

Ob-
serva-
tions
on
1322
June
3
1772

1323

Mr. Banks's first Objection to the Ship respected only the Conveniences for himself, and was then no more than this, "that the forepart of the Cabin was an Inch or two too low." as to the proper kind of Ship, and her fitness and sufficiency for the Voyage, his opinion was never asked, nor could have been asked with any propriety, he being in no degree qualified to form a right Judgement in such a matter; and for the same reason his opinion now thereon is not to be attended to. as to what concerned himself, as he increased his Suite, and his Demands, every thing was done to satisfy him; by which it happened that the Properties of the Ship were so much altered that it has been necessary to take away the additional works that had been done at his request; in doing which it was so contrived that the Difference occasioned thereby to him was simply this - The great Cabin (^{feet} 6. 6 ^{ins} high between Planks and Planks) was shortened from 22 to 16 feet long; and there was one small Cabin for his attendants taken away. After this small Reduction, there remained on the whole much better Accomodations than he had in the former Voyage in the Endeavour, and the great Cabin remained in Length and Height

though

Ex^a

* Bellona
Superb
arrogant
Dec.

though not in breadth, equal to those in a
74 Gun Ship* for an Admiral, who frequently
embarks in such Ships to command His
Majesty's Fleets at Sea, whose Cabins
are only 16:2 long, and 6:6 high.

Mr. Banks seems throughout
to consider the Ships as fitted out wholly
for his use; the whole undertaking to
depend on him and his People; and
himself as the Director and Conductor
of the whole; for which he is not
qualified, and if granted to him would
have been the greatest Disgrace that
could be put on His Majesty's Naval
Officers.

His Assertion that the Ship
is incommodious to the People, and
made worse to them by the late alteration,
has a very evil tendency, to raise Discontent
amongst the People, and for defeating
the Voyage; but it may be averred
he is mistaken in the Fact; for
the People will be better accommodated,
a free Circulation of Air throughout
the Ship, and in all respects wholesome,
and the Men better lodged than they
are in any single - built Ship of
the same Dimensions and Burthen.

His application of the
Cases of the Emerald and Stag, and
the Conclusion he draws therefrom, discovers
him to have less knowledge of Matters
relating to Ships than might be expected
in

in one who has associated and conversed so much with His Majesty's Sea Officers — The first was on Shore in a smooth-Water Channel at home, not on a distant, strange, desolate or savage Coast at the Antipodes. Six Ships instantly anchored by her, hauled alongside, took out her Guns, Provisions &c., and immediate assistance of every kind was sent from one of the Kings Dock yards. The Stag, if she was hove up, or hove down, at Timcomaly, it was a Port where there were conveniences for fitting Ships of buttern, and where undoubtedly they had all the like Conveniences that could be had in the River Thames. Had either of those Ships been in the Endeavour's place, on the Coast of New Holland, they would never have been heard of again. Even if they had got off the Rocks, they could not have been hauled up to repair Damages, as was done by the Endeavour.

June 3^d. 1772.

3 June 1792

Observations upon
Mr. Burke's Letter
to the Earl of
Sandwich.