

Basic Information

Boat Name: Little Wing

Make: Valiant

Model: 42CE

Year: 2011 (per HIN, delivered Nov 2010)

Condition: Used

Category: Sail

Construction: Fiberglass

Boat Hull ID: VAL42186B011

Has Hull ID: Yes

Keel Type: Fin Keel with rudder on skeg

Dimensions

Length: 42'

Length Overall: 42' (44' with removable dinghy davits mounted)

Waterline Length: 34' 6"

Beam: 12' 9"

Max Draft: 6 ft

Min Draft: 6 ft

Bridge Clearance: 57' 11"

Displacement: 24,600 lbs

Ballast: 9,500 lbs external lead

Engines / Speed

Engines: 1

- Make: Westerbeke
- Model: Upgraded 55C Four / 2.1:1 ZF15MIV / 190AMP
- Serial Number: 224511JF/10803
- Fuel: Diesel
- Engine Power: 55HP @ 3000RPM Max Torque 110Ft-Lbs @1500RPM
- Type: Inboard
- Engine Location: Centerline Behind Companionway Steps
- Drive Type: V Drive
- Year: 2011

Tanks

Fuel Tank Capacity: 87 gal

Fuel Tank Construction: Aluminium - upgraded dual (P&S) saddle tanks

Water Tank Capacity: 94 gal

Water Tank Material: Stainless Steel - P&S with gasketed inspection plate

Holding Tank Capacity: 40 gal

Holding Tank Material: Plastic

Other

Drive Type: Direct PYI Dripless

Windlass Type: Electric Lighthouse 1501 Chain Gypsy and Capstan Port/ Chain Gypsy Stbd

Boat Class: Sail, Cutter

What follows are the standard specifications for the Valiant 42 as offered by the factory. While more than adequate, the current owners made numerous, thoughtful factory upgrades that can be found in the itemized options list here:

https://www.dropbox.com/scl/fi/1atpipc61la05n4bncb4q/Valiant-42-186-Options-MOD-8-Signed_Redacted.pdf?rlkey=lr2de2zdrhgrwjyahl7awyod3&st=yw7h38s5&dl=0

CONSTRUCTION

Gelcoat

Isophthalic gelcoat used exclusively on all large and small fiberglass parts.

Resin

Isophthalic resin used throughout the entire lay up of hull, deck, and all other fiberglass components. The resin is hand-batched and catalyzed in one gallon increments. The catalyst/resin mixture is dyed to achieve the proper wet-out technique.

Hull

One piece, solid fiberglass, hand laminated of alternate layers of mat and woven roving.

Deck

Hand laminated, balsa cored fiberglass for strength weight ratio with high-density structural foam in high-stress areas.

Rub Rail

Molded in structural with sacrificial teak and stainless strake.

Rudder

Fiberglass hand-laminated exterior structural parts, solid stainless steel rudder shaft welded to an internal steel core, encased in resin and foam.

Skeg

Fiberglass hand-laminated exterior structural parts with internal steel weldment encased in resin and foam. Skeg is glassed to hull and through-bolted with 10 stainless steel bolts with a one-piece stainless steel backing plate bedded with 3M 5200.

ELECTRICAL

AC/DC Distribution

Valiant Custom electrical panel with DC volt meter, amp meter, AC volt meter, reverse polarity indicator, DC breaker with 28 positions available and AC breaker with 12 positions available

Interior Lights

Chart table light (high/low red or white), reading lights in bunk areas, reading lights in main salon aft port and starboard, dome lights in head, shower and bunk areas. High/low dome light main salon port and starboard, lighting above sink and icebox countertop, engine room light, locker lights with door switches, companionway entrance light with switch, courtesy lights under main salon and galley toe recesses.

Navigation Lights

To COLREGS - bow and stern lights on pulpits. Anchor light and combination steaming and foredeck light on mast.

Tri-Color Strobe Light

At masthead.

Batteries

Two bank system, four gel cell batteries on house bank, one gel cel on starter bank in fiberglass battery bases with offshore hold-down system for each bank.

Battery Charger

110 volt automatic, 40 amp with temperature sensor.

Alternator

100 amp.

Outlets

110 volt, conveniently located throughout interior port and starboard with GFI outlet protection.

Lightning Ground

Electrical bonding system.

Wiring

Tinned copper and meets ABYC specifications.

PLUMBING

Fresh Water Tanks

Marine Stainless - Located under settees port and starboard with clean-outs, deck fills and vents.
Custom built and removable.

Water Manifold

Located under galley sink for easy access.

Pressure Water

Hot and cold system with 12 volt pump and large accumulator tank.

Water Heater

110 volt and engine heated.

Foot Pump

Fresh water in galley

Shower

In head with electric sump pump

Head

Manually operated with Y-valve for selection to holding tank or overboard offshore discharge.
Holding tank has deck fitting for pump out and manual pump out for overboard offshore discharge. Holding tank is made from non-corrosive polyethylene and removable.

Cockpit Shower

Hot and cold pressure water with faucet and shower wand in cockpit coaming box.

Bilge Pumps

Manual pump located in cockpit and electric 12 volt pump with automatic bilge float switch.

Faucets

Galley hot/cold swivel spout. Vanity hot/cold faucet, shower hot/cold controls and shower wand.

Deck Washdown

Deck fitting for hose forward on deck in bulwarks with 12 volt pressure switch pump and through-hull located forward in interior below furniture.

INTERIOR

Bulkheads

Cherry wood joinery with hand-rubbed oil finish.

Trim

Sea rails and fiddles on all horizontal surfaces, laminated trim pieces on all arch door frames and cap bulkheads.

Hull Sideliner

Horizontal ash ceiling battens screwed and plugged with Satin Urethane finish.

Cabin Sole

Planked and plugged 1/2 inch solid teak with inlaid basswood strips above 3/4 inch marine grade plywood sub-floor. Sole lift-outs have mechanical locking devices.

Cabin Sole Finish

Sanded and sealed with three coats of Satin Urethane finish.

Cabin Sides

Handrails on cabin trunk sides, with Formica side liner.

Lockers

Isolated from bilge with vents for maximum air circulation.

Twist Latches

Flush-mounted on all opening locker doors and drawers.

Drawers

Solid cherry face with cedar bottoms and dovetail side connections, mounted on epoxy-coated drawer slides.

Dining Table

Walk around drop-leaf table with cherry wood top and center storage, Formica leaves with fiddles. Table is through-bolted to floor timbers.

Settees

Opposing settees port and starboard. Storage lockers behind settee backs and a cabinet above the port and starboard settee.

Pantry Locker

Four locking sliding track shelves.

Overhead Liner

1/8 inch Formica with removable panels for easy access to underside of deck.

Chain Locker

Interior access with divider and drains to bilge.

Cushions

Valiant Custom interior upholstery with high-quality foam cushions.

Sinks

Oval stainless steel in head. Deep double stainless steel in galley.

Mirror

Bulkhead mounted with trim in head and aft stateroom.

Nav Station

Large chart table with spacious electronics area.

Wet Locker

Vented with drain.

Teak Grate

At companionway steps with drain to bilge.

Trash Compartment

In galley

Stove

Stainless steel, gimbaled three-burner stove and oven with LPG safety control panel.

Flash Guard

Stainless steel mounted above stove.

Stove Crash Bar

Sturdy rings for offshore galley strap.

Icebox

4 inch closed cell foam insulation and vapor barrier with sliding shelves and divider.

Aromatic Cedar

Liners in hanging lockers and bottom of drawers.

Engine Room

Large lighted working area with easy engine access.

DECK

Non-Skid

Valiant Custom system, two tone on deck, cockpit and cabin top.

Hatches

Six Lewmar Ocean Series offshore with custom hatch bosses.

Port Lights

Hood stainless steel opening ports with screens.

Mooring Cleats

Six 12 inch stainless steel.

Genoa Turning Blocks

Two double sheave.

Primary Winches

Two Lewmar 58CST Ocean Series.

Staysail Winches

Two Lewmar 40CST Ocean Series.

Halyard Winch

One Lewmar 40CST Ocean Series.

Main Sheet Winch

Lewmar 44CST Ocean Series.

Grab Rails

Four custom stainless steel.

Genoa Track

Recessed with twin lead blocks.

Staysail Track

Twin lead blocks.

Toe Rail

Aluminum through-bolted to deck/hull flange with Valiant Custom stainless mid-deck chocks, bedded in 3M 5200 sealant.

Steering

Edson pedestal radial drive with stainless steel destroyer wheel.
Compass
SP5 Ritchie.

Emergency Tiller
Valiant Custom heavy duty welded aluminum alloy.

Bowsprit
Valiant Custom stainless steel with double bow roller.

Bow Rail
Valiant Custom stainless steel with double rail.

Stern Rail
Valiant Custom stainless steel wrap-around double rail from boarding gate to boarding gate with gate opening in upper middle section of stern.

Lifelines
31 inch stanchions and gates port and starboard for double lifelines bulwark mounted.

Traveler System
Valiant Custom bridge with offshore hardware for mid-boom sheeting.

Mast Collar
Valiant Custom with block attachment provisions and stainless steel deck to hull tie rod.

Coaming Boxes
Glassed-in fiberglass box in cockpit port and starboard with drains.

Lazarettes
Large lockers port and starboard in cockpit.

Swim Ladder
Side mounting with teak treads, sockets installed at boarding gates port and starboard for easy installation.

Dorades
Two fiberglass dorade boxes and chrome cowls with stainless guards.

Windlass
Electric windlass with up and down foot switches, stainless steel Wildcat and chrome plate bronze Gypsy for 5/16 HT G4 chain.

Propane Storage

Lockers port and starboard aft in cockpit with drainage overboard with one 20 pound horizontal aluminum tank (space for optional 20 pound tank).

Cockpit

Proven offshore design, fully guttered for sufficient drainage with wrap-around coamings, bridgedeck, and cribboards.

Scuppers

Deck and cockpit to separate through-hulls.

Companionway Hatch

Valiant Custom fiberglass slider with 1/2 inch Lexan and hatch garage.

Deck Hardware

All through bolted with backing plates.

Deck Plates

Port and starboard water fills, waste pump out and diesel fills.

SPAR / RIGGING

Mast

Valiant Custom aluminum extrusion with white polyurethane finish, tapered upper section, double spreader, through-bolted tangs, fabricated/welded cranehead, internal halyards, conduit for mast wiring, spinnaker bails, extra halyard sheaves.

Boom

Valiant Custom fabricated aluminum, with white polyurethane finish, internal outhaul, internal topping lift, bails for main sheet blocks, swivel goose neck fitting.

Standard Rigging

-12 rod for uppers, forward and aft lowers, headstay and backstay, -10 rod for intermediate upper, 1/4 inch 1x19 wire for forestay. Fittings are Navtec marine turnbuckles.

Mast and Boom Tangs

Deck pad eyes are installed for preventor and runners (running rigging for preventor system and mast runner are optional).

Spar Fly

Windex 15.

Running Rigging

1/2 XLS main and jib halyard, 7/16 XLS staysail halyard, 3/8 XLS traveler control lines, 7/16 XLS with vinyl cable for boom topping lift.

Sheets

Genoa 5/8 Intrepid, staysail 1/2 Intrepid, main 1/2 XLS.

Projects / Additions During Ownership:

2024 01 - House Bank (8) Lifeline Grp 31 AGMs replaced

<https://photos.app.goo.gl/CYSUSD8J83ZYoCPDA>

2023 07 - All Thru Hulls Replaced

<https://photos.app.goo.gl/r1JgpXtLLu8i8P5r8>

2023 06 - Strataglass Connector

2023 -04 - Alternator Replaced 190A

<https://photos.app.goo.gl/1JJPWuHjHEjRB76n7>

2022 11 Shore Power Charger Replacement

<https://photos.app.goo.gl/frvXVRLtERAFqm266>

2022-10 Electronics Upgrade MFD, Radar, XM Weather

<https://photos.app.goo.gl/ADMPGTHAHAYVrFHS9>

2021 08 New Mastervolt Easy 5 Display

2021 04 - Quarter Berth Half Doors for Engel

<https://photos.app.goo.gl/ZPjJA1Xsflsg9WRC8>

2022 01 - Running Back / Checkstays - Tylaska to Harken Runners Delrin Insert

<https://photos.app.goo.gl/o2fzjmFTfS6Cb2yS7>

2021 04 - Dinghy Davits Cross Member Weld Project

<https://photos.app.goo.gl/uhmbqDeH4Tqfcg297>

2020 06 - New Canvas with Full Cockpit Enclosure

<https://photos.app.goo.gl/EjzhwErN4Nd2yePEA>

2019 12 - Added Shelving in Salon Lockers (P&S) and V Berth Hanging Closet

<https://photos.app.goo.gl/MirSG2B94pwVh2iSA>

2019 10 - Wireless Controller For Windlass

<https://photos.app.goo.gl/NHzYes1NAS7QBZvC9>

2019 10 - Active Ventilation for Reefer Freezer

<https://photos.app.goo.gl/pBzVrmg77V8KnzkQ9>

2019 07 - Full Sun Awning Shelterite - 2 piece
<https://photos.app.goo.gl/8XaxSPmZk183g63F8>

2019 01 - Cooktop Lighting
<https://photos.app.goo.gl/7Qrfp4VxFZNFzg3d7>

2018 06 - PYI PSS Dripless and Cutlass Bearing Replaced

2017 10 - Spectra Watermaker
<https://photos.app.goo.gl/hR5DorE1nTh74ke38>

2017 06 - Vesper AIS Installation
<https://photos.app.goo.gl/pA5z41RJEPCm8zfD7>

2017 02 - Actisense EMU-1 Engine Data Gateway
<https://photos.app.goo.gl/dyjiwbdCNL3S26t36>

2017 02 - Upgrade / Replace 4 House Bank AGM to 8 (840Ah)
<https://photos.app.goo.gl/dyjiwbdCNL3S26t36>

2017 01 - Port & Stbd Lee Cloths Sewn and Installed
<https://photos.app.goo.gl/VXEhJf6PotMm9R7F9>

2015 05 - Replace Dual Basin Sink with One Large Basin
<https://photos.app.goo.gl/hjpZ4veTcRTiFZ72A>

Engine Room Photos

<https://photos.app.goo.gl/Avd8rQYAbfq9x2Tx5>

Future Interior Photos Here

Hall Of Fame

Guided by this standard, Sail America has selected twelve boats for induction into the American Sailboat Hall of Fame since its founding in 1994. These boats are true American classics, exemplars of the extraordinary skill and ingenuity of American boat builders. They range in size from 10 to 41 feet. Several date to the dawn of the fiberglass era and are considered collector's items; others are still in production, selling briskly. All have profoundly influenced the sport of sailing and by their sheer excellence, have made sailing better. Valiant Yachts is proud to have the Valiant 40 selected as a member of the American Sailboat Hall of Fame.

Selections for the Hall of Fame were made by a committee of magazine editors comprised of Bill Schanen, SAILING Magazine, chairman; John Burnham, SailingWorld; and Patience Wales, SAIL. The Hall of Fame awards are on display at the museum of Yachting in Newport, Rhode Island.

Valiant 40

Valiant 40 owners love their boats with an almost religious fervor. That's not surprising, considering that the Valiant 40 gives them an irresistible combination of endearing characteristics summed up in the term it introduced to the sailing world 24 years ago: Performance Cruiser.

Designed in 1973 by a youthful Bob Perry, the Valiant offered something most cruising boats just didn't have then-the ability to sail fast. The skeg-hung rudder and modified fin keel give the double-ended hull a level of quickness and maneuverability unheard of in the cruising boats of the time. This combined with a comfortable cruising interior and an exceptionally strong hull, made the Valiant 40 a veritable sailing phenomenon.

The boat was originally built by Uniflite in Bellingham, Washington. When the firm went out of business, Rich Worstell, a successful Valiant dealer, took over production. With a commitment to never compromising the boat's renowned integrity, Worstell built a loyalty among owners that has moved more than one observer to refer to them as the "Valiant family." Worstell went on to build larger and smaller Valiants, and today his plant in Gordonville, Texas, is busy turning out Valiant 42s, a Perry-designed evolution of the 40. The Valiant 40, however, remains the benchmark.

Exactly 200 Valiant 40s were built before the boat went out of production in 1992. Today there is a permanent waiting list for used models. Would-be owners can expect a long wait. A survey

done by Worstell showed that half of the 40s built are still sailed by their original owners, many of whom are live-aboards.

The outsized appeal of the Valiant 40 once earned it the label of "cult boat" in some circles, but that did a disservice to the fact that much of the boat's popularity derives from its remarkable achievements under sail. It has been the boat of choice for a number of circumnavigators and has recorded finishes at the top of fleets in some of the world's most challenging races, including the Single-handed Transatlantic and the BOC Challenge. In the Valiant 40 Resourceful in 1983, Mark Schrader set the record for the fastest circumnavigation, becoming the first American to sail around the world via the five capes.

Of all the bragging rights that go with Valiant 40 ownership, one of the most impressive, according to Worstell, is that no Valiant 40 has suffered a disabling failure. "Failure" is certainly not a word to use in connection with this boat, whose success began with innovation and continues with enduring excellence.

- Erin L. Schanen, SAILING Magazine

Perry On Design

Valiant 40

2016 July 1

By Robert H. Perry

The performance cruiser that defined the category and sparked a career

Editor's note: This Perry on Design review is part of a special column featuring important designs from the last 50 years as part of SAILING Magazine's 50th anniversary celebration.

I chose the Valiant for the cruising category because it is generally considered the boat that began the move to “performance cruisers.” There were plenty of fast cruising boats before the Valiant but I think the Valiant is remembered for a couple of reasons. The term “performance cruiser” was attached to the V-40 early on and it became an easy way to identify the type. Also, the V-40 was a distinctive looking design that was very easy to recognize. People like what they know. And yes, I can't deny it, I am the proud designer of the V-40. So with that in mind I will try to be objective.

It was 1973. Nathan Rothman and I were best friends. Neither one of us had any money and we were grubbing by working at various things. I had already designed the CT54 and I was very focused on making it on my own. Nathan had the idea of starting a boatbuilding company. I went along with the dream and started working on a design. My design would combine hull elements of the racing boats of the day blended with a cruising interior and rig. I did not innovate anything. I took features I liked from other boats: the stern from K. Aage Nielsen's Holger Danske, the midsection from Dick Carter's Airmail and various elements from the work of my old friend Bill Garden.

I was working at Dick Carter's office when I finished the hull lines to the Valiant and I brought them to work to show my coworkers Yves-Marie Tanton and Chuck Paine. They scratched their heads and one of them said, “Do you really think a boat should be shaped like that?” I don't recall my answer. I think my answer was my drawing. Yes I did. Many years later I ran into Dick Carter at the Annapolis boat show and he said, “You were right.”

In the days when “cruising boat” almost certainly meant “slow boat” I gave the Valiant 40 performance that would bring it more in line with the current racing fleet. I chose a D/L of 255. One well-known designer writing in Yachting magazine said, “The V-40 is too light to be considered a serious offshore boat.” He should have told Mark Schraeder before Mark sailed his solo, nonstop, circumnavigation in a Valiant.

Today the V-40 would be considered “heavy.” I chose a midsection from a fast IOR boat and drew in the buttocks as flat as I could using the accepted at the time IOR “bustle” feature aft then tucking up the buttocks at the last moment for a shapely canoe stern. We called it the “tumblehome canoe stern.” My intention was to pull volume aft and avoid the pinched in shape you would commonly see on almost all double-enders. It was a shape I had seen on several

Scandinavian double-enders and I really liked the look. I did have to fight a bit to convince a lot of cruisers that a fin keel and a skeg hung rudder were a huge improvement over a full keel. I'm still arguing that one. I find the Valiant 40 a very satisfying boat to sail.

The layout of the V-40 was very practical. Later on the factory in Texas would have me schmooze up the layout with "trendy" features but I always preferred my original layout. It was orthogonal but it worked. It had pilot berths port and starboard and a double quarterberth. My wife never liked sleeping in that berth. She felt trapped, shoved outboard under the side deck. The galley was big and that would soon become a trademark of most Perry designs. Today I can't think of anything I'd change in that layout.

My choice of a cutter rig came from the need to make a weatherly boat with the ability to make sail reduction easy. The ketch rig was considered the go-to rig for cruisers at the time. The Valiant could be sailed as a cutter or a sloop. I made a change in the E dimension to help balance the helm a bit better and also to get the mainsheet traveler off the stern and up onto the cabintrunk.

The build story of the Valiant is complicated. There was the fire retardant resin problem early on. Production eventually moved to Gordonville, Texas. My old buddy Rich Worstell built many more Valiants, adding a bowsprit and calling the boat the Valiant 42, but the hull is the same. Production continued for more than 35 years, earning the V-40 a place in the American Sailboat Hall of Fame.

Looking back I am thankful to Nathan for giving me the chance to design the Valiant. Being as objective as I can be I'll say that the V-40 will long be remembered as a great cruising boat and the boat that launched my career.

LOA 39'10"; LWL 34'; Beam 12'4"; Draft 6'; Displ. 24,000 lbs.; Ballast 8,400 lbs.; Sail area 810 sq. ft.; SA/D 15.5; D/L 255 L/B 3.24; Auxiliary Perkins 4 108; Fuel 80 gal.; Water 125 gal.; First built 1973; Originally reviewed February 1975

Bluewater Sailboats 101: Outside the Boat

https://youtu.be/2J4aOwUwiO8?si=Q8nX0E4_wtD_LQnr&t=1495

Cruising World Magazine

40 Best Sailboats

We polled our readers to determine the best sailboats of all time.

By Cruising World Editors

September 20, 2013

Updated: May 24, 2024

<https://www.cruisingworld.com/sailboats/40-best-sailboats/>

“Sailing A Serious Ocean” John Kretschmer 2014

Ten Old-but-Proven Classics That Can Still Cross Oceans:

A List and Some Brief Thoughts

