

#204 Marie Anne

Marie Anne is a Friendship sloop fairly true to their design except, as a pleasure boat has a proportionally large cabin, and an ample self bailing cockpit. The original fish boats had a tiny cubby and large open cockpit.

She was built on the North Shore of Massachusetts by talented woodworker. Her owner, recently deceased, assisted in the building. She was launched in 1976 and sailed in the Boston area and later down to Annapolis. She sailed/motored to Michigan (I think up the Hudson and canal) and sailed on Lake Michigan while the owner was in graduate school. She was later trucked to Seattle; and has cruised the San Juans (Washington), the Strait of Georgia (Canada) and up to Alaska.

The boat reaches very well. Hull shape, classic Friendship is nice, and efficient. You can see a good view of the hull in the yard picture.

Dimensions are: 28 feet on deck roughly 35-6 feet over spars. Rig is main, foresail, jib and topsails. The topsails are two colors with some symbolism; and having the topmast looks cool. The mast is solid spruce, it was a surplus spar from the USS Constitution. Steering is Edson worm with a wheel, bronze with teak handles. Most of the hardware is bronze. Ballast is external lead with a few lead pigs in the bilge. There are two sheet winches not presently on their pedestals, and a mainsail winch which is in place

The engine is a Yanmar 2gm, two cylinders, which hasn't been run in awhile but was reliable. Fuel I suspect could use a cleaning by now. Replacement with a modern tier three would be optimal. I recommend the Beta 14 which is a marinized Kubota. It has easier maintenance accessibility and reasonably priced parts, and is cleaner. The Beta 14 is the same hp as the 2gm.

Planking is mahogany, Philippine I think. Frames originally were steam bent white oak. They had since been sistered with epoxy laminated oak of larger dimension and refastened. The new fastenings go into the new sisters. Also the seams were splined with yellow cedar about twenty-six years ago. The hull is very tight, and leakage is almost entirely from above.

Fasteners were originally galvy with stainless steel keel bolts. The galvys get removed when they rust out sporadically, they are in the old frames and so are irrelevant. The deck is teak over quarter inch ply, fairly worn; and would do with replacement by ply, epoxy and fabric, but that can wait. The cockpit sole is teak and is in very good shape. Engine access is through a hatch in the cockpit and from the interior. Inside the cabin is really nice with a v-berth that is long enough on one side for a third person. It is white with mahogany trim. There is a diesel stove/oven, alcohol cook top, ice box and bucket sink, all cushions are included. Fresh water is by foot pump from a tank in the stern to the sink. Head is a porta potty. Electronics are a VHF and fish finder for depth. The anchor is a CQR, the compass is mounted on the bulkhead. There is an automatic bilge pump and a manual operated from the cockpit and a hand pump.

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At present the bowsprit, jib boom and main boom are in our basement out of the weather; and mostly newly varnished. I suggest painting them; this boat has a lot of bright work which made it maintenance intensive and not so Friendship sloopish. The mast is weathered enough that it has to be painted.

The topsides have had problems from rain- of course. I have put in a few scarfed Dutchmen here and there when deterioration appeared, usually butts; and some planking replacement in the transom while in the water. The transom may need more plank work out of the water; where it can be completely reached. All my repairs were done with yellow cedar, fastened with bronze.

The boat has been stored in salt water at Shilshole Marina in Ballard (Seattle) under a full tarp, near the shore for more than ten years*; as Diana had to work out of country, five years, and then Virginia for six.

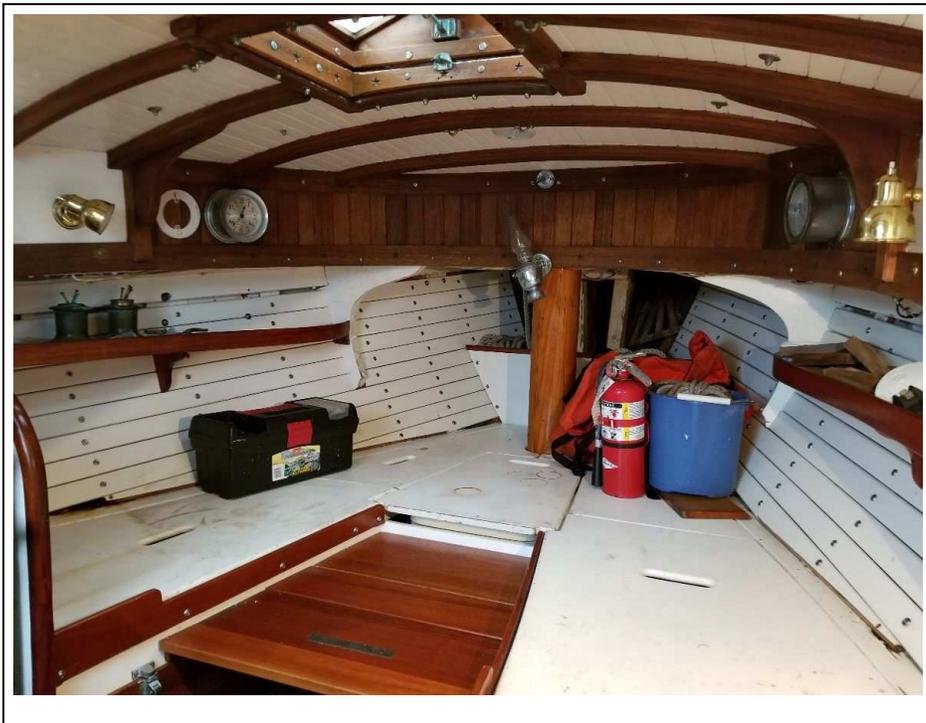
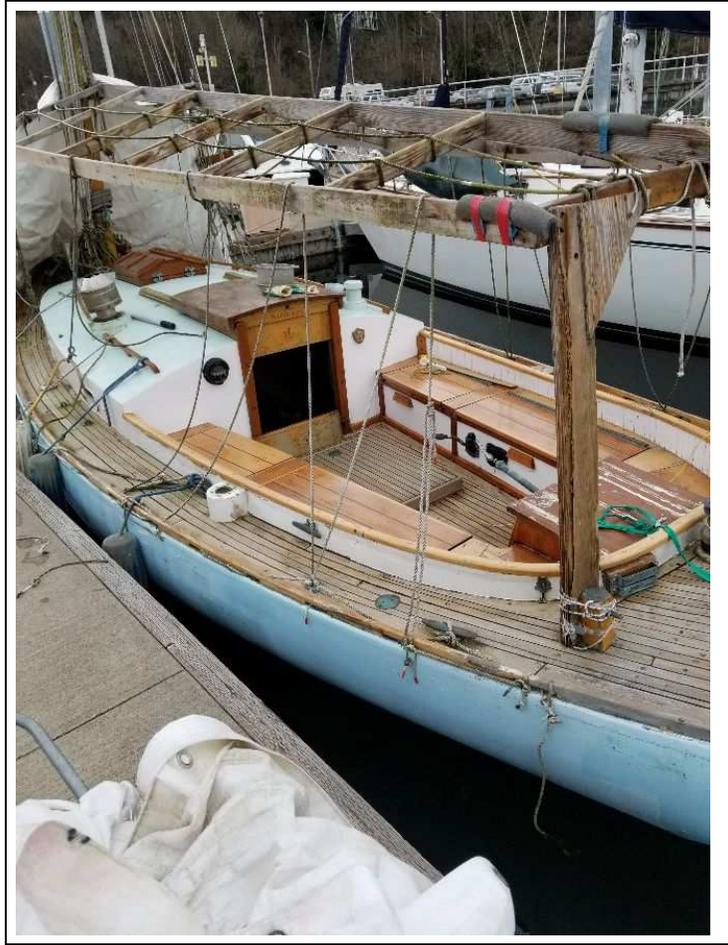
This boat will need good amount work mostly sanding and paint, and some structural, more if replacing the deck; but is basically sound and has strong appeal as a classic to people who like gaffers and old work boat styles. It will need to come out of the water for repairs and a new survey.

The price is very flexible and includes a nutshell pram dinghy, but not the eagle. The eagle is too vulnerable when towing a hard dinghy anyway. Our primary concern is finding a good home for the boat with someone who can take care of her and likes traditional boats. She would be free to a 501c3 organization.

*The bottom is not too fouled as the water near the bulkhead gets a good shot of fresh water every time it rains hard.

PICTURES FOLLOW ON THE NEXT PAGE:

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