

# à vous, Québec

## Retirement aboard a Pilgrim 40

begins with a cruise of 891 miles to the tall ships review in Québec City.

By Jack Smith

**C**ruising on the St. Lawrence River in the Québec area and picking up bursts of radio conversation, one quickly becomes aware of the French usage for "Over to you," which is simply "*à vous*." Since Québec City is such a marvelous place, and local organizers worked so hard to make The Return of the Tall Ships the success it became at the end of last June, I couldn't help thinking of *à vous* as a tribute to Québec. But it also had a broader meaning in that the Pilgrim 40 motor yacht I was aboard had recently completed a shakedown cruise of 891 nautical miles to attend the festivities.

While the Pilgrim 40 is sold by Pilgrim Marine Sales in Mississauga, Ontario, Canada, she's built to the west at Goderich on Lake Huron. Vern and Betty Garlick had moved aboard their *Clarion* at Goderich on June 2nd, the day after Vern retired as vice president and treasurer of Union Carbide Canada Ltd. in Toronto, and they cast off for Québec City two days later—891 miles via the St. Clair River, Lake St. Clair, the Detroit River, Lake Erie, the Welland Canal, Lake Ontario (with a leg north to Toronto), and the St. Lawrence. With them came a friend, June Allan, and her 12-year-old dachshund, Lollipop. The dog is significant; she trotted around the decks in complete safety, shielded by bulwarks 2½ feet high.

Actually, *Clarion* had been commissioned on April 7th, but she had been out on runs of only an hour or

two. The Garlicks had driven from Toronto to Goderich on weekends to outfit and provision her for the retirement, and the cruise to Québec was a shakedown in the true sense. En route, the standard six-cylinder Westerbeke diesel with 2.57:1 reduction gear never missed a beat. The only problems that showed up were a slight crack that developed in the fuel line (Vern had it welded) and a faulty oil pressure gauge on an optional 4.4-kw.

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The Pilgrim 40 was designed on the premise that many powerboat owners would rather cruise leisurely on inland and coastal waters.

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Westerbeke generator. In addition, Vern had to make a compensation: Through an error, they had left with a propeller of too little pitch and he had to keep the throttle retarded.

They were turning a 22"x16" propeller, and, with the throttle fully advanced, the engine was revving up a few hundred r.p.m. more than the desired 3,000. Vern couldn't run at a projected top speed of 10 knots, but he hadn't planned on that anyway. He held it at 2,500 to 2,600 r.p.m. and consistently averaged eight knots each day. With their generator on about two hours in the morning and another two in the evening when they

weren't on shore current, the total fuel consumption averaged 1.6 U.S. gallons per hour!

A propeller of one inch lesser diameter and three inches greater pitch—21"x19"—was later installed. With it, Pilgrim Marine quotes an 8- to 8½-knot cruising speed, burning 2 to 2½ g.p.h., and a top speed of 10 knots at 3,000 r.p.m. Tankage in the boat comprises six 70-gallon tanks, two normally provided for fuel and the other four divided between water and waste as desired. With two tanks for fuel, the range would be about 560 nautical miles at eight knots; with three tanks, it would increase to 840 nautical miles.

The Pilgrim 40 also has a Vetus bow thruster as standard. Located just aft of the plumb bow, it operates on a 12-v. reversible electric motor that develops almost five hp. and turns an 8"x8" propeller. It makes for excellent maneuverability in close quarters.

I drove to Saint-Laurent on l'Île d'Orléans to join Vern, Betty and June aboard *Clarion* for the sail-past of the tall ships. At Saint-Laurent, they had moored at a new marina, Club Nautique de l'Île Bacchus, and were only a little over six miles east of the center of activity at Québec. We were joined by Pilgrim Marine principals Gary Ferguson and Bob Welsman, Bob's wife, Inga, their young daughter, Daniela, and a friend, Martina Seifert. With a day to wait for the sail-past on Saturday, June 30th, it was decided that we would cruise up to Québec to see the ships and then continue up-river another four miles

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*Clarion moves out at eight knots from a new marina built at Saint-Laurent on l'Île d'Orléans near Québec City.*

or so to where they would start down the next morning.

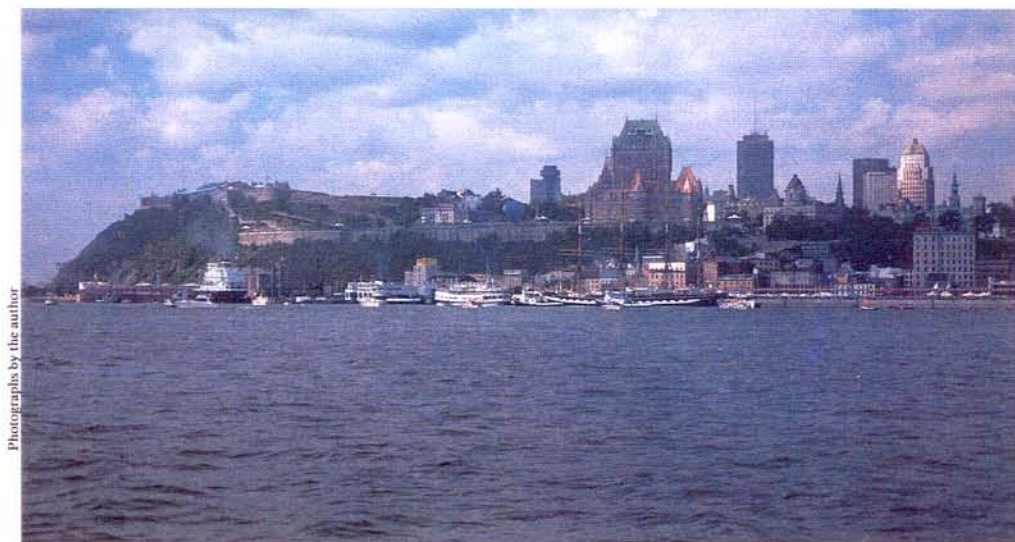
The Pilgrim 40 was designed by Ted Gozzard of Goderich on the premise that a great many powerboat owners are not interested in going to sea or in planing about at high, fuel-guzzling speed, but would rather cruise leisurely on inland and coastal waters. To that end, he patterned her after the more traditional motor cruisers—a 40'0" x 14'0" x 3'6", 24,000-lb. displacement hull with a plumb bow; a raised, straight-sided forward pilothouse; a long deckhouse with trolley-like windows; a sheltered afterdeck; and wide, covered side decks with high, protective bulwarks. He made her beamy and stable, with tightly rounded bilges, relatively shallow draft, and a not-too-deep, full-length keel that offers protection to the hull and a large prop and rudder without hampering maneuverability. The calculation was that it would take

only 26 s.hp. to slip her through the water below hull speed with hardly a wake. Aft, her rounded bilges were made to fair into a hard-chined counter above the waterline, and it seems to give her a bit of an edge in getting up to maximum speed. The original thought was that 75 hp. would be ample to ensure quick response in emergencies, but 100 hp. was settled on as standard. Actually, any of five engines of different horsepower can be installed.

Ted Gozzard builds the boat, too, laying up the hull, deck, cabin sides

and roof of alternate layers of fiberglass mat and woven roving, and using balsa or plywood coring as required for stiffness. She has a nonskid pattern molded into the decks and cabin roof, and the standard color is white with a choice of color around the bulwarks. Rub rails are oak. Varnished mahogany is used for the trim, a foredeck seat, rail caps, a roof-top skylight hatch over the saloon, and the flagstaff. The sliding side doors in the pilothouse are fiberglass and sliding doors between the saloon and the afterdeck are mahogany. The mast

*Québec on eastern approach. Most of tall ships had moved up-river in preparation for colorful sail-past.*



Photographs by the author





*Vern Garlick takes Clarion on review off tall ships moored at Québec. Vetus bow thruster aids close-quarter maneuverability; Vern opted not to have flying bridge.*



*Covered side decks fully enclosed by high bulwarks are an excellent feature. They're 18" wide, too. June Allan takes in 10" fenders and there's still good foot room.*

needs a bridge clearance of 21' but it's stepped in a tabernacle and can be lowered to allow about 15' over the dummy stack, which holds two 20-lb. propane tanks for the galley stove and oven. A bow roller and chock for the anchor, the stanchions, roof supports, hardware in a ladder from the afterdeck to the sun deck, topside safety rails, and optional dinghy davits are of stainless steel. Six combination hawse-pipes and cleats in the bulwarks are bronze.

As we cruised up the river at about half our eight-knot speed in a four-knot current, and thoroughly enjoying the boat without any real concern for the speed, Gary mentioned that the layout, comprising four separate but connected areas on one level except for three steps up to the pilothouse, had been carefully considered to allow people to group in different areas and still be in visual contact. The nine of us, variously occupying the foredeck seat, the pilothouse, the galley and dinette area, the saloon, and the afterdeck, and moving up and down the wide side decks, were never

really out of contact, yet could carry on separate conversations.

I found the boat an absolute delight. Vern and Betty did, too. They had previously owned a 36' planing tri-cabin cruiser with twin V-8 gasoline engines and Vern was still adjusting to the difference in fuel consumption—and to the leisurely comfort. "We've now been out four weeks," he said, "and we're having a ball." Though Clarion hadn't been designed for the ocean, he was very well pleased with how comfortably she rode when they met 40-m.p.h. winds on Lake Erie, where it can get very rough. They just went toward the lee shore and continued in confidence.

Betty enthusiastically pointed out the stowage. Forward, she raised and hooked up the port ladder descending to the master stateroom, which they do at night, and opened the sole up to the deep locker extending to the hull side. In the galley area, she raised a hatch to expose tremendous stowage forward of the engine. June, staying aft, also had good stowage as well as privacy in the saloon, which can be

closed off with a sliding door if desired. The Garlicks opted for a second head forward, but the amidships head has a stall shower. With a 37-gallon heater, they never lacked hot water.

On Saturday, we enjoyed the spectacle of the tall ships, maneuvering with ease among throngs of vessels, then retraced our course to Saint-Laurent. It was over for me, but I could only envy the Garlicks. They returned to Toronto, looping south through the Richelieu River, Lake Champlain, and the Erie and Oswego Canals.

After cruising Georgian Bay and the North Channel, they plan to follow the Illinois and Mississippi Rivers to New Orleans, and in the spring cross Florida and go north to the Chesapeake and the Hudson, and ultimately back to Toronto. It's a safe bet that the well-conceived, well-built, and eminently successful Pilgrim 40 will keep them happy—something inexpensive at a base price of about \$120,000.

For details, contact Pilgrim Marine Sales Inc., 114 Lakeshore Rd. W., Mississauga, Ont., Can. L5H 1E8.





*Saloon has dress-length hanging locker forward of desk.*



*Galley is to port, head aft of a dinette to starboard.*



*Settee is to starboard. Covered afterdeck is a delight.*



*View forward of head and lockers in owners' stateroom.*

