

# PILGRIM NEWSLETTER

## Our New Newsletter

Hello Pilgrim fan! This is our first issue of the Pilgrim Newsletter for 2001. As you can see, we have a distinct new look. We hope you like it.

have sold their beloved Pilgrim and Steve has relinquished his role as keeper of the Newsletter. A belated, but well-deserved "Thank You"

contributions will be missed.

Please help us continue the Newsletter by sending us your Pilgrim stories,

ideas, maintenance tips, photos, etc.

If you've corrected a recurring problem on your Pilgrim, found an easier way of doing some maintenance task, had a unique or funny experience aboard, or learned some

interesting bit of Pilgrim trivia, let us know! We'll publish your story so that other Pilgrim owners can benefit from your knowledge and experience.

### Inside this issue:

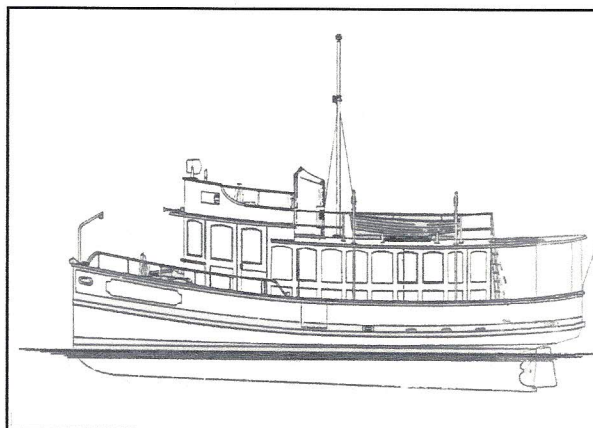
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As you probably know, Steve Williford (former owner of *Elska Minn*, Hull #39 in the Pilgrim 40 line) organized the latest revival of our informal Pilgrim 40 Owners Group several years ago. This

Newsletter was started primarily through Steve's efforts.

Unfortunately for us, Steve and his wife, Mary,

goes out to Steve on behalf of all Pilgrim fans. Steve made the Newsletter both informative and entertaining, and his energy, many talents and



### Please notify us if:

- You spot any errors in this Newsletter or the Enclosed Roster of Owners;
- You have photos or stories that you'd like to contribute for the next issue;
- You know of any boats or owners not listed on the enclosed roster; or
- For some strange reason, you'd like to be taken off our mailing list.

## The New Crew

Dan Stilwell (owner of *Moon Dance*, Hull #44) and Don & Gillian Wallace (owners of *Jazz*, Hull #2) have agreed to take the reins of the Newsletter.

Dan is currently snow-bound in Milwaukee, Wisconsin, daydreaming

about this Spring when *Moon Dance* will once again return to the water.

Don & Gillian, on the other hand, are currently collecting stories for the next edition of the Newsletter as they cruise the warm waters of

Florida aboard *Jazz*. (Who has the better end of this deal?)

You can contact Dan, Don & Gillian at the e-mail addresses, snail mail addresses, and phone numbers listed on the back page.

## Welcome Aboard!

Since the publication of the last Newsletter in January 2000, we've located several additional Pilgrim 40s, and several other Pilgrims have found new owners. We'd like to welcome these boats (and their owners, of course!) to the Group:

- \* Frank & Rose Shaw, the proud new owners of **Quahog Queen** (ex-**Winyah**, Hull #28) with a new hailing port of Wildwood, New Jersey;
- \* James Healy & Colleen Kloster, new owners of **Von Fyhren** (ex-**Panacea**, Hull #31) bearing a new hailing port of Boston, Massachusetts;
- \* Jack & Darlene Wilson, owners of **Papillon** (ex-**Cheers**, Hull #33) with a new hailing port of Pleasant Harbor, Washington;
- \* Larry & Teri Walker, new owners of **Ms Patoot** (ex-**Elska Minn**; Hull #39) with a new hailing port of Santa Monica, California; and
- \* yours truly, Dan Stilwell, owner of **Moon Dance** (ex-**Noble Tethys**, Hull #44) with a hailing port of Milwaukee, Wisconsin.

We've also managed to track down a few additional boats and add them and their owners to our roster. Please welcome:

- \* Tom & Joy Taylor, owners of **Finale**. This is the boat that launched the legend - the original Hull #1. She can be found in and around Fairhaven, New Jersey.
- \* David Colangelo, owner of **TerraNova** (Hull #32) with a hailing port of Huntington Beach, California.

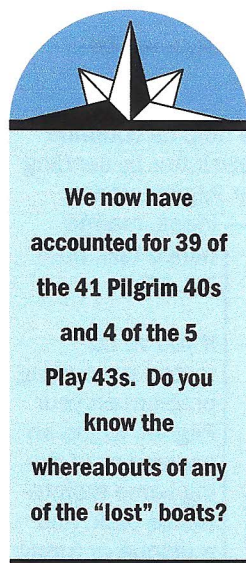
Finally, we also have obtained new information (or corrected some misinformation) on several other boats and owners that appeared in the last edition of the roster.

We now have accounted for 39 of the 41 Pilgrim 40s, and 4 of the 5 Play 43s. Please have a look

at the enclosed updated roster. If you see any errors in the roster, or know of the whereabouts of any of the "lost" Pilgrim 40s or Play 43s, or if you have any other additional information to add, please contact either Dan Stilwell or Don & Gillian Wallace at the numbers listed on the back page.



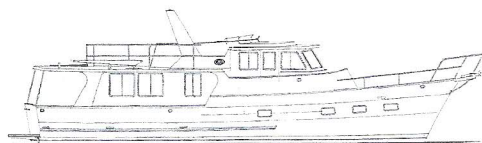
*Moon Dance (Hull #44) prepares to cross Lake Michigan*



We now have accounted for 39 of the 41 Pilgrim 40s and 4 of the 5 Play 43s. Do you know the whereabouts of any of the "lost" boats?

## News from North Castle

Are you in the market for a larger boat or know someone who is? If so, your friends at Gozzard Yachts and North Castle Marine may have just the answer for you. North Castle has nearly completed construction of the first Gozzard 51 motor yacht. The boat is being built for a Pennsylvania couple and, if all goes as planned, should be completed in time to be shown at Trawler Fest in the Solomons later this Spring.



Tentatively named "Dawn Zephyr," the G51 is somewhat similar in outward appearance to the Fleming series of pilothouse motor yachts. The boat was designed by H. Ted Gozzard, who just happens to be the designer of the Pilgrim 40. So, it's no coincidence that some of the features on the new G51 are similar to those found on the Pilgrim.

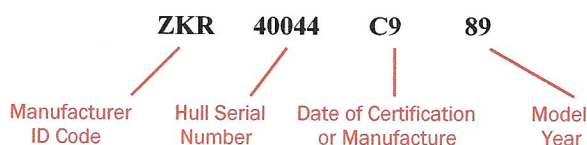
Jan Gozzard (Ted's wife) has indicated that other potential buyers have expressed interest in the boat design but, as yet, no other orders have been finalized. If you'd like more information on the G51, contact North Castle Marine Ltd. at (519) 524-6393 or send an e-mail to Jan at [gozzard@tcc.on.ca](mailto:gozzard@tcc.on.ca)



## Back to School - The Numbers Game

Have you ever wondered about that long string of letters and numbers affixed to your Pilgrim? Commonly referred to as a Hull Identification Number (HIN), this code uniquely identifies your boat.

All recreational boats manufactured or imported on or after November 1, 1972 must bear an HIN reflecting the manufacturer, the serial number assigned by the manufacturer, the date the boat was manufactured or "certified" (as complying with certain safety standards), and the model year of the boat. The U.S. Coast Guard has gone through a couple of different numbering schemes over the years, but the HINs for boats built on or after August 1, 1984 must contain the following sequence of twelve letters and numbers:



### Manufacturer's Identification Code

The first three characters of the HIN represent the Manufacturer's Identification Code (MIC). The Coast Guard assigns a unique MIC to each manufacturer. The HINs for most Pilgrims reflect a "ZKR" designation, referring to North Castle Marine Ltd. of Goderich, Ontario, Canada. However, many of the early Pilgrims have a "ZBV" designation. This code currently refers to Scorpio Yachts of Exeter, Ontario, Canada. Finally, all of the Play 43s reflect a "PLJ" code, referring to Pilgrim Live-Aboard Yachts Inc. (earlier known as Manufacturera Internacional) with offices in Dania, Florida. (More about Scorpio Yachts and Pilgrim Live-Aboard Yachts later.)

The U.S. Coast Guard maintains a website through which you can match boat manufacturers with their MICs.

(See [http://www.uscgboating.org/mf/mf\\_srchMIC.ASP](http://www.uscgboating.org/mf/mf_srchMIC.ASP))

### Serial Number

The next five characters of the HIN refer to the serial number assigned to the boat by the manufacturer. All Pilgrims and Play 43s have a standard serial number sequence. The first two characters of the serial number refer to the model number of the boat - "40" for Pilgrims and "43" for the Play 43s - and the last three characters refer to the hull sequence number for the

boat - "001" through "045" for the Pilgrims and "051" through "055" for the Play 43s.

So, judging from the hull sequence numbers, one would assume that 45 Pilgrims were built. Right? Wrong! According to Jan Gozzard, North Castle never used hull sequence numbers 3, 4 or 7. Boats with these hull sequence numbers were originally "slotted" for construction but, for whatever reason, were never built. When construction of Pilgrims with higher hull sequence numbers commenced, North Castle decided to abandon these three hull sequence numbers.

Similarly, no Pilgrim carries a hull sequence number of 25. According to Jan, this hull number was assigned to a Bayfield 40 sailboat built by Bayfield Boat Yard Ltd. as part of Bayfield's bankruptcy proceeding. (Ted Gozzard was part of the original Bayfield Boat Yard but sold his interest in the company several years before the bankruptcy commenced in order to start his own North Castle Marine.) Apparently, Ted assigned the hull number as a favor to his friends at Bayfield to allow a more easy transfer of the sailboat out of the bankruptcy.

Consequently, only 41 Pilgrims were ever built.

### Certification or Manufacture Date

The ninth and tenth characters of the HIN reflect the date the boat was manufactured or certified. The ninth character is a letter representing the month of certification/manufacture in the following format:

A = January	E = May	I = September
B = February	F = June	J = October
C = March	G = July	K = November
D = April	H = August	L = December

The tenth character is the last digit of the year of manufacture/certification.

### Model Year

The last two characters of the HIN reflect the model year of the boat, as selected by the manufacturer. So, can you decipher your HIN?

For more information on Hull Identification Numbers and other U.S. Coast Guard requirements, surf over to the following website:

[http://www.uscgboating.org/reg/reg\\_bsc70.asp#bb](http://www.uscgboating.org/reg/reg_bsc70.asp#bb)



## "The Shakedown Cruise" - by Paul Browne

*[Editor's Note: The first Episode of Paul Browne's story, "The Shakedown Cruise," appeared in the last Newsletter issue. In case your memory is fogbound, we've reprinted the first Episode below, along with the juicy new second Episode.]*

### Episode 1

It was an irresistible offer. Don and Gillian had just bought **Jazz**, hull no. 2 of Gozzard's classic yacht, the Pilgrim 40. They wanted to know if I would like to crew as Cabin Boy on their shake-down cruise. Would Boris Yeltzin like another vodka? I started packing that night.

Several weeks later I found myself swinging down a dock in Key Largo, sea bag in hand. Beat-up pelicans eyed me from the tops of white-streaked pilings. Salt-encrusted Conchs watched my progress suspiciously from inside their sun-faded boats. The cold, hard weight of my packing nut wrench felt reassuring in my back pocket as I turned the corner around a dumpster. And there she was – an oasis of civilization in a marina full of overpowered Tupperware. **Jazz**, like all Pilgrim Forties, oozed confidence and class.

She was resting easily in her berth, but when I turned down the finger pier, she tugged at her dock lines, maybe sensing that it was almost time for her to show her stuff to her new owners.

Don and Gillian welcomed me aboard, and I soon saw that although **Jazz** was the second oldest Pilgrim in the fleet, she had aged wonderfully well. Don and Gillian set off on a couple of last minute errands while I had a good look around. **Jazz** had a few good features that were not on my old "Avourneen", now the Williford's "Elska Minn". There was a hatch in the pilothouse sole, over the double berth below. In Florida heat, that would certainly make the forward stateroom more comfortable for sleeping. Another feature I really liked was that the bulwarks were not flared forward, so the rub rail remained effective there. There was a

spray hose at the galley sink that was to play an unexpected part in our future adventures, although I couldn't know that then. **Jazz** was missing one feature that owners of earlier boats might well consider adding. There was no oval table hung under the upper deck at the stern. The overall condition of the boat was most impressive, with the engine really standing out. You could have eaten off the engine room floor. I couldn't help but notice that there was no cannon, and I wondered whether we would wish that hadn't been overlooked by the previous owner, given the nature of our mission and the reputation of the waters we were about to sail.

My thoughts were interrupted by the slight rolling which announced the Captain's and the Admiral's return. They had a number of ordinary-looking grocery bags, which they proceeded to unpack into the fridge and lockers. I noticed the Captain looking somewhat awkward as he bundled up the empty bags, but I put it down to unfamiliarity with the galley arrangement. Little did I know that I would have occasion later to wish I had paid closer attention to his actions.

We were finally ready and **Jazz** leapt to attention when the Captain hit the starter. As we backed out of the slip, the Admiral fired off a confident "Securite" message on the wireless, announcing our intention to exit the narrow, twisting coral-bound channel to the harbor. No mike fright there – strange for a supposed first time boat owner. In a few minutes we were rolling down the Florida Keys, **Jazz** slicing purposefully through the moderate chop, her throbbing diesel a mere hum under the salon floor. Our sturdy Captain was at the wheel. Our intrepid Admiral was pouring over the charts. And I, in blissful ignorance of the dangers that lay ahead, was enjoying myself immensely.

### Episode 2

*[Author's Note: When we last spoke about **Jazz**, I explained that I was crewing as cabin*

*(Continued on page 5)*



I couldn't help but notice that there was no cannon, and I wondered whether we would wish that hadn't been overlooked by the previous owner . . . .



*(Continued from page 4)*

boy with Don and Gillian on their "shakedown cruise." (*Jazz*, hull #2, is actually the oldest Pilgrim 40 in the fleet. Don knows what happened to hull #1; I forget.) Anyway, as I was saying.....]

[Editor's Note: Unbeknownst to Paul Browne, Hull #1 has been found, alive and well in New Jersey. See the "Welcome Aboard" column on page 2.]

*Jazz* had a flybridge, and that was the place to be when the weather was good. "Man, this is the life," I told myself, as I soaked up the sun. I studied the dinghy arrangement. My old Pilgrim had a single heavy davit with a noisy winch that ran on 120 volt power. *Jazz* had two light davits. Each was a stainless pipe that ran vertically for a couple of feet, then curved outwards for a couple of feet more. Stainless cables ran from the dinghy through pulleys at each davit's tip. Hand cranked trailer-type winches controlled the cables, and each davit could rotate at its base around a vertical axis. I was a bit puzzled as to how the dinghy could be made to swing out overboard, since the space between the davits was less than the length of the dinghy. (I found out later that they worked really well. The bow of the dinghy was brought forward, while the stern swung around the vertical part of its davit. Then the dinghy was pushed aft as its bow was swung around the forward davit, leaving the dinghy suspended overboard and neatly poised for lowering to the water. Pretty slick, and much harder to describe than to do. Best of all, cables held the dinghy fore and aft, so it didn't twist and bang into the boat.)

I was still lazily studying the dinghy, when out of the corner of my eye I thought I saw something splash off *Jazz'* stern. "That's it! Let's go!"

Gillian called out, and Don opened the throttle. He changed course too, heading for a gap between the keys off to starboard. "What's up?" I asked Don, but all I got in return was a confident, "There's nothing to worry about, eh." I poked my head down the aft ladder. Gillian had disappeared into the cabin, taking whatever she had been fiddling with. She spun a knob on the VHF and grabbed the mike. I couldn't hear all of it, but I caught the end of the transmission. "Roger wilco Mother. Agent 217 out." Agent 217?!? What the devil was going on??? I turned to Don again. It was time for some straight answers. But something stopped me dead in my tracks. The wind had blown Don's left sleeve up a bit, and there on his upper arm was a tattoo, the famous crown inside a horseshoe. There was only one inescapable conclusion. Don was a member of the Queen's Cowboys! The RCMP! And judging by the way his jaw was jutting out over the wheel, he was on assignment. What was a Mountie doing here in Florida? Wait a minute... Gillian said...that English accent, that expertise with the radio...Gillian had to be with MI-5!

My wee mind raced. But before I could gather my wits, Gillian scrambled up the ladder, and stood on the aft edge of the boat deck, peering through a heavy pair of binoculars. "They're on to us Don!" she hollered. Our captain glanced over his shoulder. I looked too, and there, way back in our wake, was a strange pole sticking out of the water, with a little white spray splashing up around it. "Who's on to us?" I sputtered in frustration, but of course they ignored me, as the pole steadily gained ground. "She's full open!" Don said, but even with *Jazz* throbbing with the effect of a hundred heavy horses, that ominous stick continued to close on us, too quickly for my liking. But now I could see what it was and a sickening, sinking feeling washed over me. "Do something, quick!" I hollered, crouching behind the dinghy, wishing we had a cannon and wondering again how those davits worked. Gillian disappeared

below. I started fumbling with the dinghy tie downs. But I stopped when I noticed a strange stain issuing from the Pilgrim's port side and mixing with our wake. As it enveloped our pursuers, the snorkel's motion became erratic, rising and falling irregularly, and finally turning in a twisted corkscrew motion, before it disappeared below the waves for good. I'm not sure, but I thought I heard a pathetic wheeze a second before it went under. "Jeepers, what the blazes was that?" I exclaimed, but just then a slight puff of wind wafted over us from astern. It hit me like a ton of bricks. I dimly saw Don standing at the wheel wearing a gas mask, and I realized what had happened. Oh Lord! In desperation, the Admiral had pumped the holding tank. Then the full force of it smashed into me and everything went black.

... to be continued

[Editor's Note: Paul Browne is the former owner of *Avourneen* (Hull #39 - now *Ms Patoot*). When Paul isn't writing about his exploits with Canadian Mounties and MI-5 agents, he keeps himself busy restoring unique old boats.

Paul's latest project involves the conversion of a 28 foot lifeboat into a diesel cruiser. The boat, affectionately known as the *Canuck Canoe*, is a classic double-ender that Paul found in the Chesapeake Bay area.

For more information on Paul's conversion project, numerous photos (including an amazing shot of his very large boat being pulled down the highway by a very small car), and more funny stories, visit Paul's web page at:

<http://hometown.aol.com/pbrowne900/boat.html>

Above all, please keep Paul happy so that we might learn more in the future about that infamous *Shakedown Cruise*!]





Are you thinking of  
selling *your* boat or  
boating equipment?  
If so, contact us and  
we'll place a notice  
in the next  
Newsletter.

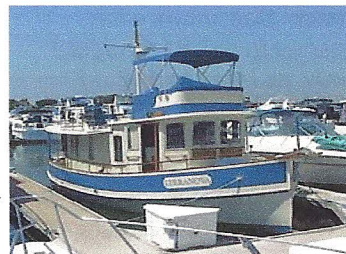
## Pilgrims For Sale

We're aware of two Pilgrim 40s (both fly-bridge models) that are currently for sale.

**Clarion** (Hull #9), located in Traverse City, Michigan, is for sale. Currently owned by Charles McAlear, the asking price for this boat is \$179,000. If you'd like further information on this 1984 model, contact Jarvis & Associates Yacht Brokers at (231) 946-7979.



**TerraNova** (Hull #32) is also for sale. She's a 1987 model located in Huntington Beach, California. Asking price is also \$179,000. If you'd like more information on this boat, call the listing broker, Yorath Yachts, at (714) 840-2373.



Listings for both of these beautiful boats can be viewed on the YachtWorld website at:

<http://www.yachtworld.com/boats/>

## "The Beautiful Boat on the End" - by Marilyn Bruneman

"Honey, maybe we should just stay here, settle in."

WHAT?! I knew drastic action was necessary.

But first, a bit of history: When Robert and I first met and early in our married life, we lived on a 1959 42' Mathews - a wooden boat (please don't judge our intelligence, we were young and foolish). We sometimes joke that we lost more on that boat than we had, but it isn't really a joke. Eventually, we were forced to give up the dream and we moved to Orlando.

Immediately, we began to talk about the next boat. How much would we need? How long would it take to save up? We agreed on a figure and set a date for 7 years. So we began to save and for several years we made our annual goal. Then we skipped a year and bought a 28' Express Cruiser instead. We hated being without a boat and figured it 'kept the dream alive.' Then we bought a house. And then sold the first boat because we were working on the house. Then we bought another 26' Express Cruiser. But each year I put a little aside. And then the fateful day when I heard those words - "Honey, maybe we should just stay here?"

No way! I started bringing home boat magazines, subtly pointing out that it was so much trouble keeping up the house, the yard, the pool AND a boat. "Wouldn't it be easier," I suggested, "to just have a boat that was also our house?" This was a very effective argument in the Florida

summertime as Robert mowed the lawn and tried to keep the algae out of the pool.

I began to post our goal and how far we were along on the refrigerator. My hints began to take effect. We set a new deadline - 3 years out. Then, in a stroke of genius, for his birthday I bought him the Powerboat Guide. A boat hunter's dream and irresistible to Robert. Now, remember, this was fully 2½ years before our target date (it was September of '98).

We compared boats and layouts and features. I saw the Pilgrim under 'unique designs' and said, this is the boat. "No, too small," said Robert. "Look, look," I said, "a single stateroom, single head. That will make it feel like a bigger boat yet be easy to handle." "Too narrow" he said. "Look at the aft deck!" I urged. He was not convinced.

We went to visit my sister in Key West in February of 99. Just by coincidence (yeah, right) there happened to be a pretty little Pilgrim for sale. "Let's go look," I said. "Just to get a feel. It's years before we will buy." "Okay," said Robert, just to take it off the list.

We bought it on May 27th. One look and it was over. A beautiful boat - and fiberglass! A perfect layout! Every little thing was so well thought out and it wasn't floating Tupperware.

(Continued on page 7)



*(Continued from page 6)*

Unfortunately, it needed some work. Some cosmetics. Okay, a lot. The inside was gorgeous, due to relatively light use. Mirrors between the windows, wood sole, and leaded windows on the aft deck. The outside was rough, due to the hot Key West sun and relatively light maintenance. The feature stripe (red) had worn so much you could see the primer through it. The canvas was tattered and the brightwork was down to its last coat.

But we sold our house and everything we owned and bought the boat. Robert got the mechanical systems shipshape and we moved it from Key West to Ft Myers, which would take too long to tell in detail. Let's just say 25-knot winds and 9-foot seas, and the Rod and Gun club in Everglades City makes an excellent vodka tonic. We also sold the Powerboat Guide at the garage sale, to a couple who were just thinking about buying a boat.

From Ft Myers, we moved to Longboat Key Moorings, arguably the finest marina on Florida's West Coast, just off of Sarasota. Land of the million-dollar yacht with saunas in the bathhouse. And there we were, the scruffy Murphy of the dock. People would come by and say, "how old is your boat? It's beautiful!" and I'd say, uh, 10 years. And they would say, "Oh." It looked like an old boat in pretty good condition. But still, a proud tribute to individuality in the land of Sea Ray. One person even remarked, "Boy, he's got his work cut out for him." But everyone made a remark.

The longer we lived on it, the more we liked it. The space! The style! The dependable little engine, relatively simple systems and truly enjoyable, comfortable cruises. Docking in a

stately fashion with the bow thruster. Sitting on the bridge deck watching the sunset. Opening up the aft doors and having dinner al fresco. Well, YOU know. But still, a little scruffy. I always managed to work into conversation that we were just about to get it painted. And of course, the brightwork, I would mumble. Just about. Any day now.

As I write, I sit on my boat 10 feet in the air. We are in the yard. I'll skip the details but: epoxy bottom, bottom job, hydraulics, brightwork, heat exchanger, a rebuilt rudder, and paint, paint, paint. In an odd twist, the more Robert worked on her, the better he liked her.

She is now eggshell white from boot stripe to fly bridge. The mahogany brightwork gleams against the sidedecks. The bottom is dark blue and the boot stripe a deep blue. The name will be (any day now!) deep blue, and the scrollwork in metallic bronze. We need to get an artist for that and for the house sign on the smokestack, also in deep blue and bronze. The bell is shiny, the canvas crisp, the pulpit highly glossed. Every day, someone comes by to see 'the beautiful boat on the end.'

We can't wait to get home.

*[Editor's Note: Marilyn and Bob Bruneman are the proud owners of **Marabob** (Hull #38). When they're not off cruising, they can be found in and around Longboat Key, Florida.]*

## Designers and Builders of the Pilgrim 40

The Pilgrim 40 Motor Yacht was designed by the noted naval architect, H. Ted Gozzard, and built by North Castle Marine Ltd. in Goderich, Ontario, Canada from 1983 to 1989. But why do some of the early Pilgrim 40s display hull identification numbers reflecting Scorpio Yachts as the builder? And why do the hull identification numbers for the Play 43s reflect yet another Builder?

### The Gozzard Designs

The Gozzard name has been associated with classic boats for several decades. Before designing the Pilgrim 40, Ted Gozzard was an integral part of Bayfield Boat Yard Ltd., builder of the Bayfield line of sailboats. In 1981, Ted and his wife, Jan, sold their interest in Bayfield and Ted began developing the Pilgrim 40 concept in earnest.

The lines for the Pilgrim 40 were first drawn by Mr. Gozzard on a placemat in a Peterborough, Ontario restaurant. As the Pilgrim quickly progressed from a



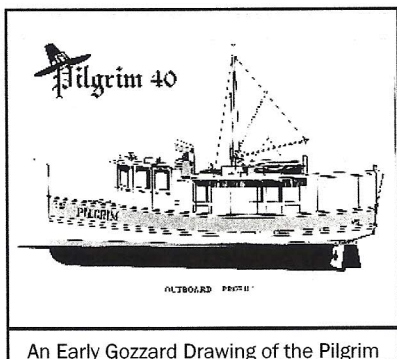
H. Ted Gozzard

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(Continued from page 7)

concept to a design reality, Ted asked his brother, Haydn Gozzard, to begin the fiberglass work on the



An Early Gozzard Drawing of the Pilgrim

first Pilgrim 40. (Ironically, the first Pilgrim 40 was, and still is, named "Finale.")

Hulls for the first 6 Pilgrim 40s were completed at the yard of Haydn Gozzard's Scorpio Yachts in Exeter, Ontario, Canada during 1983 and 1984, while Ted and Jan formed North Castle Marine Ltd. Consequently, the hull identification numbers for the first Pilgrim 40s reflect Scorpio Yachts as the builder.

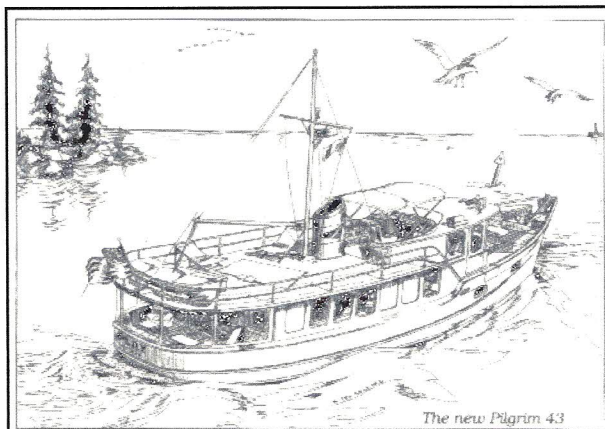
Sometime during 1984, production of the Pilgrim 40 hulls shifted from the Scorpio yard in Exeter to the North Castle yard in Goderich.

### The Fergusen Influence

Gary Fergusen (a friend and former associate of Ted Gozzard's from the Bayfield Boat Yard) and Pilgrim Marine Sales (of Toronto, Canada) were the primary marketing forces behind the Pilgrim 40 during the 1980s.

When construction of the Pilgrim 40 ceased in 1989, Fergusen launched efforts to build another similar Gozzard designed boat, the 43 foot **Pilgrim Live-Aboard Yacht** or "P-L-A-Y 43."

The Play 43 was built during 1992 and 1993 in Merida, Yucatan, Mexico by Pilgrim Live-Aboard Yachts, Inc. Only 5 of these boats were built during its production run. (North Castle Marine was not involved in the building of the Play 43s.)



Gozzard Drawing of the Play 43

### Gozzard Yachts and North Castle Marine

Although North Castle Marine is no longer building the Pilgrim 40, it remains a builder of choice for custom and semi-custom powerboats and bluewater sailboats designed by Ted Gozzard. More information regarding these boats can be found at the Gozzard Yacht website located at:

[www.gozzard.com](http://www.gozzard.com)



The Home of North Castle Marine Ltd. in Goderich, Ontario, Canada



# Photo Gallery



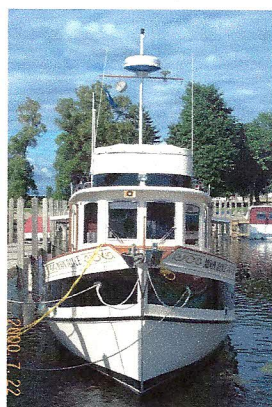
**Cheers** (Hull #33—now **Papillon**) on the hard in Jacksonville, Florida. Nice stabilizers!



My jungle gym - Elizabeth McCain aboard **Salty Dog** (Hull #5)



The Pilothouse of **Moon Dance** (Hull #44)



**Moon Dance** (Hull #44) at the dock in White Lake, Michigan



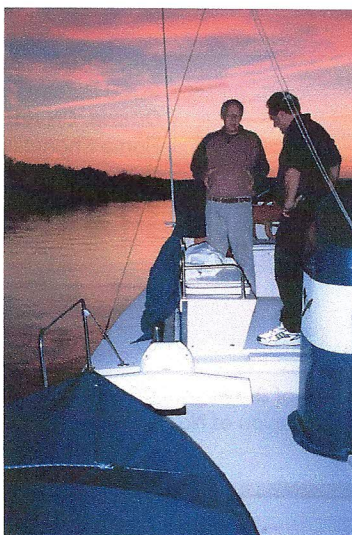
The beautiful salon and galley of **Panecoddies** (Hull #27)



Barry & Chris Wheeler on the aft deck of **Odyssey IV** (Hull #29) in Fairhope, Alabama



**Salty Dog** (Hull #5) - ready for a party!  
(Photo Taken at Trawler Fest 2000 in Grand Haven, Michigan)



Dennis Falconer and Dan Stilwell on the Flybridge of **Cheers**  
(now **Papillon**—Hull #33)



**Panecoddies** (Hull #27) at the dock in Racine Wisconsin



# New Pilgrim Website

We have a new website! Officially unveiled earlier this month, the site is intended to serve as a centralized place on the Internet for sharing information regarding the Pilgrim 40 motor yacht.

We hope that owners and other fans will enjoy the information about the Pilgrim 40 contained on the site, as well as the many beautiful photographs of various boats in the Pilgrim fleet.

The site contains a thorough introduction to the Pilgrim 40; a summary of her standard features; approximate specifications for the boat; dozens of photographs, line drawings and cabin plans for various Pilgrim 40s; and

links to related websites. Please visit the site at:

<http://my.voyager.net/pilgrim40>

Would you like a photo of your Pilgrim displayed on the site? If so, please either mail your photos to the Pilgrim 40 Owners Group, 1145 Post Road, Brookfield, WI 53005, or e-mail copies of your photos to:

[pilgrim40@voyager.net](mailto:pilgrim40@voyager.net)

Also, we encourage you to send us e-mails with your ideas and suggestions for other content you'd like to see on the site.



## Contact Us



The Pilgrim 40 Owners Group is an informal, non-profit, association of owners of the classic Pilgrim 40 motor yacht built by North Castle Marine Ltd. in Goderich, Ontario, Canada from 1983 to 1989. However, the articles, statements, and opinions contained in this Newsletter have not been endorsed, sanctioned, or approved by North Castle Marine Ltd., but are solely those of their authors. If you would like to comment on anything expressed in this Newsletter, please contact either:

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