



The Emily Reed 1880-1908

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Hello Again Dear Friends! I hope this edition of the Old Broad Bay Family History Association newsletter finds you well. Summer has arrived here, and we are reveling in the beauty of a New England summer. Preparations for our annual meeting are complete. The annual meeting will be held on Saturday, August 6th, at the Safe Harbor Community Chapel, 50 Mill Street, in Waldoboro. The meeting will commence at 9:00 with a brief review of business matters and then we will hear from **Nathan Lipfert, Curator Emeritus, of the Maine Maritime Museum**. Nathan will present a program on the history of shipbuilding in Maine, with special emphasis on Waldoboro. Nathan has recently published a new book titled, **“Two Centuries of Maine Shipbuilding, A Visual History”**, which covers not only the 19th and 20th centuries, but also the colonial period and Native American canoe building. After Nathan’s presentation we will hear from **Harbour Mitchell**, a local archeologist, about the **Waldoboro Origins Project**. Harbour wrote a fascinating article for the Spring edition of this newsletter, and we have invited him to attend, meet our members, and give us an update on this season’s exciting work. As always, the President of the Waldoboro Historical Society and OBBFHA member Jean Lawrence will bring an artifact from the museum and provide us with some background information about it. Jean will also keep the Waldoboro Historical Society Museum open after our meeting for anyone who would like a tour. Thanks Jean! Lunch, snacks, and beverages will be provided. A five-dollar donation will be accepted at the door. Thanks to Jan Feyler for her donation toward the lunch! Much appreciated!

The Ladies Auxiliary of the German Protestant Society will hold their annual church service at the Old German Meeting House on Sunday, August 7th, at 3:00 PM. The service will be followed by an outdoor reception under the trees, weather permitting. I strongly recommend that those of you who have never visited the historic meeting

house and cemetery should attend. The meeting house was so important to our ancestors, and we are very lucky that it has been so lovingly preserved by the German Protestant Society.

Board of Directors Meeting: The annual Board of Directors Meeting was held via Zoom on June 11th. The Board of Directors are Renee Seiders (VP/Sec.), Ruth Riopell, Tracie Ott, Dale Gunn, Deirdre Putnam (Treasurer/Membership), and myself. We discussed the details for the upcoming annual meeting and finalized our plans. Deirdre gave a brief financial report and Tracie outlined her proposal for a preservation and digitization project for our group. There are no finalized plans at this point, but I will give you further information in the Fall newsletter.

Jasper J. Stahl Award: The OBBFHA Board of Directors is pleased to announce that it has named Harbour Mitchell as the recipient of the 2022 Stahl Award. Harbour has brought his time and professional skills to

searching for the archeological sites and artifacts of our Waldoboro ancestors. Harbour will receive a citation and a check for \$200.00 dollars to go towards his Waldoboro Origins Project. Thank you, Harbour, for your time and interest!

New Membership Year: Dues are due for the membership year of July 1, 2022, to June 30, 2023. It is helpful if you align your renewal with the membership year. If you are not sure if you are up-to-date, please email Deirdre at obbfha@gmail.com and she can check for you!

Important Webpage Update: Pat Kriso has completed the Every Name Index for all editions of the Bund und Blatt and OBBFHA Newsletters from 1992 up to 2020. This index is a valuable and time saving tool for researchers, and a great addition to our webpage. I strongly urge all of you to visit our webpage (OBBFHA.Org) and see the latest updates. Our webmaster, Fred Snell, has worked very hard to modernize and update our webpage. My thanks Pat for doing this important and time-consuming task!

Happy 30th Birthday to the OBBFHA! Our group was formed in 1992 and has endured for thirty years. In that time our group has done so much good work discovering, preserving, and sharing the genealogy and history of Waldoboro. We have a lot to be proud of and all members past and present are entitled to celebrate and take a bow! I hope to see all of you at the annual meeting. Keep on “**searching and sharing!**”

Every Name Index to 1992-2020 Bund und Blatt and OBBFHA Newsletters

If you haven't discovered the OBBFHA webpage at www.obbfha.org, you should take a moment to do so. Specifically, Every Name Index in PUBLICATIONS, under EXPLORE. Every name that has been printed in the newsletters since 1992 has been recently made available for you to use for research and for pleasure.

Example: VOLUME v1 NUMBER #1 PAGE p1, YEAR 1992

Kriso, Patricia ... v13#2p1, 2015

Snell, Frederick (Fred) ... v3#4p13, 1994

NEW, an Alphabetical List (207 pgs) of each page (page 1 [top] Abbot, Anna to [bottom] Achorn, Clenham J.)

Scroll down to look at the page that alphabetically fits your search.

Waldoborough Historical Society Events

The dates for WHS members and friends follow:

June 18 – Museum opens for the summer; “Drone Demonstration” by Selectman Jan Griesenbrock. 1 -3 P.M.



July 13 – Annual Meeting, 6 P.M. ice cream sundaes; meeting at 6:30. “Society’s Capital Campaign” discussion and reveal of plans for addition with Medomak Design.

July 17 – “Rug Braiding Demonstration” by Karen Bond in Museum, 1-3 P.M.

July 31- Salute to Pennington Family and the “Maine Antique Digest” 1 P.M. at the Museum

Old Broad Bay Family History Association Annual Meeting, Saturday, August 6.

German Church Annual Service and Reception at 3 P.M. Route 32.



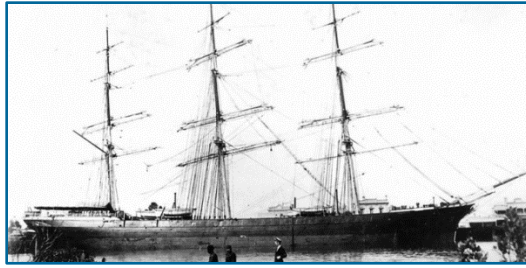
Sept. 5th

OBBFHA Web Links and Contacts:

The Old Broad Bay Family History Association, on the web at: www.obbfha.org

Editorial comments & queries to pmkriso@gmail.com

Visit the OBBFHA Facebook page at: <https://www.facebook.com/waldoboromaineancestors>



Feb. 14, 1908: A Three Masted square-rigged schooner the Emily Reed has shipwrecked on the Oregon Coast

Editor February 15, 2019 Don Best Photos, Local History

(From newspaper reports compiled by Don R. Best, Rockaway Beach, OR)

TODAY, February 14th, at 1:30 am, one hundred and eleven years ago, "Three Masted square-rigged schooner, The Emily Reed shipwrecked one mile south of the Nehalem Bay bar. Eleven sailors are reported as missing, at this time.... The ship and its cargo of 2,110 tons of high-grade Australian coal is considered a total loss on an isolated section of the North Oregon Coast called, "Garibaldi Beach". The ship was reported missing in yesterday's Oregonian newspaper because it was overdue from New South Wales, Australia that was destined to arrive in Portland Oregon. This journey normally takes 50-70 days, but it was 102 days after leaving port in Newcastle, Australia... The Emily Reed has not arrived at its port of destination at Portland, Oregon. Further details will be added to this report as they come in ...

Captain Kessell, Skipper of the Emily Reed, his wife and 6 sailors are reported to have survived and are not leaving the shipwreck site and are looking for survivors or the bodies of the missing sailors. Sections of the Emily Reed and its cargo are scattered for a few miles along Garibaldi Beach. The bow of the ship broke completely off the ship and witnesses are reporting that the high-grade coal is in piles two stories tall. The captain has reported that the chronometer was giving him a false reading, giving him the impression that he and his ship were 60 miles out to sea and he ordered his ship to turn eastward to try and locate the Tillamook Head lighthouse... but the ship immediately struck the beach at 1:30 a.m. It was dark and rainy and very low visibility at the time. The Emily Reed struck the beach at high tide with such a force that the ship's "spine" was broken, and the bow listed to port and came off. Four of the ship's crew were ordered by Captain Kessell to abandon ship in one of the ship's lifeboats, and upon entering the lifeboat one of the ship's masts fell onto the lifeboat punching a hole in its hull. The occupants of the lifeboat bailed water for a half hour to remove the seawater but one-half hour later it all came back in. They had lost an oar and had to set sail and disappeared into the night in raging seas. At this time, they are reported as "Missing at sea"

Waldoboro-Built Ship-Wrecked Off Oregon by Miriam Betts (no date of article)

Two small bits of wood are in appearance unspectacular, yet they represent a piece of the history of the town of Waldoboro, and a famed sailing vessel. The Emily Reed was a full-rigged merchant ship, built in the A.R. Reed & Co. shipyards at Waldoboro in 1880. After numerous voyages to far-off ports in strange waters during a 28 - year span, the Emily, it is believed, met disaster and sank off the coast of Oregon in the year 1908. Sixty-five years later two pieces of wood-one from her body, and the other a section of trunnel-came home again.

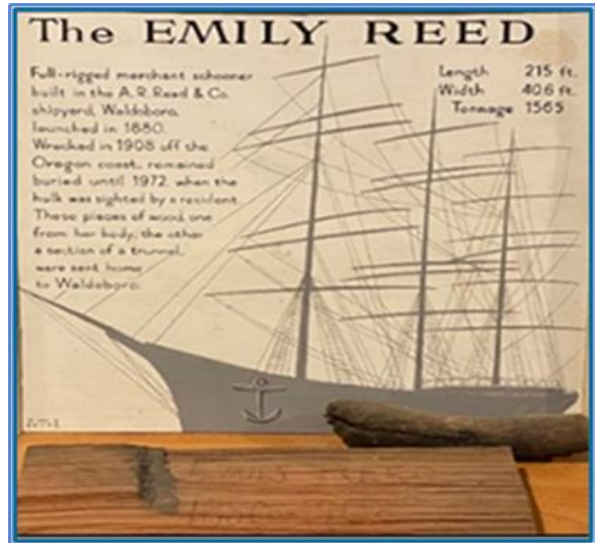
It might have been supposed the Emily Reed's life having come to an end so many years ago, that she would remain forever after a mere statistic in the annals of merchant shipping. However, a few years ago, a letter arrived at the Waldoboro Post Office which in effect resurrected the Emily; her origin, her travels, and her fate. The letter, addressed to The Postmaster, Waldoboro, Maine," and postmarked Rockaway, Oregon, resident Miss Lucille George, a retired teacher, and a writer. Miss George wrote: "Near my home on the coast of Oregon is the wreckage

of a ship which came ashore and broke up in February 1908. She was a sailing vessel of 1565 tonnage, 215 ft. long, 40.6 ft. in width, with a hold depth of 24.1 ft. "At that time, she wrecked she was on a voyage from New Zealand to Portland, Oregon, with a cargo of coal, and she was two months overdue. She ran aground in fog and broke into pieces. A large section of her hull remains here. The wood is still sound." The letter continued, I am a writer, and feel that there might be a wonderful story here...Who was Emily? and why was the ship named for her? I have not been able to find any more answers here. Please if you have any information...let me know." Miss George had obtained what information she had from the marine Museum in Rockaway, Oregon, and had published an article about the wreck of the Emily Reed in a periodical in that area under the heading *True Tales of the North Coast*. In the article she stated, "the hull lies under sand and logs...Emily Reed, a full rigged ship built in Waldbury, Maine..."

Logically, the Waldoboro Postmaster turned the letter over to an officer of the Waldoborough Historical Society, Mrs. Elroy Gross, who immediately researched the Emily Reed story here and began a correspondence with the Oregon woman. Mrs. Gross' research in which she was helped by Nathan Lipfert, Assistant Curator of the Bath marine Museum, turned up information in the Record of American and Foreign Shipping and the List of merchant Vessels of the U.S. and also several pages about the Emily Reed in American Merchant Ships, Series Two: by Frederick C. Matthews. The Oregon museum's information about the vessel Emily Reed tallied in most respects with the information recorded in Bath. She had been built by A R Reed & Co. of Waldoboro and launched November 1880; construction materials were listed as oak, yellow pine, iron, and copper fastenings; sheathed with yellow metal. (In her article. Miss George had written "...the Eastern pine...and sturdy ribs of oak are black on the outer surface with nearly a century of exposure to salt water; but a few strokes of an axe discloses that the inner wood is as clean and solid as the day the ship was put together by the careful hands of honest Maine craftsmen.") Managing owners of the Emily Reed are listed as Yates Porterfield, New York 1880-1900; Hind, Ralph & Co., San Francisco 1900-1908. The vessel's fate is reported: Stranded, Feb. 14, 1908 at Nehalem Beach, Oregon. Sixteen persons on board, 11 lives lost. In "American Merchant Ships" Matthews writes in detail of the Emily's six masters (Captains) and of her voyages from first to last. "Prior to 1900," Matthews writes, "the REED was operated in trade mainly between Atlantic ports and those of Australia, China, or Japan. She made only four passages to San Francisco by way of Cape Horn, but on several occasions crossed the Pacific from Asia to load grain for Europe. After her purchase by San Francisco parties, she was operated in the Pacific, taking lumber to South Africa and Australia, and returning to the coast or to Honolulu with coal from Newcastle. She was called a good ship and made fair passages."

The first master of the Emily Reed was Captain O.D. Sheldon of Bowdoinham, Maine, who held the post from 1880 to 1892. (It is noted in the same report that prior to 1877 Captain Sheldon had been master of the Damariscotta built ship CRITERION, and in that year, he bought into the new ship MABEL CLARK, 1661 tons at that time the largest ship ever built at Waldoboro.) Following Captain Sheldon came a series of masters for the Emily, including E. W. Simmons (1893-1895); Dan C. Nichols (1895-1900); George A Baker (1901-1905); James Davidson (1905—1907) and finally Captain Kessel, her last commander. The Emily had had numerous mishaps during her long career, including one in which six members of the crew were lost. Her fatal journey began in July 1907; when she set sail for Newcastle, in ballast, to load back with coal for Portland, Oregon. "Leaving Newcastle in November," states the Matthews reference, the ship encountered heavy weather and made slow progress. At 2:00 a.m. on Feb. 14th, 1908, when 103 days out, she went ashore on the rocky coast of Oregon near the mouth of the Nehalem River." Captain Kessel's account of the disaster was obtained later. "When the ship struck, the mainmast jumped out of her, and she broke in two just abaft the mainmast," the captain wrote. "Myself, wife and four men were on the after end while the mate and the rest of the crew were forward. The mate was getting a boat off the forward house when a particularly big sea swept everything and everybody forward overboard. The mate and four men managed to hang onto the boat, but nine men were drowned. The boat was nearly swamped, and in

an effort to bail her out, the fresh-water breakers were lost. After some days of suffering and hardship the boat's occupants made land, but one man, the cook, had died from drinking sea water. In the meantime, the captain (myself) and companions were holding on to the after end of the ship. The mizzen rigging was cut so as to allow the mast to go over the side. After a time, the after-house broke loose and drifted closer inshore. A sailor...after being swept back by the breakers, several times, managed to get a line ashore and attached to a tree. By means of the line the rest of the party were able to make a landing...then tramped some twelve miles before reaching habitation."



And that was all until 1972, when the letter came from the teacher in Rockaway, Oregon. Mrs. Gross in Waldoboro and Miss George in Oregon continued to correspond. Mrs. Gross reported on the Reed family, the shipbuilding business, and the fact that the ship had been named "Emily" after the owner's sister. In one letter, Miss George said that there was in the local museum a piece of wood from the Emily Reed and a short item about the wreck in an old newspaper. She promised to send a piece of the wood to Waldoboro as soon as she could make arrangements to obtain it. She kept her promise and said in the letter which accompanied the wood "I feel as if I were sending it home again after its long voyage." Whether or not Miss George has or is indeed writing Emily Reed into a novel is not known. In the last letter received by Mrs. Gross in July 1973, Miss George wrote, "Now, the wreckage is buried deep again, under sand and drift logs, and may never be seen again." The last line of Miss George's article in "True Tales of the North Coast" gives the final words about the Emily; "The old hulk lies hidden in the sand of Nehalem Bay, a silent witness to a story...that happened long ago."

For several years, the remnants of the ship were a staple along the beach, until the shifting sands reclaimed them. Now, the Emily G. Reed only makes an appearance every few years, and one never knows how long it will stick around before descending back underneath the sands where it is kept safe from the weather.

Photo of wood pieces at the Waldoborough Historical Society, courtesy of Jean Lawrence, president.



Columbia River Maritime Museum Astoria, Oregon

Maritime Museum is a unique combination of experiences where an extensive collection of seafaring vessels, maritime artifacts, and fine art come to life through exciting and informative exhibits, demonstrations, and hands-on activities. [Emily Reed Exhibit opened June 1, 2022](#)

THE EMILY REED FLIPBOOK EXHIBIT

Experience the terror and fascination surrounding the shipwrecks on our shores. Learn about what causes shipwrecks. See how people have responded to such tragedies. Discover the far-reaching impact such events have on the environment and the economy.



**EMILY REED
WRECKED**

Went Ashore at Mouth of the Nehalem.

TEN SEAMEN DROWNED

Six, including Captain and Wife Rescued—Cause Unknown—Attributed to Fog.

BOUND HITHER WITH COAL

Vessel Was Under Charter to the Alaska Fishermen's Packing Company for Alaska Season—Was Out From Newcastle 103 Days.

PORTLAND, Feb. 14.—The American ship Emily Reed, from Newcastle, N. S. W., to Portland foundered at 1:30 this morning at the mouth of the Nehalem river. Ten of the crew were lost, and six, including the captain and his wife, were saved. She was coal laden and had been out 103 days.

The startling intelligence was received in this city by telephone from Garibaldi, last night that the American ship Emily Reed, now 104 days out from Newcastle, Australia, with coal, for this port, was totally wrecked yesterday afternoon, on the coast of Oregon, just south of the mouth of the Nehalem, and 10 miles from Bay City, with a loss of life aggregating 11 men out of her crew of 17. The cause of the disaster, and its character are yet among the mysteries of the hour, as well as the names and positions of the men who were lost, but it is generally attributed to dense fog.

The Emily Reed was under charter to the Alaska Fishermen's Packing Company, of this city, for the season of 1908 at its Nushagak fisheries; and her loss will entail the chartering of another vessel in this behalf; and rumor has it that her place will be filled by the American ship Henry Villard, for which negotiations have already been started in view of the extraordinary delay in the arrival of the Emily Reed from Australia.

The Emily Reed was built at Wal-



The Morning Astorian June 05, 1908 – Emily Reed Wrecked
Exhibit features information taken from the newspaper.

This article inspired by a phone call from Dana Cuellar, a museum exhibitor, to Jean Lawrence. Jean contacted me and I contacted Dana. I found the stories that support the exhibit and make it interesting. Patricia Kriso

Corrections: Winter 2018 Volume 16 Number 01 Pitchers in Massachusetts and Maine
 Andrew Pitcher married Margaret Russell, their son Nathaniel married Mary Clapp, their son
 Ezra married **Zerviah Booth (not Mary)**, their son Nathaniel married Experience Jones.
 Ezra married 2nd wife Elizabeth Lewis. Submitted by Susan Pitcher Haines
 Also, the Fall 2017 Newsletter: June Lufkin was listed as Jane.



Sept. 23rd

The Map and the Rabbit Hole, Part I

July 2022 Tracie Gross Ott tracott@comcast.net

Little did I know in 2016, the result of accessing the online Registry of Probate in search of Walch, Wallis, Wallace documents would lead to compulsive behavior nearly four years later and again in 2022.

The journey of “*The Map and the Rabbit Hole*” began toward the beginning of the U.S. Covid-19 pandemic awareness period. My usually vibrant tourist hometown of Port Townsend, Washington turned surreal and eerily quiet. Near isolation was occupied with trying to accurately date a map found on the Lincoln County, Maine, Registry of Deeds website. I had fallen into a maze of land ownership transactions for which I became obsessed for months, turning to off and on for over two years, untangling the maps’ mystery date.

HOW IT HAPPENED

2016: I accessed the Registry of Probate (<https://www.lincolncountymaine.me/probate>) scrolled down & clicked on **MAINE PROBATE NETWORK** looking for records of GROSS and WALCH + associated spellings. I found many, traveled to Wiscasset where I discovered more, requested copies, transcribed, then analyzed them in hopes of finding clues to the parentage of my 3rd great grandfather Christian B. Gross. I never found anything mentioning Christian (~1812-1886). However, several years later, a book compiled by Esther Soule Gross^[1] from family history, and written records was found in the Waldoboro Public Library which provided his father’s name as Johannes Peter Gross. It is highly probable Christian’s mother was Mary Walch.^[2]

HERE WE GO!

2020: One probate record stood out, Henry Wallis, Jr. who died intestate before the administrator appointment on 5 May 1830,^[3] leaving a wife Elisabeth [Pitcher].^[4] I needed to find out if this man was Jost Henrich Walch to differentiate the two men. I searched everything I could find (not naming all) vital statistics, censuses, family trees, findagrave, history books, probates, and deed transactions. Using the Registry of Deeds website to access the records index and playing around with all aspects of the website, I discovered “*The Map.*” My attention immediately switched to finding as much as I could about surveys, maps, the map, and much more! “*The Rabbit Hole*”

The map key lists document date **1/1/1857**. I started with landowners living closest (between Christian Wallis and Valentine Mink) to the deed-lot location of Henry Wallace Jr. and compared them with then 1850 and 1860 censuses, thinking census-takers generally went house to house but the surnames did not jive with the map. Something is off. The landowners on the map matched closest with the 1820 census. So, I looked at the map closer for clues and discovered written at the bottom right-hand side:

*“This plan is a representation
 of the Town of Waldoboro on the
 East side of the River from the
 town of Friendship to Judahs Meadow
 (so called)*

Scale 100 rod. to an in. --

“Drafted from the original in 1857 by J. L. (cutoff)”

INITIAL QUERIES

- What year was the original plan
- Where is Page 124 of Book 1
- Can I find the original plan?
- The names on this map best match the census of 1820, *not* 1850 or 1860
- Old Friendship Line. When was town formed from Medcunook (organized 1807)
- How did “The Map” differ from the 1815 Robinson map
- Differences on a nearly identical map. *History of Old Broad Bay and Waldoboro*, Stahl, vol. I, p.406^[5]

Look Forward to Part II in October: I will save all the twists and turns, falling deeper and deeper into “*The Rabbit Hole*” guiding me to a narrow date range for “*The Map*.” In the meantime, this is how I accessed and searched the online Lincoln County Registry of Deeds. *Happy Hunting*.

DEED RECORDS, SCANNED MAPS & PLANS

Once I discovered “The Map” and the location of Henry Wallace [Jr] and his neighbors, I began searching for deed transactions and respective dates of neighbors in the southern section of this east Waldoboro map.

Go To: (<https://www.maineregistryofdeeds.com/>) **Maine Registers of Deed Association**. Official Land Records Website to initially begin the process for creating and accessing the records of each county in Maine. Click on the County you desire to search. Result (<https://www.searchiqs.com/meLin/Login.aspx>). Click: **See Subscription Plans/Create an Account**

Account (500 Free Pages Per Year): **FREE**

Subscription: UnlimitedDownload/

Click: [Next »](#) **Create an Account** (for *each* County). Add your information then, click [Sign Up](#)

A confirmation link [SearchIQS](#) will be sent to your email address = Click here to **Activate Account**

For Lincoln County into (<https://www.searchiqs.com/melin/SearchAdvancedMP.aspx>).

Now, once the County account has been created go to: (<https://www.lincolncountymaine.me/deeds>) Registry of Deeds [SEARCH RECORDS – CLICK HERE](#) LOG IN Top on new webpage below:

[Results](#) [View](#) [Names](#) [MyDocuments](#) [INDEXBOOKS](#) [My Account](#) [Logout](#)

As mentioned before, I began with browsing deed records, and this is the process I used.

HELP option at top of page tells how to SEARCH

Click: **INDEXBOOKS**

Options:

1) SEARCH BY NAME

a. Select Volume [Index 1761-1847 T-Z; early years are by Surname]

b. Find Name [type in “W” or “Walch” or “Wallis”]; ALL RESULTS = Book 7, p. 133 begins w/ “W”

◀ **previous** --**binocular icon** = click & choose p. 140 click “ok” takes you to page-- **next** ▶

other choices = print/document; zoom in or out; page sizes full, best fit, fit to width

TWO COLUMN PAGE

L side begins w/ Book 7. 1769 & 1770 -/ W /- R side Book 35. No year. Bk 36. 1796 p. 133

2) GO TO PAGE

3) GO TO DOCUMENT [did not result in anything = remained blank]

Pick date & surname

DEED DEFINITIONS: Grantees (buying/receiving) & Grantors (selling/giving away)

Be careful! Two-column pages with different designations!



The Map

HOW TO FIND “THE MAP” FOR YOURSELF

Go To: (<https://www.maineregistryofdeeds.com/>) Official Land Records Website

Results View Names MyDocuments INDEXBOOKS My Account Logout

To Search for “The Map” just fill in:

- DOCUMENT GROUP: pick *Plans*
- DOCUMENT DESCRIPTION: pick *Plan*
- TOWN: pick *Waldoboro*

Click on: **Search** - located near top right-hand side

Scroll down to the 6th MY DOC. The 5th MY DOC is the 1815 Robinson Map also found on (obbfha.org).

WALDOBORO TOWN LINE	WALDOBORO EAST SIDE	PLAN Book 1 - Page 125	08/22/1910 Date recorded & filed by the Registry of Deeds	WALDOBORO
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When you click on: **View*** The map key lists document date: **1/1/1857**. *Careful!* This map is *not* 1857!

TO PRINT THE MAP

I wanted to make notes on the map, so I decided to print a copy.

TO PRINT: You *must already have* created an account to **Print/Download** the document images.

Enter Log In Name I used my email address so, typed that in & selected •Current Viewing Area

Click **Print/Download** **PDF Progress** Select **View / Print** Brings up the image you selected

Now you just need to figure out your own printer / download process.

To Be Continued...

SOURCES

[1] Gross, Esther Lucy Soule – Records of the Gross Family of Waldoboro, Lincoln County, Maine. Compiled 1977-78, Waldoboro, Maine 04572. Donated by Lance T. Kelsey of South Bristol, Maine.

Section Six. Records of Johannes Peter Gross, b. 22 MAR 1781; #2 Christian, p. 55. Christian Gross married Sophia Mink, daughter of Charles Bonaparte. Had Mary Mahala 1836 and Arcana 1838. Christian and Sophia separated, he went to Michigan where he re-married and had Byron and Spencer [My line].

[2] Copy of an Old Record of Marriage. John Peter Gross of Waldoboro and Mary Walch. Intention Filed 15 Jan 1805. Source Citation: Maine State Archives; Cultural Building, 84 State House Station, Augusta, ME 04333-0084; *Pre 1892 Delayed Returns*; Roll Number: 46. Source Information: Ancestry.com. *Maine, U.S., Marriage Records, 1713-1922* [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2010.

[3] Appointment. vol. 29, p. 279, Wallis Case No. 1830, Lincoln Co., Maine. Registry of Probate, Wiscasset. (<https://www.lincolncountymaine.me/probate>). In-Person, August 2016.

[4] Copy of an Old Record of Marriage. Henry Wallis, Jr., and Betsy Pitcher, both of Waldoboro, Mass [Me]. Intention Filed 8 Nov 1817; Date of Marriage 25 Dec 1817 by Henry Flagg, Clergyman, Waldoboro. Source Citation: Maine State Archives; Cultural Building, 84 State House Station, Augusta, ME 04333-0084; *Pre 1892 Delayed Returns*; Roll Number: 101. Source Information: Ancestry.com. *Maine, U.S., Marriage Records, 1713-1922* [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2010.

[5] (<https://archive.org/details/historyofoldbroa01stah/page/406/mode/2up?q=Schumann>)

Membership dues payable July 1 (now)



Old Broad Bay Family History Association

To Search and To Share

Membership Application or Renewal

The Old Broad Bay Family History Association is a group of people interested in discovering and preserving the genealogy and history of the founding families of Broad Bay, now known as Waldoboro, Lincoln County, Maine. The Old Broad Bay Family History Association Newsletter is available either by email or USPS mail. **Please attach a list of your Broad Bay Ancestors or write on the back of this form.**

☐ **New Member**

☐ **Renewal**

Date _____

The membership year is **July 1 to June 30.**

Choose One	Type of Membership	Voting Rights	Cost per year
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Digital (PDF) newsletter by Email

	Individual, email	One vote	\$15
	Family, email	Two votes	\$20

Paper newsletter by US Mail

	Individual	One vote	\$20
	Family	Two votes	\$25
	Library	No vote	\$20

A library membership is solely for allowing distribution of the newsletter to research facilities and confers no right to vote.

Name _____

Address _____

City _____ State _____ Zip _____

Telephone _____ E-mail _____

Second person in the household

Of Family Membership _____

Research Facility Subscription (libraries, archives, historical societies, etc.)

We welcome the placement of this newsletter in your collection. Once you are on our subscription list you will receive a renewal invoice by mail each year. Enter the Contact Name and Address above and the Facility Name Below:

Facility Name _____ Make checks payable to OBBFHA

and send with this form to

Deirdre Putnam, OBBFHA Membership
400 Colonial Drive, Unit 67
Ipswich, MA 01938

