

VERL 900

Designed by Robert Clark...

SEPT 1979

'Having sailed the VERL 900 for some 8000 sea miles I can now understand why the late Sir Francis Chichester returned again and again to Robert Clark for the designs of his famous 'round the world' Gipsy Moth yachts. With the VERL 900 sails trimmed I found I could leave the helm and she would sail herself to windward at a steady six knots for hours without the use of any form of self-steering gear'
Vancouver 1977

'The only boats that we feel happy to offer for charter during the bad weather winter months here in Brittany are the VERL 900's built by your company'
Perros Guirec 1978

'Once again I spent the summer vacation on my VERL 900, with my wife and small son as crew. They are both becoming very capable sailors partly I believe because the boat gives us all such confidence in both light and heavy weather handling'
Albourg 1978

'I was surprised to learn that six of our VERL 900 owners based on the south coast had entered in division E of the Round the Island Race. I was even more pleased to read that all six boats finished in the top half of the fleet with VERL 900's 'Lord Kenyon' and 'Ungrummit', crewed by the owners' families, finishing 3rd and 4th in class'
Verlvale Limited, Royston, Herts 1979

**...and Built with Care
by Verl Yachts**

Standard specification

Principal Dimensions

Length OA (incl ftgs)	9.22 m	30' 3"
Length DWL	7.32 m	24' 0"
Beam	2.92 m	9' 7"
Draught	1.45 m	4' 9"
Displacement	3400 kilos	7616 lb

Hull and Deck

Polyester glassfibre mouldings in excess of Lloyd's specification.
Foam and timber stringers in hull and deck where applicable.
Timber pads where applicable for through bolted fittings.
White hull with blue cover band, white deck with grey non-slip deck paint.

Keel and Skeg

Integrally moulded.
Ballast inserted and bonded internally.
This method of ballasting successfully removes the two major problems of bolt on keels namely leaks from the keel to hull joint and keel bolt corrosion.

Mast, Spars and Rigging

Deck stepped anodised mast, main boom.
Internal main, genoa and main boom topping lift halyards.
Main boom topping lift double as emergency halyard.
Main and genoa halyards are of stainless steel wire with rope tails to ensure maximum luff tension when required.
Kicking strap complete with stainless steel strop to control the main boom in down wind and reaching conditions.
Slab reefing blocks and cleats are fitted on the main boom.
All standing rigging is of stainless steel with roller swaged terminals top and bottom.
All running rigging in terylene, colour coded to international standards.
A burgee halyard complete with cleat is fitted.
Two signal halyard eyes are fitted on the underside of mast spreaders.

Navigation Lights

The boat is fitted with the following navigation lights conforming to the IMCO regulations for a sailing vessel of under 12 metres LOA and are as follows:

- i 360° mast head mounted white light for use when at anchor.
- ii Mast mounted white steaming light visible 112.5° either side of bow.
- iii Combined port and starboard bow mounted lantern showing red and green from dead ahead to 112.5° respectively.
- iv Stern mounted white light visible 67.5° either side of dead astern.

When under sail light (iii) and (iv) will be in use. When under engine lights (ii) (iii) and (iv) will be in use.

Also fitted as standard is a mast mounted deck flood light to assist deck work at night.

Deck Layout

Stainless steel or aluminium where applicable.
Stemhead incorporates bow roller and fixing points for fore-stay, genoa tack and cunningham gear.
2 forward mounted mooring cleats with corresponding fair-leads.
2 aft mounted mooring cleats with corresponding fair-leads built into pushpit legs.
Alloy slotted toe rail.
Pulpit, pushpit, stanchions and double life lines.
Self-draining anchor locker with chain exit point in locker lid.
Fore-cabin combined ventilator and vent light.
Low profile genoa tracks and blocks designed to take two sheets for fast sail changing.
Heavy duty main sail track and traveller with adjustable stops.
Alloy framed heavy duty 12 mm perspex fore-hatch.
Main and genoa halyards led to aft end of coach roof for sail handling from cockpit.
Instrument console fitted on coach roof.
Translucent panel fitted in main hatch to give light when hatch closed.
Safety grab handles fitted port and starboard on coach roof.
Two large cross-over type cockpit drains.
Ensign staff socket fitted on pushpit.
Two large cockpit lockers.
Hinging tiller.

High volume bilge pump fitted in cockpit.
Ventilator fitted to main hatch weather boards to ensure air circulation when boat is not in use.

Internal Layout

Interior, completed in hand finished teak throughout.
Full standing headroom.
Interior fully lined.

Fore-Cabin

2 berths with infill cushion to make double.
Individual reading lights above each berth.
Translucent deck ventilator.

Heads

Through-hull flushing toilet.
Stainless steel wash basin.
Foot operated fresh water tap.
Vanity mirror with light above.
Individual storage units behind wash basin.
Hanging locker opposite.

Main Cabin

Single berth to starboard.
Double berth to port.
Cabin table.
Storage under and outboard of berths.
Drinks store outboard of port berth.
Individual reading lights above each berth.
Safety grab handles.

Galley

Stainless steel faced gimbaled 2-burner gas cooker with grill and oven.
Work top to fit over cooker when not in use.
Gimbal lock to fix cooker when not in use.
Safety belt for cook.
Stainless steel sink and drainer.
Foot operated fresh water tap.
Built-in cold box.
Storage outboard of cooker.
Storage under sink.
Neon light (VHF suppressed) above galley.

Navigation Area

Head of quarter berth forms navigator's seat with storage under.
Fixed forward facing chart table with lifting lid and chart storage under.
Space above chart table for full range of navigation instruments.
Shelf outboard of chart table.
Flexible chart reading light.

Engine Compartment

Compartment fully lined.
Inspection light.

Standard Engine Installation

Volvo MD7A 13 hp twin cylinder diesel with Volvo 110S sail boat drive and folding propeller. Electric start, remote controls in cockpit, fuel tank and tool kit.
Sacrificial anode on drive leg.

Standard Electrical Installation

12-volt dc negative earth system.
2 x 12-volt heavy duty batteries.
Battery cut off/change over switch.
Separate fused circuits for navigation and interior lights.

Standard Winch Installation

2 x 2-speed genoa sheet winches.
2 x single speed halyard winches.
2 x Lock in winch handles.

Standard Sails

Main sail c/w battens and 3 rows of reef points.
No 1 jib.
(all supplied in individual marked sail bags).

Finish

Non-slip deck where applicable. Gold cove line. Boot-top in blue.
Hull primed and anti-fouled.
All skin fittings below water line fitted with shut off valves.

Your choice of Verl 900 sailing options

Option 1 Verl 900 Top Specification

Complete boat to the standard specification including mainsail and working jib and 13 hp Volvo MD7A/110S inboard diesel engine together with the following additional equipment:

- Additional sails.
- x No 2 genoa.
- x Storm jib.
- Radial head spinnaker.
- All spinnaker gear including pole, two additional winches, halyards and sheets.
- Black anodised spars in place of silver.
- More powerful Barlow No 25 self-tailing two-speed genoa winches in place of standard non-self-tailing No 23s.
- More powerful No 16 halyard winches in place of No 15s.
- 9 ● Stainless steel fold-down bathing ladder.
- Moulded in instrument console above main companion way.
- Port lights to fore cabin in hull sides.
- 3 ● Teak cockpit grating.
- x1 ● Through bulkhead mounted compass. x
- x2 ● Seafarer echo sounder fitted. *
- Folding propeller in place of fixed blade type. x
- Tri-colour, mast head mounted navigation light in addition to bow and stern lights.
- 4 ● Two fire extinguishers fitted.
- Eye in cockpit for safety harness clip on.
- 5 ● Horse shoe life buoy with high intensity flashing light.
- 7/6 ● Anchor warps and four fenders.
- Stainless steel 30-gallon water tank in place of standard 20-gallon tank.
- Carpet to fore cabin and quarter berth side panels.
- Table extension fitted in main saloon.
- 8 ● Brass clock and barometer fitted in main saloon. x

£15995

Option 2 Verl 900 Standard Boat

Complete boat to the standard specification including mainsail, working jib and the 13 hp Volvo MD7A/110S inboard diesel engine.

£15650

Option 3 Verl 900 Auxiliary Sail-away

Complete boat to the standard specification including mainsail, working jib and the 7.5 hp Volvo MD5A/110S inboard diesel engine.

£15260

Option 4 Verl 900 Sail-away

Complete boat to the standard specification including mainsail and working jib but excluding the engine (an outboard motor bracket is supplied).

£13633

To give you the opportunity to compare the options given above with other similar craft we have enclosed the VERL 900 value for money specification check. Besides proving more fun than a crossword puzzle you will have all the facts before you when you have completed it.

In the meantime if you would like to visit our factory to see the boats under construction or to sail a VERL 900, please call us, we will be happy to make the arrangements.

All prices given are ex-VAT, ex-yard. Mouldings, kits and other extras price list available on request. The company reserves the right to alter or amend specifications and or prices without notice at any time.

13043.
18 1/2 %
① 15995
1500
800

18395

1-9 = 1438
② 15650 - 16.7 %
17998

③ 15260 14.5 %
17550

④ 13633 4.4 %
12678