

Mess^{rs}. Davenport & Wentworth ^{of the Packet.} ^{of Cap. Allen.} London 7 Dec^r. 1759.

Triplicate. Gent. Since writing the Original of the preceding I have your Letter of 8 September. Your Ship is cleared this day and next Thursday will be put up at Publick Sale, & I hope sell tolerable well, though in general Ships are now much fallen in their Value, as the Government have discharged the Transports in their service, and every body looks for a sudden Peace.

So soon as I can adjust your Ships Accounts I will make up your Account Current and send you.

I am

Gentlemen

London 25 March 1760

This Advises you my having received your letters of 10 & 16 December last, they came to hand the 19 & 14 February.

The Insurances you desire to have made I have got done as you will see annexed but at such high rates that I am almost ashamed to advise them, our repeated & undoubted informations of the Swarms of French privateers cruising & taking such vast numbers of our ships made it difficult to get any underwriters to insure them at any rate, neither of our insurance companies would do them at all & I was a long time before I could get private people to set their names to any policy, you will see that the danger of capture was the fear of the Insurers, since I have got the Britannia supposed to be a ship of some force done to Insurance

done to Jamaica on the same terms as the other is to Antigua, seven or five pounds less if she discharges at the Leeward Islands, the Evidence of these vessels having had Convey you will please to transmit me in due time I have charged you £481.14.6 Cost of the £1800 Insured on the Ship the Britannia Cap^t Appleton; & £240.19.6 Cost of a 900 Insured on the Ship Master Mason Cap^t Daniel Wentworth. I have recovered from the

Insurers on the Pretty Nancy Cap^t Stockell five Guineas of Cent on the one policy of £2600 from Boston to the West Indies in consideration she did not proceed to Jamaica this being £136.10. is put to your credit. The other policy lies before the Insurers for the like return.

Captain Stockell is now on his departure for New England, I have settled accounts with him as well as I could, but there are some articles therein, that I think you should overhaul, I mean that sum which he has retained belonging to the representatives of Pat. Kafter who dyed on the Voyage, he would not account to me for it, alledging he was lyable personally to be called upon for it, he told me he knew where Kafter's Friends lived & had wrote to Ireland to inform them thereof, I question that because he would not tell me where they lived, otherwise I would have wrote to them, this I don't like. As to his Expences they are very great, more so I think than those of other Masters of Ships generally are, I allowed him nothing that I could avoid, & for which I had the best Evidence possible I have inclosed you a Copy of the Accounts upon which I settled with him &c. his disbursements amounting to £110.15.2. the Portledge will amount to £298.17.9. after deducting the Advance wages, & his Account Current with the Ship in which you will see I have allowed him £14.11. For his provision which will be received with the freight & £31.1. - For his privilege of two %^{ts} on the freight, this perquisite is now become general, and unless specially guarded against they will always gett it by referring to the Custom now

now established here, I disputed this with Cap^t Stockell a long time, but at length I was forced to give it up as the Opinion of other Merchants here— Indeed the low wages of five Guineas a Month to a Master seems to make such an allowance the more requisite, & since in these kind of Voyages the obtaining the Freight is in some measure the Masters doing he should have some reward for it. . . Cap^t Stockell has left in my hands a bill drawn by Thomas Martin on Mess^{rs} Trecothick & Co^o for £360. this will be an addition to the Freight of this Ship, it is not yet paid, but is to be paid out of the produce of some prime sugars not yet sold.

Now as to your ship *Pretty Nancy* I am sorry to tell you how very uncalculable she is— indeed all ships are very much so, but this more particularly, for in her Structure there is a Fall at her Fore castles whereby there is a kind of waste in her head which by this means also lies very low & makes her apt to ship water & when ship to retain it, this makes her a very bad sea boat & besides has occasioned the rotting of some of those timbers which if her built had been like all other ships would have been secured from weather & the lodgement of water, there is this further inconvenience in this to, the her Cables lye all exposed to the weather & the shipping of the Seas; it is a wrong fancy indeed, & you see furnishes objections (which are in plenty against any other ships) in great abundance against yours, I have not hitherto been bid any thing for her. I will do the best I can with her & then send you an account of her & her Freight which I am now getting in.

I am Sir

Your most humble Servant
Wm Baker

£100. by Rich. Cowley 27 Feb. 1760
 100. Robt. Cowan d^o
 100. G. Noke d^o
 100. John Townson 28th
 100. Tho. Smith d^o
 100. Edw. Hore d^o
 100. Wm. Head d^o
 100. Moses Dufasta d^o
 100. Joseph Scott 29th
 900

\$100. by Geo. Ward 29 Feb 1760.
 100. J. Rich Carpenter d^o
 100. Wm. Black d^o
 100. James Woodbridge d^o
 100. John Townson d^o
 100. Robert Wilson 4 March
 100. James Bourdieu. 6th
 100. Wm. Grove d^o
 100. Rich. Gildart Jun^r d^o
 900

1800. Insured on Ship, Goods, & Freight, the Britannia Capt.
 Samuel Appleton at & from Newberry to Portsmouth in
 New England * The Risque to commence immediately following
 the first day of January 1760 at Twenty five Guineas ap^{er} cent
 to pay £98 ap^{er} cent in case of Loss * & from thence to
 Jamaica, with liberty to touch at the Leeward Islands
 To return Six p^{er} cent if departs from Newberry
 or Portsmouth with convoy bound to the Leeward Islands
 & carries - also Five p^{er} cent more if proceeds no
 farther than the Leeward Islands £472.10

To Policy and Stamps 4.6
 To Commission 2 ap^{er} cent
 £481.14.6

76 col Baker

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