



Pilgrim

45' Sparkman & Stephens Inc. Nevens Yawl

- Year: 1946
- **Current Price:**
US\$ 199,000
- Located in Palm Beach, FL
- Hull Material: Wood
- Engine/Fuel Type: Single Diesel
- YW# 1877-1233594

Photo Gallery

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Additional Specs, Equipment and Information:

Builder/Designer

Builder: Nevins

Designer: Sparkman & Stephens Inc.

Dimensions

LOA: 45' 3"

LWL: 32

Beam: 12' 1"

Displacement: 30,000

Draft: 4' 9"

Ballast: 8,000

Engines

Engine(s): Yanmar
Cruising Speed: 7.0

Engine(s) HP: 50
Max Speed: 7.6

Hours: 1500

Tankage

Fuel: 70

Water: 110

Holding: 15



Cockpit



Cabin View Forward



Cabin



Galley



Port Side

Accommodations

You enter the cabin down the companionway from the cockpit bridge deck. Galley to port with top loading refrigerator to starboard. Top of centerboard trunk on centerline. Main salon has settee berths p/s with pilot berths outboard. Gimballed cabin table on centerline. Finish throughout vessel is white with mahogany trim. Forward is a

hanging locker and bureau with drawers to starboard and the enclosed head with shower to port. Continue on into forward owner's cabin with bunks p/s, bureau and hanging locker and drawers under berths. There are 12 bronze opening portholes in the cabin house sides for ventilation throughout cabin. All the way forward through a sliding door is the forepeak, which originally had a pipe berth and a head which the owner still has, but is now used for storage.

Construction

Frames: Stem bent white oak. All frames but the first five forward were replaced during refit

Planking: Double planked mahogany over cedar above the waterline. Below water line, she was replanked using cedar under and fir outside. The sheer and bulwarks were replaced with mahogany. The transome is bright finished mahogany and was also replaced. The topsides are white.

Deck: Deck and cabin top are marine plywood covered with Dynel cloth and Epoxy resin and were replaced during the restoration. The coamings in the cockpit were replaced and are bright finished mahogany. The cap rail is teak and was replaced. The grab rails on the cabin house and the teak dorade boxes were also replaced. The cockpit hatches were replaced. The deck was repainted in 2004.

Cabin house: The cabin house is bright finished mahogany and was rebuilt during the restoration. The sides are original and the forward and aft ends are new.

Ballast: External lead ballast with centerboard. Keel was dropped during the renovation. The keel bolts were checked and the floor timbers replaced. The upper part of the centerboard trunk was also replaced.

Masts and Rigging

Aluminum main mast. Mizzen mast and both booms are spruce. All spars are painted white.

- Harken roller furler
- Mains'l Chandler 1995
- Mizzen Chandlere 2000
- 100% Jib Chamdler 1996
- Sail covers
- Primary winches Bariert selftailers
- Secondaries Lewmar 44
- Mast winches (2) lewmar 44
- Aluminum whisker pole

Electrical System

- 110 volt / 12 volt Panel
- 2 Gel cell batteries
- Whole boat rewired
- 50 sore power cord

Electronics

Furuno Radar, VHF, GPS, Datamarine knot/log, depth finder, FM radio/CD player

Galley

- Seafrost engine driven refrigeration
- Pressure water
- Propane alarm
- 3 burner Force Ten stove
- 12 Gal hot water heater 110v/engine

Equipment

- Carbon monoxide alarm
- 300' 5/8" rode w/ 30' 3/8 chain
- 250' 5/8" rode w/ 30' 3/8 chain
- Electric windlass (rebuilt)
- Spare fixed prep
- Zodiac dinghy
- Mariner outboard
- 45# Delta anchor
- Large Danforth anchor
- Small Danforth Anchor
- 2 life rings
- 1 horseshoe ring
- life sling
- Salt water wash down

Comments

Between 1946 and 1956, PILGRIM, then named REVONOC compiled an enviable racing record under her skipper/owner Harvey Conover. Some of the highlights are: She won the Miami Nassau Race outright twice and was 3rd and 4th the other two times. She won her class in the Stamford Vineyard Race 4 time and was second twice. She won the Bolck Island Race overall once and was either first or second in class the other four times.