

**Francis Pitney MARTIN (Brother of John Martin and uncle of James Martin)**

*Francis was born on 3rd Oct 1758, but did not marry until 1809, aged 47 and he had no children. At this time, he's mentioned in The London Gazette 27th June, 1809: Under the heading "London and Westminster Light Horse Volunteers - Francis Pitney Martin, Gent. to be Cornet of Dismounted, vice Scriven, who resigns". He then got in with the East India Company as the Owner/Manager of three East Indiamen ships. Each trip took over a year, with the last, close to two.*

**OCCUPATION:-** It was noted in the East India Company Records (in L/MAR/A-B, Appendix 3)

That:

Francis Pitney Martin was the Owner/Manager of three East Indiamen ships. They were the "Cirencester", the "Coutts" and the "Cuffnells". Dates of journeys of the three ships as follows:

"Cirencester" 1809-1810; and 18811-1812.

"Coutts" 1811-1812; and 1813-1814.

"Cuffnells" 1806-1807; and 1814-1815.

In Appendix 2, all three ships for the periods shown, sailed from Portsmouth and went to China via India and returned to England.

*The surviving Captains' journals, (which are in the India Office Library, British Library, London), give the day to day position, speed, and work being carried out on board throughout the voyages.*

The ports of call for the three ships with the British Library Reference, are as follows:-

L/MAR/B/179G: - "Cirencester" departed Portsmouth on the 14th April, 1810; arrived at St. Helena on 9th July, Penang on 1st October, Malacca on 28th October; Whampoa on 14th January, 1811, Second Bar on 3rd April, St. Helena on 11th July and Downs on 23rd September, 1811.

L/MAR/B/179H: - "Cirencester" departed Portsmouth on 25th March, 1812. Arrived in Madeira on 20th April, Batavia 11th August, Whampoa 22nd September, Second Bar 16th December, St. Helena on 28th March, 1813 and Long Reach on 7th June.

L/MAR/B/171G: - "Coutts" departed Torbay on 4th January, 1812 arriving in Bombay on 8th May; Penang on 13th July, Malacca on 25th July, Whampoa on 12th September, Second Bar on 5th December; St. Helena 28th March, 1813 and Long Reach on 8th June, 1813.

L/MAR/B/171H: - "Coutts" departed Portsmouth on 9th April, 1814 arriving in Penang on 15th August, then Malacca on 15th September, Lintin on 22nd October, Whampoa on 10th December; Second Bar on 22nd January, 1815, St. Helena on the 12th May and finally, Long Reach on 24th August, 1815.

"Cuffnells" - There is no journal for 1806-7 but it was stated that the ship made a voyage to

Madras and China.

L/MAR/B/178G: "Cuffnells" departed Portsmouth on 29th August, 1814 arriving in Saugor on 23rd January, 1815. Thence Madras on 9th April, Penang on 31st May, Malacca on 21st June, Whampoa on 21st July; arrived Second Bar on 13th November, St. Helena on 3rd March, 1816 and the Downs on the 4th May, 1816.

DOWNS is the area between Deal and the Goodwin Sands, which was a major anchorage. LONG REACH is a length of the Thames River west of Gravesend. WHAMPOA is a town situated between Hong Kong and Canton and was presumably a major port for the East India Company. It is believed that SECOND BAR was or is off Hong Kong and presumably a sandbar just before the open sea.

The years the above voyages were made was during the times of the Napoleonic wars and the ships would sail in convoy with a naval escort. In one log they were together until they passed South Africa and were then separated by a storm.

The East India Company Register shows the following: "EAST-INDIA SHIPS FOR THE SEASON 1814 - 1815, ABROAD, WITH THEIR MANAGING OWNERS, COMMANDERS, PRINCIPAL OFFICERS, TIME OF SAILING, &c".

When and from whence sailed: Portsmouth, 28th August, 1814. (Either a mistake here or above). Ship "Cuffnells". Voyage - 8. Charter Tonnage: 1200. Managing Owner: Francis P. Martin, Esq. Commander: Robert Wellbank. First Officer: Richard Roger. Second Officer: John Vincent. Third Officer: George Roberts. Fourth Officer: James Drayner. Surgeon: Edmund Paul. Purser: William Kershaw. Consignment: Bengal, Madras and China.

There is in existence a document "Cuffnells Charter Document" and at the time of writing (September, 2000), was in the possession of Acorn Books, 1436 Polk Street, San Francisco, CA94109-4616. Telephone: (415) 563-1736. E-Mail: acornbks@best.com (For Sale).

A description of the document as follows: INSTRUCTION BOOK AND CHARTER PARTY FOR THE EAST INDIAMAN "CUFFNELLS" given to Captain Robert Welbank by the ship's owners, on sailing to the East Indies. 16 page printed booklet of 67 instructions to the captain. Marbled wrappers. Quarto. London: 1814. Part of the paper spine lacking; covers lightly soiled; vertical fold along center; else, very good condition. Particularly interesting, as the standard demands are supplemented by several amusing ms. instructions on the last 2 blank leaves regarding purchase of drugs in India. Plus 27 page Charter Party, folded in half, laid in. Price US\$600.

As Commander of the East India Company ship, Captain Welbank imported varieties of Camellia into England from China. He was born on in St. Botolph's Bishopgate, London on

17th February, 1778 and was about 36 years of age by the time of the 1814 voyage. He died aged 79 years in 1857. A White Camellia Japonica, called by the Horticultural Society, Welbankiana, after Captain Welbank who imported a plant in 1816. It bloomed in 1819.

There is a detailed account of the many varieties of Camellia imported to England by Captain Welbank and Captain Rawes, and written by the sister of Captain Rawes, Mrs Palmer of Bromley, in a letter dated November, 1820.

### From Uncle Google:

The *Cirencester*, *Coutts*, and *Cuffnells* were British merchant East Indiamen ships operated by the East India Company (HEICS) in the late 18th and early 19th centuries. They were part of a class of large, heavily armed merchant vessels that played a significant role in the trade between Europe and the East Indies.

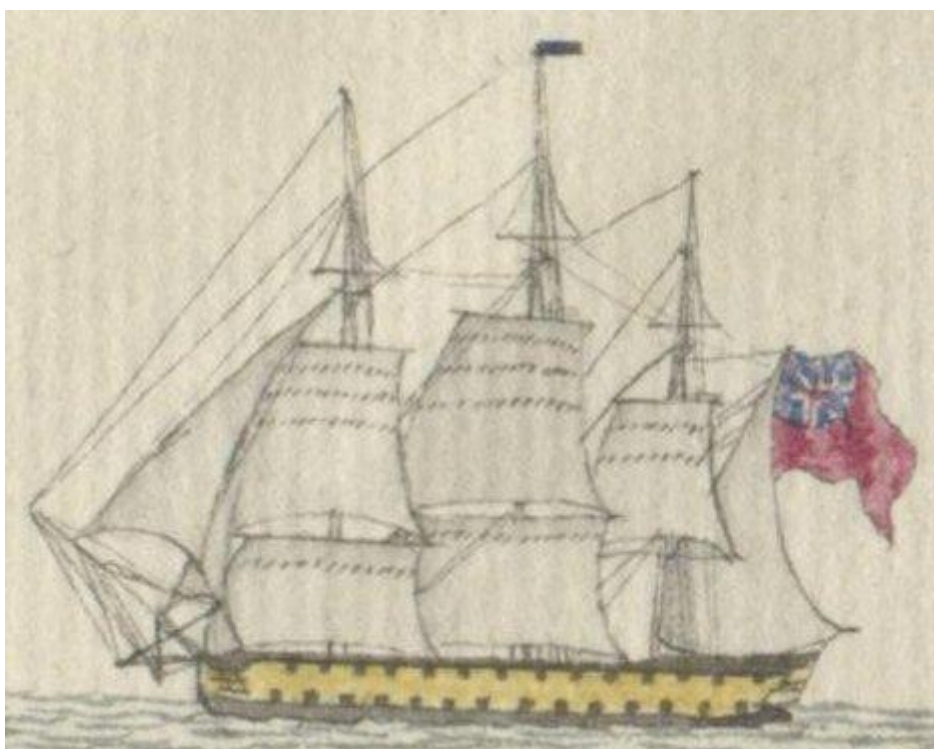
### Key Details About the Ships

- **Cirencester (1794):** An East Indiaman of approximately 1,504 tons, this ship was active in the late 18th century, with records showing a last voyage around 1812.
- **Coutts (1796):** Also a 1,504-ton ship commissioned in 1796, it was known as one of the significant, large-scale replacements for earlier vessels in the East India fleet.
- **Cuffnells (1796):** This ship was active in trade between 1796 and 1816, often operating alongside other vessels of similar size.

### Context and Role

These ships belonged to the "replacements" era of the East India Company's fleet, often boasting a tonnage around 1,500. They functioned as part of a fleet that, at its height, facilitated vast trade in spices and goods, acting as a critical link in the British economic network in the East Indies. These ships operated during a crucial time, appearing alongside other notable ships like the *Glatton* and *Neptune*.

### Vignette of the *Cirencester*



Vignette of the ship *Cuffnells*

