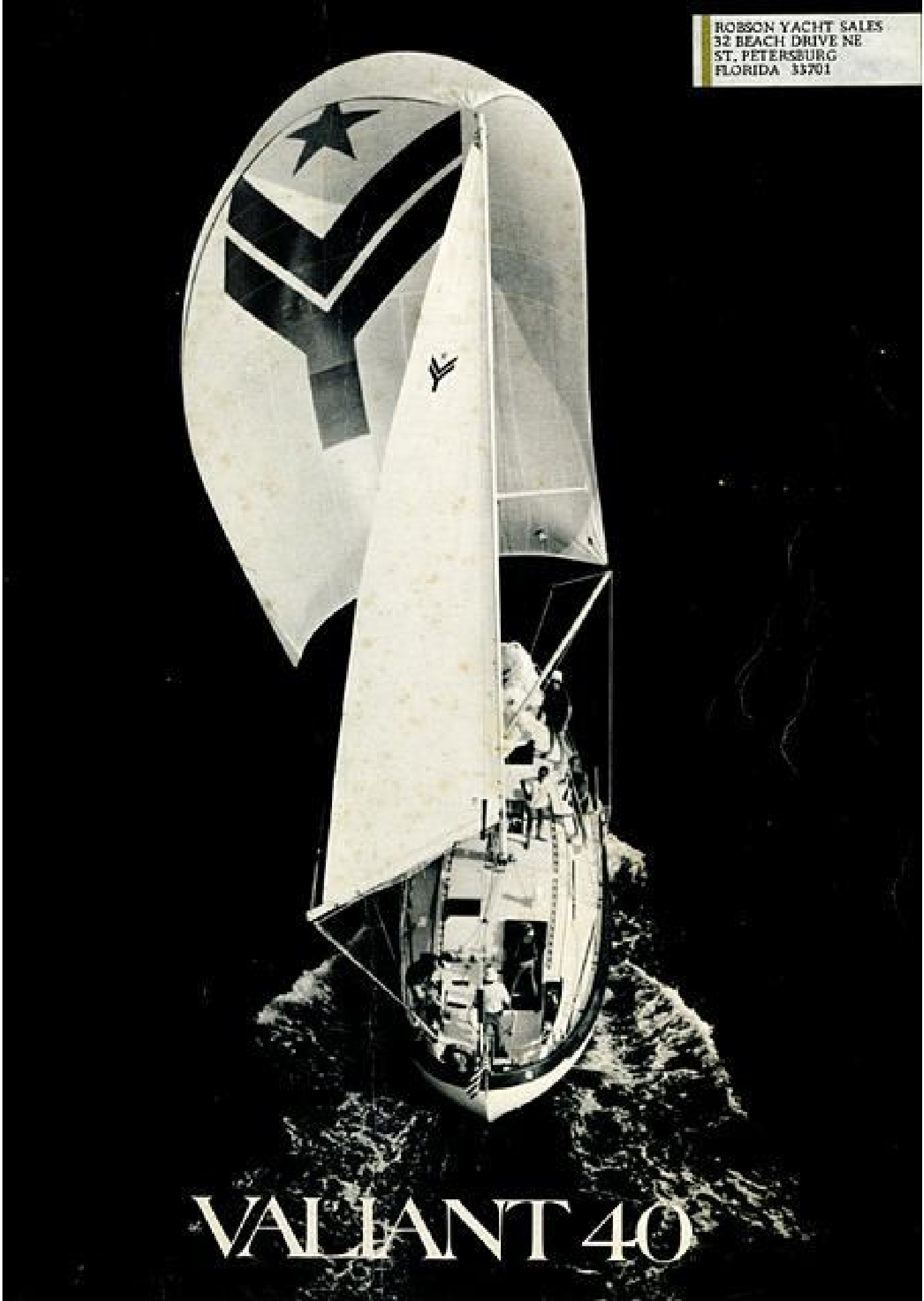


VALIANT 40

VALIANT 40

AN INTRODUCTION

This Valiant Notebook has been compiled to answer most of the questions an experienced yachtsman asks when he is considering a new boat. It is a detailed description of the design, construction and performance of a remarkable cruising yacht. We have included reprints of outside comments and reviews, and a short history of the boat. None of these sections, however, can do justice to the efforts of the people who have made the boat, the corporation and even this notebook possible.

The Valiant Yacht Corporation is a thriving enterprise because of the resounding success of the Valiant 40, but this could not have been possible without the fortuitous combination of the right people at the right time: A designer who knew his boat was a winner, a construction team that put out the extra effort to make their boat superb rather than merely acceptable, and a sales and office staff that could put up with the chaos of the early days when things were hectic. Most important, it was a group of people whose dedication was to an excellent yacht. That dedication has made all the difference in the world, and it is as strong as ever today.

The Valiant philosophy is simple; build a modern performance cruising yacht that is both a joy to own and exciting to sail, one that satisfies both the sailor and the investor in a serious yachtsman. I hope the following pages of particulars will illustrate this philosophy for you, and prompt you to contact your nearest Valiant representative, or to call us in Seattle. Until then, good reading and good sailing.

Sincerely,

Nathan F. Rothman
President
Valiant Yacht Corporation

VALIANT 40

ROBSON YACHT SALES
32 BEACH DRIVE NE
ST. PETERSBURG
FLORIDA 33701

VALIANT DESIGN DATA

The Valiant 40 is a fast offshore cruising boat, pure and simple. Her clean and efficient design gives her a remarkable ability to point high while footing fast, and makes her a safe, comfortable and exhilirating cruising boat. She has a stable, easily driven hull, powered by a close-winded, versatile rig.

Her dimensions are 39' 10-3/4" LOA, 34' LWL, 12' 4" beam, and 6' draft, and her hull features a modern split-appendage fin-keel and skeg rudder combination. She has a graceful sheer rising to a flared bow and a salty tumblehome canoe stern. Minimal overhangs fore and aft, coupled with the canoe stern, contribute to a long sailing length, with a bonus of increased space below decks. The bow flair is ample for a dry boat and it provides both a safe workable foredeck and reserve bouyancy to keep the bow from diving in a seaway. Likewise, the stern parts a following sea in the same fashion as a "double-ender" while adding sufficient reserve bouyancy to keep the boat dry and reduce the chances of pooping. There is also a moderate bustle development aft that increases the effective sailing length.

The rudder, skeg and keel shapes are derived from NACA foil sections, and have been proven in years of ocean racing to provide excellent tracking, windward performance and maneuverability. The boat steers itself nicely off the wind, and has just enough weather helm when close hauled to give her a solid "feel." The vessel maneuvers exceptionally well in close quarters, both under power and under sail, and unlike the majority of sailboats will easily back to port and starboard in reverse.

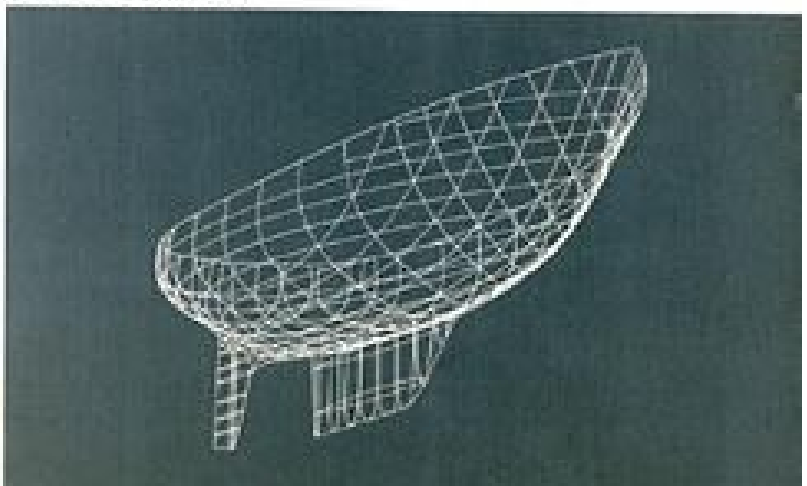
Valiant's hull displacement is 22,500 lbs, with 7,800 lbs. of ballast, giving her a ballast/displacement ratio of 35%. Stability is derived from her form, rather than from an excessively high ballast/displacement figure. This contributes to her easy motion at sea, with none of the snappy period of roll associated with vessels whose stability is more dependent on ballast than on bouyancy. Her efficiency is evidenced in Valiant's design equations: a high sail area to wetted surface ratio of 2.28; a sail area/displacement ratio of 16.86; a displacement/length ratio of 255; and a prismatic coefficient of 0.54. The latter permits high speed under power, and all of the above speak to a high overall hull speed under sail.

The dimensions of the inboard cutter rig are: I-50'4", P-45'0", J-18'6", E-15'4". The high-efficiency rig, with twin headsails and a high-aspect main, takes advantage of the weatherliness inherent in the hull shape and is an obvious cruiser's choice because of its versatility, power, and ease of handling. Sea trials consistently demonstrate an ability to sail within 34-30 degrees of apparent wind. The measured sail area is 840 square feet.

The Valiant 40 is designed for passagemaking by a cruising couple, with or without guests. Three drum halyard winches and one mainsheet winch are located atop the trunk cabin just forward of the cockpit bulkhead. They are clustered in a staggered layout to provide easy access from the cockpit, thus enabling the helmsman to raise or lower sails without leaving his station. Two primary sheet winches are located further aft on each side of the cockpit coaming, and secondaries are mounted on the aft end of the cabin house, port and starboard.

Auxiliary power is provided by a 40 horsepower diesel engine with V-drive.

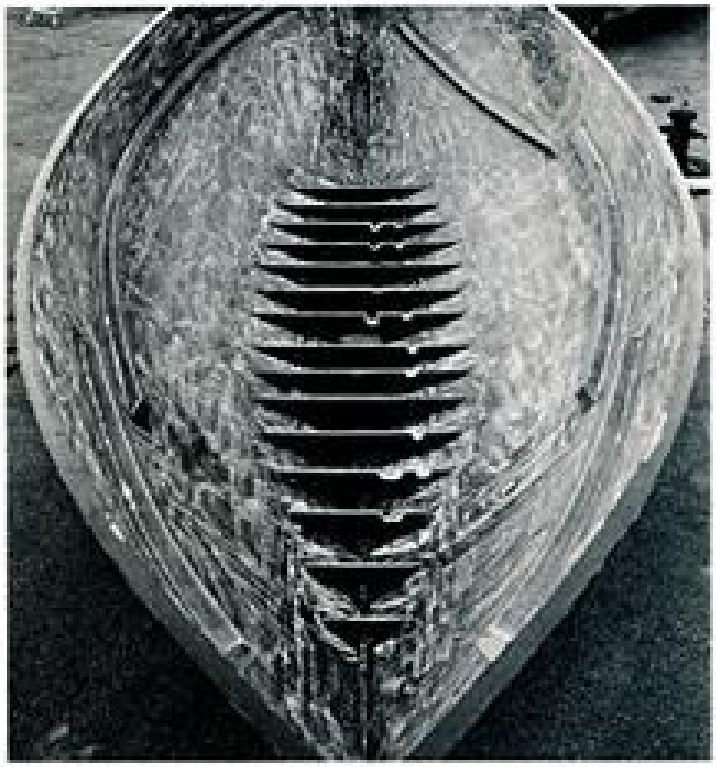
The Valiant 40 is recognized as a breakthrough design, and without being entirely self-serving, we know it to be the finest boat Bob Perry has designed and the modern standard by which all other cruising yachts are judged.



VALIANT 40

CONSTRUCTION HIGHLIGHTS

Valiant Yacht Corporation is unique in that it does not operate its own construction facility. Instead, Valiant acts as the client's representative to Uniflite. We are, in effect, the buyer's agents. That arrangement frees Valiant from the strictures of a builder's profit plan and long term plant capitalization and there are no committee cost-cutting decisions in the production of a Valiant. We have our own quality control personnel at Uniflite to insure that the boat is well built, even over-built, from the masthead to the gudgeon. We send a commissioning agent with every Valiant 40 delivered, so we are constantly appraised of the best, and worst points of the individual yachts. Of course, all owner input is sent back to our production supervisor and following Valiants benefit from it.



Valiant's hull is hand-laminated 24 oz. woven roving, alternated with 1.5 oz. mat to produce a laminate 3/8" thick at the rail, 5/8" thick at the turn of the bilge and 1" at the keel. The keel thickness represents 21 layers of mat and roving. U-L approved fire-retardant resin is used exclusively in the Valiant, and there are 4" x 4" foam core longitudinal hat stringers running the length of the hull. The hull is a one piece unit from a female mold, and it is fully insulated with fire-retardant closed-cell foam.

Valiant's deck, like the hull, is laid up with roving and mat with balsa coring in the cabin top for lightweight strength and insulation. All of the equipment and hardware mounting points are cored with high density closed cell foam and backed with aluminum butt-blocks to insure solid installations.

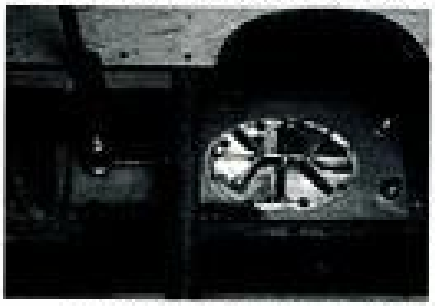
The deck to hull joint is a four part attachment. The deck and hull are first sealed with adhesive compound, then mechanically fastened with stainless steel fasteners. Next the members are bonded with fiberglass and finally the teak toe-rail joins the entire assemly.

The external lead ballast (an alloy of lead and 4% antimony) is cast to minimum tolerances. It is through-bolted with 3/4" diameter stainless steel "J" bolts to stainless steel backing plates. The 16 member flooring system adds to the strength of the underbody.

The deadwood, skeg and rudder are hand laminated 24 oz. woven roving and 1.5 oz. mat, with steel stiffening plates running both horizontally and vertically. The rudder shaft is 1-3/4" solid stainless steel.

The skeg is fitted with a cast bronze shoe, and the propeller shaft strut is also cast bronze, as are all the below waterline through-hulls and seacocks.

All the bulkheads and flats are bonded to the hull and deck for stiffening and the chainplate knees are fiberglassed to the hull and deck for maximum strength. The chainplates are then through-bolted to backing plates and grounded.

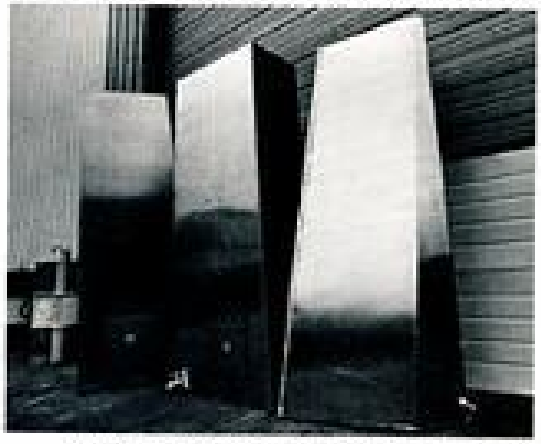


The mast is stepped onto the keel backing plates, and a tie-rod joins the cabin top to this stainless steel sub-flooring.

All deck hardware is through-bolted to backing plates, and all the Valiant's pressure plumbing is copper.

The electrical panel contains circuit breakers for all circuits, and a battery condition indicator.

There are no electrical connections in the bilge and all mast wiring is brought up through the cabin sole to a terminal strip beneath the chart table.



All Valiant tanks are 5052 series alloy, and include baffles and inspection plates and are electrically grounded. Also, the entire fuel and water system is pressure tested before it is installed in the boat.

The engine is mounted to fiberglass engine stringers. Teak joinerwork, cabinetry and and teak handrails are standard throughout the boat.

We feel that the Valiant is without question the best constructed production yacht in the United States. The Valiant is an exceptional yacht, built for serious appreciative yachtsmen.

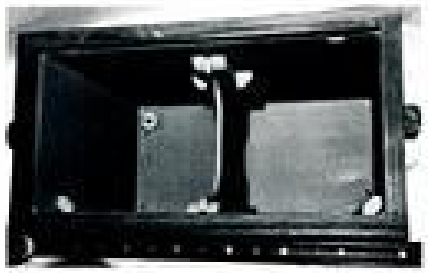
VALIANT 40

FEATURE OPTIONS

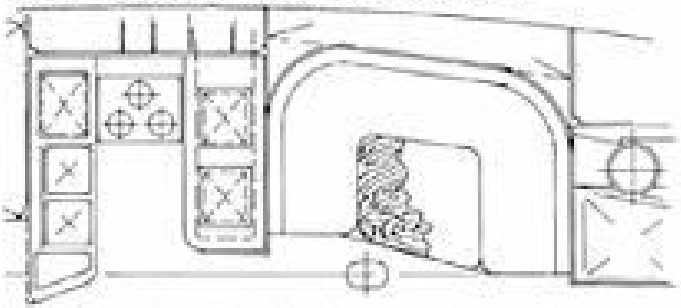
It is not idle boasting to describe the Valiant 40 as a custom-made production yacht. The range of optional configurations and special equipment that have been included in Valiant 40s transcends the official options list.

They include everything from a complete rig change (the Valiant 40 yawl) and a shoal-draft keel/centerboard to special interior colors and tufted and buttoned upholstery. The options featured here are some of the most popular variations owners specify for their new Valiant 40s.

One common modification of the interior arrangement is the replacement of one or both pilot berths with a combination of bookshelves and a storage cabinet. Like the rest of the Valiant interior, the cabinetry is all teak.



Another galley modification is the three-burner propane stove and oven. The twin five-gallon propane tanks are housed in a special draining locker mounted in the Valiant's lazarette.



The above drawing shows an alternative arrangement for the main salon dining area.

Quality, Performance, Safety.

Valiant products are the result of several years of planning by Nathan Rothman and naval architect Bob Perry. Both men sought an ideal offshore cruising yacht. Perry's solution, a split appendage hull-fin keel, skeg rudder-has been called a breakthrough

Valiant 40 Cockpit

in cruising yacht design. It was simply their belief that a cruising yacht need not be slow.

The fin keel is moderately long and the skeg-mounted rudder deep and large. Both, including skeg, are NACA foil sections. As a result the Valiant 40, Valiant 32 and Esprit 37 track straight and have light, responsive helms on all points of sail. Yet there is a minimum of wetted surface for less drag and more speed. The boats reach hull speed

New Valiant 40 Centerboard

quickly in moderate airs. They're fast to windward and sail within 35 degrees of apparent wind. There's no waiting for hull a gale to feel the yacht come alive. With the Valiant 40, Valiant 32 and Esprit 37, the day of lumbering, clumsy cruising boats has ended.

Valiant products have proven themselves to be as tough as any production offshore cruising yachts. Two Valiant 40's finished 3rd and 10th in class in the torturous, gear busting 1976 Single-Handed Trans-Atlantic Race after facing Force 10-plus gales. One of them was the first American mono hull and the first production cruising boat to finish.

Perry's designs incorporate a high degree of form stability and lots of reserve buoyancy, producing relatively stiff yet sea kindly yachts. Forward the short overhang and flared bow provide a dry ride on the wind and a near absolute refusal to take green water on the deck. The tumblehome canoe stern effectively lifts the yacht over following seas.

With Valiant, concern for safety begins at the factories where the boats are laid up using engineered layers of 1.5 oz. fiberglass mat and 24 oz. woven

Valiant 32 Tie Rod

roving in a one piece mold. By alternating mat with roving perfect resin penetration is assured. For a visual double check, the resin is also dyed. In high stress areas (such as the 40's keel) up to 21 layers each of mat and roving make up the laminate.

In the Valiant 40, full length longitudinal 4"x4" hull stringers built of laminate on high density foam core add to stiffness. On the 32 these stringers are integrated with the external rub rail and capped with teak. Valiant 40, 32, and Esprit 37's have systems of transverse floors below the cabin sole. Sixteen of these floor members are built into the Valiant 40. Keels of lead plus 4% antimony for hardness are cast and finished to close tolerances and

Esprit 37 Main Cutter

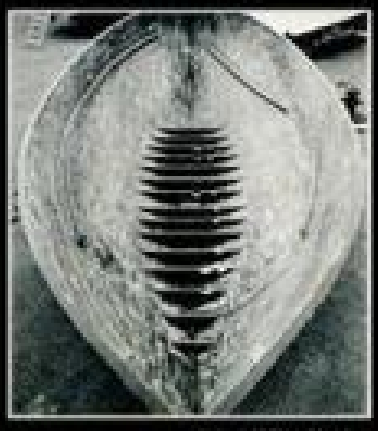
bolted to stainless steel backing plates.

Attention to detail distinguishes every element of Valiant construction. For example, the Valiant 40 and 32 utilize closed cell foam insulation to eliminate condensation; water tanks are fully baffled stainless steel, while fuel tanks are marine alloy, with large inspection plates. Electrical connections are all conveniently bulkhead mounted; there are none to console or snort in bilges. Every chain plate is grounded

Valiant 40 Under Sail

All fittings, winches, pad eyes, fairleads and cleats on Valiant yachts are through bolted to aluminum backing plates even where the deck is otherwise reinforced with balsa or foam core material. The deck and hull are joined through bolted and then sealed from underneath with two layers of fiberglass laminate. Tanks and piping are pressure tested after installation.

Valiant Yachts—quality you can see, performance you can feel, and safety. Everything for the serious offshore cruiser.



Valiant 40 Floor Members