

39 ft 1983 Uniflite Valiant 40  
**US\$285,000**  
 Edmonds, Washington, United States



### Boat Details

Make:	<b>Uniflite</b>	Class:	<b>Cutter</b>	Max Draft:	<b>6 ft</b>
Model:	<b>Valiant 40</b>	Hull Material:	<b>Fiberglass</b>		
Year:	<b>1983</b>	Drive Type:	<b>Direct Drive</b>		
Length:	<b>39 ft 11 in</b>	Beam:	<b>12 ft 4 in</b>		
Price:	<b>US\$285,000</b>	Boat Location:	<b>Edmonds, Washington, United States</b>		
Condition:	<b>Used</b>	Fuel Type:	<b>Diesel</b>		

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## Description

**Selah** is a refit robust bluewater cruiser in good condition with excellent gear. The Perry design and expert build quality of Uniflite 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 "Accommodations and Info" below to see why this well-equipped this Valiant 40 is special. Prepped for the Coho Ho Ho Rally, Selah may be the special boat you've been looking for. . .

## Information & Features

### 2009 Perkins M-50 (Engine 1)

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

### Dimensions

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

### Weights

Ballast:	<b>7,700 lb</b>
Displacement:	<b>22,500 lb</b>

### Sail Areas

Total:	<b>772 sqft</b>
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### Tanks

Fuel:	<b>95 gal</b>
Fresh Water:	<b>120 gal</b>

### Other

Hull Shape:	<b>Displacement</b>	Builder:	<b>Uniflite</b>
Flag Of Registry:	<b>United States</b>		
Designer:	<b>Robert H. Perry</b>		

## 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

## Accommodations and Info

**Selah** has the traditional voyaging Valiant 40 layout with a teak interior, SS portlights, 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, 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. Consider the low windage Achilles folding-transom fiberglass-bottom covered inflatable on the forward coach-house. I've mentioned many of the other upgrades below, and I'm planning a separate upgrades list.

The headroom on the Valiant 40 is a reported 6' 2". 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.

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 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 31. 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 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, Shelah was built five boats after the change from the blister bost 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 Port Townsend workmanship. The single-spreader keel-stepped mast was serviced by **Brion Toss**, rewired, and painted. Note the spinnaker pole stored on the mast, with a protected deck light and radar reflector above. All halyards are led aft to the cockpit with labled-clutches and Harkin trim winches under the dodger. The upper and intermediate shrouds are Navtec rods. Lower shrouds and the removable forestay are SS wire. 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 ST 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-yeah. 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 suveyor-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.Sela

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. . .

### **Additional Information**

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.









































































































