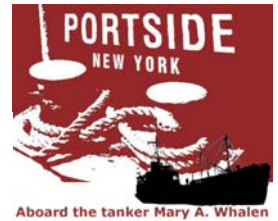




this guide created by PortSide NewYork
www.portsidenewyork.org



For info on ships docked in Manhattan and Staten Island, guides to the area, and updates on restaurant and business discounts for OpSail see www.portsidenewyork.org/OpSail2012

OpSail Red Hook Marine Terminal Schedule & Ship Information

The Brooklyn ships will be open Saturday, May 26, Sunday May 27, and Monday, May 28 from 10am to 4pm. (The ships in Manhattan and Staten Island will also be open on Thursday, Monday and Tuesday or May 24 through May 29.)

Enter the Red Hook Marine Terminal port gate at Congress Street on Columbia Street.

PortSide will have a tourist info table outside the port gate. Look for a 6-foot tall red velvet hook.

Due to the presence of Navy vessels and the need to secure an active containerport, you must show a government-issued photo ID and pass through metal detectors. If there are large crowds at the gate, there is a shady waiting area with lots of seating at the Van Voorhees Playground on Congress Street just inland of the tennis court at the corner of Columbia and Congress Streets.

There will be four tall ships, four foreign navy vessels and two US Coast Guard cutters.

TALL SHIPS:

Juan Sebastian de Elcano, Spain
Cuauhtemoc, Mexico
Etoile, France
Belle Poule, France

NAVY SHIPS:

HMCS Iroquois, Canada
JS Shirane, Japan
FNS Pohjanmaa, Finland
RFA Argus, United Kingdom

US COAST GUARD

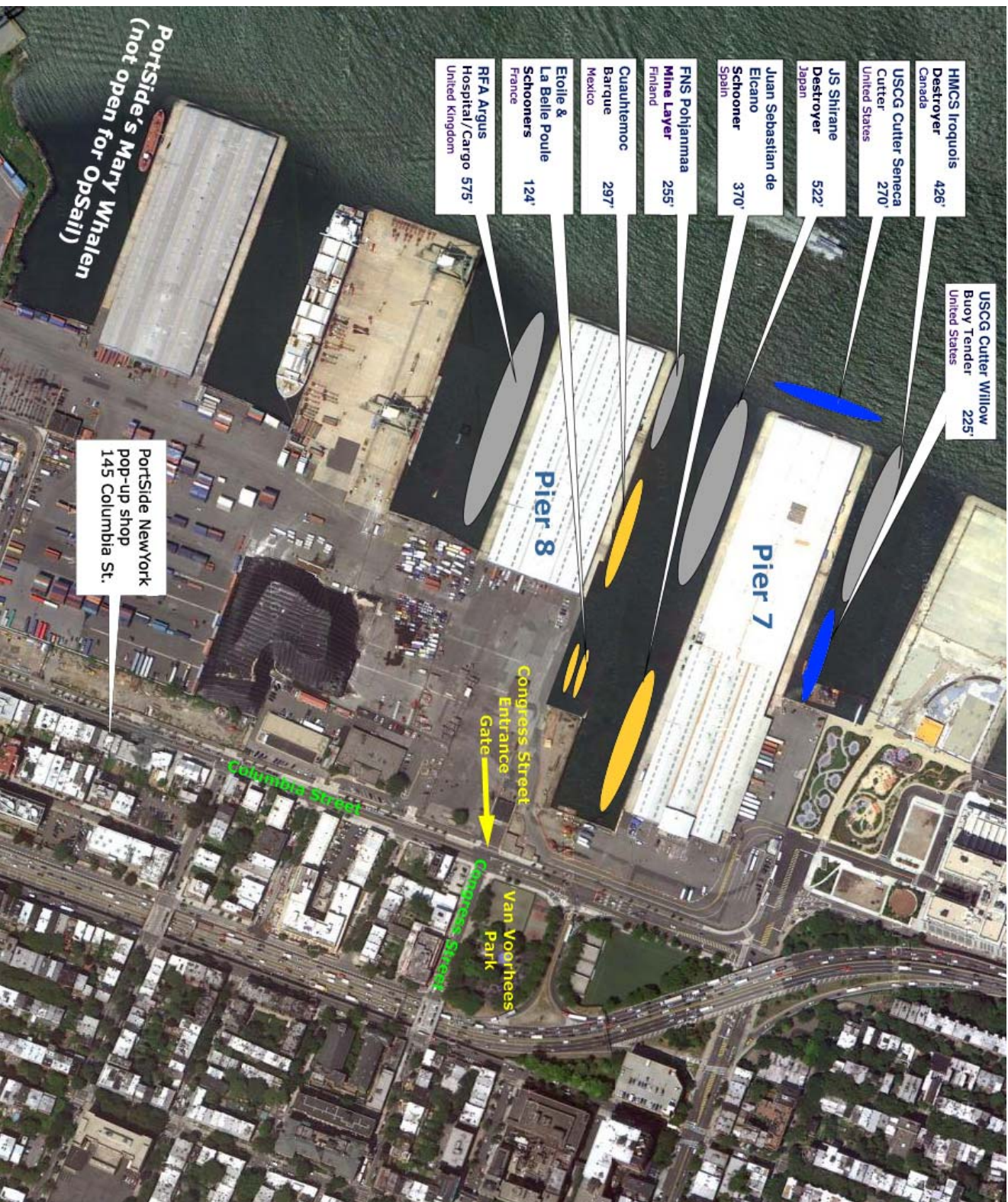
USCG Cutter *Seneca*
USCG Cutter *Willow*

This guide can be downloaded at www.portsidenewyork.org/PortSideOpSail2012Guide.pdf


PortSide's visitor guide to Columbia Waterfront District is at
www.portsidenewyork.org/PortSideGuideToColumbiaWaterfront.pdf

Directions to Red Hook Marine Terminal are on the last page of this document.

OpSail 2012 Red Hook Marine Terminal, Brooklyn



- Tall Ships
- USCG Cutters
- Foreign Navy



OpSail 2012
New York
Capt John Doswell
Photoships

CUAUHTEMOC

Flag: Mexico

Homeport: Puerto de Acapulco, Mexico

Designation: Barque

The tall ship ARM CUAUHTÉMOC has been used to train officers of the Mexican Navy for 20 years. Named for the last Aztec emperor, she was built by the Celaya shipyards in Bilbao, Spain and launched in July 1982. She was the last of four sister windjammers built by Bilbao shipyards (her predecessors were the Gloria for Columbia, the Guayas for Equator, and the Simon Bolivar for Venezuela). All four were built to a design similar to the 1930 designs of the German firm Blohm & Voss, like Gorch Fock, USCGC Eagle and the NRP Sagres.



The CUAUHTEMOC is the sailing ambassador for Mexico and a frequent visitor to world ports, having sailed over 400,000 nautical miles. She completed a round-the-world cruise in 1990.

Sparred Length: 270'

LWL: 220' 4

Draft: 17' 1

Beam: 39' 4

Sail Area: 25,489 square feet

Power 1125 HP

ETOILE & LA BELLE POULE

Flag: France

Homeport: Brest, France

Designation: Topsail Schooner

The schooner ETOILE (EH twahl) and her sister ship LA BELLE POULE (la bell POO-l), serve the French Navy in the training of future officers. Designed with the hull shape and the rigging of fishing vessels from Breton, LA BELLE POULE and ETOILE were built in 1932 in the fishing port of Fecamp in northern Normandy, France. During World War II, both vessels relocated to Portsmouth, England, where they served the Free France Forces. They are permitted to fly the French ensign with the imposed Cross of Lorraine in recognition of their service during the war.



Sparred Length:	124' (37.50 meters)
Draft:	12' (3.65 meters)
Beam:	24'
Displacement:	225 ton (275 ton load)
Hull:	Wood
Crew:	16 crew members (commander, five petty officers, 10 petty officers and sailors) 15 to 25 students depending on the type of navigation

Website www.ecole-navale.fr/Les-goelettes-Belle-Poule-et.html

JUAN SEBASTIAN DE ELCANO

Flag: Spain

Homeport: Cadiz, Spain

Designation: Schooner

The JUAN SEBASTIÁN DE ELCANO is a training ship for the Royal Spanish Navy. She is a four-masted topsail, steel-hulled schooner. At 370 feet long, she is the third-largest Tall Ship in the world. She was launched in 1927 and delivered to the Spanish navy in 1928.

The JUAN SEBASTIÁN DE ELCANO was built in 1927 in Cadiz, Spain, and her hull was designed by the Spanish naval architect and engineer Juan Antonio Aldecoa y Arias in the Echevarrieta y Larrinaga shipyard in Cadiz. She has sailed in more than 50

training voyages, including six circumnavigations of the globe. Her plans were also used twenty-five years later to construct her Chilean sail training vessel sister ship Esmeralda in 1952-1954.

She is named after Spanish explorer Juan Sebastián Elcano, captain of Ferdinand Magellan's last exploratory fleet. The ship carries the de Elcano coat of arms, granted to the de Elcano family by Emperor Charles I following his return from Magellan's global expedition in 1522. The coat of arms is a terraqueous globe with the motto "Primus Circumdedisti Me" (meaning: "First to circumnavigate me"). Her hull is made of iron and she has four masts, each named after other training ships which preceded her (BLANCA, ALMANSA, ASTURIAS, and NAUTILUS).



Displacement: 3673 tons

Length: 113 m (371 ft)

Beam: 13.11 m (43 ft)

Height: 48.5 m (159 ft)

Draft: 7 m (23 ft)

Sail plan: four-masted barquentine; 21 sails, total sail area of 2,870 m (30,892 sq. ft.)

Speed: max 13 knots GM358 diesel engine, 17.5 knots sail

Complement: 300 sailors, 90 midshipmen

Armament: 2 × 57 mm ceremonial gun mounts

Website www.defensa.gob.es

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RFA ARGUS

Flag: United Kingdom

Designation: Aviation training / Casualty receiving ship

The **RFA ARGUS** is a ship of the Royal Fleet Auxiliary, part of the Royal Navy. Italian-built, Argus was formerly the container ship MV Contender Bezant. The ship was requisitioned in 1982 for service in the Falklands War and purchased outright in 1984 for use as an Aviation Training Ship. She was converted into a hospital ship in 1991. Her flexible design enables her to be adapted to transport large amounts of equipment quickly.



After a four year conversion at Harland and Wolff in Belfast the ship entered RFA service in 1988. Having been initially designed as a container ship, her stability when unloaded would be excessive making her motion at sea uncomfortable or even dangerous. Therefore, her superstructure is deliberately heavily built (weighing some 800 tons), and she has 1,800 tons of concrete ballast carried in former hatch covers.

In 1991, during the Gulf War, she was fitted with an extensive and fully functional hospital to assume the additional role of Primary Casualty Receiving Ship. In 2009 this became the ship's primary function. She has a fully equipped 100-bed hospital onboard offering full services. This includes a four-bay Operating Theatre coupled with a 10-bed Critical Care Unit, a 20-bed High Dependency Unit and a CT scanner. RFA ARGUS does not comply with the Geneva Convention's definition of a 'hospital ship' as she is fitted with self-defense guns and decoys and may have operational units embarked. Thus RFA ARGUS is not classified as a hospital ship and does not display the International Red Cross symbol.

The ship deployed to the Persian Gulf in 1991 for service in the Gulf War, and also saw service in the Adriatic in 1993 and 1999 supporting British operations in Bosnia and over Kosovo respectively. In 2003 ARGUS was deployed again to the Gulf as part of a 33 ship fleet to support a British amphibious assault of the Al-Faw Peninsula. ARGUS operated in its PCRS role. In 2008 she deployed to the Middle East to act as a platform for Sea King ASaCs7 helicopters. ARGUS operated as the Primary Casualty reception ship with British task group during Operation Telic. In June 2011, ARGUS was operating in the Middle East around Yemen

Launched: 1981

Acquired: February 1982

Commissioned: 1 June 1988

Identification: Pennant number = A135

Motto: Occuli Omnium (Eyes Of All)

Nickname: "PCRS", "BUPA Baghdad"

Type: Aviation training / Casualty receiving ship

Displacement: 28,081 tonnes

Length: 175.1 m (574 ft 6 in)

Beam: 30.4 m (99 ft 9 in)

Draught: 8.1 m (26 ft 7 in)

Propulsion: 2 × Lindholmen Pielstick 18 PC2.5V
diesels, twin propellers; bow-thruster

Speed: 18 knots (33 km/h)

Complement: 80 RFA / 50 RN / 137 RN air squadron
personnel (When embarked)

200 Nursing and Medical Staff (When the Hospital is activated)

Armament:

2 × Oerlikon 20 mm/85 KAA on GAM-BO1 mountings. 4 × 7.62mm GPMGs. Seagat chaff launchers

Aircraft carried:

Three spots for Westland Sea Kings, CH47 Chinooks, Westland Merlins, WAH-64 Apache or Westland Lynx

Aviation facilities: 1 Aircraft lift from Flight Deck to 4-Deck number 2 hangar, 4x hangars

www.royalnavy.mod.uk/The-Fleet/Royal-Fleet-Auxiliary/Casualty-Ship-RFA-Argus

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HMCS IROQUOIS

Flag: Canadian

Homeport: Halifax

Designation: Iroquois-class destroyer

The HMCS IROQUOIS (DDG 280) is the unofficial flagship of the Royal Canadian Navy. In service since 1972, she has two sister ships in the Canadian Fleet the HMCS Athabaskan and HMCS Algonquin. All are fitted with state-of-the-art weapons, sensors, command-and-control systems, and propulsion equipment. The IROQUOIS has a crew of around 282 men and women. She is the second Canadian vessel to hold the name, replacing a destroyer that saw service during WWII and was decommissioned in 1962.



The IROQUOIS has been deployed throughout the Atlantic and Indian Oceans, with anti-terrorism missions in the Persian Gulf and Arabian Sea, but her primary mission is to protect Canadian territorial waters. 282 men and women of various trades make up IROQUOIS' crew.

Name: Iroquois
Builder: Marine Industries Ltd., Sorel
Launched: November 28, 1970
Commissioned: July 29, 1972
Refit: July 3, 1992 (TRUMP)
Displacement: 5100 t
Length: 129.8 m (425.9 ft)
Beam: 15.2 m (49.9 ft)
Draught: 4.7 m (15.4 ft)
Propulsion: COGOG - 2 shaft
2 x Allison 570-KF cruise gas turbines (5.6 MW)
2 x Pratt & Whitney FT4A-2 boost gas turbines (37 MW)
Speed: 29 knots (53.7 km/h)
Range: 4,500 nautical miles (8,334.0 km)
Complement: 280
Motto: Relentless In Chase
Badge: Blazon Or, the head of an Iroquois brave, couped at the base of the neck, properly colored and wearing two eagle feathers in his hair and a gold ring pendant from the ear.

Sensors and processing systems:	Armament:
Signaal AN/SPQ 501 DA-08 radar	29 x VLS, Standard SM-2MR Block IIIA SAMs
Signaal LW-08 AN/SPQ 502 radar	1 x 76 mm/62 OTO Melara
SQS-510 hull sonar	6 x 12.75 in tubes firing Mark-46 Mod 5 torpedoes
SQS-510 VDS sonar	1 x Phalanx CIWS (Block 1)
Aircraft carried: 2 x CH-124 Sea King helicopters	2 x M2 Browning machine guns

Website www.navy.forces.gc.ca

FNS POHJANMAA

Flag: Finland

Homeport: Upinniemi

Designation: Minelayer

The POHJANMAA is the flagship of the Finish Navy, and currently the only one her class in service.

Designed for laying mines, she is used as a command ship and acts as a school ship for the Naval Academy cadets.

The name comes from the old Swedish pojama galleys built in the 1770s. The vessel has been nicknamed Puuhamaa by the Finnish Navy conscripts after the Finnish amusement park.



The POHJANMAA was built in 1978 at the Wärtsilä Helsinki Shipyard, Finland. The FNS *Pohjanmaa* was christened on 8 June 1979 by Aili Haapkylä..

The POHJANMAA first served as a school ship for the Naval Academy until 1992 when she was transferred to the Gulf of Finland Navy (Now called Gulf of Finland Naval Command). The ship underwent a heavy modernization program in 1996-1998, which included a replacing her 120 mm main gun with a more modern Bofors 57 mm fully automatic anti-aircraft gun. The accommodation capacity of the vessel for the long range cruises can be increased with accommodation containers.

On 6 April 2011, POHJANMAA captured a vessel suspected as pirate mothership along with two speedboats.

Pennant number: 01.
Builder: Wärtsilä Helsinki Shipyard
Ordered: 1977.
Laid down: May 4, 1978.
Launched: August 8 1978.
Commissioned: June 8, 1979.
Displacement: 1,450 tons
Length: 78.6 m (258 ft)
Beam: 11.2 m (37 ft)
Draught: 3.3 m (11 ft)
1 × Bofors 57 mm/70 Mk1
1 × Bofors 40 mm/70
2 × Sako twin-barrel 23 mm/87 (modified ZU-23-2)
Propulsion: 2 × Wärtsilä Vasa 16V22 diesel; 4,280 kW (5,740 hp) with propellers

Speed: 18–19 kn (33–35 km/h)
Range: 3,500 NM (6,500 km)
Complement: 70 (120 when acting as a training ship)

Sensors and processing systems: Signaal DA05 radar / Philips 9LV 220 FCS / Simrad hull-mounted sonar

Electronic warfare & decoys: Philax chaff and IR flares / ESM: Argo Systems radar warning system

Armament:
2 × NSV 12.7 mm machine guns
2 × rails for depth charges
4 × rails for 150 mines (Sea Mine 2000)

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U.S.C.G. cutter SENECA

Flag: USA

Homeport: Boston

Designation: Famous Class Cutter

The SENECA is a United States Coast Guard medium endurance cutter, one of thirteen 270' Famous Class Cutters. Her namesake is the first revenue cutter USCGC SENECA active from 1908-1936. The advanced technology used in her construction gives her the potential of being an effective Search and rescue (SAR) and Maritime Law Enforcement (MLE) platform. The SCCS (Shipboard Command and Control System) allows operators to view or act upon information from any of the ship's sensors, radar sources, or radio transceivers.



The SENECA serves as a platform for Operation New Frontier; the Coast Guard's operation to employ armed helicopters and non-lethal use of force technology to stop drug laden go- fast vessels. SENECA's actions contributed to the one hundred percent interdiction rate during Operation New Frontier, making it the most successful counter-drug operation in Coast Guard history. Six drug smuggling go-fasts were stopped, 4,475 pounds of cocaine and 11,710 pounds of marijuana with a street value of over 125 million dollars seized, and 18 drug trafficking suspects arrested. The success of Operation New Frontier, marked a new era in Coast Guard law enforcement and maritime security efforts, and achieved a principal milestone in the Coast Guard's successful execution of the President's National Drug Control Strategy

Namesake: USCGC SENECA

Builder: Robert Derecktor Shipyard Incorporated,
Middletown, Rhode Island

Laid down: September 16, 1982

Launched: June 16, 1984

Commissioned: May 9, 1987

Homeport: Boston, Massachusetts

Motto: A tradition of honor, a legacy of action

Class: Famous-class United States Coast Guard Cutter

Displacement: 1,800 long tons (1,829 t)

Length: 270 ft (82 m)

Beam: 38 ft (12 m)

Draft: 14.5 ft (4.4 m)

Propulsion: Twin turbo-charged ALCO V-18 diesel
engines

Speed: 19.5 knots (36.1 km/h; 22.4 mph)

Range: 9,900 nautical miles (18,300 km; 11,400 mi)

Endurance: 14-21 days

Boats and landing craft carried:

1 × Over-the-Horizon (OTH) Interceptor

1 × RHI with twin 90 HP outboard engines

Complement: 100 personnel (14 officers, 86 enlisted)

Sensors and processing systems:

MK 92 Fire Control Radar / SPS-73 Surface

Search Radar

Electronic warfare and decoys: AN/SLQ-32

(receive only)

Armament:

1 × Mk 75 76 mm/62 caliber naval gun

2 × .50 caliber (12.7 mm) machine guns

Aircraft carried: HH-65 Dolphin / HH-60 Jayhawk /
MH-68 Stingray

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JS SHIRANE

Flag: Japan

Designation: Shirane class destroyer

The JS SHIRANE is one of two warships of the Japan Maritime Self-Defense Force with the classification SHIRANE class destroyer. The vessel's large center hangar houses up to three helicopters. They were the first ships in Japanese service to be fitted with 3D radars - the NEC OPS-12.



Builder: Ishikawajima-Harima, Tokyo

Operator: Japan Maritime Self-Defense Force
tons (7,620 t) full load

Length: 159 m (522 ft)

Beam: 17.5 m (57 ft 5 in)

Draft: 5.3 m (17 ft 5 in)

Propulsion: 2 × IHI boilers 850 psi (60 kg/cm², 5.9 MPa), 430 °C
2 × turbines / 2 shafts / 70,000 shp (52 MW)

Speed: 31 knots (36 mph; 57 km/h)

Complement: 20 staff

Armament:

- Sea Sparrow SAM launcher

- ASROC Mk 112 octuple launcher

- 2 × FMC 5"/54 caliber Mark 42 guns

- 2 × 20 mm Phalanx CIWS

- 2 × Mark 32 triple torpedo tubes (Mk-46 torpedoes)

Aircraft carried: 3 × SH-60J(K) anti-submarine helicopters

Built: 1977–1981

Displacement: 5,200 long tons (5,283 t) standard / 7,500 long

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U.S.C.G. Cutter WILLOW

Flag: US

Homeport: Newport, R.I

Designation: buoy tender



A 225-foot long buoy tender the USCG CUTTER WILLOW (WLB-202) was built at the Manitowoc Marine Corporation in Marinette, Wisconsin and launched in June 1996. She was commissioned in 1997 as the second of 16 Juniper Class sea-going buoy tenders. Upon commissioning, WILLOW conducted the first trans-Atlantic crossing by a U.S. Coast Guard buoy tender in 33 years. On its 68-day voyage, WILLOW represented the United States in several international festivals and events and made port calls in six countries including Ireland, Portugal, France and Germany.

WILLOW is equipped with a state-of-the-art navigation package that integrates the ship's propulsion and positioning systems. WILLOW is one of the most advanced cutters in the Coast Guard fleet today, and routinely conducts its primary mission, *Aids to Navigation*, in some of the most challenging and dangerous waterways in New England. WILLOW is responsible for 189 aids between its homeport of Newport, Rhode Island, and Bar Harbor, Maine, and periodically provides support for the maintenance of critical offshore weather buoys operated by the National Data Buoy Center branch of the National Oceanic and Atmospheric Administration (NOAA).

WILLOW also conducts Maritime Homeland Security and Living Marine Resources patrols, responds to Search and Rescue cases and can perform Marine Environmental Protection in the event of a major oil spill. WILLOW is truly a multi-mission cutter and recently added to its wide range of activities conducting Alien Migration and Interdiction Operations in the Straits of Florida.

The 225' WLB is equipped with a single controllable pitch propeller and a bow and a stern thruster which gives the cutter maneuverability to tend buoys offshore and in restricted waters. A sophisticated Machinery Plant Control and Monitoring System (MPCMS) and an Electronic Chart Display and Information System (ECDIS) enable the cutter to operate safely with an optimally sized crew. Using Dynamic Positioning System (DPS) WILLOW can hold the vessel station within a ten meter circle. This technology has improved the precision and capability of the crew to service and position floating aids to navigation in winds up to thirty knots and eight foot seas.

Launched: June 1996
Commissioned: April 1997
Length: 225'
Beam: 46'
Draft: 13'
Displacement: 2,000 tons
Speed: 15 kts @ 75

Oil Spill Recovery: 400 Gallons per minute

Endurance: 21 days unreplenished

Range: 6000 miles at 12 kts

Crew: 8 officers, 34 enlisted

Buoy Deck Area: 2,875 Square Feet

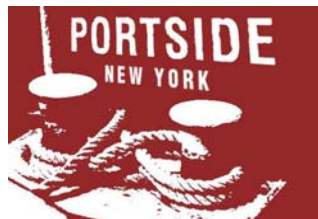
Icebreaking: 14" plate ice at 3Kts, 3ft backing + ramming

Facebook page for Operation Nanook:

www.facebook.com/media/set/comments/?set=a.10150258869024398.334384.273794229397

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Directions to OpSail in Red Hook, Brooklyn

Enter the Red Hook Marine Terminal at the Congress Street gate on Columbia Street.

BUS:

The B61 stops right outside the entrance.

The B63 stops just a few minutes away at Brooklyn Bridge Park Pier 6

SUBWAY:

Several stations are no more than a 15-20 minute walk away.

The **Bergen St. Station (F,G)** is 12 minutes away – head down Wyckoff St., make a right on Court St. and then a quick lift on Congress St. until the end.

Court St. – Borough Hall (2,3,4,5,R) is 15 minutes away – head up Court St. past Atlantic Ave., and turn right on Congress St. to the end. Or spend another five minutes and take the scenic route – head down Joralemon St. across Furman St into Brooklyn Bridge Park, turn left, and follow the park around to Atlantic Ave. and Columbia St.

Hoyt-Schermerhorn Sts. (A,C) is about 19 minutes away – head down Hoyt St. to Bergen St., turn right to Court St., and continue down Congress St. (just to the left) to the end. Or take the B63 on Atlantic Avenue!

LIRR:

From the Atlantic Terminal, take the **B63** bus down Atlantic Avenue to the last stop, Brooklyn Bridge Park Pier 6, and then walk down Columbia St. to the entrance.

FERRY:

Several ferries will leave you close by or let you enjoy the nearby neighborhoods on the weekend.

East River Ferry will stop at Pier 1, Brooklyn Bridge Park/Dumbo. Take a 20 minute stroll south through Brooklyn Bridge Park to Pier 6 and then turn right onto Columbia Street. The Congress Street entrance is the first driveway on the right.

<http://www.nywaterway.com/RoutesSchedules.aspx>

The **Governors Island Ferry** will run from Brooklyn Bridge Park Pier 6, making it easy to combine visits to both Governors Island and OpSail.

<http://govisland.com/html/visit/directions.shtml>

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The **IKEA Water Taxi** starts at 11AM, running from Pier 11 near Wall St. in Manhattan to the IKEA store in Red Hook. Either take advantage of Red Hook and Columbia St. stores and eateries during the 25 minute walk, or take the B61 bus. <http://www.nywatertaxi.com/tours/ikea>

CAR via Brooklyn Bridge from Manhattan (Driving is 15 minutes from City Hall)
Take Brooklyn Bridge to Cadman Plaza exit, right at bottom of ramp, follow road as it turns down to the river, as if you were going to the River Cafe. Just before the river, take a left onto Furman St. Take Furman until you cross Atlantic Avenue where the road takes a jog and is renamed Columbia. Take Columbia about 2 more blocks to Congress St.

CAR via BQE from Queens/New England/North Shore Long Island
Exit at Atlantic Avenue, the exit after Brooklyn Bridge. Turn left at end of ramp onto Columbia. You're there!

CAR via Brooklyn Battery Tunnel from Manhattan:
Get on right side of tunnel, first exit into tunnel towards I-278 East. Stay in far right lane and take first exit at Atlantic Ave. Take first left onto Atlantic Ave., go beneath the highway and take the immediate left onto Columbia St. The entrance is two blocks down at Congress St.

CAR from BQE/Belt Parkway coming from Staten Island:
Exit Hamilton Avenue exit, stay way right on the ramp so that you don't get stuck in flow of cars going into the Brooklyn Battery Tunnel. The ramp dumps you onto Hamilton Avenue, stay in the center of traffic flow. Take Hamilton Avenue under the highway and down another block and turn right onto Columbia St. The entrance is 11 short blocks on your left.

PARKING:

There is street parking in the neighborhood, as well as parking garages in One Brooklyn Bridge Park (follow Atlantic Ave to the end, turn right and drive into the building. The parking garage opposite LICH hospital is at the corner of Hicks and Atlantic with the entrance on Hicks.

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visit our Pop-Up office and
mini-maritime museum at
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See artifacts from Red
Hook's working waterfront:

A coffee-weighing scale over
100 years old, signs and
photos from Todd Shipyard,
recorded oral history from a
Todd worker during WWII.



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