

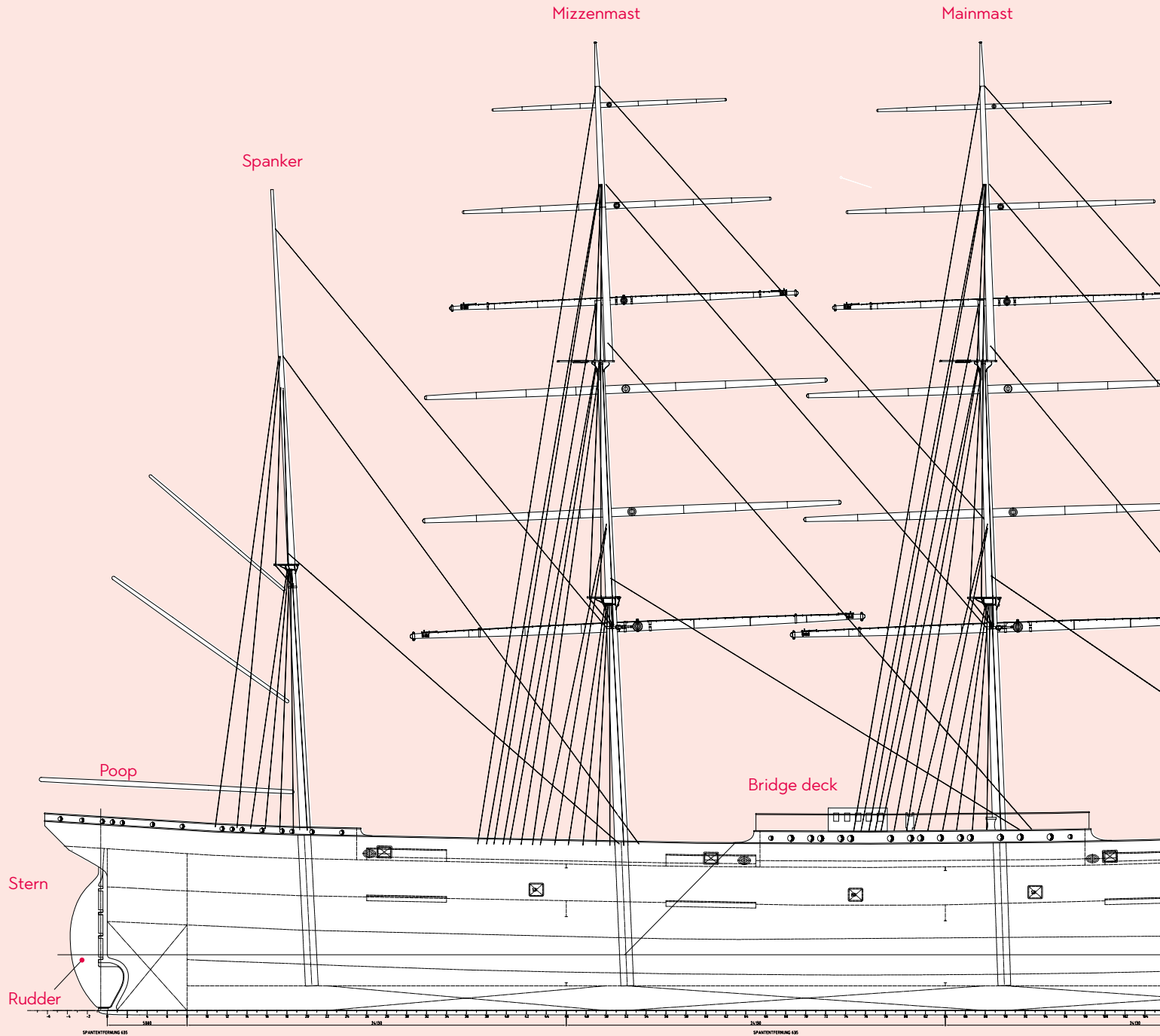


DEUTSCHES  
HAFENMUSEUM

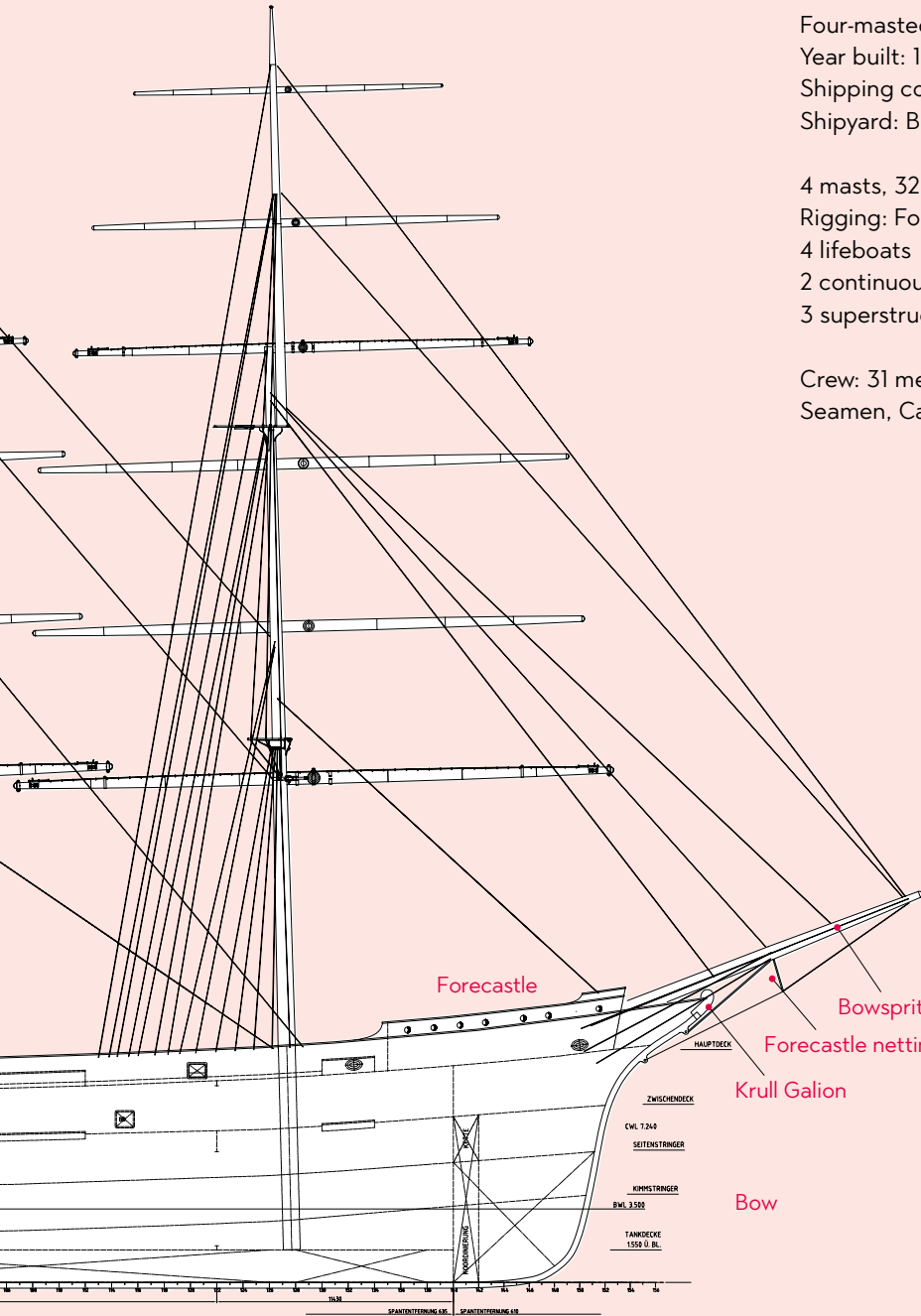


ENGLISH  
VERSION

# THE PEKING



Foremast



Four-masted bark PEKING

Year built: 1911

Shipping company: F. Laeisz, Hamburg

Shipyard: Blohm & Voss

4 masts, 32 sails

Rigging: Four-masted bark

4 lifeboats

2 continuous decks (tween deck, cargo hold)

3 superstructure decks (forecastle, bridge deck, poop deck)

Crew: 31 men (Captain, Officers, Boatswain, Able and Ordinary Seamen, Cabin Boy, Cook, Sailmaker, Carpenter)

## Shed 50A

Around the historic Shed 50A, in the midst of the former free port, one can feel the atmosphere that prevailed before the introduction of containers. Until the end of the 1960s, this last and protected quay ensemble of the imperial era, whose structure was laid more than 100 years ago and at that time ensured optimal handling between seagoing ships and land transport, handled the goods traffic to and from South America. The lightweight wooden construction of the sheds was considered innovative at its time because it was comparatively inexpensive and also meant easy reconstruction in case of fire. The equipment with electric semi-gantry cranes on the waterfront as well as quay and land ramps accessible to carriages and railways enabled rapid handling of goods. In the sheds and on the premises, the "Port history" collection with more than 10,000 objects can be seen. This includes exhibits from the past 100 years from the areas of cargo handling, shipping, shipbuilding, and marine technology.



Headbuilding Shed 50A, Photo: Sinje Hasheider, © SHMH.

## Open Storage

The open storage, housed in the southern part of Shed 50A, gathers around 10,000 objects covering topics such as port work, cargo handling, shipbuilding, and local navigation. A separate section of the exhibition is dedicated to the object that changed much of the daily life of the port: the container. The introduction of the container marked the beginning of the end for general cargo handling. Here, information about the origins and challenges of containerization can be found, typical professions of that era, as well as the art of lashing – securing – containers onto ships. Additionally, the open storage houses the original pilot's cabin from the town of Brunsbüttel. It is a former lounge for the river Elbe pilots, conveying the profession of piloting with its original wooden paneling and furnishings. The Elbe pilots are responsible for the Elbe region, knowledgeable pilots who accompany ships over 90 meters in length on their 100-kilometer journey to the Port of Hamburg.



View into the exhibition depot of the German Port Museum at Shed 50A location, Photo: Sinje Hasheider, © SHMH.

## The Museum Fleet

On the open-air grounds, visitors can admire some of the first large handling equipment from the early days of containers: Van Carriers, the gantry trucks used to transport the "crates" at the terminals, gantry cranes that ensured handling between ship and shed, grabbers for bulk cargo handling, as well as historical wagons of the port railway, maintained by the Historical Port Railway Association. Accessible via a pontoon system are the suction dredger SAUGER IV and the floating steam crane SAATSEE, whose steam engines are regularly operated. On the box barge H11347, a small exhibition provides an insight into the work and life of a barge master. Also impressive are the regular demonstrations of the copper helmet diving equipment, where the diver is supplied with air by a hand pump.



Floating crane SAATSEE, four-masted bark PEKING, and suction dredger SAUGER IV, Photo: Sinje Hasheider, © SHMH.

## The PEKING

The so-called "Hamburger Veermaster" PEKING, built in 1911 by Blohm & Voss for the Hamburg shipping company Laeisz, is a typical example of the Flying P-Liners, as the windjammers were once respectfully called by sailors, with its steel hull, four masts, and technical elegance. The PEKING is one of the last great cargo sailing ships that, at the beginning of the 20th century, could still compete against steam and motor ships due to their speed, safety, and precision. This was particularly evident as a transport ship for saltpeter from Chile, which was in high demand in Europe at the time. The success of the Flying P-Liners, of which a total of 65 were built, was based not only on the perfect coordination of the approximately 30-man crew but also on the reliable speed of the "flying" sailships. The increase in efficiency of steam and motor ships then marked the end of this success story.



The PEKING, German Port Museum, Hamburg, Photo: Sinje Hasheider, © SHMH.

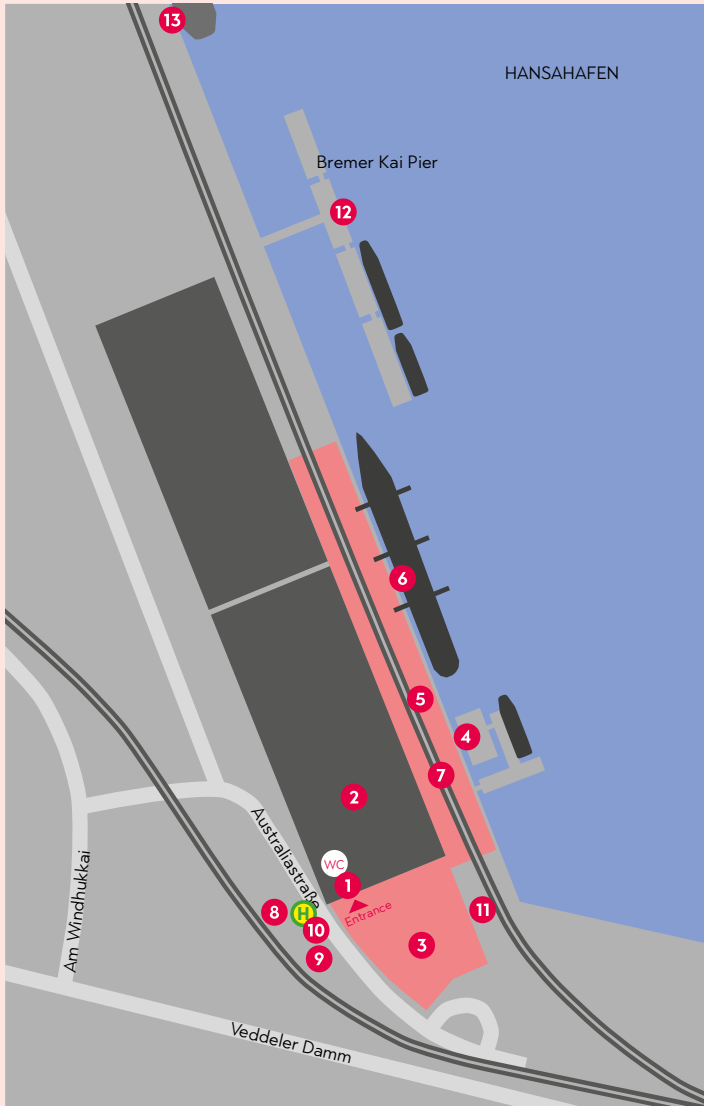
## The German Port Museum (under development)

In the coming years, Hamburg will become home to a new museum: The German Port Museum will cast its gaze from the Port of Hamburg onto the world stage, focusing on the port as a crucial hub of economic development. The new museum will be situated at two locations. The first location will operate at the so-called Shed 50A from the months of April to October – an authentic place with historical charm. The second location of the German Port Museum will be established in the new district of Grasbrook, where the historic four-masted bark PEKING will also find its final berth. The "Hamborger Veermaster" PEKING is the first visible major object of the museum and already a new landmark for Hamburg. The historic four-masted steel bark returned to Hamburg in 2020 after extensive restoration work and has found its provisional mooring next to Shed 50A along the quayside. Due to its significant historical importance as the last surviving handling facility from the Kaiser era, Shed 50A and the outdoor area, along with the existing "museum fleet," will continue to operate as part of the German Port Museum even after the completion of the new museum building.




Arrival of the PEKING in Hamburg harbour, Photo: Michael Zapf, 2020, © SHMH.

# SITE PLAN OF SHED 50A LOCATION



- 1** Checkout, Shop, Restrooms, Coffee Hatch
- 2** Exhibition Depot
- 3** Van Carrier, Automated Guided Vehicle  
Shipbuilding Press from Vulkan Shipyard
- 4** Pontoon System at Hamburg Port Museum:  
Suction Dredger SAUGER IV,  
Floating Steam Crane SAATSEE,  
Launch FRIEDA EHLERS,  
Hamburg Box Barge H11347
- 5** Large Objects at Quayside: Full Portal Cranes Peiner,  
Kampnagel, and Krupp-Ardelt
- 6** The PEKING
- 7** Harbor Railway Stop
- 8** Large Objects on Landside: Crane Cabins from two Semi-  
Gantry Cranes from Kampnagel
- 9** Parking Lots
- 10** Bus Stop 256 and 865 to S-Bahn Veddeler and S-/U-Bahn  
Elbbrücken
- 11** Parking Spaces/Parking Space for People with Limited  
Mobility
- 12** Bremer Kai Pier: Launch Shuttle Maritime Circle Line,  
Steamship SCHAARHÖRN, Steam Icebreaker ELBE, and  
floating objects of the Hamburg Maritime Foundation
- 13** General Cargo Ship MS BLEICHEN, Hamburg Maritime  
Foundation

 Visitor Zone



# STIFTUNG HISTORISCHE MUSEEN HAMBURG

## STIFTUNG HISTORISCHE MUSEEN HAMBURG DEUTSCHES HAFENMUSEUM (IM AUFBAU)

Kopfbau Schuppen 50A  
Australiastraße  
20457 Hamburg  
Phone 040 428 137 130  
info@deham.shmh.de  
shmh.de

### Opening Hours

March 24th to October 31st, 2024  
Mon, Wed – Fri: 10 am – 5 pm  
Tue: Closed  
Sat, Sun + holidays: 10 am – 6 pm

### Admission Prices

Adults: €6.50, Concessions: €4.00  
Children and adolescents up to 18 years: Free  
Hamburg Card holders: €4.00  
Further discounts can be found at [www.shmh.de/deutsches.hafenmuseum](http://www.shmh.de/deutsches.hafenmuseum)

### Transportation

By Boat: The Maritime Circle Line departs from Landing Bridges Bridge 10.  
Schedule and prices at [www.maritime-circle-line.de](http://www.maritime-circle-line.de)  
By Bus and Train: S-Bahn Veddell, North exit (Port), passage into the Freeport, bus stop Veddell West. Bus Line 256 to Australiastraße/Hafenmuseum; on weekends, Bus Line 856 runs from Elbbrücken to the German Port Museum and back.

### Coffee Hatch

Hamburg's last historic coffee hatch  
The coffee hatch in the head building of Shed 50A offers guests coffee as well as hot and cold drinks during the museum's opening hours.  
Contact [info@deham.shmh.de](mailto:info@deham.shmh.de)

Imprint  
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Photo: Jan Sieg, 2022, © SHMH. Subject to change without notice. Status: February 2024

### Museum Shop

The museum shop offers a variety of harbor-related products. A special highlight is the harbor honey, produced from nectar collected by three bee colonies of the Bockwoldt apiary in the Port of Hamburg.

### Group Tours

Guided tours for individuals, school classes, students, or travel groups can be booked through the Museumsdienst Hamburg. Visit [www.museumsdienst-hamburg.de](http://www.museumsdienst-hamburg.de) or call +49 40 428 131 0.

### Friends Wanted

Let's become friends:  
Friends of the German Port Museum: [hafenkultur.eu](http://hafenkultur.eu)  
Friends of the four-masted bark PEKING: [peking-freunde.de](http://peking-freunde.de)

### Follow Us



The construction of the German Harbour Museum and the restoration and refurbishment of the four-masted barque PEKING are being fully funded by the Federal Government Commissioner for Culture and the Media with a total of up to 185.5 million euros, following a decision by the German Bundestag.



The preparatory measures for the arrival of the PEKING in Hamburg as well as the outfitting of the ship as an exhibition object are funded by the Authority for Culture and Media of the Free and Hanseatic City of Hamburg.

