

Salem Maritime

National Historic Site
National Park Service
U.S. Department of the Interior



Friendship of Salem



1797 Friendship

The original Friendship was built by shipbuilder Enos Briggs, known for the frigate Essex, at his shipyard across the South River from today's Salem Maritime National Historic Site. The three-masted, square-rigged, 342-ton vessel was registered to merchants Jerathmiel Peirce and Aaron Waite of Salem. Friendship, an "East Indiaman," was a type of merchant ship that made Salem a leader in opening trade with the Far East in the years after the American Revolution.

1797 Friendship Voyages

Friendship made 15 voyages around the world, trading for pepper, exotic spices, sugar, coffee, and other goods. Among her destinations were China, Java, Sumatra, Madras, the West Indies,

Venezuela, London, Hamburg, St. Petersburg, Cadiz, and Livorno. While returning from Archangel, Russia, during the War of 1812, she was captured by the British and was condemned and sold.

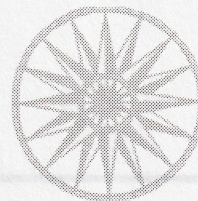
New Friendship Construction

The new *Friendship* hull was constructed in Albany, New York, 1996-98. It is being completed and outfitted by the National Park Service staff and volunteer shipwrights, as well as Dion's Yacht Yard, at Central Wharf, one of three historic wharves at Salem Maritime National Historic Site, a unit of the National Park System.

You can see the continuing work in progress. The reconstruction is based on a model of the original *Friendship* at the Peabody Essex Museum, as well as several paintings and numerous documents, including the logs of the ship's voyages.

In addition to the Federal funding provided by Congress, the funds for construction were raised by The Salem Partnership, Inc., from local, county, state, and private sources.

The ship is open for tours at historic Central Wharf as part of the programs of Salem Maritime National Historic Site and will sail as an ambassador ship for the Essex National Heritage Area.



Facts about the New *Friendship of Salem*

Keel laid:	November 1996	Shortest spar:	Mizzen royal yard, 14'
Decks:	Main deck and 'tween deck	Type of rigging:	Square rigged
Overall length, bowsprit to spanker boom:	171'	Amount of rope used in rigging:	17 miles
Hull length:	116' (from transom to figurehead)	Number of sails:	21
Hull breadth:	30'	Sail area:	9,409 sq. ft. (.216 acres)
Height: keel to deck:	20' at midship	Sail material:	Oceanus Sailcloth
Draft:	11'3"	Ballast:	150 tons of lead
Paint colors:	Black, with cream and yellow-gold trim; green, black, and red on deck; copper below the water line	Construction method:	Cold mold (laminated wood and epoxy); principal woods used are Douglas fir and oak
Figurehead:	Woman in classical dress offering a bouquet of flowers	Accessibility:	The new <i>Friendship of Salem</i> and its boarding facility will be accessible to persons with disabilities.
Masts:	Three		

Height of**main mast:** 120' to keel, 106' above deck line**Longest****spar:** Main yard, 52'8"**Safety:**

The new *Friendship of Salem* will meet modern safety requirements through systems designed to be compatible with its historic appearance.

Salem Maritime National Historic Site

Spanning a period of over three centuries, the story of maritime Salem, Massachusetts, is a stirring saga of humans using the sea. This is the story of merchant adventurers and mariners, whose enterprise and daring transformed a tiny, uncertain settlement into a major international seaport. Today, this story is told through the historic buildings, wharves, and landscapes of Salem Maritime National Historic Site.

The natural environment of New England drove seventeenth-century Salem inhabitants to the sea. The landscape was hilly and the soils thin, but the area offered protected harbors, seemingly endless natural forests, and the harvest from the sea. In the early years, local fishing provided Salem residents with a secure economic base, allowing them to develop trade along

the coast with the West Indies and Nova Scotia and across the Atlantic. During the Revolution, patriot seafarers carried the battle to sea. Privateering was crucial to the American effort in the early years of the war, and Salem seamen proved adept at this task. Over the course of the Revolution, the port's 158 privateering vessels took 458 British vessels, accounting for more tonnage than any other American seaport. Privateering profits founded the fortunes of many of Salem's postwar merchants, helping them expand their enterprises and make Salem a center of world trade.

Today, Salem Maritime's waterfront and historic buildings help visitors recall and understand the Salem of the eighteenth and nineteenth centuries, and through that experience, understand the growth and development of the United States.