

40 ft 1983 Valiant 40 Selah
US\$174,000
Edmonds, Washington, United States



Boat Details

Make:	Valiant	Class:	Cutter	Max Draft:	6 ft
Model:	40 Selah	Hull Material:	Fiberglass		
Year:	1983	Drive Type:	Direct Drive		
Length:	40 ft	Beam:	12 ft 4 in		
Price:	US\$174,000	Boat Location:	Edmonds, Washington, United States		
Condition:	Used	Fuel Type:	Diesel		

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Description

Yes! Selah, the most impressive refit Valiant 40 on the market, is here in Edmonds, WA. The multi-year refit from bottom to masthead, included a full rewire and extensive electronics systems rebuild with the most impressive pannel and B&G navigation set-up I've seen. The mast was pulled, stripped, repainted, rewired, rod-rigging replaced, spinnaker pole mounted, and a full set of Hasse/Port Townsend sails purchased. This mast has TWO strong tracks for the main and storm trys'l. The diesel is a smooth Perkins M-50, not an old Westerbeke or 4-108! Custom mounted Firefly batteries were installed before LiFePO4 batteries became reliable. There are lots of special details on this boat from the Vulcan and Bruce anchors on the bow, to the impressive arch with solar panels, antennas at the stern. Selah like all Valiant 40s was designed for the ocean; with a low windage profile, snug cockpit, and ready handholds, close enough that you won't fall far before hitting something. They sure don't make ocean capable boats like this anymore, so buy Selah before someone else gets a great deal on this fine Valiant.

The Perry design and expert build quality of later Uniflite built boats have made the Valiant 40 a desired classic cruiser. Completed in 1983 after the change in resin, this is NOT a "blister boat".

The Valiant 40, first introduced in 1976, is renowned for its sturdy construction, seaworthiness, and performance. Designed by Robert H. Perry for bluewater sailing, the Valiant 40 is well-known for long-distance voyages and offshore adventures. With a sturdy fiberglass hull and a moderate draft, this design balances stability and maneuverability. Its sea-going interior layout provides comfortable accommodations, a well-equipped galley, cozy sleeping quarters, and generous storage. The Valiant 40's timeless design, coupled with its reputation for reliability and durability, continues to attract sailors seeking a capable vessel for ocean exploring.

Check out "Valiant 40 Specifications Accommodations and Info" below, hidden by Yacht World under the Additional Descriptions tab to see why this well-equipped Valiant 40 is unique. Prepped for the Coho Ho Ho Rally, Selah may be the special offshore boat you've been looking for. . .

Information & Features

2009 Perkins M-50 (Engine 1)

Engine Type:	Inboard	Power:	50 hp
Fuel Type:	Diesel	Propeller Type:	3 Blade
Drive Type:	Direct Drive	Propeller Material:	Bronze

Dimensions

LOA:	40 ft	Beam:	12 ft 4 in	Gross Tonnage:	14
Length On Deck:	39 ft 11 in	Max Bridge Clearance:	55 ft		
LWL:	34 ft	Max Draft:	6 ft		

Weights

Ballast:	7,700 lb
Displacement:	22,500 lb

Sail Areas

Total:	772 sqft
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Tanks

Fuel: **95 gal**
Fresh Water: **120 gal**

Other

Hull Shape: **Displacement** Builder: **Uniflite**
Flag Of Registry: **United States**
Designer: **Robert H. Perry**

Covers

- Bimini Top
- Mainsail Cover

Electrical Equipment

- Inverter
- Shore Power Inlet

Electronics

- AIS
- Autopilot
- Cockpit Speakers
- Compass
- Depthsounder
- GPS
- Log-Speedometer
- Navigation Center
- Plotter
- Radar
- Radar Detector
- Radio
- VHF
- Wi-Fi
- Wind Speed and Direction

Inside Equipment

- Battery Charger
- Electric Bilge Pump
- Heating
- Hot Water
- Manual Bilge Pump
- Marine Head
- Microwave Oven
- Oven
- Refrigerator

Outside Equipment/Extras

- Cockpit Cushions
- Cockpit Table
- Radar Reflector
- Solar Panel

Rigging

- Electric Winch
- Spinnaker Pole
- Steering Wheel

Sails

- Asymmetric Spinnaker
- Fully Battened Mainsail
- Furling Genoa
- Genoa
- Storm Jib
- Trisail

Additional Information

Valiant 40 Specifications, Accommodations, and Info

LOA: 39' 11" (12.16 m.)

LWL: 34' (10.36 m.)

Beam: 12' 4" (3.76 m.)

Draft 6' (1.83 m.)

Ballast: 7,700 lbs. (3,493 kgs.)

Disp: 22,500 lbs. (10,206 kgs.)

Sail area: (100%) 772 sq.ft. (71.7 sq.m.)

Mast above water: 55' (16.8 m.)

Ballast/Disp: .34

Disp/Length: 255

SA/Disp: 15.5

Fuel: 95 gal. (avg.) (360 ltr.)

Water: 120 gal. (avg.) (454 ltr.)

Holding: 15 gal. (57 ltr.)-!

Auxiliary: 4-Cyl. 50-hp (Perkins M-50 diesel)

Cabin headroom: 6' 2"+

Designer: Bob Perry

Designed by Bob Perry, **Selah** has the traditional voyaging Valiant 40 layout with a teak interior, SS port lights, and tasteful custom salon cushions. She has been extensively upgraded by the third owner and has a warm and inviting feel. The most expensive Valiant 40 on the market, Selah is the best prepared I've ever seen. From the Manta bow roller and anchors to the Monitor Wind-Vane on the stern, it's hard to capture the many upgrades and smart decisions thoughtfully made.

The headroom on the Valiant 40 is a ranges from 6' 2" to 6' 5"! Like many boats of this vintage, Selah can sleep six or seven; in two separate cabins, a port settee that expands, and a single starboard with lee-cloths. It was a family marketing plan - most Valiant 40s are sailed as a couple, with one or two extra crew on long offshore passages.

The forward cabin, a large **V-berth**, has storage below, a hanging locker on starboard with full-length shelves on both sides. There is access to the chain locker from the V-berth w/ additional windlass and lighting switches. Additional chain is stored below the berths, while an overhead hatch provides light and ventilation. The tasteful cushions are new and there are reading lights and a fan.

The head is located aft of the forward cabin on the port side and includes a sink and manual toilet. Note the separate shower stall, yeah! Plus a portlight for ventilation. A hanging locker on starboard currently houses an OB motor.

The **salon** has port and starboard settees with a drop-leaf table for additional table space. The port settee can be expanded to sleep two. The upholstery was recently replaced and looks almost new. The port pilot berth has been replaced with enclosed storage. An Antarctic Dickenson diesel heater is tucked into the forward starboard bulkhead, and all the portlights are nice New Found Metal fixtures. The large table can be mounted on the bulkhead opening up the salon.

The Valiant 40 has an excellent **U-shaped galley** on port with a secure spot for the crew while underway. Selah has lots of storage in cabinets, drawers, and a dry storage bin for long-distance cruising. The two spacious counters are on either side of the 4-burner Force Ten stove, which provides a larger oven. The double stainless steel sinks are on the aft counter, and the Sea Frost refer, and freezer are forward. Of course, there is hot and cold pressure water with a house-size filter foot-pumps and the usual modest spice rack. Note the custom mount for the microwave with a wine-glass rack.

There is good W/R LED light plus an overhead hatch and port-light. 12-volt oscillating fans are in the salon and both cabins.

The forward-facing **navigation station** is opposite the galley on the starboard and features a large chart table with storage and a good seat. Custom electrical panels with navigational and communications are most impressive! The Weemes & Plath barometer and clock are high and just forward of the Nav station. Selah was purchased in 2009 and extensively rewired and upgraded by an electrical engineer working for the utility company. The sailing instruments were replaced. GPS, Radar, and two chart plotters were installed at nav and helm. Power systems include Shore 12v 30Amp, 12v alternator with Balmar controller, and two solar panels mounted above the bimini. Batteries are in the engine room - FireFly Gp 31s. Electronics include B&G Autopilot w/ remote controller, B&G Radar with 2 plotters, B&G Wind & Sailing instruments, ICOM VHF and SSB, Fusion Stereo (too many speakers). Aft of the navigation station are lockers with pantry shelves, and an electrical closet with breakers, SSB antenna tuner, isolation transformer, Blue Sea battery charger, Magnum Inverter/Charger with salon display, and a MidNite solar controller.

The aft owner's cabin with a large double berth is on the port of the companionway steps. There is storage under the berth and inboard with "fancy lights" for reading. A seat covers access to the v-drive transmission, with a storage cabinet above.

Access to the engine room is by removing the companionway stairs. A unique solution and better than many of the "Perry boxes" for engine access! The **Perkins M-50 diesel** controls are high, just inside the entry. Look at the alternator access and massive exhaust hose. The Dual Raycor fuel filters are on the aft bulkhead. The Spectra Watermaker is on a custom aluminum shelf w/ pumps and filters. Above the engine is a Halon automatic fire extinguisher. The Eight G31 Firefly Deep-cycle AGM batteries are mounted in boxes on the starboard bulkhead. You can almost stand up in there!

The Valiant 40's **hull** is solid hand-laid fiberglass, and the interior is finished with 1/2" closed cell foam for insulation. Built with long-distance cruising in mind, most everything is easily accessible. The keel has external lead casting bolted to the hull with stainless steel bolts and backing plates, with a skeg-hung rudder. A 1983 model, Selah was built five boats after the change from the blister boat resin change - YEAH! You don't see rub-rails on newer boats, but they help protect the hull, and the teak bulwark helps keep tools and feet onboard. Note the double anchors on the bow, a nice Vulcan, and a Delta spade, with a strong Muir Cheeta windlass.

Selah's **Sails and Rigging** show a lot of thoughtful PNW workmanship. The single-spreader keel-stepped mast was serviced, rewired, and painted. Re-rigged with new Rod and Titanium Chain-plates! Note the spinnaker pole stored on the mast, with a protected deck light and radar reflector above. A lot of thought, design, and gear went into the lines led to the cockpit through clutches to two Harking #40 trim winches. Halyards stay at the mast with excellent clutches and two Harkin #35 2-speed ST mast winches. Out-haul and reef lines go to a Harkin #20 winch on the boom. The shrouds are Navtec rods, and the removable forestay is SS wire for the hank-on staysail. A Navtec backstay adjuster is on the insulated backstay at the stern. Custom high SS "granny bars" are on each side of the mast, and SS fuel jug holders are near the shrouds. A folding ladder for dinghy access mounts on either side.

Carol Hasse **Port Townsend Sails** include main, staysail, yankee, genoa, trysail, storm-jib, and asymmetrical spinnaker. NOTE the mast with two Strong Tracks, for the main and tri-sail! Upgraded Northwest Canvas covers almost everything from Windlass to Bimini, including mainsail cover, handrails and Dorade boxes. Solar panels are mounted above the bimini, off the SS Radar arch with VHF, AIS, Phone, and Wireless antennas.

In the modest sea-going cockpit, you will find good storm protection behind the dodger. The lines, labeled clutches, and Self-tailing Harkin 40 trim winches are on the coach house. **B&G instruments** are easy to see and mounted vertically to allow seating on the forward bulkheads. Old Larrikkin foam pads are still serviceable. The B&G chart plotter is above the compass and engine controls. A varnished teak folding table is mounted in front of the binnacle, and the SS wheel is leathered, of course. The shore power plug is protected and out of the way. Jacklines are stored in the port settee, and too much in the starboard settee is waiting for a surveyor-ha!

Safety equipment includes a Lifesling in a hard case, plus a rescue ring - a BC requirement. Note the retrieval attachment on the shrouds. There is a high tri-lob radar reflector, and the top of the mast is traditionally painted white for visibility.

Note: I've tried to photograph what I could see and will continue to work on a datasheet. On the name: Selah is a musical notation signifying a rest to the instrumentalists and/or singers who performed the psalms to "to pause and praise." A cat may have had the same name. . .

Disclaimer

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