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Keep your eyes on the coast for the Summer of the Tall Ships.

FORWARD BY JAMES L. NELSON

SHIP GUIDE BY COLIN S. SARGENT
Tall ships. Read their brochures: adventure, team building, leadership.

Nonsense.

Well, not entirely. Wind ships can teach those things, sure, but that is not what draws us to these magnificent vessels. A rope course can teach teamwork. A sailing ship touches something much deeper.

When men first settled the land, civilization was born. But ships were the things that carried humans beyond civilization. The sailing ship was the first and only means to push the limits of the watery horizon. For most of history people never ventured more than a dozen miles from their homes, save for those few who went down to the sea in ships.

A ship is not built for beauty, and yet it is one of man’s most beautiful creations. Beautiful, in part, because ships take us to those places we have never been. This is as true in 2015 as it has been for the past three thousand years, and nowhere has that truth been more a part of life than in the State of Maine.

This summer, inspired by Lafayette’s flagship L’Hermione’s cruise up the Maine coast for a two-day reception in Castine on July 15 and 16, Mainers and visitors alike can renew that ancient bond when nine sailing ships, including four of the massive Class A vessels, visit Portland on July 18 to 20 for the Iberdrola USA Tall Ships Portland Festival 2015. And to make certain that all mariners, armchair and otherwise, are able to fully appreciate this chance to reconnect with the sea, Portland Magazine offers the following guide to the ships that will make their landfalls here.

–James L. Nelson

James L. Nelson is a native Mainer, a former professional “tall ship” sailor, and the author of more than twenty works of maritime fiction and nonfiction. He currently lives in Harpswell with his wife and former shipmate Lisa and their four children.
Tall Ships Along the Coast of Maine This Summer

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This summer, we’ve got fully rigged three masters and others storming our ports. In addition to the Iberdrola USA Tall Ships Portland 2015 festival, from July 18 to 20, we’ve got *L’Hermione* recreating her original transatlantic voyage, which will stop at Castine.

“She sails like a bird,” was the young Marquis de Lafayette’s description of the French Concorde-class frigate *L’Hermione*. But what other reasons could there be why *L’Hermione* is belle of the ball? Well, how about the fact that her forebear, launched 28 April, 1779, ferried the Marquis de Lafayette to rendezvous with Washington where the talented young soldier could play a crucial role in the Yorktown campaign that secured the independence of the United States and led to the Treaty of Paris in 1783. Perhaps the strongest argument, though, why *L’Hermione* might be the best of the tall
Tall ships visitor’s guide

L’Hermione is this: She is a legitimate member of the original class of ships that she is a ‘replica’ of. That makes her not a replica, but a fourth member of an originally three-ship class started in 1777 with Concorde. Her sister ships, Concorde, Courageuse, and Hermione were all lost in conflict with the same Royal Navy that tried to snuff American independence along with the French Revolution, and very nearly succeeded at both. L’Hermione was built at the same shipyard, to the original plans of the Concorde at Rochefort. Concorde and Courageuse went on to have stellar careers in Britain’s Royal Navy after their captures, while the first Hermione was wrecked on the rocks at Croisic in 1793 returning from patrol. So, you could say that L’Hermione is the best tall ship because she’s just like her sister ship, which saved the United States, and is a member of a class of ships with commissioning dates that range from 1778 to 2012!

Which still doesn’t account for the incredible frenzy she’s created on both sides of the Atlantic. Backed by the Hennessey Cognac company, L’Hermione’s construction took 17 years with a price tag of $32 million, according to the BBC and Business Insider. She was exactingly created an international coterie of artisans using exclusively 18th-

Don’t You Know Who I Am?

Yes, Hermione dear,
Even a drop-dead gorgeous international celebrity on tour has to follow the U.S. Customs rules.
The word is, she was “resting comfortably” June 1 to 4 off the coast of Norfolk, Virginia, after her exhausting transatlantic crossing and was personally attended to by the U.S. Navy Arleigh-Burke Class guided-missile destroyer Mitscher (above). She declared an undisclosed amount of cognac and champagne among her baggage. Turns out, she’s quite the party doll.

But, L’Hermione protests, it’s all in the name of history.

As for her little recent run-in with customs, when the ship was questioned about the barrels of cognac aboard, The Friends of Hermione-Lafayette in America, Inc., explained that 500 litres of Hennessey [250 Collector’s Blend—the good stuff, $600 a bottle] cognac were loaded in March in Rochefort to make the trip to commemorate 250 years of Hennessey, a sponsor of L’Hermione’s construction and voyage, noting that “barrels of cognac were aboard on Lafayette’s original journey.”
Boarding Parties

L’Hermione’s Castine Celebration

SATURDAY, JULY 11
10 am - 4 pm Revolutionary War encampments & reenactments at Fort George
11:30 am - 4 pm Music and art workshops on the Town Common
3 pm Vive La France, a celebratory concert of French music in honor of Hermione’s visit to Castine. Featuring The MeLa Woodwind Ensemble and Suzanne Eaton, Soprano, performing classics from the French repertoire. Sponsored by the Castine Arts Association
5 pm - 7 pm Reception at the Castine Historical Society for the special exhibition “The French Frigate and the British Fort – L’Hermione and Magabagaduce” and official opening of the Grindle House
7:30 pm - 9 pm The Castine Historical Society presents “Frederic Church’s paintings of Maine”, lecture by John Wilmerding at Delano Auditorium
7 pm - 8 pm Lou McNally - “Sailing and Surviving in the Weather of the 1780s.” Lou McNally, broadcast meteorologist and associate professor at the University of Maine at Delano Auditorium

SUNDAY, JULY 12
10 am - 4 pm Revolutionary War encampments and reenactments at Fort George
11 am - 4 pm Music and art workshops on the Town Common
4 pm - 5 pm Liam Riordan - “Why the French were Essential for the American Revolution, and Why We Should Care.” Liam Riordan, Professor of History and Director, University of Maine Humanities Center at Delano Auditorium

MONDAY, JULY 13
1 pm - 2 pm Laura Auricchio: Author, The Marquis: Lafayette Revisited. Discussion and book signing at Delano Auditorium
2:30 pm - 3:30 pm Don Cyr Storytelling at the Unitarian Universalist Congregation Parish House

TUESDAY, JULY 14
11 am - 10:30 pm A Bastille Day Celebration on the Waterfront featuring: Franco-American and Acadian music, dance storytelling, local and Maine made vendors, delicious food and drink
2 pm - 4 pm Parade of Boats accompanying the Hermione
4 pm Hermione arrives at the Castine town dock (time approximate)
6 pm Welcome Parade down Main Street from the Castine Historical Society to the Waterfront
6:30 pm Welcome Ceremony on the Waterfront
9:00 pm Fireworks

WEDNESDAY, JULY 15
9 am - 10 pm A Celebration on the Waterfront featuring historic, nautical and Franco American music, dance, local and Maine made vendors, delicious food and drink
9 am - 5:30 pm Ticketed visits to Hermione’s top deck. (BrownPaperTickets.com)
3 pm - 3:30 pm Mt. Vernon Portrait Presentation with George Washington

EVERY DAY:
The Castine Historical Society and their special exhibition “The French Frigate and the British Fort – L’Hermione and Magabagaduce in 1780” will be open throughout the event from 10 to 6 pm.
Local shops, galleries, inns, and restaurants are open and welcoming all visitors. There are historic walking tours through Castine, walking tours of Witherle Woods, and kayak tours around coastal Castine.
Tall ships visiTor’s guide

9 6  p o r t l a n d  m o n t h l y  m a g a z i n e

century tools. Her launching galas in Paris and Washington D.C. were black-tie events: Henry Kissinger was grand host of the U.S. shindig at the Smithsonian’s Air and Space Museum.

Maybe what’s most amazing about L’Hermione—and her retracing her historic 1780 Atlantic crossing to Yorktown—is the geographic élan of Lafayette at 23, rushing to George Washington’s aid against Cornwallis in a sweeping gesture no doubt annoying to the British general (Lafayette always ate at the cool table). Some say L’Hermione’s arrival in the New World to join the blockade that stopped supplies from reaching Cornwallis’s troops altered the course of the Revolutionary War.

Some of Lafayette’s shipboard manuscripts survive [http://www.gutenberg.org/files/8376/8376-h/8376-h.htm]. It’s exciting to see this stylish new frigate writing fresh chapters as the summer of 2015 unfolds.

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Parade of Sail

Parade of Sail Route
- Parade of Sail Route
- Public walking trails
- Public access/viewing spaces

1:15 pm Muster time
1:45 pm Start time
4:00 pm Docking time
International maritime signal flags pre-date Davy Jones. One of the most famous messages ever hoisted was Lord Nelson’s “England Expects That Every Man Will Do His Duty” from his flagship HMS Victory to rally his officers, sailors, and ships before the decisive Battle of Trafalgar (1805), in which Britain thrashed the combined fleets of France and Spain. More festively, the top of our pages in this visitors’ guide spell out SUMMERGUIDE2015.

When the tall ships arrive this summer, Portland Observatory (identifying visiting ships with flags and pennants since 1807) will be hoisting: “the American and state flags, and we’ll be flying the Tall Ships event logo flag for the weekend the ships are in town. Our tours will continue on their regular schedule,” says education coordinator Jennifer Pollick of Greater Portland Landmarks.

**Pre Tweets**

**THURSDAY, JULY 16**

Maritime Art & Reception:
Festivities start with the unveiling of a collection of marine art by local and nationally known painters at Creative Office Pavilion. The official commemorative painting of the festival will be shown, depicting Portland Harbor’s landmarks. This fundraiser for Sailing Ships Portland benefits leadership programs for Portland youth through sailing. 141 Middle Street, Portland. Tickets are $75. Visit tallshipsportland.com and click on the Eventbrite ticket link.

**FRIDAY, JULY 17**

Shipboard Gala:
The Spanish *El Galeon Andalucia* will be the first tall ship to arrive. She’s the site of the Tall Ships Ball, 6-9 pm, a celebration of the ships’ return to Portland. *El Galeon Andalucia* hosts an on-deck, on-dock reception the night before the fleet arrives. Proceeds benefit youth on-board education and leadership programs.
Boarding Parties

SATURDAY, JULY 18

The Parade of Sail: The magnificent ships muster for the Parade of Sail just southeast of Portland Head around 1:15 pm, July 18. The Parade begins at 1:45, when the first ship sets sail for the main ship channel into Portland Harbor. Up to 14 ships are expected in the parade, stretching out single file for more than two nautical miles. The lead ship will pass Fort Gorges and head into the inner harbor at 2:30. Spectators on shore can expect a glorious spectacle of traditional sail. After a circuit of the inner harbor they head to their assigned berths at Maine State Pier, Maine Wharf, and Ocean Gateway and are secure at their docks by 4pm. Spectator vessels are reminded that there will be a 300-foot enforced safety zone around the Parade of Sail. Visit tallshipsportland.com for tickets and details.

HOW TO VIEW THE TALL SHIPS Aboard the Aucocisco:
Two separate charters on board the Aucocisco, one of Casco Bay Lines ferries, provide opportunities to experience the tall ships from the water:
11 am - 1 pm Muster Point Preview Many of the incoming vessels will be moored in calmer waters around Casco Bay on Saturday morning before the parade. This preview aboard the Aucocisco allows you to see the crews ready their ships and possibly hoist their sails. Tickets are $45.
2 pm - 4 pm Parade of Sail In the thick of it, front and center viewing the Parade of Sail as the visiting ships make their entrance into Portland Harbor. This two-hour sail on the Aucocisco will hold its position for perfect viewing and photography. Tickets are $55.

Please note: Each cruise has its own sailing preparation and activities are dependent on the wind and weather. There’s a cash Bar on board (Including beer, wine, soda, and juice). You cannot bring beverages on board and you must have a valid State ID. Please arrive at Casco Bay Lines Ferry Terminal at 56 Commercial St. or the intersection of Franklin and Commercial St. 30 minutes before sail for check-in. Tickets may be purchased online through tallshipsportland.com. Tickets are limited. Parking Information: cascobaylines.com/directions/parking.

See the Tall Ships under sail: Sail on Portland’s own tall ships! Portland Schooner Company’s two schooners Wendameen and Bagheera and Maine Sailing Adventures’ topsail sloop Frances are offering sails throughout the weekend. All three are ailing in the Parade of Sail. Details and tickets: tallshipsportland.com, portlandschooner.com, and mainesailingadventures.net

Best viewing from land: Aficionados of tall ships and local Portland residents will tell you there are quite a few wonderful spots to see the fleet arrive on Saturday, July 18, between 1:15 and 4pm. Some suggestions are Fort Williams in Cape Elizabeth, Bug Light Park in South Portland, Willard Beach in South Portland as well as the Portland’s downtown waterfront.
AFTER THE PARADE
On Maine State Pier

5:45 pm The Maine Pops Concert Band kicks off an evening of celebration.

6 pm Opening Ceremony on the Shipyard Brewing Music Stage with a welcome from local dignitaries to our arriving Captains.

6 - 9 pm Private receptions and fundraisers on board visiting ships.

7 - 9 pm Music continues on the Shipyard Brewing Music stage.

Please note: No public boarding on Saturday, July 18

SUNDAY, JULY 19

Boarding the ships: 9:30 am
30-minute dockside interpretation of visiting vessels for people with special needs. Local deaf interpreters will translate the discussion as needed.

10 am Festival Opens for public boarding of visiting tall ships at Maine State Pier, Port Ocean Terminal and Maine Wharf, and the megaberk at Ocean Gateway along Commercial Street.

Festivities at Compass Park inside Maine State Pier include kids activities, arts, crafts, exhibits, and food trucks including lobster rolls by Luke’s Lobster and Ready Brothers, and Shipyard brews.

Shipyard Brewing Entertainment Stage Schedule (subject to change)
12 - 1:15 pm Chicky Stoltz
1:30 - 2:45 pm Hadacol Bouncers
3 - 4:15 pm Sean Mencher
4:30 - 5:45 pm King Memphis
6 - 8 pm Caldwell Brothers

From the water: Day and evening sails aboard schooners Bagheera and Wendameen, and topsail cutter Frances.

Kotzschmar Organ and Old Ironsides The silent film Old Ironsides will be accompanied by a Tall Ships concert on the Kotzschmar Organ, from 8 to 9:30 pm. The swashbuckling 1926 silent classic flies across the silver screen escorted by Peter Krasinski improvising on the colossal Kotzschmar at Merrill Auditorium, next to City Hall, 20 Myrtle Street, Portland. Tickets from tallshipsportland.com, $15. Presented by Sailing Ships Portland and Friends of the Kotzschmar Organ.

9 pm Festival closes for the evening.

Life At Sea Is Just Different

“Our mission is getting kids on ships,” says Alex Agnew, local coordinator for Iberdrola Tall Ships Portland 2015. Agnew’s non-profit organization, Sailing Ships Portland, is responsible for making Portland the last stop on the Tall Ships 2015 east coast tour. “We’ve already secured 29 scholarship berths for students to sail on these ships. Ten kids from Portland are sailing on the Oliver Hazard Perry from Newport, and others are sailing from Greenport, Long Island, on the Picton Castle. We asked schools—including Deering and Casco Bay highs—to hold essay contests. We plan to keep doing this after the festival. There are so many opportunities for weeks and semesters under sail. SailMaine is doing a fantastic job of getting kids on the water, but you can’t go cruising or make a life sailing on an Opti or a 420.” Agnew is also the publisher of Ocean Navigator. “We’ve got the best recreational boating in the world here. When you turn the corner past Peaks Island, it’s a wilderness out there. Life at sea is just different.”

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MONDAY, JULY 20

6:30 - 7:30 am Photographer and photography club access is offered. If you like being behind the lens and want to see the ships up close from the dock, register for our exclusive viewing opportunity. Details and tickets at tallshipsportland.com.

9:30 am 30-minute dockside interpretation of visiting vessels for individuals with special needs. Local deaf interpreters will translate the discussion.

10 am Gates open to the Festival for public boarding of the tall ships at Maine State Pier, Maine Wharf, and the Ocean Gateway terminal. And visit Compass Park inside Maine State Pier for kids’ activities, music and exhibits!

Shipyard Brewing Beer Garden & Entertainment (subject to change)

11:30 am - 12:45 pm acadian aces

1 - 2:15 pm New Imperials

2:30 - 3:45 pm Jimmy and the Soul Cats

4 - 6 pm The Guvnors

Compass Park (inside Maine State Pier) Festival activities for kids include face painting, balloon artist, and coloring. There’s even a puppet show.

Maritime Education Tent Information and activities are presented on subjects including celestial navigation, weather, and how to sail on a tall ship; also conversations with visiting ship captains and a display by the Landing School.

Maine Historical Society will be in Compass Park with an information tent. “We’ll be talking about MHS and teaching knot-tying. We’ll have historical nautical items for sale from our shop,” says Nan Cumming of MHS.

Day sails and evening sails See the tall ships from the water on board Bagheera, Wendameen, and Frances. Visit: tallshipsportland.com

5 pm Admission to Maine State Pier and Maine Wharf for ship tours close.

5:45 pm Closing ceremony on the Shipyard Brewing Stage

6 pm Festival closes

TUESDAY, JULY 21

Fair Winds: The ships depart on their own schedules. There is a lot to do before they leave: Pick up new crew, provision the galley, fuel the tanks, and so on. So a sharp eye might see them pass by Portland’s lighthouse one last time. Some may leave Monday night or sometime between 6 am and 12 pm on Tuesday.

–Schedule courtesy of Tall Ships Portland
The Independent is owned and operated by Portland native and longtime Bar Harbor resident Tim Rich. The cafes feature locally sourced ingredients, whole fruit smoothies, soups, espresso coffees, and house made baked goods—many of them passed down from Tim’s mother and grandmother. You won’t find a friendlier place to grab a latte, enjoy lunch, and learn about the area. Open year round in Portland and seasonally in Bar Harbor.

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That might be true, but the USCGC Eagle wasn’t fighting for our side. Originally built as the training vessel Horst Wessel, she prepared young sailors to fight for the Nazi regime from 1936 to 1939, when she was decommissioned. As the tide began to turn against the Third Reich, in 1942 she was recommissioned and fitted with Flakvierling AA guns and conducted training exercises for young Kriegsmarine cadets in the Baltic. The United States claimed the Horst Wessel as a war prize and put her into service as the Eagle. Like Werner Von Braun (father of Nazi Germany’s and later America’s rocketry programs in NASA), USCGC Eagle has served the United States well after a questionable past.

To read a young German sailor’s log during the summer of 1937 aboard this very ship, before she became a war prize [there was a shuffle and at first the Soviet Union was going to get her, but then the U.S. got first dibs], visit http://www.uscg.mil/history/cutters/Eagles/docs/horstwessel1937logbooktranslation.pdf. Patriotic singing was often heard on board. After sports contests in honor of the Fatherland, successful sailor-athletes received “additional special food delicacies.”
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Indeed, the topsail schooner Lynx is built to represent a privateer from the grand days of commerce raiding, when with a letter of marque and a ship you could go play sanctioned pirate, capturing the merchant ships of an enemy navy for sale—giving your own government a chunk of the proceeds. Homeported in Portsmouth, New Hampshire, Lynx brings to mind a time when the United States was the little guy in an asymmetric war.
Launched as *Tall Cotton* in 1991, she was bought by Roger Woodman, a commercial fisherman, in 2006. Renamed and re-equipped as the *Alert*, she was used for research and ground fishing. She worked out of Portland for six years until she was sold to Captains Perry Davis and Bethany McNelly-Davis, who converted her to a commercial passenger carrying vessel. Perhaps more than any of the others, *Alert* likes to pay her own bills!

**VEssel TYPE:** Gaff-rigged schooner  
**LAUNCH DATE:** 1992  
**FLAG:** Spain  
**HOMEPORT:** Bailey Island, Maine  
**LOA:** 70 feet  
**DRAFT:** 6 feet, 6 inches  
**BEAM:** 14 feet  
**RIG HEIGHT:** 60 feet  
**SAIL AREA:** 1,866 square feet  
**POWER:** North East Ford 135  
**HULL:** Wood  

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The 284-ton Picton Castle was built in 1928 as a fishing trawler and then later refit with masts and sails as a barque. Her excellent seakeeping hull has made her ideal for long-range sail training missions—indeed, in the last decade, she’s completed six circumnavigations of the globe. Requiring far less maintenance than other tall ships, thanks to her working-built hull design, Picton Castle might be the toughest of the fleet!

### Vessel Type
- **Barque**

### Launch Date
- **1928**

### Flag
- **Cook Islands**

### Homeports
- **Lunenburg, Nova Scotia**
- **Avatiu, Cook Islands**

### LOA
- **179 feet**

### Draft
- **14 feet, 6 inches**

### Beam
- **23 feet**

### Rig Height
- **97 feet**

### Sail Area
- **12,450 square feet**

### Power
- **690 HP diesel**

### Hull
- **Steel**

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The schooner Bowdoin, flagship of the Maine Maritime Academy, was built by the Hodgdon Brothers of East Boothbay in 1921 to survey Arctic waters. That means her timbers were built to stand up to the kind of scrapes that took down the Titanic. Bowdoin continues in this vein, having completed three voyages past the Arctic circle crewed by MMA instructors and students since 1988. The 100-foot ship might not be the longest, but let’s see any of those other gals shrug off an iceberg.
Certainly the sailors of *El Galeón Andalucía* can say that. Homeported at the Spanish port of Seville, which would have been a home base familiar to Ferdinand Magellan, *El Galeón Andalucía* is the world’s only...
sailing replica of a true galleon, a ship type that predated the present day fully rigged ship. Easily distinguishable from the others by towering fore and aft castles and fewer, larger sails, El Galeon Andalucia was constructed using simpler methods, for long-distance voyaging with a smaller crew. Compared to the other tall ships, she’s a little slower than her companions built to more recent designs, illustrating how the tall-ship era was one of grand technological change and innovation.
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She's bringing tall-ship construction back to the U.S.

That could certainly be said of the Oliver Hazard Perry, which when finished was the first tall ship built in the United States in 110 years. The steel-hulled, full rigged ship built to approximate 19th-century design is the only one of the tall ships privately owned and operated in the United States, SSV Oliver Hazard Perry might spark quite an interest, especially since her construction was just recently completed at an apparent cost of $3 million.

**VESSEL TYPE:** Full rigged ship  
**LAUNCH DATE:** 2015  
**FLAG:** USA  
**HOMEPORT:** Newport, RI  
**LOA:** 200 feet  
**DRAFT:** 13 feet  
**BEAM:** 30 feet, 6 inches  
**RIG HEIGHT:** 130 feet  
**SAIL AREA:** 14,000 square feet  
**POWER:** Twin Caterpillar diesel  
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Not only is the Tree of Life a luxurious schooner built of teak and Honduran mahogany, she's a real thoroughbred. First place at Antigua Race Week, Classic Division, first overall in 1997 New Zealand Tall Ships Race are enough of a racing pedigree for us.

Well, New England wouldn’t have gotten off the ground without her, and [other] ships don’t like her. The gundalow was the ship, the best design settled on to go up and down Maine’s rivers and between coastal towns. The gundalows were used to pick up all the consumer goods from the trade ships at the big ports, and ferried timber and bricks and other products from the mills back down. There’s no way you could be from coastal New England without having some direct connection in your family to these vessels: They were the cargo trucks of the 19th century. They made everything move.”–Lisa Robblee
We take you there in style.

BAGHEERA

VEssel type: Schooner
Launch date: 1924
Flag: USA
Homeport: Portland, ME
LOA: 72 feet
Hull: Wood

WENDAMEEN

VEssel type: Schooner
Launch date: 1912
Flag: USA
Homeport: Portland, ME
LOA: 88 feet
Hull: Wood

So where can you get a day sail around these ships? Portland Schooner Company’s two schooners—both designed by John Alden—sail with the tall ships, each certified for 48 guests per cruise. Bagheera sailed in the Bermuda Race shortly after being built and went on to a long racing career, winning the Chicago-Mackinac Race. Wendameen hosted such guests as Katherine Anne Porter and playwright Eugene O’Neill. She was sold off and left to rot during the Depression, until rescued by Captain Neal Parker, who found her in a mudbank in the 1980s and had her restored from the keel up.

FRANCES

VEssel type: Gaff-rigged topsail cutter
Launch date: 2003
Flag: USA
Homeport: Portland, ME
LOA: 74 feet
Hull: Steel

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