



### Dear Writers, Photographers, & Bloggers,

Welcome aboard the Maine windjammers! Every member of the Maine Windjammer Association appreciates your support of the fleet through articles, posts, podcasts, and more. We're certain you'll have a magical time aboard the windjammers, and we're here to help with supporting information, interviews, photos, and connections.

We've extended this sailing opportunity to you in anticipation that you'll spread the word about windjamming in Maine through your platform or media outlets. While you may only have the chance to sail aboard one of the eight vessels in our fleet, we hope you'll include information about the entire MWA when you share your stories or photos.

When you're out on the water, please be on the lookout for other windjammers! Give them a wave, snap a pic, and tag them in your next post! We've included an information sheet with all the vessels to help you identify what you see. And your vessel's captain and crew can always spot a fellow windjammer from afar as well.

We're on the lookout for social media posts in which we're tagged (@mwa\_fleet), or that include our frequent hash tags:

**#ThisIsWindjamming #MaineSchoonerFleet  
#MaineWindjammers #sailmainecoast  
#MaineWindjammerAssociation #mwa**

At a fleet event? We've got hash tags for those too:

**#SchoonerGam #GreatSchoonerRace  
#CamdenWindjammerFest  
#WoodenBoatSailin**

Please know that the windjammer on which you're sailing has waived the cost of your space on the trip, a value of \$750-\$2,000 per person. At the end of your sail, please consider offering a proper gratuity to the crew who cook, clean, and look after you during the cruise. A suggested amount is 10% of the value of the trip.

Enjoy this special opportunity to be part of Maine's maritime history, visit uninhabited islands, and experience life aboard a windjammer. We look forward to reading about your adventure in print and online!

—Nicole Jacques, Public Relations, MWA

**SAILMAINECOAST.COM**



Photo: Quinton Donleavy



Photo: Wayne Cotterly



Photo: Tracy Sheppard



Story by Meg Maiden

Once essential in transporting fruit from the West Indies, fish from Georges Banks, and lumber and granite from every port along the Eastern Seaboard, the working fleet of 19th-century coasting schooners nearly became obsolete in the 1930s as they were replaced with planes, trains, and trucks. Had it not been for the ingenuity of Frank Swift, an artist from rural Maine, these beautiful flagship vessels of America's maritime heritage would be long forgotten.

Recognizing Maine as a fashionable summer destination, Swift went on a 30-year spree purchasing old wooden schooners with a vision of offering vacationers a new type of experience—windjamming along the spectacular coast of Maine. The idea, born in 1936, especially appealed to “rusticators” who sought to escape from the hustle and bustle of urban living.

It took several marginal seasons before the business caught on, but by the early 1940s, Swift had a flourishing business that ensured the steady growth of his fleet. Captain Swift eventually retired in 1961, 25 years after he introduced his first windjammer cruise on Penobscot Bay.

Following in Frank Swift's footsteps, a number of sea captains began offering windjammer cruises of their own in the 1950s. Promoting themselves on an informal basis for decades, they formed the Maine Windjammer Association in 1977 to develop a fleet-wide marketing effort. Today, there are nine vessels in MWA, the largest fleet of windjammers in the country. It includes America's

two oldest working coasting schooners built in 1871, and one of only two existing three-masted ram schooners. Five of the fleet's ships have been designated National Historic Landmarks. Since 1960, three new vessels were built specifically for windjamming and joined the fleet.

True to the original spirit of windjamming, these vessels rely on the wind and tide, with destinations based on the weather conditions of each day. While motorized yawl boats may be used to push in light airs, maneuver in tight harbors, and ferry passengers ashore, sailing is the focus.

Each year, more and more people are discovering the unique experience a Maine windjammer cruise offers. Three- to six-day cruises in Maine's uninhabited islands and natural environment renew and invigorate today's vacationers in much the same way they inspired the rusticators of old.



Captain Frank Swift

Photo: Penobscot Marine Museum Collection

# AMERICAN EAGLE

schooneramericaneagle.com | @schooneramericaneagle

**For photos or more information:  
pr@sailmainecoast.com | 207-450-9943**

*Homeport:* Rockland  
*Owner:* Capt. Tyler King  
*Year Built:* 1930  
*Type:* Gaff-rigged schooner  
*Length:* 125' overall, 92' on deck  
*Draft:* 10'  
*Beam:* 19'  
*Passengers:* 26  
*Crew:* 6  
*Phone:* 800-648-4544  
*Email:* info@schooneramericaneagle.com



Photo: LeBlanc

Originally named ANDREW & ROSALIE in 1930, AMERICAN EAGLE is the last fishing schooner ever built in Gloucester, Massachusetts. After spending more than a decade fishing, she was converted to a trawler and given her new name. In 1983 she finished her last fishing trip before heading to Rockland, Maine, for her new life.

AMERICAN EAGLE was completely rebuilt over two years, restored to her original schooner form, and relaunched as a windjammer in 1986. Five years later she was designated as a National Historic Landmark.

Almost a century later, AMERICAN EAGLE now makes an annual trip “home” to Gloucester every September to race in the region’s schooner regatta. A repeat winner of her class’s Esperanto Cup, AMERICAN EAGLE is a fan favorite.

AMERICAN EAGLE’s unique cruising schedule includes several nods to the arts. Plein air painting classes and music festivals are among the popular trips around Maine’s Penobscot Bay. Guests are also invited to view meteor showers, take part in fleet events, and go hiking on the many islands off the coast. Inevitably there also are a few history lessons during every trip aboard the historic schooner.

The 2022 season brings a new captain to the helm of AMERICAN EAGLE. Tyler King purchased the windjammer from her longtime owner and captain, John Foss, who was responsible for her major refit in the mid-1980s. Having grown up in a small wooden boat yard, Tyler continues his lifelong love of sailing and windjamming as the steward of AMERICAN EAGLE.

## SAILMAINECOAST.COM



Photo: Quinton Donleavy



**For photos or more information:  
pr@sailmainecoast.com | 207-450-9943**

<i>Homeport:</i>	Camden
<i>Owners:</i>	Capt. Dennis Gallant Candace Kuchinski
<i>Year Built:</i>	1980
<i>Type:</i>	Gaff Topsail Ketch
<i>Length:</i>	130 feet overall, 95 feet on deck
<i>Draft:</i>	11 feet
<i>Displacement:</i>	142 tons
<i>Passengers:</i>	29
<i>Crew:</i>	7
<i>Phone:</i>	800-282-9989
<i>Email:</i>	windjam@sailangelique.com

Designed only for windjamming and built for comfort, ANGELIQUE is swift, snug and safe. Her deep-draft hull and full keel assure maximum stability even in a “blow.” Her steel and wood construction combine the 21st-century’s highest safety standards and the authenticity of classic 19th-century English Channel and North Sea windjammers. Her unique red-color sails harken back to her historic roots in England when it was common to treat canvas with tallow, tannic acid, and red ocher to increase resistance to mildew.

ANGELIQUE’s amenities include a deckhouse salon, which is a protected lounge above deck with windows and seating. Guests have use of three “heads” (bathrooms) and four freshwater showers. All 15 passenger cabins down below have standing headroom, freshwater sinks, USB

charging ports, and reading lights.

Theme-based trips on ANGELIQUE focus on yoga and wellness, lighthouses, wildlife, and families, among others. Guests are served family-style meals cooked by an experienced chef using Ingredients sourced from Maine waters and farms whenever possible.

ANGELIQUE is family-owned and operated by husband-and-wife team Dennis Gallant and Candace Kuchinski. Dennis hails from inland Maine, yet has been captaining vessels most of his career. He was first mate aboard ANGELIQUE for decades before taking ownership. Candace began sailing Tall Ships in college and subsequently worked as a deckhand and cook aboard a windjammer before becoming a co-owner and operator of ANGELIQUE.

**SAILMAINECOAST.COM**



# HERITAGE

[schoonerheritage.com](http://schoonerheritage.com) | [@schooner\\_heritage](https://twitter.com/schooner_heritage)

**For photos or more information:**  
[pr@sailmainecoast.com](mailto:pr@sailmainecoast.com) | 207-450-9943

*Homeport:* Rockland  
*Owners:* Capt. Sean Grimes  
Capt. Ben Welzenbach  
*Year Built:* 1983  
*Type:* Gaff-rigged topsail schooner  
*Length:* 145' overall, 95' on deck  
*Draft:* 8' | 18' (centerboard down)  
*Beam:* 24'  
*Passengers:* 30  
*Crew:* 8  
*Phone:* 800-648-4544  
*Email:* [info@schoonerheritage.com](mailto:info@schoonerheritage.com)



Photo: Quinton Donleavy

The schooner HERITAGE is the youngest member of Maine's windjamming fleet. Designed and constructed by Doug and Linda Lee, founding members of the Maine Windjammer Association, HERITAGE was purpose-built in 1983 to bring passengers throughout the state's thousands of coastal islands.

HERITAGE is a modern classic. Her lovely lines and hull shape are based on the coasting cruisers built over a century ago. Her interior, however, was styled with the comforts of the present-day passengers in mind. Each of her cabins has reading lights, power outlets, and sinks with hot and cold water. Proper stairs, a spacious galley, and two cabins with private heads offer unique amenities. Still she's equipped with a wood-burning stove in the galley and she's powered

by a yawl boat, just as her cargo-hauling contemporaries were in the 19th century.

HERITAGE offers traditional three- to six-day cruises as well as specialty trips for the adventure-minded. Acadia National Park tours, meteor-watching, and a Father's Day sail are some of the unique opportunities aboard HERITAGE. Several fleet gatherings are also on the schedule every season.

In 2020, HERITAGE's original owners passed her stewardship on to Capt. Sean Grimes and Capt. Ben Welzenbach after more than four decades of windjamming. Both Sean and Ben worked aboard HERITAGE with the Lees for years before taking her helm. They now maintain the HERITAGE's lifelong tradition of sharing Maine's coast with passengers from around the world.

[SAILMAINECOAST.COM](http://SAILMAINECOAST.COM)





Photo: Quinton Donleavy

**For photos or more information:**  
**pr@sailmainecoast.com | 207-450-9943**

*Homeport:* Rockland  
*Owners:* Capt. Justin Schaefer  
Capt. Jocelyn Schmidt  
*Year Built:* 1927  
*Type:* Gaff-rigged two-masted schooner  
*Length:* 120 feet overall, 89 feet on deck  
*Draft:* 7' | 13' with centerboard down  
*Displacement:* 61 gross tons  
*Passengers:* 24  
*Crew:* 6  
*Phone:* 800-869-0604  
*Email:* sail@schoonerriggin.com

Built in 1927 as an oyster dredger in Dorchester, New Jersey, J. & E. RIGGIN is one of a very few vessels of its kind that still sail today. The RIGGIN is able and fast, having won the only official oyster schooner race ever held in 1929 on the Delaware Bay. After being rebuilt and re-rigged as a passenger vessel in 1977, the RIGGIN has sailed Penobscot Bay ever since. She was designated a National Historic Landmark in 1991.

Staying true to her initial construction, the RIGGIN has no inboard engine. Her 16-foot diesel-powered yawl boat is used during calm spells for maneuvering into or out of tight harbors.

Guests stay in 11 private cabins with single, double, or multiple berths. Each cabin has a sink, overhead and reading lights, USB port, and window for fresh air and ventilation.

The RIGGIN has won multiple culinary awards from *Yankee Magazine* including 2010's "Best Place to Have Dinner with a View" and 2014's "Best Windjammer Fare." Meals are made from locally sourced foods prepared in the RIGGIN's galley by experienced chefs.

The RIGGIN's operators are committed to sustainable environmental practices. The vessel won a state environmental leadership award in 2007 and is "Leave No Trace" certified, so every island visited is left cleaner than when the RIGGIN arrives.

Social responsibility is an important value to the entire RIGGIN crew. Every year the RIGGIN donates 5% of all profits to charities supporting children, the environment, and education.

**SAILMAINECOAST.COM**



Photo: Quinton Donleavy

## PRESS INFORMATION

# LADONA

[schoonerladona.com](http://schoonerladona.com) | [@schoonerladona](https://twitter.com/schoonerladona)



**For photos or more information:  
[pr@sailmainecoast.com](mailto:pr@sailmainecoast.com) | 207-450-9943**

*Homeport:* Rockland  
*Owners:* Jane Barnes, Capt. Noah Barnes,  
Capt. J.R. Braugh  
*Year Built:* 1922  
*Type:* Gaff-rigged schooner  
*Length:* 108 feet overall, 82 feet on deck  
*Draft:* 10 feet, 5 inches  
*Beam:* 20.5 feet  
*Passengers:* 16  
*Crew:* 6  
*Phone:* 800-999-7352  
*Email:* [info@schoonerladona.com](mailto:info@schoonerladona.com)



Photo: Bob Trapani

The Maine-built schooner LADONA is celebrating her centennial this year. She was built in East Boothbay at Hodgdon Yachts in 1922, and underwent a major refit by her current owners in 2014 to return her to her original aesthetic and gentility.

LADONA is rich in history and adventure. Designed by William Hand and commissioned by Homer Loring, LADONA is named after the U.S. Naval gunship upon which Loring's father served during the Civil War. After decades of yachting and racing, she entered into service with the U.S. Navy as a submarine patrol vessel during World War II.

Renamed twice as JANE DORÉ and NATHANIEL BOWDITCH, LADONA was put to work as a fishing dragger and a sail-training vessel in the mid-20th

century until her transition to windjamming during the 1970s.

Today LADONA sails the Maine coast and outer islands with passengers from around the world. Her themed charters include wine-tasting, gastronomy, and live music. She also hosts unique weddings and private charters.

LADONA's guests stay in her nine well-appointed cabins, each of which has a sink, reading lamp, power outlet, and USB port. She offers refined lounging opportunities in her deckhouse salon and foredeck daybed. With many bespoke interior details, LADONA combines modern comfort with classic elegance.

LADONA is captained by J.R. Braugh of Camden, ME, who holds a USCG 200-Ton Master's license.

## SAILMAINECOAST.COM



**For photos or more information:**  
**pr@sailmainecoast.com | 207-450-9943**

*Homeport:* Camden  
*Owners:* Nathan Sigouin  
Capt. Becky Wright  
*Year Built:* 1871  
*Type:* Gaff-rigged topsail schooner  
*Length:* 101' overall, 64' on deck  
*Draft:* 7.5'  
*Beam:* 18.8'  
*Passengers:* 20  
*Crew:* 4  
*Phone:* 800-469-4635  
*Email:* captain@schoonerfrench.com

Built in Maine more than a century and a half ago, the LEWIS R. FRENCH holds the esteemed title of oldest windjammer in America. Built by three brothers in Christmas Cove, and named for their father, the FRENCH has been owned and operated in Maine her entire life.

The FRENCH spent most of her first century on the water carrying cargo, save for a brief stint in fishing in the 1880s. Built without an engine, she had a gas-powered inboard installed in 1924, only to have it catch fire five years later, requiring extensive repairs.

The next major refit for the FRENCH was in 1973 when she was converted to a passenger vessel and restored to her original sailing glory over three years. Since relaunching, the FRENCH has been windjamming continuously on the Maine coast.

The FRENCH's cruises include hiking and kayaking opportunities, fleet gatherings, and a special annual music festival. She also offers private charters and makes for a unique wedding venue. Every cruise includes a lobster bake on the shore of one of Maine's hundreds of nearby islands.

In 2022, the FRENCH came under the stewardship of Capt. Becky Wright and Nathan Sigouin. Becky started windjamming when she was 17 years old and has worked on windjammers for many years. Her partner Nathan fell in love with windjamming after his first sail in 2020 and began working full-time aboard a schooner. Together they plan to continue the FRENCH's unique reputation for introducing thousands of people to Maine's coast.

**SAILMAINECOAST.COM**

Photo: Ben Keller



Photo: John Shipman





## PRESS INFORMATION

# MARY DAY

schoonermaryday.com | @schoonermaryday

# THE MAINE WINDJAMMER ASSOCIATION

**For photos or more information:  
pr@sailmainecoast.com | 207-450-9943**

*Homeport:* Camden  
*Owners:* Capt. Barry King  
Jennifer Martin  
*Year Built:* 1962  
*Type:* Gaff-rigged topsail schooner  
*Length:* 125' overall, 90' on deck  
*Draft:* 7.5' | 15' (centerboard down)  
*Beam:* 23'  
*Passengers:* 28  
*Crew:* 7  
*Phone:* 800-992-2218  
*Email:* info@maryday.com



Photo: Quinton Donleavy

MARY DAY is the first purpose-built schooner for passenger travel in the 20th century. Launched in 1962 from Maine's Harvey Gamage Shipyard, MARY DAY has spent her entire life bringing guests from around the world throughout the thousands of islands off the coast of Maine.

Designed and built by Captain Havilah Hawkins, Sr., and named for his wife, MARY DAY sailed under his stewardship for years. While she looks the part of an historic schooner, she boasts a little extra legroom in bed, a little extra headroom down below, and more creature comforts than her cargo-carrying predecessors.

At the turn of the 21st century, she underwent a major refit by her current owners, Barry King and Jen Martin. To this day, they continue to maintain and upgrade the vessel annually for her May-to-

October cruising schedule.

Since MARY DAY was built with passengers' convenience in mind, she comfortably carries 28 guests in 14 cozy cabins. They each have a freshwater sink and heat from the vessel's wood-fired stove on chilly evenings. The spacious main salon has plenty of seating, a fireplace, and even a parlor organ. On deck there are private heads, a shower, chairs, and a rocker for lazy afternoons of reading or nature-watching.

Aside from traditional 3- to 6-day cruises, MARY DAY has unique specialty trips periodically throughout the season. Fleet gatherings, lighthouse tours, nature and photography, and seamanship sails are offered. MARY DAY is also available for private charters.

## SAILMAINECOAST.COM



Photo: Noah Barnes



**For photos or more information:**  
**pr@sailmainecoast.com | 207-450-9943**

*Homeport:* Rockland  
*Owners:* Jane Barnes  
Capt. Noah Barnes  
*Year Built:* 1871  
*Type:* Gaff-rigged schooner  
*Length:* 115' overall, 68' on deck  
*Draft:* 14' 6" (centerboard down)  
*Beam:* 22.5'  
*Passengers:* 22  
*Crew:* 6  
*Phone:* 800-999-7352  
*Email:* info@stephentaber.com

The schooner STEPHEN TABER has been in continuous service since her Long Island Sound launching in 1871. Certified as a National Historic Landmark, the TABER has sailed through more than a century and a half of history and maintains a revered status as the oldest continuously operating windjammer in America.

Built for the hard work of carrying cargo, the TABER performed her demanding duties throughout the 19th century. A Bristol-quality refit in 1899 turned the TABER into an elegant charter yacht through the early 20th century.

During the Great Depression, the TABER found herself back to work hauling cords of wood to earn her keep. By the time she reached her centennial birthday, she became a working windjammer on the Maine coast.

Wine-tasting, gastronomy, live music, and windjammer gatherings are popular themed trips aboard the TABER. With 12 cabins for guests, she offers ample on-deck lounging areas and a library down below stocked with books and games. Her galley seats every passenger for cozy mealtimes. Engine-less since her commissioning, the TABER has a push-boat for navigating narrow inlets.

The TABER is captained by Noah Barnes who has been sailing aboard her since he was seven years old. The only second generation windjammer captain in the Maine fleet, Noah spent his childhood aboard with his parents when they ran the boat from 1979 to 2004. Since the Taber has been in the Barnes family for 43 years, hosting guests from around the world comes naturally to Noah.

**SAILMAINECOAST.COM**



**AMERICAN EAGLE**

Built: 1930  
Length: 92'  
Type: gaff schooner  
Hull color: light gray



**LADONA**

Built: 1922  
Length: 82'  
Type: gaff schooner  
Hull color: white



**ANGELIQUE**

Built: 1980  
Length: 95'  
Type: gaff ketch  
Hull color: dark green



**LEWIS R. FRENCH**

Built: 1871  
Length: 64'  
Type: gaff schooner  
Hull color: dark gray



**HERITAGE**

Built: 1983  
Length: 95'  
Type: gaff schooner  
Hull color: cream



**MARY DAY**

Built: 1962  
Length: 90'  
Type: gaff schooner  
Hull color: light gray



**J. & E. RIGGIN**

Built: 1927  
Length: 89'  
Type: gaff schooner  
Hull color: black



**STEPHEN TABER**

Built: 1871  
Length: 64'  
Type: gaff schooner  
Hull color: black



**FLEET INFO FOR YOUR READERS:**

online: [sailmainecoast.com](http://sailmainecoast.com)  
email: [info@sailmainecoast.com](mailto:info@sailmainecoast.com)  
phone: 1-800-807-WIND

**About the Maine Windjammer Association | [sailmainecoast.com](http://sailmainecoast.com)**

The Maine Windjammer Association is a 45-year-old organization committed to creating unique, memorable vacations aboard traditional-rig ships on Maine waters. With eight vessels ranging in size from 64 to 95 feet, MWA offers three- to six-day sailing adventures for guests from May through mid-October. Most of the windjammers are National Historic Landmarks, and all of the vessels are individually owned and operated. MWA is the largest fleet of working windjammers in America. For more information, email [pr@sailmainecoast.com](mailto:pr@sailmainecoast.com) or visit our website at [sailmainecoast.com](http://sailmainecoast.com).