

---

## The Val Class

---

Length Overall: 27 ft (8.23 metres)  
Length Waterline: 20 ft (6.09 metres)  
Beam: 8 ft (2.43 metres)  
Draught: 4 ft (1.2 metres)  
Displacement: 4592 pounds (2087 kg)  
Sail Area: 339 sq ft (31.5 square metres)  
Designer: Col Wild  
Year Designed: Circa 1939

The Val boat, developed in the years following World War II, is perhaps New Zealand's first true one design keel boat class. Devonport designer and builder, Col Wild, is thought to have drawn the Val Class lines just prior to World War II, but it was not until hostilities ceased that any number of the yachts were built.

Nearly a dozen boats are mentioned here, but even more may have been built. Although it seems a rather paltry number by today's standards, it was quite remarkable in frugal post-war years to have a fleet of relatively small 27 foot yachts that could double as harbour racers and comfortable cruisers.

In those post-war years Col Wild employed two apprentices, Chris Robertson and Owen Woolley, who later became successful and established Auckland boat builders. They helped build the first Val boats, *Valhalla* for Ash Spencer and *Valkyrie* for John Seabrook, both launched in about 1947.

After Wild's shed was burnt to the ground in 1953, his yard closed and the business was taken over by John Salthouse, who carried on building the stout little gulf cruisers from his premises at Greenhithe.

It is an interesting facet of yachting that when particular yachts are first launched and others are built to the same design, the successors tend to bear names similar to the original, or at least with the same first letter, as with Lidgard's Takiri Class and Stewart's Patiki Class. Perhaps the Val Class started that trend, for following on from the *Valkyrie* came *Valdere*, *Valezina*, *Valynda*, *Valeta* and *Valeron*.

The non-conformists were *Cotton Blossom* (renamed *Saga*), *Tuaraki* and *La Mouette*. A near sister

ship *Kismet*, was owned by Billy Patterson of Auckland who proved the Val boats' seaworthiness by sailing his craft in the 1956 Auckland to Suva Race.

Billy Patterson was often described as a "real hard case". His *Kismet*, like all Val boats, did not have a self draining cockpit. In the Suva Race he remedied this problem by nailing a sheet of plywood over the cockpit seats, leaving a foot square hole in the middle for the helmsman to put his feet. The hole was filled by a canvas bucket with a lanyard tied in the middle. When the bucket filled with water, a quick pull on the lanyard quickly emptied it!

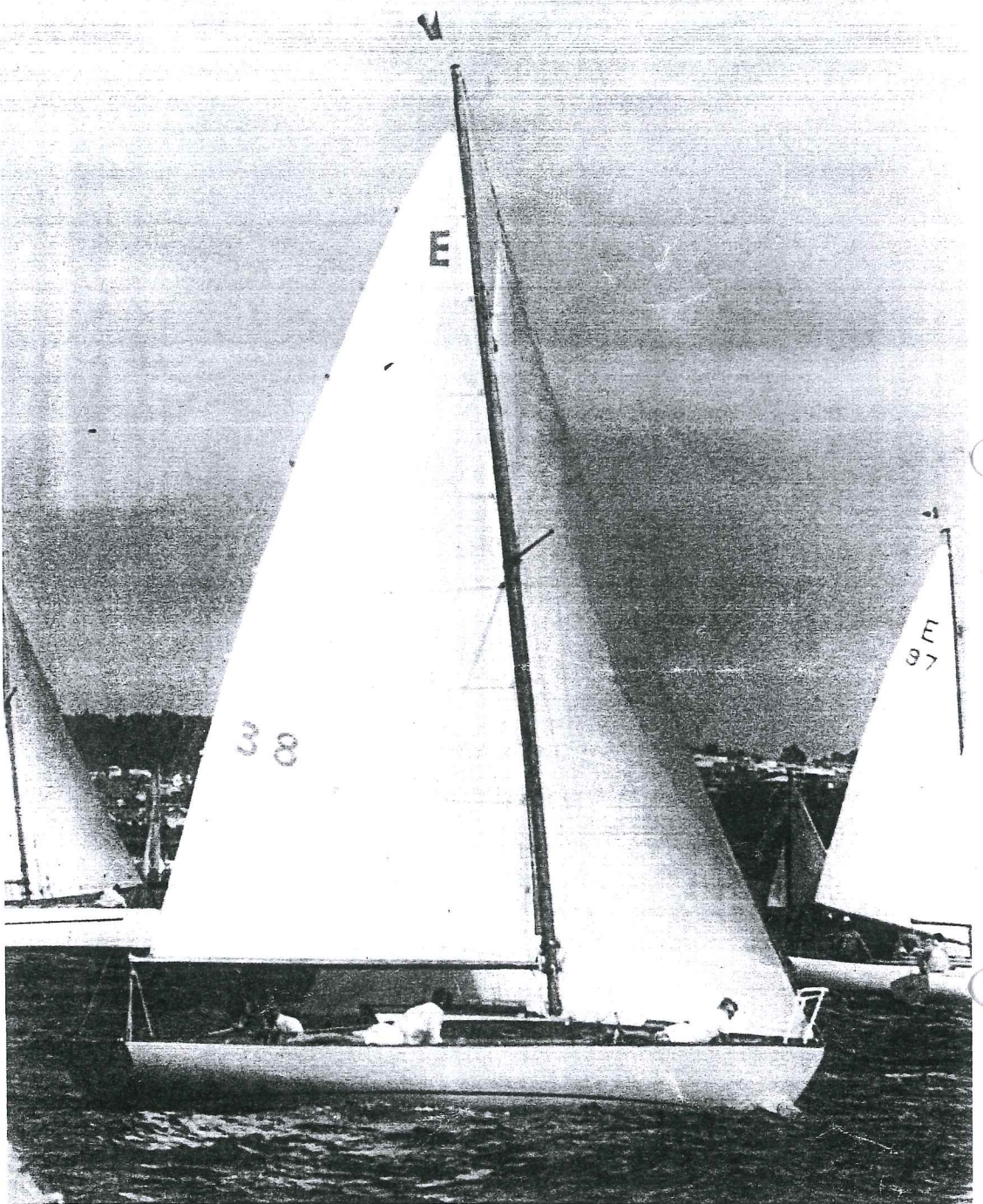
Billy Patterson was known for his gamesmanship and long-time crew member Phil Davies recalls that *Kismet* would often be sailing on port tack, converging on a starboard tack boat whose helmsman would be bellowing "starboard!" Patterson would apparently duck down behind the dodger pretending not to hear saying, "You watch—they'll soon chicken out and go about!"

*Valdere* was owned by Don Harland, who had John Salthouse build the hull and decks only. He finished the rest himself, like so many others then and since. Don was the 1958 Cherub champion, had a young family and wanted to go cruising. He says; "The Val was a lovely little boat, sea kindly in all weather. We used to race against the H28s and clean them up, even wily Flap Martinengo in *Patricia*." No mean feat, I would have thought.

There were no strict class rules in those days and you could step whatever rig you liked. Mast-head rigs were coming into vogue, but Don Harland opted for the three quarter rig, no doubt because of his experience in Cherubs, and made himself a mast and spars from spruce supplied



COPYRIGHTED BY THE EGG COOPY COMPANY



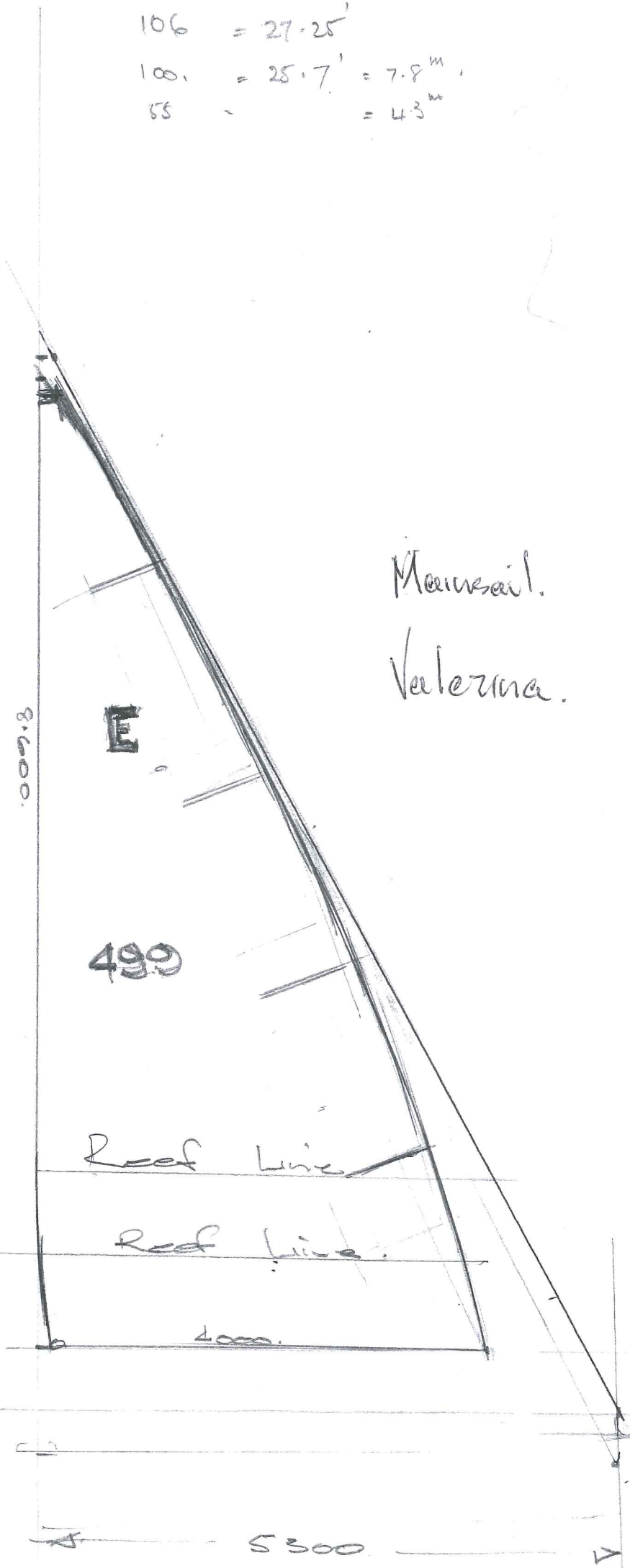
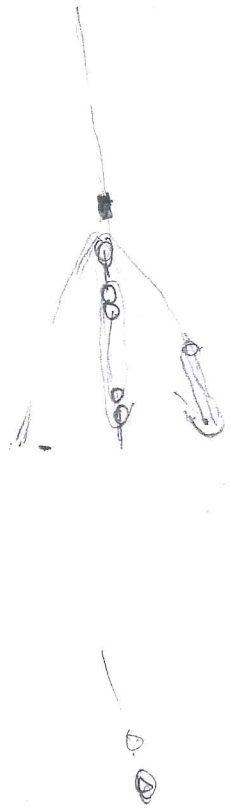
*Valhalla* sneaking along in a moderate breeze, displaying the appeal of low coachroof and freeboard, just as she was drawn by Col Wild. Later boats with doghouse and raised topsides disguised her true lines. Photo courtesy Farrelly Photos.

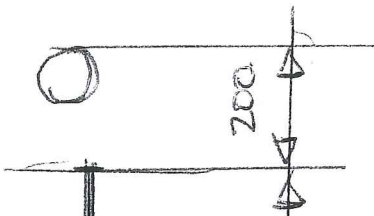




$106 = 27.25'$   
 $100 = 25.7' = 7.8^m$   
 $55 = 4.3^m$

Main sail.  
 Valerina.





Track

8480



Track

4120

$$\begin{array}{r} 201.5 \\ 8 \\ 400 \\ 200 \\ \hline 201.5 \end{array}$$

217 Sec 50

**IMPORTANT NOTE: NOTICE OF RACE 2.4  
2008 CIM RATING FORMS**

Acceptance of entry for the above yacht is dependent upon the following:

All entrants, excluding M Class and Flying Fifteen, are required to revalidate their CIM Ratings Form handicap details if any modifications have been made to the vessel since the issuing of their handicap, or if any of the details previously provided are different to the vessel's present configuration.

# YACHT ENTRY FORM 2008

The Organising Authority:  
Classic Yacht Association of New Zealand Inc.

VESSEL: VALEZINA SAIL NO: 499 (to be used during regatta)  
DIVISION/CLASS: Bermudan:  Gaffrigged:  Modern Classic:  Spirit of Tradition:   
Centreboard:  Centreboard Class: .....

DESIGNER: Col Will YEAR Designed: 1939 LOA: 8.24 LWL: 6.09 BEAM: 2.42 DRAFT: 1.2

Carrying a spinnaker incurring a 3.5% penalty: Yes  No

Berth application at Viaduct: Yes  No  From: 14/15/16 Feb through to 18 Feb (please circle commencement date)

Owner: Peter Taylor Res ph: 09 53 56051

Street or Box No: 8A Waterloo St Bus ph: 09 2744898

Suburb: Hauick Mob: 021 746 764

City: Auckland Email: peter@rollformers.co.nz (work) gailbt@xtra.co.nz (h/w)

Number of crew including skipper 3

Entry Fee:  
\$125.00 Three day Regatta (includes all entries except M Class & Flying Fifteen)  
\$75.00 Two day Regatta (M Class & Flying Fifteen only).

Post to Classic Yacht Association, P O Box 69 172, Auckland 0645.

**Credit Card Payments:**

Card Holder's Name: Peter E Taylor Signature: P. Taylor

Card Number: 

5	4	2	7	6	6	2	1	5	9	1	2	3	2	2	4
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

 Expiry: 03/08 Visa/Bank Card  Mastercard

**DECLARATION:**

I agree to be bound by the Racing Rules of Sailing and all other rules that govern this event. I understand that yacht racing has inherent risks and dangers that are beyond the control of the organizing authority. I understand that neither the organising authority and its officers, members and servants nor other persons assisting with the conduct of the regatta accept any responsibility in respect of any injury or loss to person or property that may be sustained by reason of participation in the regatta or howsoever arising in connection with the regatta.

I agree to the use of my photograph(s) and other relevant information in any event publicity and in the ongoing promotion of New Zealand yachting. I agree to the Organising Authority and Yachting New Zealand holding the above information for the general administration and well-being of the sport, and for them to retain, use and disclose the information to affiliated organisations and any other persons or organisations that Yachting New Zealand believes will further the interests and objectives of Yachting New Zealand. I acknowledge my right to access to and correction of this information. The consent is given in accordance with the Privacy Act 1993.

- Details relating to this yacht's CIM Rating Form are unchanged
- Details relating to this yacht's CIM Rating Form ~~have been changed and~~ <sup>are</sup> detailed in the enclosed new form

I am a financial member of R.N.Z.Y.S BBYC CYA Yacht Club

SIGNATURE: P. Taylor DATE: 6-02-08  
Owner or Owner's representative

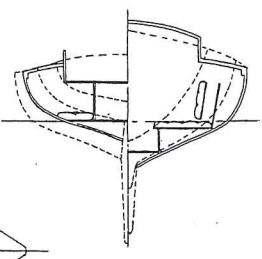
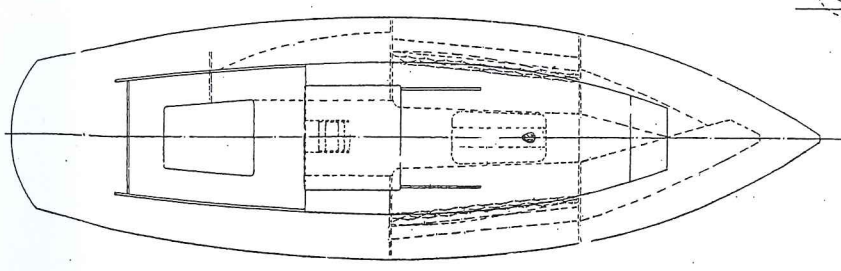
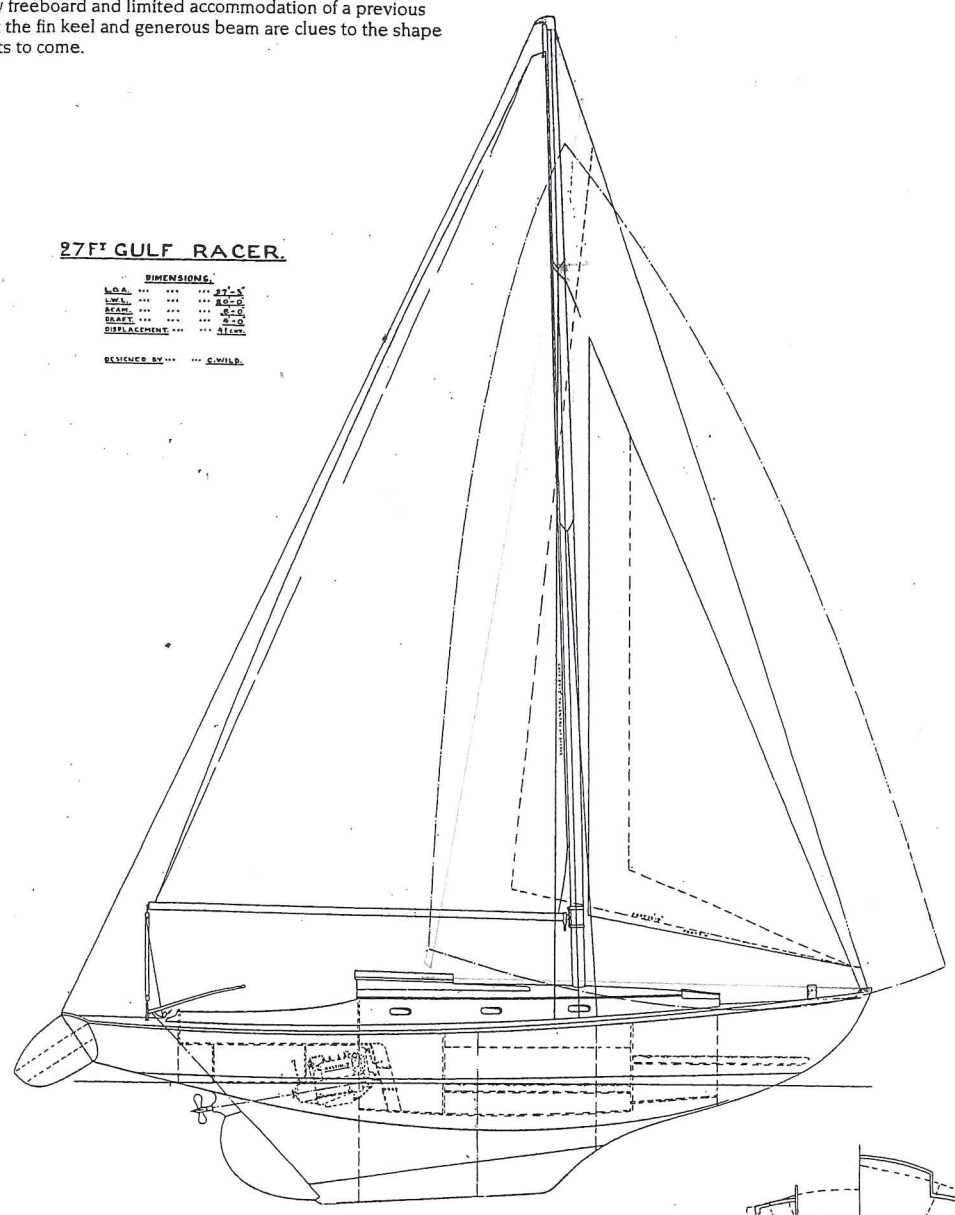


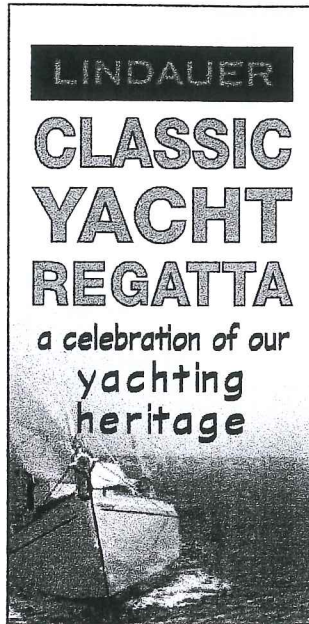
The low freeboard and limited accommodation of a previous era, yet the fin keel and generous beam are clues to the shape of yachts to come.

**27' GULF RACER.**

DIMENSIONS.

L.O.A.	27'-0"
W.L.	8'-0"
BEAM	6'-0"
DRAKE	2'-0"
DISPLACEMENT	1,000
DESIGNED BY	G. WILD.





# CIM RATING FORMS

---

## 2008

Vessel: VALEZINA



**CIM Rating**  
All measurements in metres.

Vessel: *VALEZINA*

Date Prepared: *06-02-08*

✓ **Classic Yacht:**

A yacht designed before 1950 and built before December 1961 (includes 'K' class)

**Modern Classic Yacht:**

A yacht built of traditional material of the day and is 30 years or older (1978 or older)

**Spirit of Tradition/Replica:**

A yacht built in the last 30 years to a pre 1950 design

**1. Hull rating Elements**

Element	Name	Measurement
Lft	Length between perpendiculars	<i>8.24</i>
Fa	Bow overhang	<i>1.00</i>
Fp	Stern overhang	<i>1.07</i>
B	Beam of hull	<i>2.42</i>
Pp	Parameter of the bottom	<i>Type 2.</i>
Cc	Coefficient of submerged section.	

**Notes**

Measured between the two vertical lines that go through the foremost and aftermost points of the hull including fenders and bulwarks. Exclude separate rudder blade, lifelines, bow fittings and spars.

Horizontal measurement between the forward most part of the hull (as above) and the forward most part of the intersection of the hull and the waterplane.

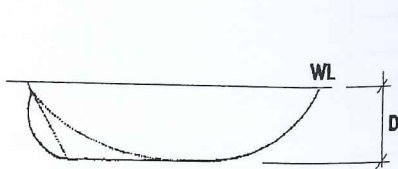
Horizontal measurement between the aft most part of the hull (as above) and the aft most part of the intersection of the hull and the waterplane.

Maximum width of hull excluding fenders and rubrails.

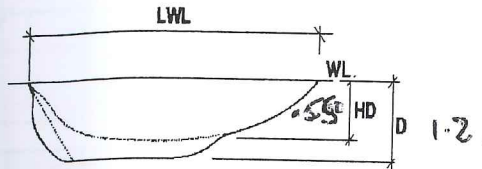
See attached below for explanation. Choose the appropriate type (1 to 5) and enter this into the box.

Please tick the box to the left if the vessel is particularly heavy in relation to her sail area e.g. a traditional cargo carrying vessel.

Note specific detail below or attach to this form:



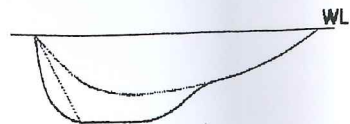
Type 1:



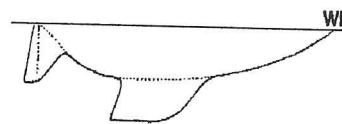
Type 2:



Type 3:



Type 4:



Type 5:

*LWL = 6.*  
*HD = 0.55.*  
*D = 1.2*

*Peter Taylor.*

*Bus.*

*08 2744898.*

## 2. Sail Area (Spv)

All measurements should be maximums. Measure to the face of the mast, not it's centre.  
All information is to be based upon the current rig of the yacht.

I  
J

7.53
2.90

Max height of of jib head (including off-wind sails) from sheerline  
Horizontal distance between mast and the furtherest tack point, or the spinnaker pole length if greater.

Complete only the appropriate sections

### Triangular Mainsail

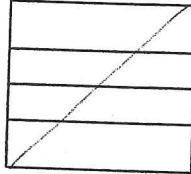
P  
E

8.82
3.92

Distance between lowest point of the main boom gooseneck and the highest point where the mainsail halyard shackle can go up to.  
Max useable length of main boom.

### Gaff Sails

P  
E  
Es  
F



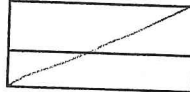
Max distance between two parrels i.e. vertical distance between where the main boom meets the mast and where the gaff boom meets the mast in its full hoisted position.  
Max useable length of main boom.

Max useable length of gaff boom

Max useable length of gaff topmast or the distance between the highest point of the gaff parrel and the the top of the gaff topmast (max height of all vertical spars).

### Triangular Mizzen

P  
E

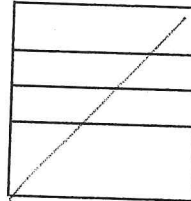


Distance between lowest point of the mizzen boom gooseneck and the highest point where the mainsail halyard shackle can go up to.

Max useable length of mizzen boom.

### Gaff Mizzen

P  
E  
Es  
F



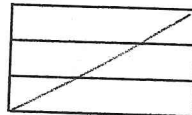
Max distance between two parrels i.e. vertical distance between where the main boom meets the mast and where the gaff boom meets the mast in its full hoisted position.  
Max useable length of mizzen boom.

Max useable length of mizzen gaff boom

Max useable length of mizzen gaff topmast or the distance between the highest point of the mizzen gaff parrel and the the top of the mizzen gaff topmast (max height of all vertical spars).

### Schooners & Similar

Dm  
Hm  
Ht



Distance between masts,

Max halyard point of main mast for sails that can be hoisted between masts.

Max halyard point the fore mast for sails that can be hoisted between masts.

Please tick in the shaded box the most appropriate description of your vessel from the list below:

Bermudan Schooner	
Bermudan Cutter/sloop	
Bermudan Ketch	
Bermudan Yawl	
Bermudan Inshore racer/cruiser	✓
Bermudan Metric C and modified	
Bermudan Metric	
Gaff Schooner	
Gaff Cutter/sloop	
Gaff Ketch	
Gaff Yawl	
Gaff Inshore type racer/cruiser	
Gaff Metric C and modified	
Gaff Metric	

Only tick ONE box.

### 3. Equipment & Fittings (Pv)

Please tick in the shaded box alongside each description that applies to the yacht as she will be raced with CYA.

Tick as many as appropriate

<input type="checkbox"/>	sliding keel*
<input type="checkbox"/>	trim tab
<input type="checkbox"/>	alloy mast
<input checked="" type="checkbox"/>	<del>alloy</del> <sup>wooden</sup> boom with wooden mast
<input type="checkbox"/>	no propellor
<input checked="" type="checkbox"/>	propellor with folding or feathering blades
<input type="checkbox"/>	two propellers with folding or furling blades
<input type="checkbox"/>	propellor with two fixed blades in centreline position
<input type="checkbox"/>	propellor with two fixed blades in off-centre position
<input type="checkbox"/>	propellor with three fixed blades in centreline position
<input type="checkbox"/>	propellor with three fixed blades in off-centre position
<input type="checkbox"/>	two propellers with fixed blades
<input type="checkbox"/>	no interior furniture
<input type="checkbox"/>	square sails
<input type="checkbox"/>	three masts
<input type="checkbox"/>	furling headsail (may be fitted but disabled)
<input type="checkbox"/>	head foil forestay (may be fitted but disabled)
<input type="checkbox"/>	self-tailing winches (may be fitted but disabled by being covered over)
<input type="checkbox"/>	no winches (includes a yacht fitted with winches which have been disabled by being covered)
<input type="checkbox"/>	carbon spars (or use of carbon in laminating spars)

**Notes:**

Electric or hydraulic powered sheet winches may not be used during racing.

Only wooden or metal masts are allowed.

Only headsails may be furling.

\*Yachts having a sliding keel receive a type 5 bottom profile.

### 4. Age Parameter (Pe)

Date of Launching:	1956
Date of Design:	1938
Is this a one-design yacht?	Yes
Is this a gaff yacht launched after 1923?	No
Is this a replica yacht?	No

K class is not a one design yacht and will be rated based upon launching date.

If 'yes' state what she is a replica of:



**5. Authenticity and Conformity (Co)**

This factor allows for boats which have received an age parameter of a specific year and have been modified subsequent to that year.

Place a tick in the shaded box beside the group of statements that best describes the present condition of the yacht. Consideration is given to conformity to original plan, hull look, deck and house look, rigging, original flotation, bottom, sail plan, deck plan and the type of materials employed. Interior accomodation should be in the spirit of that which was in the yacht at the time of launching.

**Classic Yachts**

*Fractional Rig  
only*

No material replacement except for metallic joints, fittings (provided that the parts which have been replaced have been built with the same shape and the materials used originally), planking (odd small pieces), engines, and principal mechanisms on board. This is a yacht that is essentially the same as when she was launched.

A classic yacht on which, apart from the exclusions above, restoration work has been limited to the substitution of a small number of elements and parts. This is a yacht that is the same as when she was launched but has had some minor restoration work.

As for above, but the restoration has been more major, doesn't exceed the replacement of over one fifth of the whole, and has been done in accordance to the original plans. e.g a restored yacht with a new house, or considerable replanking, but is still the same as when she was launched.

As for above but the yacht has undergone major restoration work and substitutions. The yacht must maintain her original outlook. This is a yacht which appears the same as when she was launched but may have had a replanked hull, new deck, new rig etc. She must be as per original.

As for above but the yacht may have a mast which is constructed differently to that at the time of launching. e.g. a solid wood mast replaced with a hollow one.

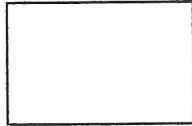
A classic yacht which has undergone exterior restoration work which has modified the original outlook. e.g. Slightly raised cabin roof, or fitting of toe rails.

A classic yacht which has undergone exterior restoration work which has significantly modified the original outlook. E.g. Cabin top profile changed, or metal mast replacing a wooden mast, or slightly altered sail plan within same rig configuration, or 3/4 cutter rig changed to sloop rig.

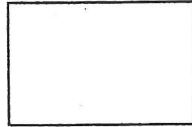
A classic yacht which has undergone exterior restoration work which has greatly modified the original outlook. e.g. Extra plank added to hull, or cabin top added to a flush deck yacht, gaff rig changed to bermudan rig. (One of these).

A classic yacht which has undergone exterior restoration work and replacements significantly different with its original outlook. e.g. , counter chopped off, hull modified, etc (Can be a combination of alterations)

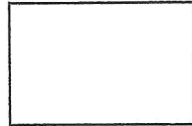
**Modern Classic Yachts**



A modern classic yacht which has not undergone any interior or exterior modifications nor innovations and has kept its original outlook intact.

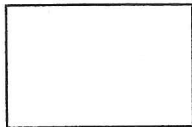


A modern classic yacht which has undergone any interior modifications and innovations which differ from it's original aspect.

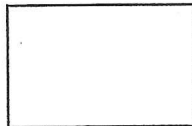


A modern classic yacht which has undergone major modifications and innovations internally and externally which change her original aspect.

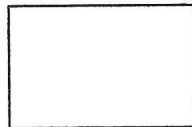
**Spirit of Tradition Yachts**



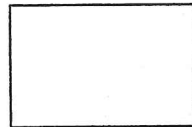
A Spirit of Tradition yacht will be considered as conforming if she has been built in strict conformity to the original design and using the original materials and technologies.



A Spirit of Tradition yacht built in strict conformity to the original design and using the original materials but technologies slightly differ from the original ones of her period.



A Spirit of Tradition yacht built in strict conformity to the original design but using materials and technologies slightly different from the original ones of her period, or having interior accommodations slightly altered although respecting the original style.



A Spirit of Tradition yacht built nearly in conformity to the original design but using materials and technologies slightly different from the original ones of her period, or having interior accommodations, deck or sail plans slightly altered although respecting the original style.

**ALL YACHTS:** Please briefly list the differences between the yacht's present configuration and the way she was at launching:

Great Cullies

**6. Penalties and Advantages**

Please tick in the shaded box alongside each description that applies to the yacht as you will race her with CYA

**Classic Yachts**

woven cruising dacron  
copy of original cotton  
sail.

- cotton mainsail
- cotton headsails
- mainsail built of panels of inextensible and undeformable materials e.g. mylar, scrim, spectra, laminated dacron, etc
- headsails built of panels of inextensible and undeformable materials e.g. mylar, scrim, spectra, laminated dacron, etc
- mainsail which is cut differently to that used at time of launching
- headsails which are cut differently to that used at time of launching
- Not using off wind sail but will pole out a headsail.
- Use of a spinnaker/off wind sail.

Note: sails manufactured without panels or using fibres such as carbon or kevlar are not allowed. Fully battened sails are permissible, and if the yacht was not equipped with them at the time of launching, this should be noted in section 5.

**Modern Classic Yachts**

- mainsail built of panels of inextensible and undeformable materials e.g. mylar, scrim, spectra, laminated dacron, etc
- headsails built of panels of inextensible and undeformable materials e.g. mylar, scrim, spectra, laminated dacron, etc
- Not using off wind sail but will pole out a headsail.
- Use of a spinnaker/off wind sail.

Note: sails manufactured without panels or using fibres such as carbon or kevlar are not allowed. Fully battened sails are permissible, and if the yacht was not equipped with them at the time of launching, this should be noted in section 5.

**Notes & Conditions**

The Classic Yacht Association reserves the right to alter a vessel's rating at any time where the handicap is inappropriate, derived from incorrect information, or where the interpretation of the information provided was incorrect.

A yacht must race in the configuration declared in this rating application. Yachts failing to meet this requirement will be disqualified from the race, or races, in which the change of configuration occurred.

A yacht racing in a state of bad maintenance or appearance will receive a 1 to 10% handicap penalty.

To the best of my knowledge the information given above is currently accurate.

Signature of Owner or Owner's Representative:

Date: 06-02-08.