



Training Ship Arethusa



Arethusa as Peking (original Name) in New York

Peking, the second largest sailing ship in existence, is a 347-foot, four-masted bark built in Germany in 1911. She was a giant of the open sea, transporting general cargo from Europe to the West Coast of South America, and returning with nitrates to fertilize the over-cultivated fields of Europe. The Peking has been restored by the South Street Seaport Museum. Peking at Sea", hair-raising footage of one of Peking's voyages around storm-tossed Cape Horn, narrated by Capt. Irving Johnson who took part in that trip.

A beautiful four masted barque of the Flying P-Line, the Peking was one of the last generation of windjammers used in the nitrate and grain trade around the often treacherous Cape Horn.

Eking out meager existence on routes difficult to serve by the steam ships which required vast amounts of coal to fire her hungry boilers, these grand vessels and the sailors sailing them were the last of breed. Sailed "in the traditional way with few labor saving devices or safety features", her sailors were a hard lot, working four hours on and four hours off 24 hours a day for the entire length of the voyage, sometime for more than a hundred days in a row.

Made famous by the sail training pioneer Irving Johnson, his footage filmed on board during a passage around Cape Horn in 1929 shocked experienced Cape Horn veterans and landsmen alike at the extreme conditions Peking experienced.

Retired in 1933 when traffic through the Panama Canal proved quicker and more economical, she lived an ignominious existence as boys school on the River Medway in England before being acquired by South Street Seaport in 1974.

Today, she joins her contemporaries Balclutha, Falls of Clyde and the Star of of the fascinating age of sail.

The Peking can still be found at South Street Seaport, New York.

I spent 2years onboard the Peking when she was the TS ARETHUSA, best time of my life, this is one of the best photos' i've seen of her for a long time, it's a shame she is being sold on again but if the money is spent on her she really could be sailing again one day, there were 240 boys on this ship & t was hard going most of the time, discipline was out of this world!it gave us all a grounding in life like no other, most old boys are still in touch from all over the world having carved out careers mainly in HM forces UK, I was onboard 1959/61

Terence Granger



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Peking before she became Arethusa