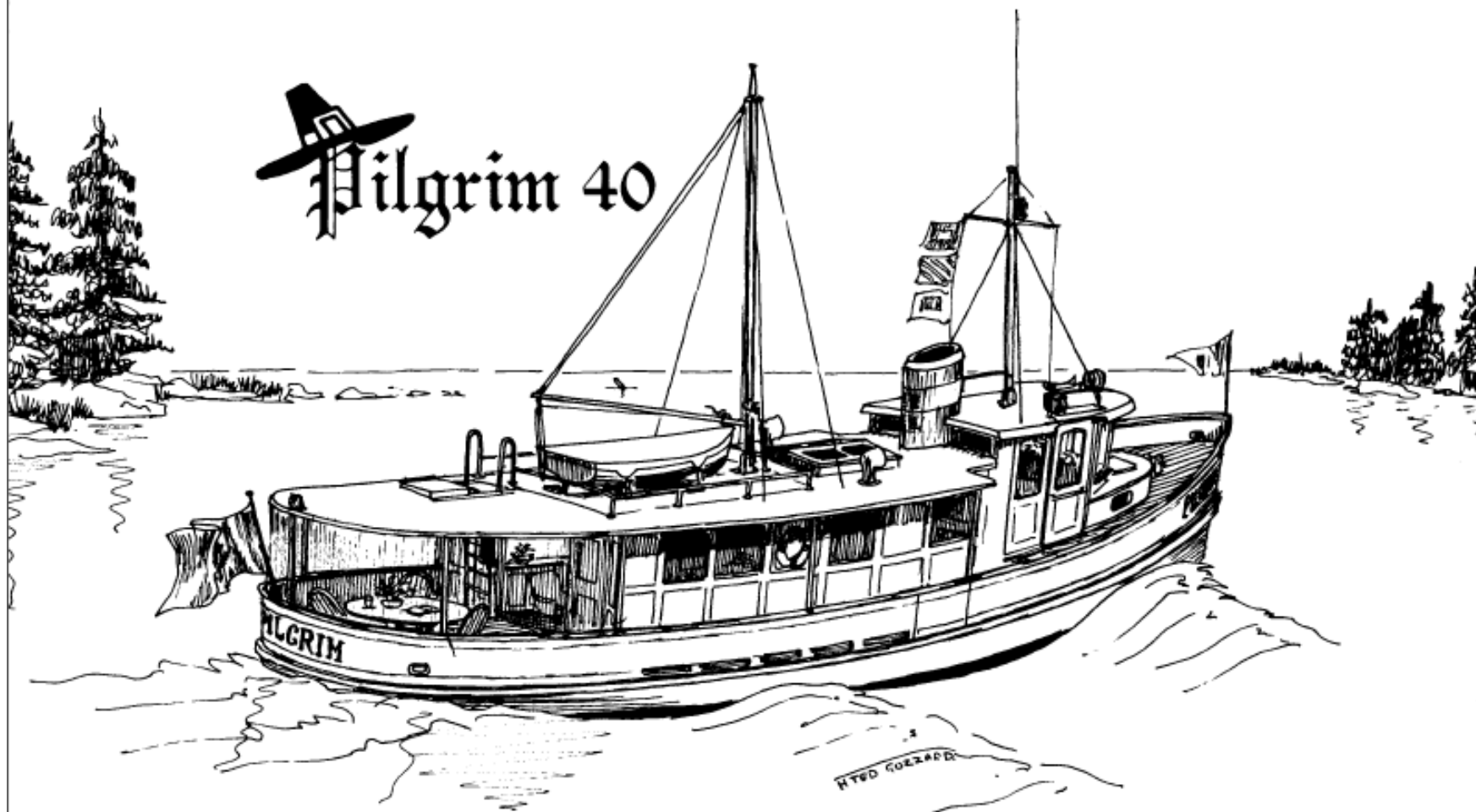


A Dream that you can Afford to Live . . . Today . . . and Tomorrow . . .

 Pilgrim 40



Times are changing and it's time for a Change.

Created and crafted by H. Ted Gozzard – a Marine Designer/Builder with a proven record in expressing Traditional Values with a Contemporary Flare.

Pilgrim 40 DESIGN PHILOSOPHY

The Power Boat has a fairly short history. With the advent of steam and gas engines, in the late 19th and early 20th century, Man now, for the first time, had a choice of power sources, other than the wind.

In the early days, horsepower was measured in 10's and all Motor Cruisers were classic displacement hulls. Within a few decades, horsepower was measured in 100's and all our boats could now plane. We had achieved the ability to move our galleys and staterooms at 30+ m.p.h. while greedily guzzling the cheap gas of the past, just like it was water out of a bottomless lake.

Today, we are recognizing that the World is moving too fast in a reckless and wasteful manner. This doesn't mean that we have to eliminate our boating pleasures, but we must learn to appreciate different aspects of them. Rather than being preoccupied with how quickly we can get from Point A to Point B, let's learn to slow down and enjoy the pleasures of power cruising. We need to escape the twin V-8, planing hull norm and discover alternatives.

As power boaters, we've been confronted with a limited choice, either switching to sail or to offshore trawlers, both requiring deep, open water. But most of us use our craft in the fantastic variety of protected Inland Waterways, lazily cruising at 10 m.p.h., hardly ever venturing more than a couple of miles into open water. What other choices have we had?

ENTER THE PILGRIM 40—A RE-NEWED CONCEPT IN MOTOR CRUISERS

Taking the positive design features from the timeless and efficient Golden Era of Power Yachts, (before Detroit swamped us in horsepower for our planing hulls), and combining them with today's modern technology, we have come up with the Perfect Motor Vessel—whether living aboard in Vancouver, lying peacefully at anchor on the scenic Trent Canal, leisurely cruising the

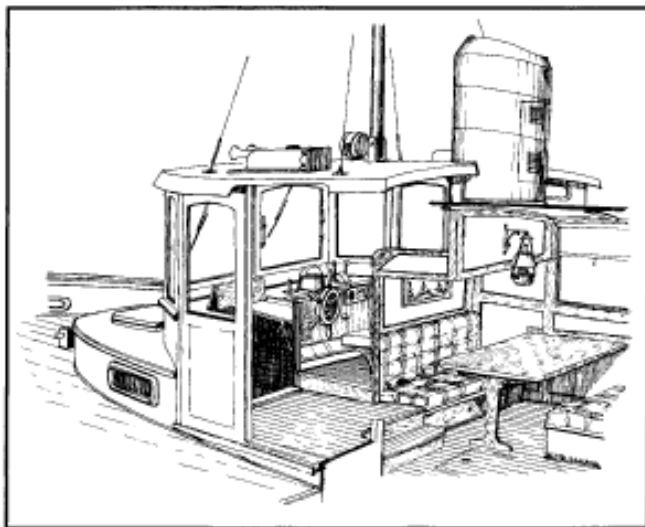
Mississippi, or the ultimate retirement, becoming a nautical nomad on the eastern seaboard intercoastal, to the Florida Keys. The **Pilgrim 40** can make all of these Dreams come true.

We talked to many Skippers and 1st Mates, for both are important in the design of any craft. We looked at how power boats were actually being used in different cruising areas. We asked questions and listened to your answers. We observed current problems, economical as well as ecological. This is what we came up with.

DESIGN CRITERIA

1. Character, Style and Grace—what we call . . . Class!
2. Ease of Handling—Maneuvering and Docking
3. Economical to Run and Maintain
4. Comfortable—Inside and Out
5. Ecological Responsibility
6. Practical and Efficient
7. Quality Construction
8. Safe and Reliable
9. Affordable

The order of importance of these Criteria varied slightly with each individual Skipper and Mate, as well as among the different boating areas. We have therefore tried to treat each one of these concerns with equal importance. This brochure is an attempt to outline in word and picture, how we have done this, to help you decide if you want us to build your next boat.



Midship Looking Forward

For us to achieve this, we need to satisfy two people, at least—the Skipper and the 1st Mate. We see this as sort of an Equation: **A+B+C=YES**, we want to own one of your **Pilgrim 40**'s. Let's see if we add up for you.

SKIPPER'S EQUATION — "A+B+C"

As a Skipper, certain responsibilities are automatic. You are in charge and it's always your fault. Therefore, your Equation must start with complete control of your Vessel. Some of you are unfamiliar with the positive handling characteristics of a displacement hull, as compared to a planing hull. Here's where we'll start.

Quite honestly, a single engine planing hull, powered by outdrive or conventional prop and undersized rudder is not the easiest boat in the world to handle. Twin engined versions are much better, although windage, drift and exposed props and rudders are still major problems. Also, it just doesn't make sense now-a-days to have a 300 or 400 cu. in. V-8 engine for dead slow maneuvering. There must be a better way to maintain control while eliminating the initial and extra running costs of a 2nd engine.

Another point. You are used to high horsepower as a natural requirement of a power boat. Quite right—but only for a planing hull and only at planing speeds. Most power boaters find it hard to believe that to push a boat the size of the **Pilgrim 40**, you need only about 26 shaft horsepower. No kidding! It's all elementary yacht design, right out of the text books.

What we have done, as standard equipment on the **Pilgrim 40**, is to use one of the most respected, modern and technologically advanced engines in the World—a BMW 75 h.p. Turbo-Charged Diesel—approximately 3 times the recommended minimum h.p. to ensure adequate response in those emergency situations. As options, we even offer their 100 and 150 h.p. versions.

Note: Concept illustrated may show optional equ

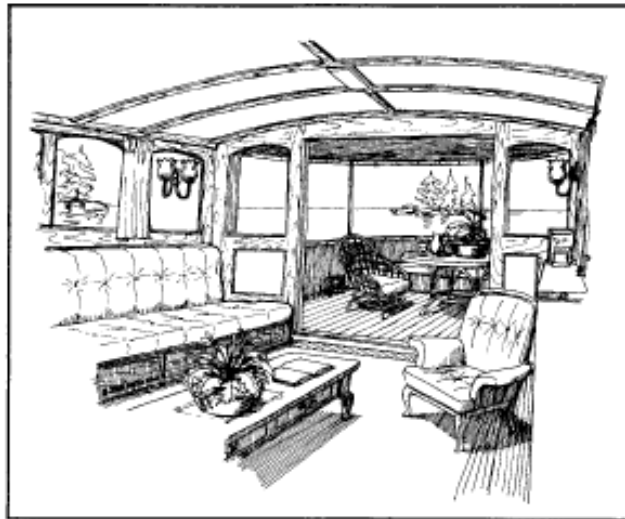
Next, recognize our proven, timeless, displacement hull shape with plum bow, long-run shallow draft keel, protected oversized prop and rudder. It's beamy and stable. It'll easily knife through a nasty chop and yet hardly leave a wake below hull speed. If you're used to a flighty, high-freeboard planing hull, going sideways—the wrong way—into a lock, you'll find the **Pilgrim 40** will sit much easier in a strong cross wind, while tracking and coasting predictably.

Maneuvering in tight quarters and docking will be a cinch with our unique bowthruster, a **Pilgrim** exclusive. Combined with the reliable response of our large prop and rudder, you'll be able to go sideways if you want or need to.

Now that we've given you the control you must have, we can address some of your other concerns. How about your own Wheelhouse? Not an addition to the galley or aft deck, but a separate Captain's area.

The wheelhouse features a comfortable, flip-up helmsman's seat, easy to reach wheel and controls, engine instruments, 5" compass, lots of room for radios to radars, a foot rest at just the right height, excellent visibility, good ventilation, sliding doors port and starboard for immediate deck access, even a custom stereo if you want. If you need a break from your Skipper's Home, in an all-day cruise, the addition of a remote auto-pilot will let you steer from anywhere on the boat. Anything else you fancy? We'll install it for you.

Another factor to consider in your Equation would obviously be Economy—running and maintaining. The **Pilgrim 40's** major components are hand-laid fiberglass, with the colour molded right in, so she doesn't need painting. Her standard exterior wood trim is tasteful but minimal. Her Diesel engine is miserly on fuel, costing only a small fraction of what a single or twin engine planing hull consumes. As there are no points, plugs, distributors or carburetors in a diesel, you need only keep your fuel filters



Midship Looking to Aft Deck

clean and change your oil. This also makes her more reliable (less to break down) and, of course, safer, as diesel fuel is basically non-explosive. Washing down, vacuuming and a little bottom paint in spring completes your yearly maintenance. The less-expensive she is to run and maintain (in time and dollars), the more you'll use her. Isn't that what the Sport's all about?

After that, consider that the berths must be sleepable. The heads useable, The galley/dinette functional. The main saloon luxurious and comfortable. Storage—abundant. Ice cubes for your martini. The side decks walkable. Easy anchor handling. Sun deck. Quality Construction.

And what about pride of ownership? Under power, anchored or at the dock, she'll be a stand-out anywhere! She says "I've got style—I'm different—I'm a Performer." Remember, there's more to performance than top-end speed. High performance boats, capable of planing, hardly ever do. Sometimes for 5 or 10 minutes, to impress the weekend company, but normally everybody just cruises along at 6-12 m.p.h. On the **Pilgrim 40**, your guests will be left with an envious impression of the ENTIRE weekend. If top-end performance is that important to you, we'll never get your Skipper's Equation to add up.

FIRST MATE'S EQUATION— "D+E+F"

Pleasure boats are for pleasure. Few pleasures are worth more.

To some, a small minority, pleasure is defined as going around Cape Horn or rolling in an ocean swell 20 miles offshore, fishing for marlin. We haven't designed the **Pilgrim 40** for either. Again, we looked at how most power boats are actually used, not how they're advertised. We saw people trying to enjoy themselves, taking every opportunity to escape from the Rat Race, to relax in the serenity of a protected harbour, with their favorite tall cool one, enjoying Mother Nature's bounty and beauty.

What we have tried to capture in the **Pilgrim 40** is a balance of comfort, efficiency, simplicity, elegance and economy. We want her to be your passport to Civilized Adventure in a Nautical Living Environment. We suggest respect for Mother Nature's power without intentionally setting out to confront her, for a thrill. That's what Cigarette boats are for. We estimate that most 1st Mates aren't impressed with the rattled kidneys and broken dishes inherent in this type of power boating. That's what we see as the basis for the 1st Mate's Equation—an equal motivation in the purchase of your next boat. Here's how we've tried to satisfy You.

You've been raised with houses, not with boats. You're used to livingrooms, dining rooms, bedrooms, patios, kitchens, toilets and closets. The problem has been that houses don't make good boats. Putting a trailer on pontoons gets you exactly that—a trailer on pontoons, not a boat. Such craft please many people, but they're not for you. If you had a choice, you'd prefer china sometimes to plastic dishes, chairs to uncomfortable benches. You expect a private state-room, but not at the expense of a separate main saloon. Sound familiar? We at **Pilgrim**, believe a boat can be a home too. Take a look

ment and vary slightly from Production Version.

at the interior plans to satisfy yourself how we've accomplished this.

Start with the forward cabin. Its your bedroom—and private washroom, with hot water shower—if you want. A double bed, not a V-berth. Lots of hanging locker space, drawers, shelves, mirrors and cupboards. A loveseat-sized settee. Most of all, privacy, from guests and dock-walking admirers.

Next, the Galley and Dining Lounge. Its as close to a kitchen in a marine environment as we can give you, whether underway or at dock. You can cook coq-au-vin, hotdogs or a full turkey dinner, just like at home. If you'd like a micro-wave for hot hors d'oeuvres or left overs, we'll put one in for you.

A Head midships, with separate access to the aft and dinette cabin, when the sliding door separates the two for bedded-down company. Two more hanging and storage lockers, for beer and your best bib-n-tucker.

The Main Saloon is all yours. Your options are endless. Furnish it yourself with tables, pull-out chesterfields, chairs, etc. or have us build in anything you desire—a livingroom or a stateroom. You can decorate in French Provincial, marine plaids, rattan, or . . .

The Aft Deck can be fully enclosed, left open, whatever, you prefer. Make it a patio, dining room, veranda, or set it up for a bridge tournament—you're limited only by your imagination. Maybe even a propane barbeque for the skipper, to share some cooking chores.

Have you noticed that our side decks are the same height as most docks? No more playing Tarzan or Jane, leaping from the deck of a planing hull. Also notice that they are walkways, not toe paths. They're even covered to protect you from rain and too much sun.

Powered by



How does your Equation add up? The Skipper and First Mate's. Doesn't "A + B + C = D + E + F"?

You may have noticed, that you're both generally concerned with the same things, just with different emphasis. What's important to the Skipper is important to the 1st Mate and vice versa. You've both got to be happy before you can make a decision to buy a new boat. We think we've sincerely addressed ourselves to the task of making you BOTH happy. As Boat Builders, that's the most we can hope for.

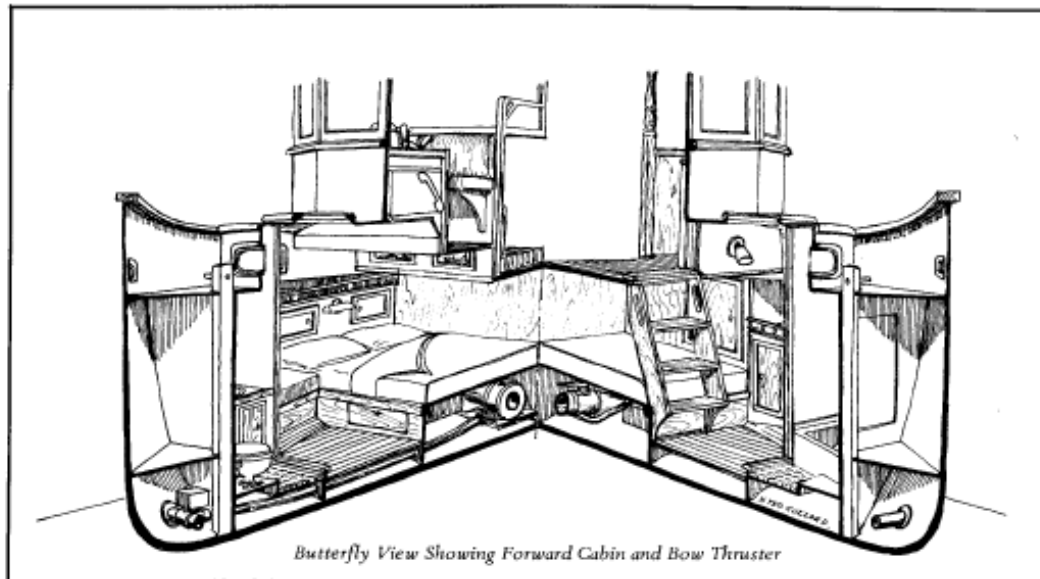
We could go on. But the final decision to buy a Pilgrim 40 will not come completely from this brochure, no matter how informative it is. You need to meet the people who are

involved in creating your next boat. Then, you'll probably want to inspect one in person.

We'd love to meet you too.

Why don't you call so that we can arrange to chat further. Until then thank you for your interest in the Pilgrim 40.

**We Want to Build One
for You!**



Butterfly View Showing Forward Cabin and Bow Thruster



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Limited Warranty—
Details on Request

Printed in Canada

Authorized Agent