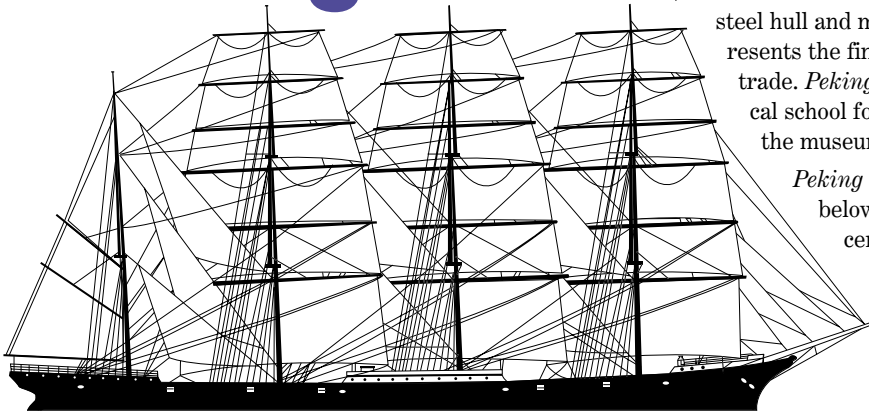


SOUTH STREET SEAPORT MUSEUM



Around the turn of the century, South Street's piers — stretching for two miles north from the Battery — were crowded year 'round with dozens of tall-masted vessels like these. Though deep-draft vessels had been abandoning South Street for the deeper waters of the Hudson for years, the "Street of Ships" remained a bustling waterfront until the mid-20th century. Before tying up for a stay in the Port of New York, ships like these would have traveled thousands of miles, their holds packed with goods for the businesses and consumers of the rapidly expanding American economy.

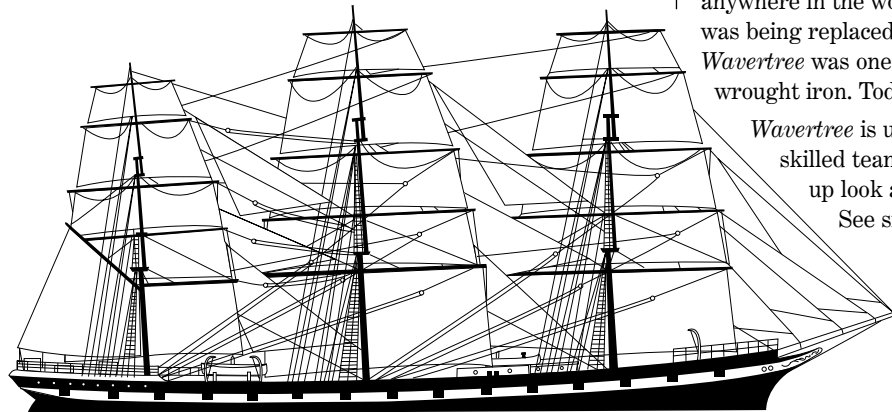
Peking



1911 *Peking* was launched in 1911 at Hamburg, Germany and was used to carry fuel and manufactured goods to South America and Chilean nitrate to Europe. With her four-masted bark rig, steel hull and masts, and midship bridge deck, *Peking* represents the final generation of sailing ships built for world trade. *Peking* was retired in 1933, and served as a nautical school for boys in Britain until she was acquired by the museum in 1974.

Peking is open daily. Make sure to visit our exhibit below decks on shipboard life in the early 20th century.

Wavertree



1885 *Wavertree* was built at Southampton, England in 1885 and spent most of her career in the tramp trades, taking cargoes anywhere in the world. By the time *Wavertree* was built, sail was being replaced by steam, and iron construction by steel. *Wavertree* was one of the last large sailing ships built of wrought iron. Today, she is the largest afloat.

Wavertree is undergoing restoration by the museum's skilled team of shipwrights and riggers. For a close-up look at our progress, take the restoration tour. See side panel for details.