



PILGRIM 40 - THE CLASSIC MOTOR YACHT.

For the Lover's of a Classic Motor Yacht, The Pilgrim 40, has won many hearts. This fine Canadian vessel was first created by H. (Ted) Gozzard, the designer, on a place mat in a Peterborough, Ontario restaurant. The concept was created for a friend, as an ideal boat to use on the Canal and Inter-coastal waterways for nothing more than by going slow and a sight seeing vessel for two, with occasional guests.

The boats themselves were created and built at North Castle Marine Ltd in Goderich Ontario in the year 1982, and just fewer than 50 were built in total. The boat was marketed by "Pilgrim Marine Sales, of Toronto Ontario, and when this firm decided to build another boat in Mexico namely the "Pilgrim Live-Aboard Yacht ...PLAY 43 (also designed by H. Ted Gozzard) the 'Older model, being the "Pilgrim 40" was put aside and no further vessels were constructed after the PLAY 43 was being built in Mexico. Five PLAY 43 yachts were built in total, none of which having had any association with North Castle Marine Ltd of Canada.

Many inquiries have been received over the years, as to whether we shall ever re-introduce the 'PILGRIM 40 Motor Yacht'; the answer is still no. We would like very much to re-visit the subject of a small trawler type Motor Yacht, but as yet the 'Pilgrim 40 ' molds lay sleeping in the back yard.

For those interested in any used 'Pilgrim 40's' for sale, there is a great organization called "Pilgrim 40 Owners Group". They can be contacted at the address below:

Pilgrim 40 Owners Group
15130 Marilyn Drive
Elm Grove, WI 53122
U.S.A.

E-Mail: pilgrim40@voyager.net
Website: <http://my.voyager.net/~pilgrim40/>

For those interested in a larger model of the 'Pilgrim' North Castle Marine Ltd is available for discussions.

A boat called the PILGRIM 40 PROGRESS is presently being advertised. It should be noted that there is no connection between this boat and H.T.Gozzard, or North Castle Marine Ltd/Gozzard Yachts.

Construction

All Fiberglass laminates are produced using E-Glass cloths and marine grade isothalic resins. The gelcoats are NPG/ISO formulations backed with a special skinning resin and E-Glass matt. All resins and gelcoats are applied using an airless spray applicator to ensure the correct resin catalyst ratio. In addition, this combined with the hand lay-up technique guranties for a uniform 60% resin to 40% cloth ratio by weight. End grain Balsa is used for deck coring to provide superior stiffness and durability. The hull is solid glass with a bonded integral support grid for rigidity. All structural bulkheads are glassed into position. The external under water surfaces are coated with Inter-Protect 2000 Barrier Coat to further increase osmosis protection.

Hardware

All hardware is bedded in a moisture cure polyurethane caulking compound. On the foredeck two custom chock/cleat are provided on each side for mooring. Anchor handling is done using a Maxwell 1100 reversible verti-

cal capstan electric windlass. The 35lbs CQR is self launching on a custom bronze anchor roller assembly mounted on a anchor sprit. The 200' of 3/8" chain stores in a drained rode locker. Access is provided along with a fresh water wash down hose so the rode can be rinsed. White vinyl cushions are provided for a foredeck seat, flybridge and the aft deck seats. Welded (30" above deck level) stainless steel braced handrails cover the circumference of the upper deck. Grab rails are strategically positioned through-out the entire vessel. The tabernacled mast complete with burgee halyards, anchor and steaming lights, is also capable of carrying a radome and TV antenna. Storage for two 25lbs propane bottles or two compressed natural gas cylinders is provided in the stack. A pair of traditional stainless steel davits are located amidships for easy handling of the dinghy. The two main bridge doors are split Dutch style complete with screens. All windows, both opening and fixed, are aluminum. Besides the large Bimini, the canvass work includes covers for the flybridge, the forward skylight and the foredeck seat.

Exterior Appointments

Exterior woods are either natural Burma Teak or Varnished Honduras Mahogany. The varnished mahogany is completely sealed before installation. All stainless steel railings are welded for superior strength and are hand polished for better shine and durability. A replaceable plastic rubrail starts at the forward quarter and extends completely around the stern. All exterior walking areas have a molded sand type non skid for maximum traction and unsurpassed ease of maintenance.

Mechanical

All hoses, through-hulls, and ball valves are made from a corrosive resistant material and are U.L. and C.G. approved.

To overcome the typical single screw close quarter manouvering problems, the 4KW electric bow thruster is capable of pushing the bow against a 4 knot current or a 20 not breeze making docking a pleasure. Used in conjunction with rudder and forward and reverse thrust you can almost make the boat walk sideways.

Fresh water is stored in 3 Aluminum tanks. These tanks have a removable top for access and cleaning Polybutylene plumbing carries water to the rest of the vessel from a selector manifold complete with a regulated shore water by-pass. An accumulator tank removes all pump surge for an even flow of water. The water heated in a 20 gallon tank with a heat exchanger using the engines internal cooling system as well as a 110 volt element for dockside use.

The holding system can be designed to work specifically with the area you cruise in. Otherwise, the standard system includes two electric marine heads, vented and looped, filling a 100 gallon aluminum waste tank with the deck pump out. The system is design to adapt to direct overboard, hand pump or macerated overboard discharge easily.

The total tankage can be redistributed if the extended range or water capacity is of prime importance.

Electrical

12 Volt power is provided via two heavy duty deep cycle Surrette M128 (house) and a single Surrette 8D100 (engine). A twin battery switch design allows access to any of the three banks in an emergency. For normal use, however, the 8D is reserved for the engine starting and the M128's are used alternately for daily 12 volt requirements.

The 50' 30 amp 110 volt shore power chord plugs in amidships. The bass power distribution panel uses magnetic breakers and digital voltage and amperage meters. The panel has the ability to monitor and distribute two seperate inlet power sources if required. This allows you to load the boat up with a full range of electrical appliances and still power them, 1 bank at a time, from the optional generator. Installation of a generator even after the boat is built, is made easy because the generator base and wiring is roughed-in every boat. Thoughtfully arranged 110 volt outlets are provided in every cabin including work areas.

If you look behind the hinged distribution panel, you would find tinned wire is used throughout and it is num-

bered and coloured for easy identification.

Throughout the boat 12 volt brass tulip cabin lights, florescent tube lights, day/night lights and indirect lighting are use where required. When plugged into shore power 75 Amp Newmar convertor converts 110 volt to 12 volt for ships use and charges the batteries with any surplus amperage not being required by the ship.

In the galley a 12/110 volt full size Novacool refridgerator, a force 10 propane 3 burner stove with oven, and a microwave oven give you all the comforts of home. Water pressure is supplied by a Brooks Flowjet centrifugal pump.

On the bridge and included at both stations is the tachometer, oil pressure, water temperature, rudder angle indicator, compass, Kobelt single lever shifter, warning buzzer and kill switch, in addition, at the main station only, an hour meter, volt meter, fuel gauges, water and waste levels.

Electronics include Autohelm ST50 Tridata (depth, speed, log, and water temperature) Full internationally required running, screaming and anchor navigation lights, twin wind-shield wipers, search light, horn, marine stereo with cockpit speaker in the flybridge and VHF radio complete with basic requirements.

An electric bilge pump with warning light and manual/auto by-pass compliment the manual Gusher 10 located on the aft deck.

The engine room is protected by a Harlon fire extinguisher, two dry chemical extinguishers are placed in strategic areas in the main cabin.

Propulsion Unit

The engine is a Westerbeck W-100 6 cylinder, 135 horse power marine diesel. The drive train starts with a Borg Warner 2.57:1 reduction gear. A 316 Stainless Steel 1 1/2" diameter propeller shaft turns a 22" by 20" 4 bladed work wheel with a Las-Drop stuffing box keeping the bilge dry. The engine has a heat exchange fresh water cooling system and a full instrumentation package as well as an auto shut down alarm system for maximum protection. The engine room is fully vented with intake and exhaust vents. Full mylar covered sound insulation is easy to keep clean as well as effectively keeping noise to a minimum.

The fuel system consist of two 100 gallon aluminum fuel tanks. Fuel is controlled through a diverter valve selection manifold. This device allows you to select which tank to draw fuel from and which to return fuel to. Fuel is filtered through a glass bowl Racor water/fuel separator.

Raw water is filtered through Shruwood water strainer for easy maintenance. The exhaust passes through a water lock before an in-line muffler which further reduces noise levels.

Blue Prints

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Ventilation

Natural ventilation is achieved through aluminum screened vertically sliding windows. Solar and 12 volt power exhaust fans are installed in the galley and head overheads. All doors, hatches and windows are fully screened roll-up sections for addition ventilation. A 12 volt defog fan is located on the bridge.