

VALIANT 42 CONSTRUCTION DETAILS

Valiant custom builds about ten V42s and two or three V50s each year. Both are covered by lifetime warranties against hull and deck blisters.

DECK: The deck is balsa-cored fiberglass with a sprayed-on non-skid surface and is bolstered in heavily stressed areas with high-density foam. Deck hardware is through-bolted and reinforced with backing plates.

HULL: The one-piece, solid fiberglass hull is laid up with alternate layers of hand-laminated mat and woven roving. The hull employs an outer skin of isophthalic gelcoat, and isophthalic resin is utilized in all major and minor fiberglass components. Fiberglass floor timbers and engine beds are laminated over high-density structural foam. A layer of ½-inch closed-cell foam is bonded to the inside of the hull from the waterline to the sheer to reduce noise and condensation. The topsides are coated with Imron polyurethane paint.

HULL/DECK JOINT: An inward-turning flange at the top

of the hull mold is mated to an outward flange at the edge of the deck mold, and the juncture is through-bolted with 12-millimeter fasteners on 4.5-inch centers and bedded with 3M 5200 sealant. The joint is then capped with a hefty aluminum toe rail to which the stanchions are fastened.

SPARS AND RIG: The tapered, double-spreader aluminum rig is finished in white polyurethane, as is the aluminum boom. Navtec continuous rod rigging is standard. Solid fiberglass knees are glassed to the hull and the chainplates are through-bolted to them. The mast is stepped on a custom aluminum fitting positioned on a substantial aluminum H-beam that is through-bolted to the floor timbers.

KEEL AND RUDDER: The lead keel is bedded with 3M 5200 and through-bolted with 17 ¼-inch stainless steel J-bolts incorporating stainless-steel backing plates. The skeg-hung fiberglass rudder features a 1.75-inch solid stainless-steel shaft with an internal steel core encased in resin and foam.