



Vessel History

Pilgrim Shallop II – Shallop

Vessel Name: Pilgrim Shallop II

Class: Shallop

Hull: Wood

Masts: 1

Rig: Leeboard sprit rig

Designed in 1955 by: Baker - William Avery Baker (1911-1981)

Build date: 1957

Launch date: June 13, 1957

Built by:

Rich - Roger Clifton Rich (1913-1996)

and

Fahey - Frances E. Fahey (1907-1985)

Built at: Plymouth, Massachusetts

Built for: Plymouth Marine Railways / Plimoth Plantation Inc.

Named for: Pilgrim's 1621 shallop

Power: Sail and oars

Gross tons: 4

Capacity: Circa 15 passengers

Length: 33'3"

Beam: 10'

Draught: 2'

Crew: 2

"Shallop: A heavily-constructed, double-ended work boat, open or partially decked, propelled by both oars and sails and employed for in-shore fishing and limited coastwise trading. Shallops had either (a) a single-masted fore-and-aft rig comprised of a sprit mainsail and a stay-sail or (b) a two-masted square rig having a deep narrow mainsail on a mast stepped nearly amidships and a small foresail on a mast stepped well forward." - "The Mayflower and Other Colonial Vessels" by William A. (Avery) Baker, Naval Institute Press, Annapolis, Maryland, 1983, p. 145.

Chapter 3 – Small Craft – The Pilgrims' Shallop, p. 65-74.

This is the last work written by naval architect, William Avery Baker, who designed Mayflower II and Pilgrim Shallop II. It includes history and conclusions that he discovered several years after designing the two vessels.

See also: "Sloops & Shallops" by William Baker, Barre Publishing Company, Barre, Massachusetts, 1966.

"During the winter of 1956-7 (my father, Roger C. Rich) and his friend, Francis "Mickey" Fahey, went to Plymouth, Massachusetts to build a replica of the Pilgrim's shallop, while at the same time a replica of the Mayflower was being built in Plymouth, England. The shallop, 33' long and equipped with a mainsail, a jib and oars, was the vessel that had remained with the Pilgrims in 1621 when the Mayflower sailed back to England.

My father's brother, Robert Rich, was a friend of George Davis, owner of Plymouth Marine Railways, who had the contract. Mr. Davis, whose father and grandfather came from Washington County, claimed that Maine boat builders were the best. He subcontracted the job to my Uncle Bobby (Robert Farnsworth Rich), who then hired my father and Mickey to actually go and build the boat." – Meredith Rich Hutchins, Newsletter of the Tremont Historical Society, Spring 2006, v9 Number 2.

Rich family men were seafarers as shown in some of their earliest records, even before coming to America. The three oldest sons of Clifton Melbourne Rich (1881-1970), Roger Clifton Rich (1913-1996), Ronald Dean Rich (1913-1997) and Robert (Bobby Farnsworth Rich (1915-1981)) were all boatbuilders like their father. Their youngest brother, Melbourne Cecil Rich (1926-1941) died at fifteen and so was not part of the tradition.

SWHPL 5375
SWHPL 5376
SWHPL 5377
SWHPL 5378
SWHPL 5379
SWHPL 9821
SWHPL 9840
SWHPL 12354

SWHPL 12559 – Original Pilgrim Shallop – fanciful postcard depiction
SWHPL 12562 – Original Pilgrim Shallop – fanciful stamp depiction
SWHPL 12646 – Engraving of the Pilgrims landing from the Shallop – fanciful depiction
SWHPL 12647 – Engraving of the Pilgrims landing from the Shallop – fanciful depiction

See: Pilgrims - Landing of the Pilgrims Stamp - Who Done It.pdf
See: The Mayflower and Mount Desert Island – Stanley.pdf