric shapes. Whatever the finish, each yacht will be built as a reflection of the individual owner's tastes and style. We encourage you to contact us with any questions you may have on this exciting new offering from Viking Custom Yachts. ⚓

SD 92	SPECS
LOA (inc. pulpit) 91 ft. 0 in.	27.60 m
BEAM 23 ft. 6 in.	7.15 m
DRAFT 6 ft. 1 in.	1.90 m
DISPLACEMENT (approx) 198,416 lbs.	89,878 kg
FUEL 4,200 gals.	16,000 l
WATER 600 gals.	1,000 l



vikings® Rendezvous

"Had a great time on the docks talking 'Viking' with other owners and Viking staff."



"Both young and old had a fun time with the Pirate theme."

"Perfect combination of engaging activities, scrumptious food and lovely people in an enchanting setting."



"A perfect example of how Viking cares about its owners."

"I was amazed at how much I learned at classes and through individual time with Viking staff."

"We had a fabulous time at the crab feast, but the whole Rendezvous was memorable."



"The dinner at the museum was both delicious and entertaining."



NJ Family Business of the Year Award

Each year Fairleigh Dickinson University, along with other corporate sponsors, selects the finest family business in NJ. The award recognizes the significant role that family businesses play in the nation's economy and their importance and vital contribution to the state and local communities. This year, the Viking Yacht Company was the proud recipient of this prestigious honor. Viking's strong business acumen, active family engagement, innovation and community involvement are the strong points the NJFBYA acknowledged. Winners are eligible for the National Family Business of the Year Award.



32nd Annual Jasper Awards

The Jersey Shore Public Relations & Advertising Association recently honored Viking's Marketing Department at the 32nd Annual Jasper Awards dinner. Viking's in-house magazine *Valhalla* was awarded a Gold Jasper and the Rendezvous Program took a Silver Jasper. Founded in 1974, the Jasper Awards acknowledges excellence in New Jersey's public relations, marketing, advertising, design and communications industry. Each year, hundreds of professionals from all over the state vie for the awards, making the Jasper Awards the largest program in the area.



Viking Health Services Receives Award

The American Association of Occupational Health Nurses, Inc. (AAOHN), awarded the Viking Yacht Company with its Business Recognition Award. Steve Marks, RN, and Viking's Administrator of Health and Safety Services noted, "We are proud to be recognized with this prestigious honor. Viking's workforce includes 1,400 employees at our main manufacturing facility in New Gretna, New Jersey, and we also provide nursing and health support at our Riviera Beach, Florida, service yard. As a family owned company, we are strongly committed to providing our working family with excellent health care, both in preventative and environmental applications."



Meet Steve Boerema, Viking's New International Sales Manager

Steve Boerema of St. Augustine, Florida, has joined the Viking Yacht Company to lead the builder's new international sales division and serve as the West Coast Sales Manager. With more than 14 years of domestic and international retail and wholesale marine sales under his belt, Steve is amply qualified to take charge of this new position. He will be directly involved in the export process of retail yachts, as well as serve as a liaison to international customers and dealers. He comes to Viking after four years in a similar capacity at Cabo Yachts. Viking currently has international dealers in Australia, Dubai, Japan, Panama, Spain and Venezuela and expects to expand this network under Steve's direction.



New Faces At Riviera Beach

The Viking Service Center of Riviera Beach, Florida is proud to announce it has brought on board five new, yet veteran employees. Totalling just under 50 years of experience and employment with Viking Yachts, Jaime Maldonado, Jose Martinez, Fernando Martinez, Edison Valencia, led by Supervisor Wilson Cintron, have relocated from Viking's New Gretna facility to Florida to accommodate the fiberglass needs for the Service Center, PBT and AME.





Bassett Boat Company

Bassett Boat Company is excited to announce their newest location at the exclusive Marina Bay on Boston Harbor. Marina Bay is New England's largest full-service marina and premier waterfront complex offering 686 boat slips complete with dockside concierge services. Surrounded by a boardwalk living community offering some of the finest dining and unique shopping, it has evolved into the largest marina north of New York's Hudson River. With the additional development of the Mega Yacht Basin phase of Marina Bay, Bassett is proud to display a line of Viking Sport Cruisers designed to complement the lifestyle of buyers moving to this five-star location. Bassett Boat Co., a household name for boat buyers in New England for over 63 years with locations in Massachusetts, Connecticut and Rhode Island, has found the perfect home for Viking Sport Cruisers. Marketing to the discerning buyers who only expect the best at Marina Bay in Boston. For more information visit www.bassettboat.com.

Bluewater Yacht Sales



Bluewater Yacht Sales is officially a certified NMMA Dealership and has recently opened the doors to their new office at the Bay Bridge Marina on Kent Island. To the south, BYS has broken ground on their state-of-the-art service facility and sleek new showroom in North Carolina's boat-building heartland in Wanchese on the Outer Banks. Joining Bluewater's Outer Banks crew is Baxter Lusink, a marine industry pro with a strong sales background from Atlanta. Other exciting Bluewater news is the addition of the position of a General Sales Manager. Based in the Hampton office, John Guth of Virginia Beach is excited to take BYS to the next level.

Despite uncooperative weather, BYS hosted its inaugural Customer Appreciation Party & Open House this past summer. The event is now an official marine industry holiday, or at least an annual Bluewater tradition. Keep an eye on www.bluewateryachtsales.com so you don't miss this fabulous event in 2007.

CFR Yacht Sales



CFR Yacht Sales held their 7th Annual Caribbean Rendezvous at the Bitter End Yacht Club in Virgin Gorda with a Pirates of the Caribbean theme. In addition to seminars and educational activities, the lively crew held "Viking Olympics" on the beach and then danced the night away. CFR continues to hit the tournament trail, recently fishing the Club Nautico de San Juan Billfish Tournament. *Kinavi*, a CFR Viking, tagged three blue marlin and finished fifth amongst the field. Viking's 74 Demo visited Puerto Rico for a three day fishing tournament in Mayaguez, Club Deportivo de Boqueron. Both customers and Viking aficionados were treated to fishing and relaxing aboard the demo. For more information on yacht sales, tournaments and rendezvous, please visit CFR's website at www.cfryachtsales.com

Crow's Nest Yacht Sales

Gordon Barienbrock, CEO of Crow's Nest Yacht Sales, has announced collaboration with Capella Pedregal in Cabo San Lucas. The Capella Pedregal concept is to offer an unprecedented deluxe resort that encompasses the very best of the Baja lifestyle, including a luxurious beachfront hotel and world-class spa, a private yacht and beach club, shared ownership residences and full ownership Casonas for a lucky few to call home. As a member of the Capella Yacht Club, owners can choose from a fleet of Viking Yachts and Viking Sport Cruisers through Crow's Nest Yacht Sales. CNYS is the exclusive West Coast dealer for Viking Yachts and Viking Sport Cruisers with offices in San Diego, Newport Beach, San Francisco, Seattle, Hawaii, Vancouver, B.C. and now Cabo San Lucas. "We are of course very excited to have an association with Capella, a premier resort in Cabo with Vikings as the top amenity" said Gordon.

In other West Coast news, salesman Michael Vrbas had a rare catch when he landed a 59 pound Opah, or Moonfish, aboard the CNYS stock 45' Viking Convertible off the coast of San Diego. Michael and a prospect were heading to Newport Beach when the bite proved irresistible and they threw some bait and caught this rarely seen fish in California waters.



Euroyachts

Euroyachts is the Australian importer of Viking Yachts and since officially launching the Viking 48 Convertible at the recent Sydney International Boat Show has continued to experience pleasing interest in the brand. The Australian Minister for Natural Resources, Primary Industries and Mineral Resources, Ian Macdonald officially launched his second Viking Yacht to the Australian market during the annual six-day show. Viking Yachts were introduced to the Australian market over a year ago when the 56 Convertible made its debut at the Sydney Show. "Viking Yachts do double duty as a luxurious cruiser and a sports yacht, something Australian fishermen should really be able to sink their teeth into," said CEO of Euroyachts Greg Dagge. For more information on the distribution of Viking Yachts in Australia visit the Australian dealer site: www.euroyachts.com.au.

Galati Yacht Sales



Galati Yacht Sales now has 17 Certified Professional Yacht Brokers who have passed the grueling CPYB test with flying colors. The certification is designed to ensure yacht buyers and sellers that the broker they are working with not only meets, but exceeds industry performance standards, maintains aggressive performance goals and employs sound business practices. It also gives confidence to all buyers & sellers that when working with a CPYB, you will be working with a broker who instills the highest standards of ethical broker performance. Congratulations to all who have passed the CPYB exam.

HMY Yacht Sales



HMY has just launched a new website. The new site includes interactive, user-friendly technology to help the "surfer" get exactly the information they are looking for. New product information on the website is provided directly from the factory so clients will see current specifications and photos. HMY's staff photographer will be updating new boat inventory photos so prospects are able to see the actual boat in inventory and rigged as explained in the specifications. Check out the most recent issue of *Setting Course*, view a calendar of events or see photos and stories of recent events – it's all there at HMY.COM.

Recently HMY's offices in Charleston, SC and Jacksonville, FL held open houses to unveil new Viking models. The Viking 56 Enclosed Bridge Convertible was on its way south from New Jersey to HMY's Dania Beach, Florida location when the sales and marketing departments decided to make an event of the trip. "We thought this would be a great opportunity for our sales teams to exhibit the boat, out of the box," said Tom Sanders, HMY's Sales Manager. The viewing of the new model was a treat for all.

Ilyas & Mustafa Galadari Group



ILYAS & MUSTAFA GALADARI GROUP

With the demand for boats in the Middle East increasing, the Viking Yacht Company has appointed Ilyas & Mustafa Galadari Group as an authorized dealer in the Gulf Region. The IMG Group is a dynamic young company owning a number of diversified companies in Dubai. The managing director of the Viking Sales Program will be Ali Jafra. Ali began working for the family business and racing as an expert rally driver but insists his passions lie at sea rather than on the road. He has clocked up over a decade of experience in the yachting industry world wide. "In the Middle East the quality of life is constantly improving and there is certainly a demand for the best cars, property or boats. Our unbeatable and dedicated customer service team makes buying a boat easy from registration to maintenance," states Ali.



Jefferson Beach Yacht Sales

Jefferson Beach Yacht Sales is proud to be sporting a new and improved company logo. While maintaining the well-established brand, JBYS has successfully modernized themselves and will be launching a sleek new website soon.

JBYS continues to grow staff and forge new locations. Ray Thompson, a life long boater was recently welcomed to the staff of sales representatives. Ray is leading the way to further establish JBYS on the western shores of Lake Michigan. This past summer JBYS had boats on display at Prairie Harbor located at the state line of Illinois and Wisconsin. This location is perfect to service the western shores of the Great Lakes with close proximity to the Chicago marketplace.

Finally, JBYS recently hosted its annual Rendezvous at St. Ignace Marina on Lake Huron in the Straits of Mackinac. With over 110 people in attendance, the event was loads of fun and a great success!

Millenium Marine

Millenium Marine, based in Port Ginesta, Spain, is excited to unveil its new office. Located in the coastal city of Castelldefels, about 15 minutes from Barcelona, MM has slips up to 120 feet in addition to a 60 ton travel lift and crane that are readily available. The port is growing and has 400 berths under construction. Millenium Marine's state-of-the-art office is equipped with working spaces, a meeting room and a parts warehouse.

Oyster Harbors Marine

Due to the hard work and dedication of its employees, Oyster Harbors Marine received its NMMA Dealer Certification. The Dealership Certification program was developed by dealers, for dealers and focuses on the areas that affect dealership quality: operations, facilities, professional sales & service processes, customer satisfaction and employee training & satisfaction.

OHM is proud to announce the expansion of its dealership with the opening of its newest location in Portsmouth, Rhode Island, and welcomes Will Collins to their staff of dedicated yacht brokers at this location.

Staten Island Yacht Sales

Staten Island Yacht Sales' 2nd Annual Rendezvous was a complete success! The three day extravaganza kicked off as boaters left their home ports to join SIYS Location Captains for a group voyage to the Montauk Yacht Club on the eastern end of Long Island, home of its newest sales facility. Days were filled with boating, fishing, shopping, christenings and boat open houses while the evenings featured cocktail parties, dinner & dancing and even a Hawaiian themed night complete with hula dancers. A big hats off and thank you to the dedicated SIYS staff and guests for making the 2nd Annual Rendezvous one for the record books.

South Jersey Yacht Sales

Lori Muscara's first Canyon run was somewhat of an epiphany. "There I was, 80 miles offshore, totally alone with no other boats around. I was a little frightened, but then I saw a marlin jump, and I was hooked." That was ten years ago, and Lori has never been frightened since. Of course today when she goes offshore she does so in her Viking 48, *Lori A*. Powered by a pair of 1050 MANs, the *Lori A* can make the 80 or 90 mile run offshore with plenty of time for a full day of fishing and still make it back in time for weigh-ins. A holder of two Master Angler awards from the Blue Marlin and Tuna Club in Ocean City, New Jersey, she continues to participate in both the White Marlin Open and the Mid-Atlantic \$500,000.

How about stepping up to a larger Viking? "Bill Steinmetz of South Jersey Yacht Sales was awesome; he didn't go away like most salesmen. He helped us and stayed with us through the whole process of buying the 48 and he still stays in touch. It's hard to find a salesman like that!" Make's one wonder, was that her answer?



DON'T MISS THE BOATS

Big changes ahead at the Miami Boat Show.

Plans are underway and display space has been reserved for Viking Sport Cruisers and Viking Custom Yachts to join the Yacht and Brokerage Show, which takes place along Collins Avenue. The move away from the Biscayne Bay Marriott will allow both Viking Sport Cruisers and Viking Custom Yachts to create one large display featuring eight models for Viking Sport Cruisers and two models for Viking Custom Yachts, including the debut of the incredible Viking Custom Yachts Sanlorenzo 108. The display, located at the north end of Collins Avenue adjacent to the 5000 block, will feature a large tent for Viking Sport Cruisers and a dedicated tent for Viking Custom Yachts with a custom designed interior featuring a refreshment bar, two meeting rooms and a lounge area. In addition, the entire dock will be illuminated with underwater lighting provided by Ocean LED.

The Viking Yachts display will span nearly the entire outer pier of the Biscayne Bay Marriott's Sea Isle Marina. For the convenience of our Viking owners and customers, a private shuttle van will run continuously between the Biscayne Bay Marriott and the Viking Sport Cruisers and Viking Custom Yachts display on Collins Avenue. In addition, a private on-water shuttle between the docks of each location will ensure hassle-free transportation for our valued guests. For Viking visitors arriving by car, parking is plentiful at the Biscayne Bay Marriott and on Collins Avenue, with over 680 parking spaces in the immediate vicinity of the Viking Sport Cruisers and Viking Custom Yachts display.

For more information on visiting the Viking Yachts display at the Miami International Boat Show at Biscayne Bay Marriott Sea Isle, please contact Elaine Bean at 609-296-6000 ext. 205. For information on the Viking Sport Cruisers and Viking Custom Yachts display at the Miami Yacht and Brokerage Show on Collins Avenue, please contact Lisa Bamberger at 609-296-6000 ext. 204.

We look forward to meeting you in Miami for another outstanding show!

**Viking Yachts to display at
Miami International Boat Show
at the Biscayne Bay Marriott
Sea Isle Marina**

**Viking Sport Cruisers &
Viking Custom Yachts to display at
Miami Yacht & Brokerage Show
Collins Avenue, Miami Beach**



SCHOOL'S IN SESSION

The Riviera Beach Maritime Academy is a free public charter school located near the Intracoastal Waterway in the city of Riviera Beach, Florida. The Academy's main focus is preparing high school students for careers in the marine trades industry.

On August 16, 2006 the Riviera Beach Maritime Academy officially opened its doors to students residing in Palm Beach County. The school's mission is to offer students, grades 9-12, an array of challenging academic programs designed to prime students for careers within the marine industry as well as prepare those who plan on attending college after high school. The Maritime Academy was created through the joint effort of the Viking Yacht Company and the Marine Industry Education Foundation, which itself was formed through a cooperative effort of the Marine Industries Association of Palm Beach County and the County Board of Commissioners. Viking has a history of supporting educational initiatives in the area since opening its service center in Riviera Beach, with the Riviera Beach Maritime Academy being Viking's latest undertaking.

The brand new Maritime Academy facility boasts cutting edge computers, CAD software, spacious classrooms, a variety of tools and a 40 foot boat, donated by the Marine Industry Education Foundation, which is fully equipped for environmental research and instructing basic boat operations. The school has an excellent student to teacher ratio with 48 students enrolled in a variety of courses with 6 instructors currently heading up the classes. Students focus on a number of core disciplines like reading, math and science, but with an added marine industry spin. This aids students in understanding how classroom theory can apply to real circumstances likely encountered in the marine industry and throughout life. This style of education, in addition to providing students a well rounded education, is presented in a manner that makes learning an enjoyable experience. The Academy offers a multitude of career paths including Boat and Yacht Repair, Marine Engine Mechanic, Marine Systems, Marine Electrical Systems, Nautical Science, Marina/Port Operations, Marine Science, Wood Working, Upholstery and Marine Electronics.

In addition to providing students a top notch education, the Maritime Academy offers internships at local boat yards, dealerships and yachting centers to give the benefit of real life experience within the marine industry. To quench the competitive thirst, the Maritime Academy takes part in the Marine Industry Skill Competition where students from the Academy will compete with others in their own school as well as from other schools locally, statewide and nationally through Skills USA. Also offered through the school are a variety of clubs with a focus on scuba diving and sailing for pupils that are interested.

With the continued annual growth in marine related activities, the Riviera Beach Maritime Academy looks to have a bright future as it continues to provide an educational avenue to students in Palm Beach County. ⚓

Please visit www.rivierabeachmaritimeacademy.org for more information.



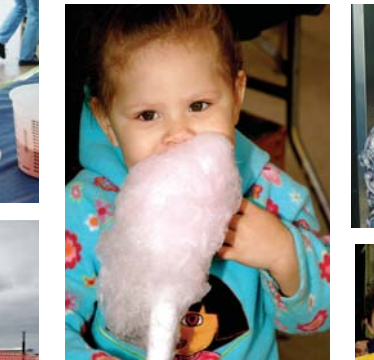
11TH ANNUAL VIKING CLAM BAKE EMPLOYEE APPRECIATION DAY

High winds and rain could not dampen the spirits of over 2,000 attendees at the 11th Annual Employee Appreciation Day on Saturday, October 7, 2006. Viking employees and their families were treated to a day full of fun and food.

The grown-ups enjoyed a day of music, boat and plant tours as well as tons of food. The menu included 12,000 raw and steamed clams, 1,000 pounds of roasted pig, 2,500 hot dogs and hamburgers, spicy chicken wings, corn-on-the-cob and a variety of delicious desserts.

For the kids there was rock climbing, rides, sand art, pumpkin painting, pony and train rides, plus much, much more. Everyone enjoyed unlimited colorful and tasty treats such as mouth watering cotton candy, water ice in a rainbow of flavors, cupcakes and cookies.

The winds and rain subsided and Viking and its family had another fabulous and memorable day. Thanks to everyone who contributed and made the day a great success.



- 10** career options offered at the Riviera Beach Maritime Academy.
- 17** 64 Convertible towers completed by Palm Beach Towers.
- 44** Vikings christened during the 2006 Rendezvous season.
- 62** babies (including twin girls on 7/13 & twin boys on 7/14) born to Viking employees in the past 12 months.
- 149** desktop computers in Viking's New Gretna facility.
- 257** slips at the Viking Yachting Center.
- 274** installations AME has completed since inception.
- 512** pumpkins decorated during the Clambake.
- 1,017** pictures taken during the V53 photoshoot.
- 1,250** pounds of resin used for a 68 Enclosed Bridge.
- 1,500** sheets of plywood and foam used on an average week by the Mill.
- 29,852** pairs of gloves Health Services used this past year.
- 53,604** logins to the Viking Sport Cruisers Dealer Support Network.



January 16 – 20	Buccaneer Cup Sailfish Release Tournament	<i>Sailfish Marina, Singer Island, Florida</i>
January 16 – 20	Florida Fish for Life	<i>Sailfish Marina, Singer Island, Florida</i>
January 18 – 21	Los Suenos Billfish Tournament #1	<i>Los Suenos, Herradura Bay, Costa Rica</i>
January 31 – February 4	Atlantic City International Indoor Power Boat Show	<i>Atlantic City Convention Center, Atlantic City NJ</i>
February 2 – 3	Viking VIP	<i>Viking Yacht Service Center, Riviera Beach, FL</i>
February 15 – 19	Miami International Boat Show	<i>Sea Isle Marina & Yachting Center, Miami, FL</i>
February 15 – 19	Miami Yacht & Brokerage Show	<i>Collins Ave, Miami Beach, FL</i>
March 13 – 17	Dubai International Boat Show	<i>Dubai International Marine Club, Dubai, UAE</i>
March 15 – 18	Los Suenos Billfish Tournament #2	<i>Los Suenos, Herradura Bay, Costa Rica</i>
March 15 – 18	Viking Southern Rendezvous	<i>Ocean Reef Club, Key Largo, FL</i>
April 17 – 21	World Sailfish Championship	<i>Key West, FL</i>
May 24 – 27	Sanctuary Cove International Boat Show	<i>Gold Coast, Queensland, Australia</i>
May 28 – June 1	HMY Boat Harbour Billfish Blast	<i>Boat Harbour, Abaco, Bahamas</i>
June 6 – 10	Mississippi Gulf Coast Billfish Classic	<i>Biloxi, MS</i>
June 7 – 9	Viking Caribbean Rendezvous	<i>Bitter End Yacht Club, Virgin Gorda, BVI</i>
June 19 – 24	Emerald Coast Blue Marlin Classic	<i>Sandestin Golf and Beach Resort, Sandestin, FL</i>
June 25 – 28	Viking Dealer Meeting/VIP Preview	<i>Trump Marina, Atlantic City, NJ</i>
July 6 – 8	Viking Chesapeake Rendezvous	<i>Bluewater Yachting Center, Hampton, VA</i>
July 11 – 14	HMY-Viking Megadock Billfishing Tournament	<i>The City Marina, Charleston, SC</i>
July 11 – 15	Viking Ocean Showdown	<i>South Jersey Marina, Cape May, NJ</i>
July 11 – 15	Bay Point Invitational Billfish Tournament	<i>Bay Point Marina, Bay Point, FL</i>
July 25 – 28	Beach Haven White Marlin Invitational	<i>Beach Haven, NJ</i>
July 26 – 29	Viking Northeast Rendezvous	<i>Nantucket, MA</i>
August 2 – 7	Sydney International Boat Show	<i>Cockle Bay Marina, Sydney, Australia</i>
August 6 – 10	White Marlin Open	<i>Ocean City, MD</i>
August 14 – 17	Pirate's Cove Billfish Tournament	<i>Pirate's Cove, Manteo, NC</i>
August 16 – 19	Ladies Charity Billfish Tournament	<i>South Jersey Marina, Cape May, NJ</i>
August 16 – 22	International Billfish Tournament	<i>Club Nautico de San Juan, San Juan, PR</i>
August 19 – 24	Mid-Atlantic \$500,000	<i>Canyon Club Marina, Cape May, NJ & Sunset Marina Ocean City, MD</i>
August 22 – 25	Virginia Beach Billfish Tournament	<i>Virginia Beach, VA</i>
September 6 – 9	Atlantic City In-Water Power Boat Show	<i>Trump Marina, Atlantic City, NJ</i>
September 13 – 16	Newport International Boat Show	<i>Newport, RI</i>
September 20 – 23	Norwalk International Boat Show	<i>Norwalk Cove Marina, East Norwalk, CT</i>
October 6 – 14	Genoa International Boat Show	<i>Fiera di Genoa, Genoa, Italy</i>
October 11 – 14	Annapolis Powerboat Show	<i>Annapolis City Dock & Harbor, Annapolis, MD</i>
October 25 – 29	Fort Lauderdale International Boat Show	<i>Bahia Mar Yachting Center, Fort Lauderdale, FL</i>

