

JULY 4, 2026 – SAIL 4TH 250 GRAND PARADE OF SAIL

Twenty-two nations from around the world have sent their magnificent sail training vessels here to the Port of New York and New Jersey to celebrate the freedom, hope and opportunity that the United States of America has always represented.

The ships in this parade span a period of construction from 1877 to 2016. Seven are more than 100 years old. Nine have been built since 2000.

Five of them measure more than 300 feet in length. There are 15 3-masted ships and three four-masted ships. One ship has traveled 12,000 nautical miles from her homeport.

These ships sail the world's oceans serving many purposes: They are the goodwill ambassadors for their respective nations. They have a diplomatic mission, a commercial mission, and an educational mission, connecting ports, people and generations across the world's oceans.

The first vessels in this parade appear in a what we call a "wedge", a triangle escort flotilla led by a pilot boat. Trailing on each side are security boats from The New York State Police, and the New Jersey State Police.

Next is **FERDINAND HASSLER**, the 124-foot coastal mapping vessel from the National Oceanic and Atmospheric Administration one of the newest additions to the hydrographic charting fleet, commissioned in 2012 and homeported in New Castle, New Hampshire.

Two U. S. Coast Guard patrol boats follow.



ROBERT GRAY, the 125-foot oceanographic research and expedition vessel of the Voyager Club which conducts cultural and scientific expeditions on the waterfront, joins the wedge to signify the Sail4th commitment to education. She was built in 1936 and entered service with the U.S. Army Corps of Engineers. She is now privately owned.

NETHERLANDS - OOSTERSCHELDE

VNB 0927

GOV IS – NBC1018

INTREPID 1109GWB 1200

DOCK 1335



The first tall ship coming up the mighty Hudson River is from The Netherlands, the flagship of our Grand Parade of Sail. In the earliest days of our nation, the Netherlands was the first nation to officially salute the American flag. That First Salute occurred on November 16, 1776, on the Dutch-controlled island Caribbean Island of St. Eustatius.

This recognition was a key step in securing U.S. sovereignty during the American Revolution. Since that time, the United States and The Netherlands have maintained the longest unbroken, peaceful relationship of any two nations. Long before that, the explorer Henry Hudson, sailing on

behalf of the Dutch East India Trading Company in 1609, became the first European to travel up the river that now bears his name. Furthermore, the first Dutch colony established in America was New Amsterdam, a place we know as New York and New Jersey. So it is fitting that **OOSTERSCHELDE** carries the BATTLE ENSIGN AND the SAIL4TH FLAG serves as the prelude to this Grand Parade. She's flying her nation's flag, red-white-and-blue horizontal stripes.

OOSTERSCHELDE is a three-masted topsail schooner homeported in Rotterdam. She was built in 1918 as a cargo vessel. She was laid up in the 1920s, went through several changes of ownership by companies in Denmark and Sweden. In 1988, she was returned to The Netherlands and restored as a schooner sailing ship owned by the Rotterdam Sailing Ship Foundation. She was recommissioned in 1992 and ever since then has been a sailing ambassador of Rotterdam and The Netherlands. She is the largest Dutch sailing ship ever restored.

She has a mast height of 118 feet and an overall length of 164 feet. She has a sail area of 9,590 square feet, carries a crew of nine and can embark 24 overnight passengers. Up to 120 people can step on board for a day sail. Since her restoration as a sailing schooner, **OOSTERSCHELDE** has made two around-the-world voyages and visited over 50 countries on 5 continents. The has ship sailed in tropical areas, and also made polar expeditions to Spitsbergen, Antarctica and South Georgia. She is sailing under command of Captain Gerben Nab. The ship visited New York in 2000 for the Operation Sail Millennium event. **OOSTERSCHELDE** will be berthed at Pier 17 at the South Street Seaport.

NEW YORK FIRE DEPARTMENT - THREE FORTY THREE

The Fire Department of New York comes next in the wedge with its powerful new fireboat, named **THREE FORTY THREE** in honor of the 343 members of the Department who made the supreme sacrifice on September 11, 2001 while responding to the terrorist attack on the World Trade Center. The nameplates on the bow and stern of the vessel have been forged from World Trade Center steel.



The **THREE FORTY THREE** was completed in late 2009 and put into service on September 11, 2010. The 140-foot, 500-ton, \$27 million fireboat is the country's largest fireboat with a maximum speed of 18 knots. She can pump 50,000 gallons of water per minute. She's based at Pier 40 on the Lower West Side of New York.

NEW YORK FIRE DEPARTMENT – FIREFIGHTER II

FIREFIGHTER II of the Fire Department of New York is sister ship of **THREE FORTY THREE**. They both incorporate the latest technology available for marine vessels. She is based at the Staten Island Homeport Pier at Stapleton.



UNITED STATES - EAGLE

VNB 0933 GOV IS - NBC 1024 INTREPID 1115GWB 1206 DOCK 1354



Everyone should recognize the ship coming up next. It's America's tall ship, the **Coast Guard Cutter EAGLE**, with the Stars and Stripes flying on her stern. The iconic racing stripe on her hull identifies her as a ship of our nation's oldest armed maritime force, the U.S. Coast Guard.

EAGLE has led the parade of Sail for every Operation Sail event since the first one in 1964.

Built in Germany in 1936 as the Horst Wessel, she was acquired by the United States in 1946, renamed **EAGLE**, and remains the only active square-rigger in U.S. government service. Known as "America's Tall Ship," **EAGLE** has been training Coast Guard cadets since 1946. This 295-foot three-masted barque is homeported in New London, Connecticut and has sailed all over the world.

She carries 22,000 square feet of sail and has a core crew of eight officers and 50 enlisted members, plus up to 150 Coast Guard cadets during training cruises. She sails today under the command of Captain Kristopher Ensley.

Among the many special guests embarked on **EAGLE** is a special document -- one of the earliest original copies of the Declaration of Independence, adopted by the Continental Congress 250 years ago. Notably, **EAGLE** is a sister ship of **GORCH FOCK** of Germany, **SAGRES** of Portugal and **MIRCEA** of Romania, all built

to the same specifications. You'll see the other three later in this Grand Parade. Next week they will race one another for the Five Sisters Cup on the transit from New York to Boston, a race first staged 50 years ago.

In the meantime, **EAGLE** will be berthed at Pier 17 at the South Street Seaport, and will be open for visitors from 1130 to 6 p.m. on July 5, 6, and 7 (Sunday, Monday and Tuesday)

PRIDE OF BALTIMORE II

Flanking **EAGLE** on her starboard side is **PRIDE OF BALTIMORE II**, a 157-foot wood-hulled topsail schooner launched in 1988 that serves as Maryland's goodwill ambassador, promoting maritime history and education. She is a replica of an 1812-era Baltimore Clipper, sailing worldwide to promote tourism and economic development. Note her distinctive raked masts, which reach 107 feet above the waterline.



Built in 1988 and launched on the shore of Baltimore's Inner Harbor, **PRIDE OF BALTIMORE II** is a working symbol of the fast, sleek vessels that gained fame as privateers during the War of 1812. Occasionally, **PRIDE OF BALTIMORE** and the tall ship named **LYNX** re-enact battles at sea that took place during the War of 1812.

She carries 10 sails including specialized studding sails. She acts as a floating classroom, educating the public about Maryland's maritime heritage. This PRIDE replaces the first replica schooner of that name, which was lost at sea in a storm in 1986.

She sailed in our Parade in 2000. Twelve crew members live onboard and operate the ship under the command of Captain Jan Miles. You can see **PRIDE OF BALTIMORE** at Pier 15 at South Street Seaport.

TICONDEROGA



Flanking **EAGLE** on her port side is the 72-foot classic yacht **TICONDEROGA** (better known as **TICONDEROGA OF GREENWICH**). She is a renowned, historic ketch launched in 1936, designed by L. Francis Herreshoff, and built at Quincy Adams Yacht Yard in Massachusetts.

As a ketch, **TICONDEROGA** features two masts: a taller main mast towards the bow and a shorter mizzen mast towards the stern. This sail configuration allows for versatility and improved handling in different wind

conditions.

Following the outbreak of World War II, the yacht was donated to the U.S. Coast Guard. She was painted in traditional military haze gray and spent the war conducting submarine and U-boat patrols along the East Coast of the U.S. The grueling coastal patrol duties took a heavy toll on the fine wooden yacht. After renovation, she returned to racing under a series of owners before being acquired by Scott and Joy Frantz of Greenwich, Connecticut.

TICONDEROGA has gained recognition for her elegance, speed, and excellent sailing capabilities. She sailed in our 1976 parade and in 2000 Parade for the Millennium. Captain Guillaume Touhadian is a noted modern skipper of Ticonderoga.

ARGENTINA - LIBERTAD

VNB 0939 GOV IS - NBC 1030 INTREPID 1121GWB 1212 DOCK 1303

Here is **LIBERTAD** a 340-foot, three-masted, a steel-hulled full-rigged ship whose mainmast reaches 184 feet above the waterline. She homeported in Buenos Aires. She has 28,545 square feet of sail, and has a crew of 24 officers, 187 crewmen, as well as 150 cadets.

She was built in 1963 by the Rio Santiago Shipyard in Ensenada, Argentina. One of the largest and fastest tall ships in the world, holder of several speed records, **Libertad** serves as a school vessel in the Argentine Navy. Since her maiden voyage, she has covered more than 800,000 nautical miles, visited about 500 ports in more than 60 countries, and trained more than 11,000 navy graduates. She may be a familiar sight to New Yorkers, since she has visited this port in 1964, 1976, 1986, 1992, 2000 and 2012 – every one of the previous tall ship events in New York Harbor!



Her crew is under command of Captain Jorge Gabriel Caceres. She will tie up at Pier 90 near the Manhattan Cruise Terminal.

LYNX

Flanking LIBERTAD is LYNX. LYNX is a 122-foot, 94-foot tall square topsail schooner homeported in Portsmouth, New Hampshire. Inspired by a War of 1812 privateer, she is a modern interpretation of a Baltimore Clipper and carries approximately 4,600 square feet of sail.

Launched in 2001 and designed as a living history vessel, **LYNX** brings early American maritime heritage to life through educational programs, sail training, and public engagement. With her 10-person crew in period uniforms, using traditional sailing techniques and offering historical interpretation, she serves as both a sailing classroom and a tribute to America's naval past. She can embark up to 40 passengers.

Captain of the **LYNX** is Sean Canniff. **LYNX** will be at Pier 86, the Manhattan Cruise Terminal this week.



U.S. NAVAL ACADEMY – HONOR

Three sloops in today's parade are from the United States Naval Academy, named to reflect the Navy's core values. These 44-foot sail training ships are captained by midshipmen. The mission of these sloops is to build leadership skills and learn the benefits that come from working as a team. These sloops work hard; some of them log as many as 250 days a year under way, including competing in major offshore races.



CHILE - ESMERALDA

VNB 0945 GOV IS - NBC 1036 INTREPID 1127GWB 1218 DOCK 1930



ESMERALDA, the 380-foot steel-hulled four-masted barquentine tall ship of the Chilean Navy is homeported in Valparaiso, Chile. She has a sail area of 30,892 square feet, and a crew of 199 permanent sailors and 129 trainees. Her topmast strands 159 feet above the water, making her one of the longest and tallest tall ships in the world. Built in Cadiz, Spain, in 1946, her sister ship is **JUAN SEBASTIAN DE ELCANO** of Spain. She has visited more than 300 ports worldwide, acting as a floating embassy for Chile. This is her 70th training cruise. In Chile she is known as "La Dama Blanca" (The White Lady).

ESMERALDA participated in Operation Sail events in New York in 1964, 1976, 1986, 1992 and 2000. The captain of **ESMERALDA** is Daniel Kopaitic. ESMERALDA will be open for visitors this week at Staten Island.

CLEARWATER

Flanking ESMERALDA is CLEARWATER. At 106 feet in length and 108 feet tall, this wooden-hulled sloop is the only full-sized replica of the 18th and 19th century merchant ships known as Hudson River sloops. CLEARWATER serves as a platform for hands-on environmental education and as a symbol for grass-roots action. With a crew of five, she can carry 50 passengers for these cruises.

This sloop was the dream project of the environmental activist and folk singer Pete Seeger. As far back as 1966, concerned about pollution in the Hudson River, Seeger advocated for her construction by playing concerts up and down the river, passing the banjo case to raise funds to build the ship. He wanted people to come to the river to experience the beauty of the river.

He fought for the ecological restoration of the Hudson River. His song "Sailing Down My Golden River" reflects on the beauty of the river and Seeger's work to protect it. She was launched in 1969 and is a frequent site on the Hudson River and in Long Island Sound. She joined the OpSail Parade in 1976 and 2000. Captain Rory Kane is in charge of **CLEARWATER** today.



COLOMBIA - ARC GLORIA

VNB 0951

GOV IS - NBC 1042

INTREPID 1133GWB 1224

DOCK 1830



GLORIA, a 212-foot, 131-foot tall, three-masted barque, is homeported in Cartagena, Colombia. She carries 15,000 square feet of sail and has a crew typically numbering around 165: a permanent crew of about 85 and approximately 80 naval cadets.

As a training ship, she is the official flagship of the Colombian Navy. Built in 1968, she is named for wife of Defense Minister General Gabriel Rebéiz Pizarro who pushed for construction of the ship.

Gloria's half-sisters – built in the same shipyard in Bilboa, Spain – are the Mexican CUAUHEMOC, the Venezuelan SIMON BOLIVAR and the Ecuadoran GUAYAS. You will see GUAYAS in a few minutes. She visited New York for OpSail events in 1976, 1986, 1992, 2000 and 2012. GLORIA is under command of Captain Hector Nicanor Gonzalez Leon. She will be at The Sullivans Pier at STATEN ISLAND.

AMERICAN EAGLE

Flanking **GLORIA** is **AMERICAN EAGLE**, a privately owned and operated 123-foot long, 70-foot tall, two-masted Gloucester fishing schooner, homeported in Rockland, Maine. Built in Gloucester, Mass., in 1930, she has 4,250 square feet of sail area. She was the last auxiliary schooner built in Gloucester.

AMERICAN EAGLE was purchased in 1984 and restored for the cruise ship trade. She now sails out of Penobscot Bay, Maine, on cruises lasting from three to seven days, and sometimes also goes looking for whales. She is managed by a crew of six, with a passenger capacity of 26 guests. **AMERICAN EAGLE** participated in the 1986 Statue of Liberty Centennial in New York, the summer after her full rebuild from 53 years of commercial fishing.



This vessel is listed on the National Register of Historic Places and is considered a National Historic Landmark. Captained by Tyler King, she will be at Pier 26 in Hudson River Park.

DOMINICAN REPUBLIC - JUAN BAUTISTA CAMBIASO

VNB 0957

GOV IS - NBC 1048

INTREPID 1139GWB 1230

DOCK 1321



JUAN BAUTISTA CAMBIASO, a 177-foot, 108-foot tall, steel-hulled, three-masted barquentine, is homeported in Santo Domingo. Launched in 2009 in Bulgaria and acquired by the Dominican Republic in 2018, she serves as the naval training ship for its cadets. She has a sail area of 11,000 square feet, a permanent crew of 12 and can accommodate up to 37 cadets. She is named for man who founded the Dominican Republic navy in 1844. This is her first visit to New York. She will receive an enthusiastic welcome here. The Dominican Republic is the single most

common country of birth among New York City’s foreign-born residents – with more than 400,000 Dominican-born New Yorkers. She is under command of Captain Toribio Geraldino Rojas. **JUAN BAUTISTA CAMBIASO** will tie up at the Manhattan Passenger Cruise Ship Terminal.

PIONEER

Flanking her is **PIONEER**. This 102-foot long, 79-foot tall, two-masted, steel-hulled ship is a restored 19th-century schooner that sails out of the South Street Seaport in New York. **PIONEER** was built in 1895 as a cargo sloop/schooner, downrigged in 1930, and restored in 1966 as a schooner with a rebuilt hull.

Her crew is a combination of professionals and volunteers.

She appeared in the first episode of the HBO series “Boardwalk Empire” in a scene showing illegal liquor being transported by boat. She sailed in our Parade in 1976 and 2000. She makes frequent day sails out of the Seaport, where she is homeported.

Captain of Pioner is Ken Niles. He began his sailing career as a volunteer at the Museum and joined the staff full time in 2024.



ECUADOR - BAE GUAYAS

VNB 1003 GOV IS - NBC 1054 INTREPID 1145GWB 1236 DOCK 1327



GUAYAS is a 257-foot long, 144-foot tall, steel-hulled, three-masted barque of the Ecuadorian Navy homeported in Guayaquil, Ecuador. She displays 15,200 square feet of sail and has a crew of 35 officers and 120 enlisted sailors and trainees. Launched in 1976, named in jointly in honor of Chief Guayas, the Guayas River, and the first steamship that was constructed in South America. She participated in many OpSail events in New York, and is a favorite of many New Yorkers.

She was in New York in 1986, 2000, and 2012. Her sister ships – built to the same specifications in Bilbao, Spain, include Colombia’s GLORIA, Venezuela’s SIMON BOLIVAR, and Mexico’s CUAUHTEMOC. She has traveled more than 350,000 miles in her career. Her figurehead features a flying condor, the national symbol of Ecuador.

More than 135,300 Ecuadorian-born residents make Ecuador the fifth largest source country for New York City immigrants, especially in Jackson Heights and Corona, Queens.

The Captain of GUAYAS is Commander Cordova Echeverria. GUAYAS will tie up at the Manhattan Cruise Ship Terminal.

LIBERTY CLIPPER

Next is **LIBERTY CLIPPER**, a 125-foot long, 78-foot tall, gaff-rigged schooner and a modern tribute to the Baltimore Clippers that once carried speed, enterprise and American maritime ingenuity along the Atlantic coast.

Built in 1983 at Blount Shipyard in Rhode Island, she brings the lines of a traditional working schooner into the present day, carrying guests, students, and sailing enthusiasts under canvas. Her presence here gives this section of the parade a distinctively American echo: fast schooners, open harbors, and the long tradition of sail as both commerce and classroom. She is homeported in Boston and sails with a crew of nine.



Captain of the boat is Dylan Salzman; **LIBERTY CLIPPER** will tie up at Pier 15 at the Seaport.

FRANCE - BELLE POULE

VNB 1009 GOV IS - NBC 1100 INTREPID 1151 GWB 1242 DOCK 1418



This year the French Navy marks its 400th anniversary as well as helping America mark our 250th. The tall ship of France sails under the Tricolor ensign, brings a fascinating and heroic history . **BELLE POULE**, a 123-foot, 111-foot-tall two-masted, schooner, is homeported in Brest, France. She has a sail area of 4,800 square feet, and embarks a crew of three officers, five petty officers, and 12 seamen. She was built in France in 1932 as a replica of a cod-fishing schooner.

During the second World war, Belle Poule sailed to the United Kingdom after the fall of France and was used by the Free French Naval Forces. She came under attack from German aircraft whose bombs missed her. She trained gunners, helmsmen and commandoes for the French and Royal navies. In 1941, she sustained two hits from incendiary bombs. King George VI and Queen Elizabeth paid the ship a visit before its return to Brest in 1945.

Today, **BELLE POULE** and her sister ship ETOILE sail around Brest during the winter months. She has participated in a previous OpSail appearance in 2012. She is sponsored by the city of Pauillac in France. Her captain is Pierre Dacquay. Belle Poule will tie up at the Manhattan Passenger Ship Terminal. France is flanked by two ships from Monaco: TUIGA and VIOLA, and once from France's Naval Academy, INTREPIDE

TUIGA

TUIGA, a three-masted, 93-foot-long, 75-foot tall wooden-hull racing schooner, is homeported in Monaco, where she is the flagship of the Yacht Club of Monaco. She has 4,433 square feet of sail and employs a crew of four for cruising, with accommodation for four guests. For racing she requires a crew of 16 experienced sailors. She is led today by Captain Daniel Pereira.

She was built in the United Kingdom in 1909 by the renowned Scottish shipbuilder William Fife III, changing names and ownership several times before being restored and acquired by Prince Albert II of Monaco in 1995.

TUIGA is known for her elegant design, powerful racing performance in Mediterranean regattas, and role in training young sailors.



VIOLA

VIOLA, a 50-foot gaff cutter with a mast rising 46 feet over the waterline, was built in 1908 by the famed builder William Fife at the Fairlee, Scotland shipyard. Over the years she has gone through 14 ownership changes and survived two world wars thanks partly to her cast iron ballast.

Today she flies the burgee of the Yacht Club of Monaco. Since 2015 her keeper Kostia Belkin has given VIOLA a restoration focusing on performance, including a new rig, reinforcement of all stress points, a new deck plan without winches, and countless other details.



When she arrived at her current home in France in 1993, she was promptly named “Yacht of the Year.” She frequently races – and wins -- in the Mediterranean, with her longtime skipper Fabien Despres (“day-pray”), and her jolly crew of “VIOLA lovers”, who are all close friends.

L’INTREPIDE

L’INTREPIDE is a 70-foot , 111-foot tall carbon fiber racing sloop operated by the French Naval Academy, France's premier institution for training naval officers. This vessel hosts a crew of 16, consisting of French and U.S. Naval Academy midshipmen for leadership and seamanship training.

INTREPIDE was built in 2010. Her name is a popular ship name in the history of the French Navy: at least 10 previous vessels have borne that name.

For its 2026 “Sail for Liberty” training cruise, before coming to New York, INTREPIDE made appearances in the Canary Islands, Norfolk, and Annapolis. She will tie up near BELLE POULE at Pier 92 in New York.

Her captain is Christophe LeGuen.



GERMANY - GORCH FOCK

VNB 1015 GOV IS - NBC 1106 INTREPID 1157GWB 1248 DOCK 1438



GORCH FOCK is a 266-foot-long, 110-foot tall, three-masted barque tall ship of the German Navy homeported in Kiel, Germany. She has 21,010 sq feet of sails, a permanent crew of 80-100, and space for 140-200 cadets. Under certain circumstances, she can hold up to 360 passengers. She was built in 1958 as a replacement for the original GORCH FOCK built in 1933 which was taken as war reparations by the Soviet Union after World War II, renamed Tovarishch, and returned to Germany as a

museum ship. GORCH FOCK has trained 14,500 cadets. She completed a circumnavigated in 1987-88.

The ship is named after the pseudonym of the popular early 20th-century German writer Johann Kinau, who had enlisted in the German Navy and died when his ship was sunk in the Battle of Jutland in 1916. This is the second German sailing ship bearing his name.

One of the famous Five Sisters built to the same specifications by a shipyard in Hamburg, Germany, she participated in the famous Five Sisters Race in 1976 – and won against her “sister ships” **EAGLE**, SAGRES of Portugal, MIRCEA of Romania, and TOVARISCH of the Soviet Union.

The Tiffany-made trophy she won sits in her wardroom -- at least for another week. That famous race will be repeated for the first time on July 9-10 between New York and Boston. She is sailing under the command of Commander Elmar Bornkessel of the German Navy. The ship has been to New York with earlier captains and crews in 1976, 1986 and 2000. GORCH FOCK will be berthed at Pier 3 at Brooklyn Bridge Park.

WALROSS 4

Flanking the famous German ship is **WALROSS 4**, displaying “Berlin Bear” in its spinnaker. **WALROSS** is a 55-foot German sailing yacht built in 2007 and operated by the Academic Sailing Club of Berlin. While not a traditional “tall ship,” it is rather a competitive sailing vessel often participating in transatlantic races.

By sailing in this parade, **WALROSS** honors the special, long-standing relationship between Berlin and the United States. This sailing project is under the patronage of Kai Wegner, the Governing Mayor of Berlin. As an academic sailing club, **WALROSS** embraces international exchange, as evidenced by their numerous projects on the world's



oceans. Their student crews have represented Berlin worldwide as sailing ambassadors on many voyages. She traveled to Rio, host of the Olympic Games in 2016.

The journey to the United States leads the student crew across the Atlantic and onward along the East Coast of the United States. Further stops throughout the next months will be Miami, Norfolk, and later Boston.

Founded in 1886, the Academic Sailing Club is dedicated to international exchange. The vessel **WALROSS 4** has an extensive offshore sailing history, including a circumnavigation under sail from 2007 to 2010. WALRUS 4 visited the Olympic Games in China in 2008 as an ambassador on its three-year maiden voyage and sailed back to Berlin via Sydney and Cape Horn, participating in the renowned Sydney–Hobart Yacht Race, and the rounding of Cape Horn. The captain of **WALROSS** is Matthias Kahnt

INDIA - INS SUDARSHINI

VNB 1021 GOV IS - NBC 1112 INTREPID 1203GWB 1254 DOCK 1456



The next tall ship in our lineup is the one that has traveled the farthest to join us. **INS SUDARSHINI** is a 177-foot three-masted barque, homeported in Kochi, Kerala, India. Her topmast stands 113 feet tall above the waterline. She carries 11,140 square feet of sail area in her 20 sails, and has a complement of five officers, 40 sailors and 30 trainee cadets. Designed by Colin Mudie, a U.K.-based naval architect, she was built by Goa Shipyard Ltd. on the west coast of India and commissioned in 2012. Her name means “beautiful lady Sundari”, after the half-sister of Buddha. SUDARSHINI departed India on January 20. Her arrival in New York is part of a 10-month global voyage

called Lokayan 26 that has already included stops in the Middle East and Europe. By the time she returns home, she will have sailed over 22,000 nautical miles, visited 18 foreign ports across 13 countries. This voyage stands as a powerful symbol of cultural diplomacy, reaffirming Indian Navy’s commitment to Building Bridges of cooperation and mutual trust across nations.

INS Sudarshini, the second sail training ship of Indian Navy, has already covered more than 1,40,000 nautical miles. She continues to serve as a beacon of India’s maritime strength, professionalism, and goodwill on the global stage. She reflects India’s rich maritime heritage and the vision of Vasudhaiva Kutumbakam -- a Sanskrit phrase from the Maha Upanishad -- meaning "the world is one family". It signifies a philosophy of universalism, interconnectedness, and compassion, encouraging humanity to overcome narrow-mindedness and embrace global unity. The phrase is commonly used to express India's diplomatic outlook. The Indian-born population of New York is more than 200,000, most concentrated in Jackson Heights, Flushing Queens and on Staten Island. Among notable New Yorkers with Indian roots are the parents of New York Mayor Zorhan Mamdani. This beautiful ship is making her first visit to New York. Commander Ravikanth Nandoor will berth SUDARSHINI at Pier 1 at Brooklyn Bridge Park.

BOWDOIN

Flanking SUDARSHINI is the 88-foot long, 70-foot tall schooner **BOWDOIN**, the Official Vessel of the State of Maine, and the flagship of Maine Maritime Academy's Vessel Operations and Technology program. Every summer, the *Bowdoin* takes courses of Academy students up and down the eastern seaboard, and she spends the fall doing day sails and weekend trips from MMA's waterfront in Castine.



Built in East Boothbay, Maine, in 1921 for Arctic exploration, **BOWDOIN** is the smallest vessel designed expressly for Arctic work, but also one of the strongest. Here's a startling fact: she has made a total of 30 voyages above the Arctic Circle (three since being acquired by the Maine Maritime Academy) as well as trips to Newfoundland and Labrador and regular visits to Nova Scotia. She has a crew of 16. Her captain is Alexander Peacock.

ITALY - AMERIGO VESPUCCI

VNB 1027 GOV IS - NBC 1118 INTREPID 1209GWB 1300 DOCK 1410



Here comes a favorite. *BENVENUTA BELLISIMA NAVE!* **AMERIGO VESPUCCI** is a 329-foot, full-rigged three-masted sail training vessel of the Italian Navy homeported in La Spezia, Italy. Her top mast stands 177 feet above the water. She carries 30,400 square feet of sail and has a standard complement of 16 officers, 70 NCOs, and 190 sailors (and 130 Naval Academy cadets in summer). Launched in 1931, she has been continuously active except during World War II. She made circumnavigations in 2002 and 2023. Named after the eponymous explorer who

lent his name to our continents, **AMERIGO VESPUCCI** often takes part in sailing parades and tall ship races. While sailing the Mediterranean in 1962, the aircraft carrier USS Independence flashed the Amerigo Vespucci with the light signal asking: "Who are you?" The response: "Training ship Amerigo Vespucci, Italian Navy." The Independence replied: "You are the most beautiful ship in the world." In 2022, the Amerigo Vespucci sailed by the American aircraft carrier USS George H. W. Bush, which saluted the ship and commented: "You are still, after 60 years, the most beautiful ship in the world."

She is a familiar sight to Operation Sail spectators. This great ship visited New York in 1976, 1986 and of course in 1992 for the celebration of Columbus's Voyages of Discovery, and in 2000 for the Millennium. Captain **Nicasio Falica** leads his sailors in the parade today. Amerigo VESPUCCI will be open for visitors this week at Pier 86 near the Intrepid.

ADIRONDACK

Flanking the Italian ship is ADIRONDACK, a 65-foot long, 62-foot tall, wood-hull schooner, with a sail area of 1850 square feet. Built in 1999 by Scarano Boat Building of Albany, she operates out of Classic Harbor Line in New York from April through November. She represents the era of elegant turn-of-the-century schooner yachts embedded with the latest technology. She sailed in the Parade in 2000. Captain of Adirondack is Katrina Van Zee.



PERU - BAP UNION

VNB 1033 GOV IS - NBC 1124 INTREPID 1215GWB 1306 DOCK 1900



BAP UNION is a 378-foot long, 152-foot tall, four-masted, steel-hulled sail training ship homeported in Callao, Peru. The largest sail training vessel in Latin America, she has 36,620 square feet of sail and embarks of crew of 250 officers and naval cadets. UNION is one of only three four-masted ships in today's parade. Built in Peru and commissioned in 2016, **UNION** is a statement of national pride as well as a working school at sea. As the goodwill ambassador of the Peruvian Navy, she carries the history, culture and promise of Peru to ports around the world. Her

bronze figurehead, features several symbols of Inca culture. It is fitting for a ship that connects the ancient heritage with the discipline and ambition of a new generation of mariners. The ship operates as a training ship for cadets and a traveling ambassador ("Casa Perú") to promote tourism and trade. It often hosts exhibitions on board which display Peruvian products and culture to international audiences. Popular Peruvian exports include pisco (a Peruvian brandy-like beverage), asparagus, tangerines, paprika, and anchovies, among others. Captain of UNION is Captain Juan José Roncagliolo Gómez. UNION will be berthed at THE SULLIVANS pier at Staten Island.

TABOR BOY

Flanking UNION is **TABOR BOY**, a **115-foot-long**, **98-foot tall** schooner homeported in Marion, Massachusetts, and operated by Tabor Academy. Built in 1914 in the Netherlands as a **pilot schooner**, she was later converted into a sail training ship.

Since her arrival at Tabor Academy in 1954, she has served generations of students as a platform for leadership, teamwork, and seamanship. With a long tradition of educational voyages, **TABOR BOY** sails each year with high-school student crews, offering hands-on experience and fostering a deep appreciation for maritime heritage and life at sea. The captains are Jay Amster & Captain Sara Martin.



U.S. NAVAL ACADEMY – COMMITMENT

Three sloops in today's parade are from the United States Naval Academy, named to reflect the Navy's core values. These 44-foot sail training ships are captained by midshipmen. The mission of these sloops is to build leadership skills and learn the benefits that come from working as a team. These sloops work hard; some of them log as many as 250 days a year under way, including competing in major offshore races.



POLAND - DAR MŁODZIEŻY

VNB 1039 GOV IS - NBC 1130 INTREPID 1221GWB 1312 DOCK 1403



DAR MŁODZIEŻY is a 354-foot long, 162-foot tall, three-masted full-rigged ship homeported at the Gdynia Maritime University. Her name means *Gift of the Youth*. She is the Polish sail training ship and has a sail area of 32,000 square feet and normally carries a crew of 40 as well as and 136 cadets. *Witaj piękny statek!* -- Welcome, beautiful ship! A prototype for a class of six, the following five slightly differing units were built subsequently by the same shipyard at Gdansk for the merchant fleet of the former Soviet Union. Built in 1982, she serves as a training ship for

Polish sailors. **DAR MŁODZIEŻY** is the first Polish-built, ocean-going sailing vessel to circumnavigate the globe (1987–88) and again in 2018–2019 to commemorate Poland’s 100th anniversary of independence. She visited New York in 1986 for the Statue of Liberty centennial, in 1992 for the commemoration of the Age of Discovery, and in 2000 for the Millennium. The cadets live, study, and train on board as part of their professional maritime education. Beyond training, the ship serves as a symbol of Polish maritime heritage. Under sail, the ship has a maximum sailing speed of **16.5 knots**, making it one of the fastest vessels of its kind. Note: More than 200,000 New Yorkers report Polish ancestry, with active immigrant communities in Greenpoint, Brooklyn. And in Maspeth and Ridgewood, Queens.

Her captain is Michael Sadowski. She will be berthed at the Manhattan Cruise Ship Terminal.

WHEN AND IF

Flanking Poland is a ship with a story of what might have been. **WHEN AND IF**, a 63.5-foot schooner, was originally commissioned by General George S. Patton in 1939 and fully restored in 1994 and again in 2011. She was named **WHEN AND IF** because Patton’s dream was to sail around the world “when the war is over, and if I live through it.” Unfortunately, he was never able to fulfil that vision. This historic schooner now sails out of Key West, FL, in the winter and Salem, MA, in the summer. This ship sailed in our Parade in 2000 for the Millennium.



Captain: Seth Salzman will berth **WHEN AND IF** at Pier 25 at Hudson River Park.

PORTUGAL - NRP SAGRES

VNB 1045 GOV IS - NBC 1136 INTREPID 1227GWB 1318 DOCK 1538



SAGRES, a 292-foot long, 138-foot tall, three-masted barque, makes her homeport in Lisbon. She has a sail area of 22,000 square feet and a crew of 128 with 63 naval cadets. She was built in Germany in 1937, and given the name ALBERT LEO SCHLAGATER. She struck a Soviet mine in 1944, suffering serious hull damage. In a moment of sisterly solidarity, *HORST WESSEL* – now **EAGLE** -- came to her rescue and towed her stern-first to safety. After the war, SCHLAGATER was seized by the United States, which sold her to Brazil in 1948. In 1961, ownership transferred to

the Portuguese Navy, which renamed her *SAGRES* and added the distinctive red Maltese crosses that now mark her sails — connecting her to a lineage of legendary Portuguese explorers including Henry the Navigator, Vasco da Gama, and Ferdinand Magellan. **SAGRES** became the primary naval training ship and ambassador of the Portuguese Navy. Her distinctive square sails feature Christ's cross, on the fore and main masts and gaff rigging on the mizzen mast. She has made three circumnavigations.

Of historical note to Americans, on this date 250 years ago, Thomas Jefferson, George Washington and other Founding Fathers toasted the signing of the Declaration of Independence by raising a glass of Madeira wine. This week, the toasts for all official functions onboard *SAGRES* will be performed with Madeira wine embarked in casks carried over from Portugal and aged aboard – a centuries-old Portuguese custom. If she looks familiar to you, it's because *SAGRES* has participated in OpSail events in 1964, 1976, 1986, 1992 and 2000. **SAGRES** is under command of Commander Sousa Luis. She will be at Pier 1 at Brooklyn Bridge Park.

LADY MARYLAND

Flanking *SAGRES* is **LADY MARYLAND**, a 104-foot long, 92-foot tall gaff-rigged, wood-hulled pungy topsail schooner. Built in 1986, she is owned and operated by the Baltimore-based Living Classrooms Foundation and is used as an educational vessel.

LADY MARYLAND is a pungy schooner, a vessel indigenous to the 19th century Chesapeake Bay. Between the 1830s and 1950s, pungies carried perishable cargo on the Bay. Pungies have a hull form similar to the famous Baltimore Clippers but are different in that they have a main topsail but no square-rigged sails.

This design makes them extremely fast and well suited for their original mission of carrying cargo. *LADY MARYLAND* was built in 1986 to provide students with a hands-on opportunity to sail an historic vessel and learn about the ecology, history and economics of the Bay and the waters off the north east coast of the United States. Her Captain is Laura Paige



U.S. NAVAL ACADEMY - COURAGE

Three sloops in today's parade are from the United States Naval Academy, named to reflect the Navy's core values. These 44-foot sail training ships are captained by midshipmen. The mission of these sloops is to build leadership skills and learn the benefits that come from working as a team. These sloops work hard; some of them log as many as 250 days a year under way, including competing in major offshore races.



ROMANIA - MIRCEA

VNB 1051

GOV IS - NBC 1142

INTREPID 1227GWB 1318

DOCK 1544



MIRCEA a 269-foot long, 144-foot tall, three-masted barque, is homeported in Constanta, Romania, on the Black Sea. With 23 sails and sail area of 18,837 square feet, she has a complement of 80-89 personnel and 120-140 cadets. She stands 138-feet tall. She was built in 1938 in Hamburg, Germany, for the Romanian Navy, **MIRCEA** belongs to the celebrated family of sister ships that includes **EAGLE**, **GORCH FOCK**, and **SAGRES**. That connection gives this parade a rare look into living history: vessels born of the same design now sailing under

different flags, united here in friendship and seamanship.

For generations of Romanian naval cadets, **MIRCEA** has been a first great classroom on the open sea. Today she returns to New York as both a training ship and a symbol of Romania's maritime tradition. She participated in the 1976 OpSail event in New York. Captain of **MIRCEA** is Silviu Moraru. **MIRCEA** will be at Pier 5 at Brooklyn Bridge Park.

MAYAN

Flanking **MIRCEA** is **MAYAN**, the legendary 65-foot wooden staysail schooner designed by John G. Alden in 1947, famously owned by the late musician David Crosby from 1969 to 2014.

Imagine sailing listening to David Crosby and his folk rock supergroup mates Stephen Stills, Graham Nash and Neil Young singing “Southern Cross,” their song about the healing power of sailing amongst the natural world. Built in Belize, this classic vessel is known for its extensive travels, including the Caribbean and Pacific, and its later years based in California, where it still competes in races.

Beau and Stacey Vrolyk are the owners of **MAYAN**.



SPAIN - JUAN SEBASTIAN DE ELCANO

VNB 1057 GOV IS - NBC 1148 INTREPID 1239GWB 1330 DOCK 1445



JUAN SEBASTIAN de ELCANO, the 371-foot long, 159-foot tall, four-masted topsail, steel-hulled barquentine, calls Cadiz, Spain, her homeport. With a sail area of 30,900 square feet and a complement of 300 sailors and 90 midshipmen, she is the third-largest tall ship in the world. Built in Cadiz, Spain, in 1928, she has traveled 2.3 million miles in her lifetime as a training ship of the Spanish Navy. She is a sister ship of ESMERALDA, of Chile.

She bears the name of Juan Sebastian de Elcano, the Basque navigator who completed the first circumnavigation of the globe after the death of Ferdinand Magellan. In that name, and in her service, the ship carries a story of exploration, endurance and Spain’s deep connection to the sea and settling of the Americas. This Spanish ship visited New York in 1976, 1986, 1992, in 2000, and in 2012. In command today is Captain Jose Maria de la Puente Mora-Figueroa.

Juan Sebastian de Elcano will be open for visitors at the Manhattan Passenger Ship Terminal.

CLIPPER CITY

Flanking JUAN SEBASTIAN de ELCANO is **CLIPPER CITY**, a 158-foot long, 135-foot tall steel-hulled, two-masted square-topsail gaff schooner, which carries 9,836 square feet total sail area. With a 150- person capacity, she operates as a day sail tour boat out of Battery Park, New York. She is a modern replica of a 19th century lumber-hauling cargo vessel.



A true piece of history, Clipper City began as a cargo schooner before the Civil War and was reborn through restoration using original Smithsonian plans. Now, she sails with up to 150 people aboard. She features a spacious deck, full bar, and eight iconic sails. Crafted by Haglund Boat Works in Florida and launched in 1985, she boasts a stunning steel hull paired with a wooden superstructure-truly a timeless voyage in every way. Her storied journey includes a notable acquisition by the Coast Guard in Baltimore, a pivotal moment that underscored her seaworthy legacy, before making a triumphant sail to Manhattan in 2009. With every chapter, Clipper City continues to embody adventure at sea and an enduring maritime legend. Her Captain is William Christian van Ness.

SWEDEN - HMS GLADAN

VNB 1103

GOV IS - NBC 1154

INTREPID 1245GWB 1336

DOCK 1506



HMS GLADAN is 129-foot-long, 102-foot tall, two-masted topsail schooner homeported in Karlskrona, Sweden. She has a sail area of 7,340 square feet and a complement of nine officers, 19 midshipmen, and crew.

Built in 1947, she serves as a training vessel for the Swedish Navy. Her name means “kite”, the graceful bird of prey, and she brings to this harbor the quiet discipline of Scandinavian seamanship: spare lines, practical purpose, and a long naval tradition shaped by the Baltic Sea. The

ship previously visited New York in 1976 and 1992. For the young sailors aboard, **GLADAN** is not only a ship but a school, where teamwork, judgment and confidence are learned in the old way: under sail, watch by watch, line by line. Captain: Peter Jeppsson. Gladan will see visitors at Pier 86.

AMERICA 2.0

Sailing alongside Sweden is **AMERICA 2.0**

One of the oldest trophies in all of sports is the America's Cup, held for nearly 100 years by the New York Yacht Club. Sailing yachts were built in the mid-1800s so pilots could rush out to greet incoming vessels, and help them navigate the shoals through New York waters. This is the story of the origins of the America's Cup Race. The

America's Cup race originated on August 22, 1851, when the schooner *America* sailed across the Atlantic and defeated a fleet of 15 British yachts in a race around the Isle of Wight. The winning vessel claimed the Hundred Guinea Cup, which was later renamed the America's Cup.



The event was organized by the **Royal Yacht Squadron** of Great Britain during their annual regatta. The **New York Yacht Club (NYYC)** sent the 101-foot schooner *America* to compete, intending to showcase American naval architecture and win wagers against the British fleet. Despite a slow start, the *America* overtook its competitors, finishing 19 minutes ahead of the nearest British yacht.

In 1857, the surviving members of the *America* syndicate permanently donated the silver trophy to the **New York Yacht Club** under a legal document known as the **Deed of Gift**. This document established the trophy as a "perpetual challenge Cup for friendly competition between foreign countries", officially birthing the international sporting event.

Because the NYYC held the trophy, they dictated the rules and location of the races for over a century, successfully defending the cup 24 times. Several strict rules—such as the requirement that challenging yachts had to sail across the ocean "on their own bottoms" to the racing venue—heavily favored the American defenders.

The 132-year American winning streak—the longest in organized sports history—finally ended in 1983 when the Australian challenger *Australia II* defeated the American defender *Liberty* off the coast of Newport, Rhode Island. Since then, the cup has become highly globalized, with teams from Australia, New Zealand, and Switzerland claiming the trophy.

The Schooner **America 2.0** sailing in this parade is a 105-foot long, 84-foot tall, eco-friendly wooden sailing yacht launched in 2011. As the flagship of Classic Harbor Line in New York, she is a tribute to the 1851 America's Cup winner, offering public day, sunset, and private sails in NYC (May–Oct) and Key West (Nov–May). It features modern electric propulsion and carbon fiber rigging.

Modeled after the original 1851 *America* with a black-hulled, two-masted, 105-foot wooden design, certified for up to 85 passengers. Features a 3,600 sq. ft. sail area, carbon fiber spars, and, a 3-layered composite wood hull with a balsa core. The skipper of America 2.0 is Captain Heather Slivko-Bathurst.

URUGUAY - CAPITAN MIRANDA

VNB 1106 GOV IS - NBC 1200 INTREPID 1251GWB 1342 DOCK 1545



CAPITAN MIRANDA is a 210-foot long, 106-foot tall, three-masted staysail schooner homeported in Montevideo, Uruguay. She carries 9,185 square feet of sail and a complement of 67 crew and eight passengers. Built in 1930 at Cadiz, Spain, and launched as a hydrographic vessel, she was repurposed and converted to a training ship in 1978. In that second life, **CAPITAN MIRANDA** became one of Uruguay’s most visible ambassadors, carrying her nation’s flag, cadets and maritime traditions to ports around the world. Her presence in New York is a

reminder that even the smaller nations of the hemisphere have deep seafaring histories, and that the Atlantic has long connected the Americas through commerce, migration, diplomacy and shared experience.

This ship visited New York in 1986 and 1992 and 2000. Captain is Commander Gabriel Calimaris. You can see **CAPITAN MIRANDA** at Pier 86 – the Intrepid Pier.

VELA

Flanking **CAPITAN MIRANDA** and sailing in from the **BRITISH VIRGIN ISLANDS** is **VELA**, a 112-foot long, 102-foot tall, gaff-rigged schooner operated by Sea|mester and homeported in the Virgin Gorda, British Virgin Islands.

She carries over 4,000 square feet of sail and typically sails with a crew of about 30: seven professional crew alongside university students participating in Sea|mester’s university-level academic and seamanship programs.



VELA was launched in July of 2020 and as of October 2023 has completed her first circumnavigation. She serves as a floating classroom and expedition platform where students learn oceanography, marine biology, leadership, and traditional seamanship through hands-on experience at sea. Her captain is Mac La Barge.

UNITED STATES - ELISSA

VNB 1112 GOV IS - NBC 1206 INTREPID 1257GWB 1348 DOCK 1608



ELISSA, {ee-LISS-a"} a 141-foot long, 100-foot tall, three-masted iron-hulled barque, is homeported in the Galveston Historic Seaport, where she serves as the official tall ship of the State of Texas, and conducts public tours and frequent local day sails. She has 10,890 square feet of sail and a usual crew of 42.

She was built in Aberdeen, Scotland in 1877 as a merchant ship. Over the years, she has sailed under the flags of Norway, Sweden, Finland, and Greece. She was

acquired by the Galveston Historic Foundation in 1975, extensively restored as a sailing ship, participated in the 1986 Statue of Liberty centennial in New York, and was designated a National Historic Landmark in 1990. Extensively refurbished in 2014, she remains one of the world's oldest sailing hulls still in operation.

Her captain is Andrew Ellers. **ELISSA** will be at the Brooklyn Marina this week.

ANGELIQUE

Flanking ELISSA is **ANGELIQUE**, a privately owned 130-foot gaff topsail ketch, homeported in Camden, Maine. Built in Palatka, Florida, in 1980 of steel and wood construction, she has a sail area of 5,260 square feet.

She is managed by a crew of seven, with a passenger capacity of 27 customers. In the style of the English fishing trawlers that fished the North Sea, her sails are red. It was common practice in England to treat sails to make the cotton canvas more resistant to mildew with tallow, tannic acid, and red ocher. **ANGELIQUE's** captain is Dennis Gallant.



UNITED STATES - ERNESTINA-MORISSEY

VNB 1118 GOV IS - NBC 1212 INTREPID 1303GWB 1354 DOCK 1615



ERNESTINA-MORISSEY is a 156-foot, two-masted schooner homeported in New Bedford, Massachusetts. She has a sail area of 8,323 feet and a complement of 32 sailors. Originally used for fishing and cargo, she now serves as training ship for the Massachusetts Maritime Academy and as the state ship of the Commonwealth of Massachusetts. Built in 1894, she has a rich service history.

Her life has spanned fishing banks, Arctic exploration, Cape Verde packet service, preservation, and public education. In 1926, noted Arctic explorer and experienced

Captain Robert A. Bartlett purchased the ship and embarked on two decades of explorations to the Arctic. These expeditions gathered flowers for the New York Botanical Garden, collected wild fowl for the Museum of Natural History and brought back items for the Smithsonian and the Museum of the American Indian. In the Second World War, as *Effie M. Morrissey* she entered the US Naval service and was stationed in Greenland. She helped survey the Arctic monitoring for submarines and bringing supplies to military bases. Few vessels in this Parade carry so many chapters of the American maritime story in a single hull. She was declared a National Landmark in 1990 and has been assigned to the Massachusetts Maritime Academy since 2019. After a seven-year retrofit at Booth Bay, she launched back into service in 2022.

She sailed in our Parade in 2000. Captain: William Sabatini is often the skipper as well as Captain Tiffany Krihwan, the first female captain. **ERNESTINA-MORRISSEY** will go to a pier in Elizabeth, New Jersey.

UNITED STATES - HARVEY GAMAGE

VNB 1124 GOV IS - NBC 1218 INTREPID 1309GWB 1400 DOCK 1621



HARVEY GAMAGE) is a 131-foot long, 100-foot tall, gaff rigged schooner homeported in Portland, Maine. She has a sail area of 4,200 feet and a crew of 35: nine permanent, with 22 youth trainees and four adult chaperones. Built in 1973, she serves as a floating classroom and platform for experiential learning and hands-on seamanship. She came to Operation Sail in 1976 and 2000. Captain of Harvey Gamage is Dan Moreland. Harvey Gamage will be at the Brooklyn Marina in Brooklyn.

DENIS SULLIVAN



Flanking HARVEY GAMAGE is DENIS SULLIVAN, a 137-foot long, 95-foot tall, three-masted schooner homeported in Milwaukee, Wisconsin. Built in 2000 as a replica of a 19th-century Great Lakes schooner, she carries approximately 4,600 square feet of sail. Designed as a hands-on educational platform, she serves students of all ages through immersive programs in seamanship, marine science, and maritime history. Operated by World Ocean School, Denis Sullivan continues the legacy of Great Lakes commerce while inspiring the next generation of mariners through experiential learning at sea. Denis Sullivan is under command of Captain Christopher

Flansburg. The ship will be at the Brooklyn Marina.

LONG ISLAND FERRY

And now for the last ship in the Grand Parade of Sail, please welcome the McAllister Towing Company Ferry LONG ISLAND, carrying a boatload of patriotic party-goers. LONG ISLAND is operated by the Bridgeport & Port Jefferson Steamboat Company, a subsidiary of McAllister Towing Company. The LONG ISLAND, 302 feet in length, accommodates both vehicles and passengers with state-of-the-art features, increased crew capacity, and an upgraded furnishings package.



McAllister has been a key waterfront partner of Sail4th, and without their services, many of these ships would not be able to moor or tie up at piers throughout the region. All of these tall ships will be open for visiting for the next three days from 11:30 a.m. until 6 p.m. You can board these ships for special tours on Sunday, Monday and Tuesday.

The main fleet of tall ships will get underway to their next destinations on Wednesday, July 8.