

Pilgrim 40 Owners Group

2960 Alki Ave SW
Seattle, WA 98116
steppen@AOL.COM

Number Two

June 8, 1999

Newsletter Number Two

The progress this new organization has made since we sent out the first newsletter is absolutely fantastic. If you take a look at the owners roster you are going to find 25 confirmed owners, i.e. people who have taken the time to respond and let us know they are alive and interested in sharing information about Pilgrims. We have also heard from two Play 43 owners. Also, note twelve individuals who responded to the ads and are interested in purchasing a Pilgrim. One thing that is interesting is the number of our members with e-mail addresses. This has proven to be the most convenient and expeditious means of communicating with each other. I encourage others who receive this to newsletter to respond and let us know where you are.

Please take note of the address change at the top of the newsletter. Mary and I have purchased a house on Alki Beach in West Seattle. The commute to and from Vashon Island was way too taxing. We spent an exorbitant amount of time sitting in lines waiting for ferry boats. Plus, island living is great if you were born on the island and not a "newbie" or, god forbid, an immigrant from California! In any case we took ownership of the house in early February and moved in on March first. I apologize for my tardiness in getting this newsletter out but the major remodeling work has taken all our spare time. The boat has only been out of her slip twice since moving from Quartermaster Harbor on Vashon to a marina on the Duwamish River in South Seattle. The e-mail address will stay the same for the time being, the snail mail address is above and our new phone number is (206) 932-2261.

Steven Williford
M/V Elska Minn
Seattle, WA

Member Notes

Here are some miscellaneous notes and news from our far-flung membership, in no particular order.

Marty and Rosie Betts, Slo Coasta in Stafford, VA played host and hostess to a couple that found the organization through the Trawler World announcement and are actively looking for a Pilgrim. Marty and Rosie showed Slo Coasta to Paul and Lise Baril, from Ontario. This was the first opportunity Paul and Lise had to get on board a Pilgrim. Subsequently, while on vacation in Florida, Paul and Lise saw the Brass Ring, Six Pence and Jazz, all of which were for sale in the November timeframe.

Speaking of Jazz, she has been sold to Don and Gillian Wallace of Ottawa, ON. Jazz is hull number 2 and the earliest Pilgrim on the list. They left her in Florida for a number of months and will be moving her north this summer.

Bob and Marilyn Bruneman of Longboat Key, FL purchased hull number 38, ex-Babe and ex-Luv, in August 1998. She is now the "Marabob" and they were to leave in March doing the great loop starting up the East Coast of Florida.

Heard from Nora and Gordon Hughes, owners of Bryte Star (hull number 41). Nora and Gordon live in Sacramento. What was interesting is that they had inspected a number of Pilgrims in Ontario during construction of their boat and had pictures of our boat, hull number 39, in the midst of being commissioned. What a great gift to get pictures of our boat during her "birth" phase.

The former owners association sponsor, James Caldwell, has pretty much disappeared. All attempts to mail him have failed. Judy Muchmeyer and Bob Romberger, from Hilton Head, SC, now own Liberty (#43).

Bob Pence, who owns Six Pence (#15), is actively marketing the boat. I imagine it has been sold by now but do not have any information on new owners.

Jerry and Susie Bennett, of Ismaralda, FL, are also selling. Their boat, Brass Ring (#21) was on the market in January.

When last heard from, Jim and Fay Mack, aboard Wanderer III (#35) were on the hook in Man o' war Cay, the Bahamas.

Received a nice long letter from Barry Wheeler aboard Odyssey IV (#29) somewhere on the Tennessee River. Barry filled in a number of holes on the list with other Pilgrims they had met in their travels. Barry indicates they "may" decide to sell Odyssey IV next winter.

Shelly and Robert Robertson in Altamonte Springs have recently purchased Candy Cane (#36). They have renamed her Carina.

Tech Exchange

Early this year we started an exchange, mostly by email, on the subject of fuel, water and waste tank problems.

Ron Gentry, owner of Muskrat Ramble (#37) now located in Minneapolis, MN, suggested the topic. He has experience internal corrosion and failure on two of his tanks, the waste tank and the port side fuel tank. The leak on the waste tank was on the inboard vertical side, the fuel tank leaked from the bottom.

Ron replaced the waste tank with a polyethylene tank of the same size. He reported he is in the process of replacing the fuel tank with a custom made, 16-gauge stainless steel tank. He is also applying a corrosion-inhibiting compound to the inside of the tank. He also feels an edge-welded corner is a better solution than the box-welded corners on his original tanks.

Greg Berwick, Reverie (#18), also reported failure in the aluminum waste tank. The previous owner replaced the tank with a poly tank in 1996.

Paul Browne, the previous owner of our boat, also had a failure of the waste tank and replaced it with a new, plastic tank and new plumbing. We have had no other obvious problems with the tanks. We do have this mysterious puddle that appears in the

middle of the generator room but I have been unable to trace it to rain or to one of the water tanks (it's fresh water).

DeWayne Rublee, Noble Tethys (#44), reports cracks on two of the water tanks at the upper elbow of the sight gauges. These cracks limit the amount of water he can put into the tanks.

John Hickman, Water Music (#24), also reports failure and odor from the aluminum waste tank.

Steve and Mary Beimer, Carpediem (#30), attributes water coming into the boat from the rub rail and hull to deck joints. Steve thinks this incursion of water from outside pooled behind, and outboard of his two starboard fuel tanks and the starboard water tank. When he replaced the tanks he discovered the leaks were coming from the aft center of both fuel tanks. He noted fuel collecting in the generator room and discoloration and staining of the deck adjacent to the tanks. He had new aluminum bottoms welded over the aft tank and replaced the bottom on the forward fuel tank. The water tank was cleaned and repainted. While the tanks were out of the boat Steve recaulked the seal between the deck and the hull with 3M 5200. This has solved 99% of his water incursion problems.

The seal between the deck and hull also seems to be a source for water incursion on our boat, Elska Minn. The problem is trying to get to the seam from the inside. We haven't had any failures of our fuel or water tanks.

The common thread in this Tech Exchange seems to be the vulnerability of the aluminum waste tanks to corrosion and subsequent failure. Keeping a close eye on streams of liquid and discoloration is probably your best early warning for pending failure.

Next issue: odors and their elimination. If you have experiences, tips, solutions or frustrations please jot them down and send them to us either through email or to the address above.

End Notes

Take a close look at the owner roster and let us know if you are in contact with owners of boats that have yet to respond. Also, for those of you who receive the newsletter but have not dropped a line please let us know if you are still enjoying your Pilgrim. The goal is to fill in the blanks.