



## AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING  
TO THE EAST-INDIES,

Held on Wednesday the 25th June, 1788.

The Court, pursuant to notice, taking into consideration the 30th and 40th By-Laws of this Company, the former restricting the tonnage of the ships in the Company's employ to 45000 tons, and the latter respecting rebuilding and employing ships in rotation;

Vide App.  
No. 986.  
No. 983.  
No. 984.

It was, on the question being separately put,

Resolved, That it is the opinion of this Court, that the 30th and 40th By-Laws be respectively repealed, and that such repeal be again considered at the next General Court, this being the first General Court called for considering of such repeal.

The Court of Directors informed the Court, that if the 30th and 40th By-Laws should be agreed to be repealed at the next Court, the following new By-Laws will be submitted for their consideration, to be inserted after all the present By-Laws, viz.

Item, With respect to the freighted ships in the Company's service, it is ordained, that the ship which hath been, or shall be, first worn out or condemned, shall be the first rebuilt and employed, and so in rotation; unless it shall appear necessary in the opinion of the Court of Directors to reduce the quantity of tonnage in the Company's service; in which case, when a Commander shall happen to die upon or after his ship shall have performed a fourth voyage, and before liberty given for rebuilding, the bottom of such ship shall drop.

Item, It is ordained, that if a ship shall happen to be taken or lost on her first, second, or third voyage, and such capture or loss shall, in the judgment of the Court of Directors, appear to have been unavoidable, the Owners of such ship shall have the preference of building a new ship, without waiting for her turn in rotation.

Item, It is ordained, that no ship shall hereafter be built for, or employed in the Company's trade to and from the East-Indies or China, of less burthen than 800 tons, builders measurement, except ships casually hired for home freights, ships the property of the Company, and ships already built for the Company's service; nor shall ships to be so employed, except as aforesaid, be built with timber of smaller scantling, or with any other materials of less dimensions than those now used for ships of 800 tons, built with the leave of the Company, and so in proportion for ships of a larger size.

Item, It is ordained, that the Court of Directors shall give leave for building each ship in time, to allow 18 months from the time of laying the keel to the launching, and in such leave shall specify particularly the dimensions, scantlings, thickness of plank, and number of guns; provided, that previous to such leave the Owners shall consent to let their respective ships to the Company, upon each voyage, at as low freight as any other ships can be obtained by the Court of Directors, which have been or

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shall be constructed and fitted in the same manner with the regular ships of about 800 tons and upwards, at this time employed in the Company's service.

Item, It is ordained, that if any new ship or ships shall be built or taken up on freight for the use of the Company, the command of such ship or ships shall be given to Captains out of employ, from their ships being worn out; and if there shall be no Captain, in that predicament, then to officers properly qualified for a command, under the established regulations of the service, such persons respectively being found, on enquiry, to have faithfully and honorably discharged their duty in their several stations: and the Owners shall be restrained from removing any Commander after he shall have been regularly appointed and confirmed, without giving such reasons for his removal as shall be satisfactory to the Court of Directors.

And the questions thereon being severally put, they passed in the affirmative, subject to the confirmation of another General Court.

Vide App.  
No. 987.

The Chairman informed the Court, that the time for which the 39th By-Law was suspended will expire in December next; and as it will be necessary to continue the suspension of the said By-Law for a longer time, he intends at the next General Court to move the suspension of the said By-Law to a further period.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 2d July, 1788.

Vide App.  
No. 988.

On reading a letter from the Honorable William Elphinstone, John Travers, and T. Pattle, jun. Esqrs. dated the 26th ult. containing their report of the state of the ship Nottingham;

Ordered, That the said letter be referred to the Committee of Shipping, to examine and report.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 8th July, 1788.

Vide App.  
No. 973.

The Committee made the following reports to the Court.  
Pursuant to reference of Court of the 12th February last, the Committee have considered the letter from William Moffat, Esq. signifying that the Owners of the late ship Calcutta are willing to build a ship on the terms proposed by the Court (1160 tons) but having a ship of 800 tons already built, they request the same may be accepted as built on the bottom of the Calcutta; the Committee are of opinion, that as the Court, on the 8th February last, came to a resolution that three ships of 1160 tons each, should be built for the season 1789, and as only two ships of that description have yet had leave to build, the third ship cannot be accepted of a less burthen, without a suspension of the order of Court; but as the new ship now offered in the room of the Calcutta has been built purposely for the Company's service of the dimensions and scantlings required by the Court for a ship of that size, that as this ship is not calculated for any other service, and





and if not accepted by the Company, must be productive of very considerable loss to the concerned, and as any indulgence of the Court in the present instance cannot be brought in, as a precedent upon any future occasion; the Committee therefore, from the several circumstances here stated, do offer as their opinion, that the order of Court of the 8th February last before-mentioned, be suspended for the special purpose of admitting a ship of 800 tons in the room of, and with the order of turn in which the Calcutta stands to be taken up, subject however to the express condition that Mr. Moffat do lay before the Committee on or before the 22d inst. the consent of the majority of living Owners for his building on that ship's bottom; and that the new ship be commanded by Captain William Thomson.

The Committee having considered the memorial of Captain George Thomson, referred the 7th May last, praying that the Court will defer granting leave to Mr. Moffat to build or tender any ship in the room of the Calcutta, do report, that as the right of Mr. Moffat, or any other gentleman, to build a ship on the Calcutta's bottom, with the permission of the Court of Directors, must rest on the consent of the majority of living Owners, the Committee apprehend it is unnecessary to offer any opinion on Captain Thomson's memorial, unless supported by the authority before-mentioned.

Vide App.  
No. 982.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 9th July, 1788.

On a motion,

Ordered, That tenders for ships to be entertained in the Company's service the ensuing season, be received on Wednesday next, the 16th inst. and that notice thereof be given agreeably to the draught of a Publication now read and approved, viz.

“ East-India House, 9th July, 1788.”

“ The Court of Directors of the United Company of Merchants of England, trading to the East-Indies, do hereby give notice: That they are ready to receive proposals at any time on or before Wednesday next, the 16th inst. from any persons, on what terms and conditions they are willing to let their ships to China and all parts of India for the ensuing season, to be chartered at builders measurement, and the kintledge to be considered as part thereof, each proposal being made by two of the Owners and Captain, in writing, expressing therein the tonnage of the ships; and that the same be severally sealed up, and left with the Secretary, in order to be laid before the Court.”

The Committee of Shipping, in a report dated the 8th inst. now read, submitting to the Court as their opinion, that the resolution of Court of the 8th February last, be suspended for the special purpose of admitting a ship of 800 tons, in the room

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of, and with the order of turn in which the Calcutta stands to be taken up, subject however to the express condition that Mr. William Moffat do lay before the Committee of Shipping, on or before the 22d inst. the consent of the majority of living Owners for his building on that ship's bottom, and that the new ship be commanded by Captain William Thomson.

Resolved, That the said report do lie a week for consideration.

The Committee of Shipping, in another report dated the 8th inst. now read, stating that as the right of Mr. William Moffat, or any other person to build a ship on the Calcutta's bottom, with the permission of the Court, must rest on the consent of the majority of living Owners, the Committee apprehend it is unnecessary to offer any opinion on Captain George Thomson's request for the Court to defer granting leave to Mr. Moffat to build or tender any ship in the room of the Calcutta, unless that request be supported by the authority before-mentioned.

Resolved, That this Court do approve the said report.

Vide App.  
No. 989.

On reading a letter from Mr. Henry Boulton, dated this day, requesting to be informed, whether he may build a ship of 800 tons in the room of the Norfolk, and presuming that should the Court's determination be for a larger ship there can be no doubt of their receiving from him one of about 1160 tons, to be taken up for the present season.

Ordered, That the said letter be referred to the Committee of Shipping, to examine and report.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 11th July, 1788.

Vide App.  
No. 989.

Pursuant to reference of Court of the 9th inst. the Committee considered the letter from Henry Boulton, Esq. requesting to be informed, whether he may build a ship of 800 tons in the room of the Norfolk, and presuming, that should the Court's determination be for a larger ship, there can be no doubt of their receiving one of about 1160 tons, to be taken up for the present year; and as the permission to Mr. Boulton for building a ship in the room of the Norfolk has never been withdrawn, but was only suspended on the 29th August, 1787, and then upon no other account than what regarded the size of the ship, the Committee reported as their opinion, that Mr. Boulton be now permitted to build a ship of about 1160 tons for the present season, such new ship to be commanded by Captain Samuel Charles Bonham; and Mr. Boulton laying before this Committee, on or before the 25th inst. the consent of the majority of living Owners for his building on that bottom.

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## AT A COURT OF DIRECTORS,

Held on Friday the 11th July, 1788.

A report from the Committee of Shipping, dated this day, being read,

Resolved, That Henry Boulton, Esq. be now permitted to build a ship of about 1160 tons, for the present season, in the room of the Norfolk, such new ship to be commanded by Captain Charles Bonham; Mr. Boulton laying before the Committee of Shipping, on or before the 25th inst. the consent of the majority of living Owners for his building on that bottom.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 16th July, 1788.

The Court, according to order of the 9th inst. taking into consideration a report from the Committee of Shipping, dated the 8th inst.

Resolved, That the order of Court, of the 8th February last, be suspended, for the special purpose of admitting a ship of 800 tons, in the room of and with the order of turn in which the Calcutta stands to be taken up, subject however to the express condition that Mr. William Moffat do lay before the Committee of Shipping, on or before the 22d inst. the consent of the majority of living Owners for his building on that ship's bottom, and that the new ship be commanded by Captain William Thomson.

On reading a letter from Mr. William Moffat, dated this day, signifying that the consent of the Owners of the Calcutta for his building a new ship in her room, has already been laid before the Court, that no alteration has taken place, and that the ship is intended to be commanded by Captain William Thomson; also

Vide App.  
No. 990.

Letter from Mr. David Bristow, for Henry Boulton, Esq. signifying that he shall be enabled to deliver in, by the 25th inst. the written consent of the majority of the Owners of the late ship Norfolk, empowering him to build on that ship's bottom.

Vide App.  
No. 991.

Ordered, That the said letters be referred to the consideration of the Committee of Shipping.

Letter from Messrs. Timothy and William Curtis, dated this day, being read, signifying that the ship Nottingham will be ready to come afloat at any time the Court may order;

Vide App.  
No. 992.

Ordered, That it be referred to the consideration of the Joint Committee of Correspondence and Shipping.

On a motion,

Ordered, That the receipt of tenders be postponed till Wednesday next, the 23d inst.





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## AT A COMMITTEE OF SHIPPING,

On Wednesday the 23d July, 1788.

Vide App.  
No. 990.

Mr. William Moffat having represented in his letter of the 16th inst. referred to this Committee's consideration by order of Court the same day, that the consent of the Owners of the Calcutta for his building a ship in her room, has already been laid before the Court, that no alteration has taken place therein, and that the ship is intended to be commanded by Captain William Thomson; and as Mr. Moffat, on the 18th October, 1785, laid before this Committee, a paper signed the 5th of the preceding month by several living Owners of the late ship Calcutta, holding shares to the amount of  $\frac{1}{2}$ , and by the executors of deceased Owners to the amount  $\frac{1}{4}$  more, authorizing Mr. Moffat to build a ship in the room of the Calcutta; the Committee reported, that they presume the Court will confirm the order of the 16th inst. for permitting the new ship, offered by Mr. Moffat, to be tendered in the room of, and with the order of turn in which the late ship Calcutta stands, to be taken up.

Vide App.  
No. 993.

Mr. Ferguson's report of the progress of ships building for the Company's service, dated the 16th inst. was laid before the Committee.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 23d July, 1788.

On a motion,

Vide App.  
No. 987.

Resolved, That it be recommended to the next General Court, to suspend the 39th By-Law, in order to enable this Court to take up, on freight to China direct, in the course of the season 1789 and 1790, such ships as shall have performed four voyages in the Company's service, and shall appear, upon examination, to be in a fit condition to perform a fifth voyage, and shall be repaired and fitted accordingly, to the satisfaction of this Court; provided, that such ships shall be in rotation according to their arrival in the Downs, and that their order of turn for building do take place from the completion of the fifth voyage.

A report from the Committee of Shipping, dated this day, being read, in which the Committee state that Mr. William Moffat did, on the 18th October, 1785, lay before the Committee a paper signed the 5th of the preceding month by several living Owners of the late ship Calcutta, holding shares to the amount of  $\frac{1}{2}$ , and by the executors of deceased Owners, to the amount of  $\frac{1}{4}$  more, authorizing Mr. Moffat to build a ship in the room of the Calcutta; the Committee therefore presume the Court will confirm the order of the 16th inst. for permitting the new ship, offered by Mr. Moffat, to be tendered in the room of, and with the order of turn in which the late ship Calcutta stands to be taken up.

Resolved,





Resolved that this Court do agree in opinion with the said Committee, and that the said order of the 16th inst. be confirmed accordingly.

On reading a letter from George Mackenzie Macaulay, Esq. dated the 16th inst. tendering the ship Pitt on the terms therein-mentioned; also

Vide App.  
No. 994

Letter from Mr. Macaulay, dated this day, further explaining the said tender; and

Vide App.  
No. 995

Letter from a majority of Owners of the late ship Norfolk, empowering Mr. Henry Boulton to build a new ship on her bottom;

Vide App.  
No. 996

Ordered, That the said letters be referred to the Committee of Shipping, to examine and report.

The tenders of the following ships being now opened, were read, viz.

Vide App.  
No. 997

The Sullivan	-	-	Captain Robert Pouncy
Middlesex	-	-	John Rogers
Pontborne	-	-	James Thomas
Ganges	-	-	Joseph Garnault
Rose	-	-	J. H. Dempster
General Elliott	-	-	Robert Drummond
Busbridge	-	-	Thomas Robertson
Pigot	-	-	George Ballantyne
Henry Dundas	-	-	Angus M'Nab
Thetis	-	-	Justinian Nutt
Vanfittart	-	-	Richard Lewin
Earl of Oxford	-	-	John White
Houghton	-	-	James Monro
New ship in the room of the Calcutta	}		William Thomson
Berrington	-	-	Thomas Ley
King George	-	-	George Millett
General Goddard	-	-	Thomas Foxall
Europa	-	-	Aug. Joseph Applegath
Royal Admiral	-	-	Joseph Huddart
Rockingham	-	-	J. A. Blanshard
Earl of Mansfield	-	-	B. Hepworth
London	-	-	John Eastabrooke
Walpole	-	-	Henry Churchill
Valentine	-	-	Thomas Wall
Earl of Chesterfield	-	-	Henry Burges
Lafcelles	-	-	R. A. Farrington
Melville Castle	-	-	Phillip Dundas
Worcester	-	-	John Hall
Earl Fitzwilliam	-	-	James Dundas
Fort William	-	-	George Simson
York	-	-	J. A. Blanshard

Vide App.  
No. 988

Each ship being proposed to be let at her full builders measurement, with 99 men and a boy, and 26 guns, on the following terms of freight, provided peace continues; but in case of war, before the ships leave England, the Owners expect to have an advance





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advance of freight, adequate to what the insurance may be, as well as to the advanced price of cordage and other stores, viz.

To China direct	-	-	-	£23. 10s. per ton.
St. Helena and China, Bencoolen and	}	-	-	24. 10s.
China, and Coast and China				
Bombay	-	-	-	25. 10s.
Coast and Bay	-	-	-	26. 10s.

Vide App.  
No. 999.

New ship on the bottom of the

Resolution	-	-	Captain James Tod
Norfolk	-	-	S. C. Bonham
Earl of Sandwich	-	-	John Wordsworth
Fox	-	-	J. Blackburne

each ship being proposed to be let at her full builders measurement for China, at the freight of £21. per ton, and to all parts of India in the same proportion, and subject to the same terms and conditions as the other regular ships of this season, with demorage in proportion to the number of men the said ships are obliged to carry.

Vide App.  
No. 1000.

The Earl of Wycombe

Marquis of Lansdown

Lord Walsingham, for the next season

To China alone	-	at £22. per ton.
Madras and China	-	23.
And to other parts	-	24.

Vide App.  
No. 1001.

The Admiral Barrington, for another voyage to China, at the freight of £20. per ton, or in the usual proportion for other settlements.

Vide App.  
No. 1002.

The Dover, Captain John Denis, to carry 22 guns, and to be navigated by 86 men, on the following terms, viz.

For China	-	-	at £18. per ton.
Coast and China	-	}	19.
Coast and Bay	-		
Bombay	-		

the demorage, and in all other respects, in proportion as her size is to the tonnage of the regular ships in the service.

Vide App.  
No. 1003.

The Lansdown, Captain William Storey, with 76 men and 20 guns, proposed to be let at her full builders measurement to India or China, for the ensuing season, on the same terms and conditions, in every respect, as the Owners of the Earl of Wycombe may tender that ship for her next voyage, engaging, on her arrival in England, that she shall be fitted and furnished, in every respect, to the satisfaction of the Company's inspecting officers.

Vide App.  
No. 1004.

Letter from Mr. Alexander Hume, dated the 15th inst. being read, stating that as the ship Earl of Mansfield appears upon a survey to be in a fit condition to perform a fifth voyage, the Owners, desirous to avail themselves of a resolution of the Honorable Court in March, 1786, have accordingly tendered her for the service of the present season; also

Vide App.  
No. 1005.

Letter from Mr. William Dent, dated the 16th inst. stating that the Owners of the ship building in the room of the Earl of Sandwich,





wich, having sent in a tender of that ship for the Company's service, he is directed to observe, that unless it should be absolutely necessary, from the tonnage the Court may want, that she should go out this season, it would be more agreeable to the Owners that she should be permitted to stand over till next season, by which means the ship will have the opportunity of standing in her frame some months, and which delay the Owners conceive will ultimately be highly beneficial to her; and further expressing a hope, that should this plan be honored with the Court's approbation, she may be considered as the first new ship in turn for the year 1789; and

Letter from Mr. J. Fiott, dated this day, requesting the Court to include, among the ships to be taken up for this season, the ship Belvedere, Captain William Greer, which is hourly expected from China, and which he hopes will arrive in time to be in the number wanted, according to rotation. Vide App. No. 1006.

Ordered, That the said tenders and letters be referred to the Committee of Shipping, to report what freight it will be proper to give for the ships of the ensuing season.

#### AT A COMMITTEE OF SHIPPING,

On Thursday the 24th July, 1788.

The Committee taking into consideration the several references of Court of the 16th and 23d inst. reported their opinion thereon as follows, viz.

Pursuant to reference of Court of the 23d inst. the Committee have considered the letter from William Dent, Esq. representing that unless it is absolutely necessary, from the tonnage wanted by the Company, that the new ship in the room of the Earl of Sandwich should go out this season, it would be more agreeable to the Owners that the ship should stand over till next season, and requesting, in that case, that she may stand the first in turn of the new ships of the year 1789, and are of opinion Mr. Dent's request be complied with. Vide App. No. 1005.

The Committee having considered the references of Court of the 16th and 23d inst. on the letter from Henry Boulton, Esq. respecting his building on the bottom of the Norfolk; also the consent of the majority of living Owners holding shares to the amount of  $\frac{2}{3}$  in the old ship, for Mr. Boulton's building a ship in her room, the Committee presume the Court will confirm their order of the 11th inst. for Mr. Boulton's building a ship accordingly. Vide App. No. 991. No. 996.

The Committee having taken into consideration the reference of Court of the 23d inst. on the several tenders then presented to the Court, do offer as their opinion, that the new ships in the room of the Norfolk, Fox, and Resolution; also, the ships Nottingham, Belvedere, Earl of Wycombe, Marquis of Lansdown, and Lord Walsingham, or such of them as shall be in order of turn Vide App. No. 997. No. 1003.





turn for this season, be taken up on the terms respectively agreed on by the Court, when the Owners of those ships obtained the Court's permission to build, being as follows, viz.

For the three new ships - at £21. per ton.

And for the others - - - 22.

to China direct, and in the usual proportion to other parts, the large ships carrying men according to their tonnage, as settled by the Court on the 14th February, 1787, and the demorage being increased beyond that of a ship of 800 tons, in proportion to the increased number of men.

The Committee further offer, as their opinion, that all the other ships in general be taken up upon the same terms and conditions, in every respect, as those of last year, the freights being as follows, viz.

To China direct - -	-	£ 23. 10s. per ton.
St. Helena and China	}	24. 10s.
Bencoolen and China		
Coast and China		
Bombay and China		
St. Helena and Bencoolen	}	25. 10s.
Bombay - - -		
Bengal and Bencoolen -		
Coast and Bay - - -		
	-	26. 10s.

Vide App.  
No. 1004.

Pursuant to reference of Court of the 23d inst. the Committee have considered the letter from Alexander Hume, Esq. representing that as the Earl of Mansfield appears to be in a fit condition, the Owners have tendered her for a fifth voyage, and the Committee are of opinion, that agreeably to the order of Court of the 16th March, 1786, she be taken up for a voyage to China direct, provided she is repaired and fitted to the satisfaction of the Company's officers.

Vide App.  
No. 997.

The Owners of the ship Lascelles, which has performed four voyages, having tendered her on the 23d inst. for a fifth voyage, the Committee are of opinion, that under the order of Court of the 16th March, 1786, she be taken up for a fifth voyage to China direct, the ship being repaired and fitted to the satisfaction of the Company's officers.

Vide App.  
No. 1006.

The Committee having taken into consideration the reference of Court of the 23d inst. on a letter from John Flott, Esq. requesting that the ship Belvedere may be taken up this season, are of opinion, that the ship Belvedere will be entitled to be taken up according to the order of turn in which she may arrive in the Downs.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 25th July, 1788.

Vide App.  
No. 994.

The following report was made to the Court, viz.  
Pursuant to reference of Court of the 23d inst. the Committee have considered the tender of the ship Pitt, by George M. Macaulay,





caulay, Esq. Sole Owner, for a voyage to India or China, on the terms therein-mentioned ; also a letter from that gentleman, dated the 23d inst. in explanation of his tender of the 16th instant. The Committee have also read the resolution of Court of the 12th December last, founded upon a report of a Committee of the whole Court, respecting the repeated applications of Mr. Macaulay, for that ship being taken up again ; the Committee upon the whole, are clearly of opinion, that the ship Pitt was upon a former voyage considered as an extra ship, and taken up for one voyage only, and upon this principle Mr. Macaulay has no further claim upon the Court ; but as the Pitt (originally the Fortitude) was built purposely for the Company's employ, and is not calculated for any other ; that if she is not again received into the service, it must inevitably be attended with a considerable loss to Mr. Macaulay, and as any favor conferred in the present instance cannot be brought forward as a precedent, as there is no other ship under the same predicament, the Committee for these several reasons are induced to recommend, as a matter of particular indulgence in the Court, that the ship Pitt be taken up as one of the ships for the exports of the present season, provided the generality of the Managing Owners do not feel themselves aggrieved under the idea of its breaking in upon any compact they may have entered into with the Company for this season ; that she be employed this one voyage, but no more ; that the terms upon which she should be so employed, be at the rate of £22. per ton to China direct, and to other parts in the usual proportions, and in all other respects upon the same terms as the other ships of 750 to 800 tons ; at the same time that the Committee offer these sentiments, they are not unmindful of the By-Laws which now lay for confirmation, to secure, under certain conditions, the rotation of the regular ships ; it is far from the Committee's intentions to recommend any measure that shall appear to infringe upon those By-Laws, and they hope when the Managing Owners are informed of the grounds upon which the Committee have proceeded, that they will consider them in a favorable light, and not object, under the particular circumstances of the case, to the recommendations which the Committee now submit to the determination of the Court.

Vide App.  
No. 995.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 30th July, 1788.

Three reports from the Committee of Shipping, dated the 24th inst. being read,

Resolved, That the order of this Court of the 11th inst. for Henry Boulton, Esq. building a ship on the bottom of the Norfolk be confirmed, the consent of the majority of living Owners for his building having been produced.

Resolved, That agreeably to the request of William Dent, Esq. the new ship in the room of the Earl of Sandwich do stand the first in turn of the new ships of the year 1789.

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Resolved,





Resolved, That the new ships in the room of the Norfolk, Fox, and Resolution; also the ships Nottingham, Belvedere, Earl of Wycombe, Marquis of Lansdown, and Lord Walsingham, or such of them as shall be in order of turn for this season, be taken up on the terms respectively agreed on by this Court, when the Owners of those ships obtained the Court's permission to build, being as follows, viz.

For the three new ships - at £21. per ton.

And for the others - 22.

to China direct, and in the usual proportion to other parts; the large ships carrying men according to their tonnage as settled by the Court on the 14th of February, 1787, and the demorage being increased beyond that of a ship of 800 tons in proportion to the increased number of men.

That all the other ships in general be taken up on the same terms and conditions, in every respect, as those of last year, the freights being as follows, viz.

To China direct - - -	£23. 10s. per ton.
St. Helena and China	} 24. 10s.
Bencoolen and China	
Coast and China	
Bombay and China	
St. Helena and Bencoolen	} 25. 10s.
Bombay - - -	
Bengal and Bencoolen	
Coast and Bay - - -	26. 10s.

On a motion,

Ordered, That it be referred to the Committee of Correspondence, to consider the number of ships proper to be taken up for the Company's service the ensuing season, and to report.

Three other reports from the Committee of Shipping, dated the 24th inst. being read,

Resolved, That agreeably to the order of Court of the 16th March, 1786, the ship Earl of Mansfield be taken up for a voyage to China direct, provided she is repaired and fitted to the satisfaction of the Company's officers.

Resolved, That under the order of Court of the 16th March, 1786, the Ship Lafcelles be taken up for a fifth voyage to China direct, the ship being repaired and fitted to the satisfaction of the Company's officers.

Resolved, That the ship Belvedere will be entitled to be taken up according to the order of turn in which she may arrive in the Downs.

The Committee of Shipping, in a report dated the 25th inst. now read, stating their reasons for recommending, as a matter of particular indulgence in the Court, that the ship Pitt be taken up as one of the ships for the exports of the present season; that she be employed this one voyage, but no more; that the terms  
upon





upon which she should be so employed be at the rate of £22. per ton to China direct, and to the other parts in the usual proportions; and, in all other respects, upon the same terms as the other ships of 750 to 800 tons.

Resolved, That the said report be recommitted.

#### AT A COMMITTEE OF CORRESPONDENCE,

The 30th July, 1788.

Pursuant to a reference of Court of this day, the Committee took into consideration the proper number of ships to be entertained.

And the Committee offer it to the Court, as their opinion, that 31 ships, including the Company's ship Britannia, be entertained for the ensuing season.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 30th July, 1788.

The Committee made the following report to the Court;

The Court having this day recommitted the report from this Committee on the 25th inst. on the several applications from Mr. Macaulay, respecting the ship Pitt; the Committee, upon reconsidering the same, beg leave to state, that the considerations of advantage to the Company in the abatement of 30s. per ton freight, on a ship built purposely for the service, and the loss which the Owner must experience if not again employed, are the motives which induced the Committee to recommend that she should be taken up for one voyage, but no more; but in so doing the Committee would not wish to have it understood that they are averse to the object of the present By-Laws to secure the rotation of the ships which now lay for the confirmation of the next General Court of Proprietors; but, on the contrary, it appears to this Committee, under all the circumstances of the case, that it would become the liberality of the Court to carry with it the acquiescence of the majority of the Managing Owners.

The Committee have further to offer, as their opinion, that should the Court think proper to entertain the ship Pitt for one voyage in the Company's service, she be taken up as one of the ships for the present season at a freight of £22. to China, and in the usual proportions to other parts, and in all other respects on the same terms and conditions as the ships of 750 to 800 tons burthen.

AT





## AT A COURT OF DIRECTORS,

Held on Wednesday the 30th July, 1788.

A report from the Committee of Correspondence, dated this day, being read,

Resolved, That 31 ships, including the Company's ship *Britannia*, be entertained for the ensuing season.

The Committee of Shipping, in a report dated this day, stating (that they have reconsidered the report recommitted to them this day) that the considerations of advantage to the Company in the abatement of 30s. per ton freight on a ship built purposely for the service, and the loss which the Owner must experience, if not again employed, are the motives which induced the Committee to recommend that the ship *Pitt* should be taken up for one voyage, but no more; but in so doing the Committee would not wish to have it understood that they are averse to the object of the present By-Laws, to secure the rotation of the ships which now lie for the confirmation of the next General Court of Proprietors; but, on the contrary, it appears to the Committee, under all the circumstances of the case, that it would become the liberality of the Court to carry with it the acquiescence of the majority of the Managing Owners; the Committee further offering, as their opinion, that should the Court think proper to entertain the ship *Pitt* for one voyage in the Company's service, she be taken up as one of the ships for the present season at the freight of £22. to China, and in the usual proportions to other parts, and in all other respects on the same terms and conditions as the ships of 750 to 800 tons burthen.

Resolved, That this Court do agree in opinion with the said Committee.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 6th August, 1788.

Vide App.  
No. 1007.

Letter from Robert Preston, Esq. dated the 5th inst. being read, signifying in reply to the Secretary's letter of the 1st inst. respecting the ship *Pitt*, that the Managing Owners of Shipping beg leave to wave all discussion upon the subject, and are unanimously of opinion, that they cannot, consistently with the duty they owe to the Owners at large, accede to the taking up an extra ship to the exclusion of the regular ships, expressly built for the purpose of carrying on the commerce of the East-India Company;

It was moved, and

Resolved by the ballot, That the ship *Pitt* be taken up for a voyage to India or China.

AT





## AT A COMMITTEE OF CORRESPONDENCE,

The 6th August, 1786.

The Committee submit to the Court, as their opinion, that one more ship for China be taken up for the ensuing season, in addition to the number agreed on the 30th ult.

The Committee further submit to the Court, as their opinion, that the following ships be taken up for the Company's service the ensuing season, viz.

The General Goddard	-	Captain Thomas Foxall
Melville Castle	-	Philip Dundas
Pigot	-	George Ballantyne
Berrington	-	Thomas Ley
Buſbridge	-	Thomas Robertſon
Rofe	-	J. H. Dempſter
Earl of Cheſterfield	-	Henry Burges
Houghton	-	James Monro
Earl of Oxford	-	John White
Thetis	-	Juſtinian Nutt
General Eliott	-	Robert Drummond
Fort William	-	George Simſon
Ponſborne	-	James Thomas
London	-	John Eaſtabrooke
Pitt	-	
Britannia	-	Edward Cumming
Valentine	-	Thomas Wall
Europa	-	Aug. J. Applegath
Sullivan	-	Robert Pouncy
New ſhip (Fox)	-	John Blackburn
Ditto (Reſolution)	-	James Tod
Nottingham	-	
Rockingham	-	John A. Blanſhard
New ſhip (Norfolk)	-	Charles Bonham
Vanſittart	-	Richard Lewin
Ganges	-	Joſeph Garnault
Middleſex	-	John Rogers
Earl of Mansfield	-	Brodie Hepworth
Earl of Wycombe	-	
Laſcelles	-	R. A. Farington
King George	-	George Millett
Walpole	-	Henry Churchill

## AT A COURT OF DIRECTORS,

Held on Wednerſday the 6th Auguſt, 1788.

Two reports from the Committee of Correſpondence, dated this day, being read,

Reſolved, That one more ſhip for China be taken up for the enſuing ſeaſon, in addition to the number agreed on the 30th ultimo.

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Reſolved





Resolved by the ballot, That the following ships be taken up for the Company's service the ensuing season :

The General Goddard	-	Captain Thomas Foxall
Melville Castle	-	Philip Dundas
Pigot	-	George Ballantyne
Berrington	-	Thomas Ley
Busbridge	-	Thomas Robertson
Rose	-	J. H. Dempster
Earl of Chesterfield	-	Henry Burges
Houghton	-	James Monro
Earl of Oxford	-	John White
Thetis	-	Justinian Nutt
General Elliott	-	Robert Drummond
Fort William	-	George Simion
Ponborne	-	James Thomas
London	-	John Eastabrooke
Pitt	-	
Britannia	-	Edward Cumming
Valentine	-	Thomas Wall
Europa	-	Aug. Joseph Applegath
Sullivan	-	Robert Pouncy
New ship (Fox)	-	John Blackburn
Ditto (Resolution)	-	James Tod
Nottingham	-	
Rockingham	-	J. A. Blanshard
New ship (Norfolk)	-	Charles Bonham
Vanfittart	-	Richard Lewin
Ganges	-	Joseph Garnault
Middlesex	-	John Rogers
Earl of Mansfield	-	B. Hepworth
Earl of Wycombe	-	
Lascelles	-	R. A. Farington
King George	-	George Millett
Walpole	-	Henry Churchill

Vide App.  
No. 1008,  
1009.

On reading the request of Henry Hinde Pelly, Esq. that the ship King George may be surveyed without ripping off her sheathing;

Ordered, That the said request be referred to the Committee of Shipping, to examine and report.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 26th August, 1788.

Vide App.  
No. 988.

The Committee taking into consideration the reference of Court of the 2d July last, on the letter from the Honorable William Elphinstone, John Travers, and Thomas Pattle, jun. Esqrs. advising the state of the ship Nottingham.

Mr. Stockwell was called in and examined as to the condition of the goods received by the Nottingham, when he informed the Committee, that the cargo turned out as well, and the damage was as trifling, by this ship, as by any arrived from China.

Captain





Captain Oliver and Captain Coggan were likewise examined on some points respecting the state of the ships from China; and

Captain Anderson having been examined respecting the stowage of the Nottingham in general, and the number of men belonging to her on her departure from England, and also from China, the Committee reported the result of their enquiry to the Court as follows, viz.

That it appears to this Committee, from the several documents and other information which have been laid before them, that this ship's cargo has been delivered in as good condition as that of the generality of other ships, which circumstance may be attributed to her early dispatch from China, and a remarkable good passage home; but notwithstanding the great advantages which must have resulted to the Company in the safe arrival of this ship from the large quantity of goods at half freight, the Committee cannot think it adviseable to adopt the stowage of ships to the extent this has been carried, for it appears from the report of the state of the ship from the above Gentlemen of the Direction, and from the Master-Attendant and his Assistant, that the people must have been very indifferently birthed, and many inconveniences must have been the consequence of a part of the cargo, all the cables, and the greatest part of the provisions and water being stowed upon the gun-deck, at the same time that several of the guns were struck down below, and store-rooms were built upon the upper-deck; and the Committee are not without their apprehensions, that if the Nottingham had been exposed to an enemy, or met with a heavy gale of wind, her situation must have been very critical.

It further appears to the Committee, that the ship, when she sailed from England, was five men short of her complement; but this was owing, as Captain Anderson informs the Committee, to an accidental circumstance, and that he had not an opportunity of replacing them before the ship sailed; it likewise appears that the Nottingham had only 104 men, when she sailed from China, instead of her complement of 127; but Captain Anderson, in his justification, has produced to the Committee the written instructions from the Owners, expressly forbidding his entering any Chinese, while he had 100 men left belonging to the ship.

It also appears, that the manner in which the ship was loaded at Canton, was precisely conformable to the orders of his Owners, which have likewise been laid before the Committee, but how far the Owners are justified in premeditatedly giving orders to Captain Anderson before she sailed from England, which must operate in direct contradiction to the Charter-Party and the Court's instructions, are points which the Committee beg leave to submit to the decision of the Court.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 27th August, 1788.

The Committee of Shipping, in a report dated the 26th inst. now read, stating to the Court, as their opinion, that the cargo  
of





of the ship Nottingham has been delivered in as good condition as that of the generality of other ships, which circumstance may be attributed to her early dispatch from China, and a remarkable good passage home; but notwithstanding the great advantages which must have resulted to the Company in the safe arrival of this ship, from the large quantity of goods at half freight, the Committee cannot think it adviseable to adopt the stowage of ships to the extent this has been carried, as the Committee are not without their apprehensions, that if the Nottingham had been exposed to an enemy, or met with a heavy gale of wind, her situation must have been very critical. The Committee also stating, among other circumstances, that the Nottingham had only 104 men when she sailed from China, instead of her complement of 127; but Captain Anderson has produced to the Committee the written instructions from the Owners, expressly forbidding his entering any Chinese while he had 100 men left belonging to the ship.

That it also appears that the manner in which the ship was loaded at Canton, was precisely conformable to the orders of the Owners, which have likewise been laid before the Committee, but that how far the Owners are justified in premeditatedly giving Orders to Captain Anderson, before he sailed from England, which must operate in direct contradiction to the Charter-Party and the Court's instructions, are points which the Committee beg leave to submit to the decision of the Court.

Resolved, That this Court do approve the said report.

Ordered, That it be referred to the Company's Law-Officers to consider of the proper mode of proceeding against the Owners of the Nottingham, in consequence of their breach of Charter-Party.

### AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING  
TO THE EAST-INDIES,

Held on Wednesday the 24th September, 1788.

The Chairman informed the Court, that it is appointed at this Court to confirm the following By-Laws:

Item, With respect to the freighted ships in the Company's service, it is ordained, that the ship which hath been, or shall be first worn out or condemned, shall be the first rebuilt and employed, and so in rotation, unless it shall appear necessary in the opinion of the Court of Directors to reduce the quantity of tonnage in the Company's service, in which case, when a Commander shall happen to die, upon or after his ship shall have performed a fourth voyage, and before liberty given for rebuilding, the bottom of such ships shall drop.

Item, It is ordained, that if a ship shall happen to be taken or lost on her first, second, or third voyage, and such capture or loss shall, in the judgment of the Court of Directors, appear to have been unavoidable, the Owners of such ship shall have the preference of building a new ship, without waiting for her turn in rotation.

Item,





Item, It is ordained, that no ship shall hereafter be built for, or employed in the Company's trade to and from the East-Indies or China, of less burthen than 800 tons, builders measurement, except ships casually hired for home freights, ships the property of the Company, and ships already built for the Company's service; nor shall ships to be so employed, except as aforesaid, be built with timber of smaller scantling, or with any other materials of less dimensions than those now used for ships of 800 tons, built with the leave of the Company, and so in proportion for ships of a larger size.

Item, It is ordained, that the Court of Directors shall give leave for building each ship in time, to allow 18 months from the time of laying the keel to the launching, and in such leave shall specify particularly the dimensions, scantlings, thickness of plank, and number of guns; provided, that previous to such leave the Owners shall consent to let their respective ships to the Company, upon each voyage, at as low a freight as any other ships can be obtained by the Court of Directors, which have been or shall be constructed and fitted in the same manner with the regular ships of about 800 tons and upwards, at this time employed in the Company's service.

Item, It is ordained, that if any new ship or ships shall be built or taken up on freight for the use of the Company, the command of such ship or ships shall be given to Captains out of employ, from their ships being worn out; and if there shall be no Captain, in that predicament, then to officers properly qualified for a command, under the established regulations of the service, such persons respectively being found, on enquiry, to have faithfully and honorably discharged their duty in their several stations: and the Owners shall be restrained from removing any Commander after he shall have been regularly appointed and confirmed, without giving such reasons for his removal as shall be satisfactory to the Court of Directors.

And the question thereon being put separately, they were confirmed accordingly.

The Chairman acquainted the Court, that it is appointed at this Court to consider of a further suspension of the 39th By-Law for a longer term, subject to the confirmation of a future General Court.

The following resolution, of a Court of Directors, of the 23d July last, was read,

“Resolved, That it be recommended to the next General Court,  
“to suspend the 39th By-Law, in order to enable this Court to  
“take up, on freight to China direct, in the course of the seasons  
“1789 and 1790, such ships as shall have performed four voyages  
“in the Company's service, and shall appear, upon examination,  
“to be in a fit condition to perform a fifth voyage, and shall be  
“repaired and fitted accordingly, to the satisfaction of the Court;  
“provided, that such ships shall be in rotation according to their  
“arrival in the Downs, and that their order of turn for building  
“do take place from the completion of the fifth voyage.”

And the question thereon being put,

Resolved, That the 39th By-Law be suspended for the seasons 1789 and 1790, subject to the confirmation of a future General Court.

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## AT A COURT OF DIRECTORS,

Held on Thursday the 25th September, 1788.

Vide App.  
No. 1010.

On reading a letter from Robert Preston, Esq. dated the 18th inst. requesting the Court to reconsider their resolution of 8th February, respecting the turn of the ship Southampton;

Ordered, That the said letter be referred to the Committee of Shipping, to examine and report.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 8th October, 1788.

Vide App.  
No. 1011.

The Solicitor's report, respecting the cargo of the ship Nottingham, being read,

Ordered, That it be referred to the consideration of the Committee of Shipping.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 29th October, 1788.

Vide App.  
No. 1012.

On reading a letter from Mr. David Bristow, requesting the Court will reconsider that part of the Warley's Charter-Party which relates to the time of the ship entering on demorage;

Ordered, That the said letter be referred to the Committee of Shipping, to examine and report.

Vide App.  
No. 1013.

On reading a letter from Messrs. T. and W. Curtis, dated the 25th inst. offering to exculpate themselves from an idea entertained of their having, as Managing Owners of the Nottingham, premeditatedly given instructions to Captain Anderson, which militated against the Company's instructions, and in direct violation of the Charter-Party.

Ordered, That it be referred to the consideration of the Committee of Shipping.

## AT A COMMITTEE OF SHIPPING,

On Tuesday the 11th November, 1788.

Vide App.  
No. 1011.

The opinion of the Company's Solicitor, dated the 3d ult. on the proper mode of proceeding against the Owners of the Nottingham, in consequence of their breach of Charter-Party; and

Vide App.  
No. 1013.

Letter from Messrs. Timothy and William Curtis, dated the 25th of last month, offering to exculpate themselves from an idea entertained of their having premeditatedly given instructions to Captain Anderson, which militated against the Company's orders, were read.

Vide App.  
No. 1010.

The Committee considered the reference of Court of the 29th ult. on a letter from Mr. David Bristow, requesting the Court will reconsider that part of the Warley's Charter-Party which relates





lates to the time of the ship entering on demorage after her arrival in India, and the Committee reported as their unanimous opinion, that as the Warley was taken up on the same terms and conditions as the large ships of last season, no alteration can be made in the time of the commencement of the demorage.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 11th November, 1788.

The Committee of Shipping in a report, dated this day, now read, offering to the Court their unanimous opinion, that as the Warley was taken up on the same terms and conditions as the large ships of last season, no alteration can be made in the time of the commencement of the demorage.

Resolved, That this Court do agree in opinion with the said Committee.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 19th November, 1788.

Pursuant to reference of Court of the 6th August last, the Committee considered the letter from Henry Hinde Pelly, Esq. requesting that the ship King George may be surveyed without ripping off her sheathing, and enclosing, in support of such claim, a letter from Mr. John Perry and Co. stating that on a survey of that ship by the Company's officers and themselves, the copper sheathing was found to be little worn, and considering that the said ship has been built only four years, and that three or four strakes of sheathing under the wales were new upon her last repairs, they are of opinion, that it is not necessary to strip off the copper for the present intended voyage; and Mr. Snodgrafs, on being examined by the Committee, having concurred in the above representation and opinion, the Committee recommended to the Court, that Mr. Pelly's request be complied with.

Vide App.  
No. 1008,  
1009.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 19th November, 1788.

On reading the request of William Money, Esq. for leave to build on the bottom of the ship True Briton;

Vide App.  
No. 1014.

Ordered, That the said report be referred to the Committee of Shipping, to examine and report.

A report from the Committee of Shipping, dated this day, being read,

Resolved, That permission be given for the ship King George, to be repaired without ripping off her sheathing.

AT





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## AT A COMMITTEE OF SHIPPING,

On Wednesday the 26th November, 1788.

Vide App.  
No. 1011.  
No. 1013.

The Committee resuming the consideration of the Solicitor's opinion, respecting the ship Nottingham; also the letter from Timothy and William Curtis, Esqrs. on the same subject, which were read in the Committee on the 11th inst. Mr. Alderman Curtis was, agreeably to his desire, called in and heard thereon; and in the course of the conversation the Alderman assured the Committee, it was the wish of the Owners that the ship should have had her full complement of men both outward and homeward bound; and that the circumstance of Captain Anderson being forbid by his instructions to ship Lascars or Chinese, having 100 men on board, he declared, upon his honor, was not intentional, but owing to the single circumstance of his having accidentally omitted to correct the figures 100 in the printed instructions.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 26th November, 1788.

Vide App.  
No. 1015.

On reading a letter from Henry Boulton, Esq. dated the 21st inst. requesting an alteration in some parts of the Warley's Charter-Party.

Ordered, That the said letter be referred to the Committee of Shipping, to examine and report.

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 3d December, 1788.

Vide App.  
No. 1015.

The Committee having, in pursuance of the reference of Court of the 26th ult. taken into consideration the letter from Henry Boulton, Esq. representing that the Warley is not by Charter-Party upon the same conditions, in respect to stowage, as the large ships of last year, reported, as their opinion, that the cargo of the Warley from Canton, be stowed precisely in the same manner as the large ships of last season, which were permitted to stow teas on the lower deck, from the stern as far forward as the after-part of the well, and from the fore-part of the main-hatchway to the after-part of the fore-hatchway, strong and sufficient bulk-heads being carried up from side to side on the after-part of the well, the fore-part of the main-hatchway and after-part of the fore-hatchway; every part of the deck, where goods are to be stowed being sufficiently dunnaged with billet-wood, or with battens of one inch and a half thick, with such other precautions as, in the discretion of the Commander, may appear necessary.





## AT A COURT OF DIRECTORS;

Held on Wednesday the 3d December, 1788.

A report from the Committee of Shipping, dated this day, being read,

Resolved, That the ship Warley be allowed to stow her cargo, from Canton, precisely in the same manner as the large ships of last season, which were permitted to stow teas on the lower deck from the stern as far forward as the after-part of the well, and from the fore-part of the main-hatchway to the after-part of the fore-hatchway, strong and sufficient bulk-heads being carried up from side to side on the after-part of the well, the fore-part of the main-hatchway and after-part of the fore-hatchway; every part of the deck where goods are to be stowed being sufficiently dunnaged with billet-wood, or with battens of one inch and a half thick, with such other precautions as in the discretion of the Commander may appear necessary.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 17th December, 1788.

On reading the request of Captain William Frazer, that the ship Ocean may be stowed in the same manner as the Warley, and the large ships of last season, Vide App. No. 1016.

Ordered, That the said request be referred to the Committee of Shipping, to examine and report.

## AT A GENERAL COURT

OF THE UNITED COMPANY OF MERCHANTS OF ENGLAND, TRADING TO THE EAST-INDIES,

Held on Wednesday the 17th December, 1788:

The Deputy Chairman acquainted the Court, that it is appointed at this Court to confirm the suspension of the 39th By-Law for a longer term. Vide App. No. 987.

It was then moved, and on the question being put,

Resolved, That this Court doth confirm the suspension of the 39th By-Law, for the seasons 1789 and 1790.

## AT A COMMITTEE OF SHIPPING,

On Friday the 19th December, 1788.

Letter from Timothy and William Curtis, Esqrs. dated the 28th ult. was read, submitting to the Committee's consideration the clauses in the draft of the Charter-Party of the Nottingham, which in their opinion differ materially from the terms on which that ship was taken up. Vide App. No. 1017.





- The following papers, were read, viz.
- Vide App. No. 663. Letter from Mr. James Jones, dated the 11th May, 1786.  
Minute of the Committee of the whole Court on the same, on the 30th of that month.
- Vide App. No. 679. Letter from Mr. Robert Thompson, dated 30th May, 1786.  
Minute of the Committee of the whole Court thereon, the same day.
- Vide App. No. 688. Letter from Mr. Robert Thompson, dated the 31st May, 1786.  
Minute of Court thereon, the same day.
- Vide App. No. 1018. And the Solicitor attending the Committee, prepared a case for the opinion of council on this business, which being read and approved, the Committee reported their proceedings to the Court, as follows, viz.

The Committee having taken into consideration the papers respecting the Nottingham, which were referred the 8th and 29th of October last; and having also heard Mr. Alderman Curtis thereon, and considered a letter to this Committee, containing his objections to the present Charter-Party, the Committee judged it necessary to have the opinion of Council on the several points; and the Company's Solicitor, under this Committee's instructions and approbation, has prepared a state of the case accordingly.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 23d December, 1788.

- Vide App. No. 1016. The Committee having considered the request of William Frazer, Esq. that the ship Ocean may be stowed in the same manner as the Warley, and the large ships of last season, reported, as their opinion, that Mr. Frazer's request be complied with.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 23d December, 1788.

- Vide App. No. 1018. The Committee of Shipping, by a report dated the 19th inst. now read, submitting to the Court a state of the case respecting the ship Nottingham, prepared for the opinion of Council, by the Company's Solicitor, under the instructions and approbation of the Committee.
- The same was read and approved.

A report from the said Committee, dated this day, being read,

Resolved, That permission be given for the ship Ocean being stowed in the same manner as the Warley, and the large ships of last season.

AT





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## AT A COMMITTEE OF SHIPPING,

On Friday the 2d January, 1789.

The opinion of the Company's Standing Council on the case, which was approved by the Committee, on the 19th ult. respecting the ship Nottingham, was read. Vide App. No. 1018.

## AT A COMMITTEE OF SHIPPING,

On Thursday the 8th January, 1789.

The Committee having taken into further consideration the several papers respecting the objections of the Owners of the Nottingham to signing that ship's Charter-Party, and having had the opinion of the Company's Standing Council on a case stated by the Solicitor, as noticed in a report from this Committee on the 19th of last month. Vide App. No. 1017, No. 1018.

The Committee reported, as their opinion, to the Court, that the demorage be allowed to commence from the expiration of four months after the ship's arrival in India; that the time of the ship's arrival at Gravesend be considered to commence from the day of her actual arrival there; that she be appointed to remain there 20 days, and in the Downs 10 days; and that the Nottingham's Charter-Party be filled up in other respects (freight and the rate of demorage excepted) the same as other ships of this season; the Committee further submitted, that the like indulgence be extended to the Nottingham, as has been already allowed to the ships Warley and Ocean of stowing goods on the lower deck, between the fore-part of the main-hatchway and after-part of the fore-hatchway, as particularly described in this Committee's report of the 3d of last month.

But that this indulgence be granted no further than for the special purpose of enabling the ship to bring extra tonnage to the amount of 320 tons, but no more; and that positive directions be transmitted to the Supra-Cargoes, that that amount be upon no consideration exceeded; the Committee further submitted, that this restriction will appear to the Court highly necessary, when it is recollected, that a former report from this Committee clearly stated, that the Nottingham was, last voyage, improperly stowed and greatly overloaded, and thereby, in case they had met with bad weather, the ship and cargo must have been both exposed to great danger.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 14th January, 1789.

A report from the Committee of Shipping, dated the 8th inst. being read, stating that they have taken into consideration the several papers respecting the objections of the Owners of the Nottingham to signing that ship's Charter-Party, and having had the opinion of the Company's Standing Council on a case stated by the Solicitor, as noticed in their report on the 19th last month, now offer,





offer, as their opinion, that the demorage be allowed to commence from the expiration of four months after the ship's arrival in India; that the time of the ship's arrival at Gravesend be considered to commence from the day of her actual arrival there; that she be appointed to remain there 20 days, and in the Downs 10 days; and that the Nottingham's Charter-Party be filled up in other respects (freight and the rate of demorage excepted) the same as other ships of this season; they further submit, that the like indulgence be extended to the Nottingham as has been already allowed to the ships Warley and Ocean of stowing goods on the lower deck, between the fore-part of the main-hatchway and after-part of the fore-hatchway, as particularly described in their report of the 3d of last month; but that this indulgence be granted no further than for the special purpose of enabling the ship to bring extra tonnage to the amount of 320 tons, but no more; and that positive directions be transmitted to the Supra-Cargoes, that that amount be upon no consideration exceeded.

Resolved, That this Court do agree in opinion with the said Committee.

#### AT A COURT OF DIRECTORS,

Held on Friday the 20th March, 1789.

Vide App.  
No. 1019.

The Chairman laying before the Court a paper containing his reasons for opposing the building large ships,  
The same was read, and ordered to lie for consideration.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 25th March, 1789.

On a motion,

Ordered, That it be referred to the Committee of Shipping to take into consideration the state of the Company's shipping.

#### AT A COMMITTEE OF SHIPPING,

On Thursday the 2d April, 1789.

The Committee having taken into consideration the reference of Court of the 25th ult. on the state of the Company's shipping, reported their opinion thereon as follows, viz.

That leave be given for building five ships of 1100 to 1200 tons each, for the service of the season 1790.

That the ships to be so built be on the bottoms of the next five ships in turn, being the

True Briton, to be commanded by Captain Henry Farrer.

Montagu - - - - - Captain Thomas Brettell.

Halfewell } to be commanded by persons qualified under the present regulations, and who shall be approved of by the Court.  
Alfred }

Southampton, to be commanded by Captain John Lennox.

That





That previous to the Court's permission being officially announced to the Managing Owners, they be severally required to deliver the consent of the majority of Owners of the old ships, for their building others in their room (conformably to the standing order of Court of the 13th September, 1786); that they likewise signify their consent to let their respective ships to the Company at £21. per ton, being the freight given to ships of that size, and that they also communicate to the Court the length of keel for tonnage;

The extreme breadth of the beam;

The depth of the hold;

The height between the different decks;

The height of the round-house,  
at the fore and after-parts;

Depth in the waist; and

Scantlings of the principal timbers with which they propose to build their respective ships; also

The number and weight of metal of the guns they are to carry;

in order that the Court may come to a determination, and give the necessary directions on those points, agreeably to what is enjoined by the 56th By-Law.

Vide App.  
No. 1020.

#### AT A COURT OF DIRECTORS,

Held on Friday the 3d April, 1789.

A report from the Committee of Shipping, dated the 2d inst. being read,

Resolved, That leave be given for building five ships 1100 to 1200 tons each, for the service of the year 1790;

That the ships to be so built be on the bottoms of the next five ships in turn, being the

True Briton, to be commanded by Captain Henry Farrer.

Montagu, - - - Captain Thomas Brettell.

Halfewell, { to be commanded by persons qualified under the  
Alfred, { present regulations, and who shall be approved of  
by the Court.

Southampton, to be commanded by Captain John Lennox.

That previous to the Court's permission being officially announced to the Managing Owners, they be severally required to deliver the consent of the majority of the Owners of the old ships, for their building others in their room (conformably to the standing order of Court of the 13th September, 1786); that they likewise signify their consent to let their respective ships to the Company at £21. per ton, being the freight given to ships of that size, and that they likewise communicate to the Court the length of keel for tonnage;

The extreme breadth of the beam;

The depth of the hold;

The height between the different decks;

The height of the round-house,  
at the fore and after-parts;

Depth in the waist; and

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Scantlings





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Scantlings of the principal timbers with which they propose to build their respective ships; also The number and weight of metal of the guns they are to carry; in order that the Court may come to a determination, and give the necessary directions on those points, agreeably to what is enjoined by the 56th By-Law.

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 8th April, 1789.

Vide App. No. 1020. Mr. Ferguson's report of the progress of ships building for the Company's service, dated this day, was laid before the Committee.

## AT A COURT OF DIRECTORS,

Held on Thursday the 9th April, 1789.

Vide App. No. 1021. Letter from Mr. Robert Wigram, dated this day, signifying that he is appointed by the majority of the Owners of the late ship True Briton to build on that bottom, whenever the Court may give permission for that purpose, was read.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 15th April, 1789.

Vide App. No. 1022, 1023, 1024. On reading a letter from Robert Preston, Esq. dated the 14th inst. enclosing the consent of the majority of the Owners of the ship Southampton, for his building another ship in her room; and also stating the proposed dimensions of the new ship; also

Vide App. No. 1025, 1026, 1027. Letter from Mr. Robert Wigram, dated this day, enclosing the consent of the majority of the Owners of the True Briton, for building another ship in her room, and tendering the said new ship at £21. per ton to China direct, being of the dimensions therein-mentioned.

Ordered, That the said letters be referred to the Committee of Shipping, to examine and report.

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 22d April, 1789.

Vide App. No. 1022, 1023, 1024. Pursuant to reference of Court of the 15th inst. the Committee considered the letter from Robert Preston, Esq. enclosing the consent of the majority of the Owners of the late ship Southampton, for his building another ship in her room; and also stating the proposed dimensions of the new ship; and Mr. Snodgrafs being called in, was consulted thereon, and having delivered in a paper,

Vide App. No. 1028. specifying the dimensions, which in his opinion are proper for a ship of about 1180 tons; also the principal scantlings for ships from





from 1100 to 1200 tons, and as the same correspond nearly with those proposed by Mr. Preston, the Committee reported, as their opinion, that Mr. Preston have leave to build on the bottom of the Southampton, to be commanded by Captain John Lennox, for the service of the season 1790, of the following dimensions and scantlings, and subject to the following conditions, viz.

## DIMENSIONS.

		Feet.	Inch.
Length of keel for tonnage	- - -	132	0
Breadth extreme	- - -	41	0
Burthen in tons	- - - 1180 $\frac{2}{3}$		
Depth in hold	- - -	17	0
Height between the lower and middle decks	- - -	6	6
Middle and upper decks	- - -	6	6
Upper deck and round-house	{ afore - - -	6	4
	{ abaft - - -	6	7
Depth of the waist	- - -	4	0

## SCANTLINGS.

		Inch.		Inch.
Main keel	- fided	15 $\frac{1}{2}$	Moulded	16 $\frac{1}{2}$
Kelson	- - -	15 $\frac{1}{2}$	- - -	15 $\frac{1}{2}$
Stem at the head	- - -	15 $\frac{1}{2}$	- - -	16 $\frac{1}{2}$
Stern-post at the wing	} transom	16 $\frac{1}{2}$	- - -	16 $\frac{1}{2}$
Wing transom			- - -	
Floors in midships	- - -	15	- - -	} 13 $\frac{1}{2}$ at the head.
Ditto afore and abaft	- - -	14	- - -	
Lower futtocks in midships	- - -	14	- - -	} 12 $\frac{7}{8}$ ditto
Ditto afore and abaft	- - -	13 $\frac{1}{2}$	- - -	
Middle futtocks fore and aft	- - -	13 $\frac{1}{2}$	- - -	12 $\frac{1}{2}$ ditto
Upper ditto	ditto	13	- - -	} 11 middle deck.
Top timbers	ditto	12 $\frac{1}{2}$	- - -	
			- - -	} 8 upper.
			- - -	
			- - -	7 topside.

Main wale, 6 strakes of 6 inches thick

Thick stuff under ditto, 5 strakes from 5  $\frac{1}{2}$  to 4  $\frac{1}{2}$  thick.

Bottom, 4 inch plank

Topside, between the main wales and sheer-strakes, 4 inch English plank.

Sheer-strake 5 inches thick, and 11 inches broad.

Plank above the sheer-strake, 2  $\frac{1}{2}$  inches thick.

Gun wales, 4 inches thick.

## INSIDE STUFF.

Lower futtock heels, 2 strakes 5 inches thick, and 1 strake 4 inches thick.

Floor heads, 4 strakes 5 inches thick, and under 1 strake of 4 inches thick.

To shut in between the floor heads and lower futtock heels, with 3 inch plank.

Lower deck clamps, 2 strakes 6 inches thick, and 2 strakes 5 inches thick.

To





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To shut in between the lower deck clamps and floor heads, with 4 inch plank.

Lower deck spirketting, 2 strakes 4 inch plank.

Middle deck clamps, 2 strakes 5 inch plank thick.

To shut in between the lower deck spirketting and middle deck clamps, with 4 inch plank.

Middle deck spirketting, 2 strakes of 4 inch plank.

Upper deck clamps, 2 strakes of 4 inch plank.

Short stuff, between middle deck ports, 3 inch plank.

Upper deck spirketting, 2 strakes of 3 inch plank.

Round-house clamps, 1 strake of 4 inch plank.

Short stuff, between upper deck ports, 2 inch plank.

Lower deck beams, sided  $14\frac{1}{2}$  inches. Moulded  $13\frac{1}{2}$  inch.

Middle - - - 13 - - - 11

Upper - - -  $10\frac{1}{2}$  - - -  $8\frac{1}{2}$

Round-house - - - 7 - - - 5

Lower deck knees - - - 10

Middle - - -  $8\frac{1}{2}$

Upper - - -  $7\frac{1}{2}$

Lower, middle, and upper decks to be 3 inches thick.

To carry twenty 12 pounders.

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That the ship be freighted at £21. per ton to China direct, and in the usual proportions to other parts.

Vide App.  
No. 1020.

That the keel be laid as soon as convenient, but that it be required of the Owners to do so within two months from this date, so that allowing 18 months, agreeably to the 56th By-Law, the ship be launched in the month of December, 1790, at farthest, or else to lose her turn for that season; and if the keel should not be laid in June, 1790, and the ship launched in or before the month of December, 1791, the Southampton be pronounced a lapsed bottom, and thrown entirely out of the service.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 22d April, 1789.

A report from the Committee of Shipping, dated this day, being read,

Resolved, That Robert Preston, Esq. have leave to build a ship on the bottom of the Southampton, to be commanded by Captain John Lennox, for the service of the season 1790, of the dimensions and scantlings therein-mentioned.

That the ship be freighted at £21. per ton to China direct, and in the usual proportions to other parts;

That the keel be laid as soon as convenient, but that it be required of the Owners to do so within two months from this date, so that allowing 18 months, agreeably to the 56th By-Law, the ship be launched in the month of December, 1790, at farthest, or else to lose her turn for that season; and if the keel should not be laid in June, 1790, and the ship launched in or before the month of December, 1791, the Southampton be pronounced a lapsed bottom, and thrown entirely out of the service.

On





Vide App.  
No. 1029.  
No. 1030.  
No. 1031,  
1032.

On Wednesday the 29th April, 1789.

Vide App.  
No. 850.  
No. 1025,  
1026, 1027  
1031, 1032.

Vide App.  
No. 1033.

Vide App.  
No. 1031,  
1032.

## Feet. Inches.

Length of keel for tonnage	-	-	134	o
Extreme breadth	-	-	41	o
Burthen in tons	-	-	1198 <sup>15</sup> / <sub>74</sub>	
Depth in hold	-	-	17	q
Height between the lower and middle decks	-	-	6	4
middle and upper decks	-	-	6	6
Ditto round-house forward	-	-	6	4
abaft	-	-	6	o
Depth of the waist	-	-	3	10

That the keel be laid as soon as convenient, but that it be required of the Owners to do so within two months from this date, so that allowing 18 months, agreeably to the 56th By-Law,

Vide App.  
No. 1020.





the ship be launched in the month of December, 1790, at farthest or else to lose her turn for that season; and if the keel should not be laid in June, 1790, and the ship launched in or before the month of December, 1791, the Montagu be pronounced a lapsed bottom, and thrown entirely out of the service.

Vide App. No. 850. The Committee having considered the reference of Court of the 26th January, 1787, on the letter from the majority of Owners of the late ship Alfred, appointing Messrs. James and Robert Farquharson Managing Owners for the new ship; and the Committee having also taken into consideration the letter from James Farquharson, Esq. referred the 22d inst. stating the proposed dimensions of the new ship, are of opinion, that Mr. Farquharson have leave to build on that bottom, for the service of the season 1790, of the following dimensions and scantlings, and subject to the following conditions, viz.

DIMENSIONS.

	Feet.	Inches.
Length of keel for tonnage - - - -	134	0
Breadth extreme - - - -	41	0
Burthen in tons - - - - 1198 $\frac{1}{2}$		
Depth in hold - - - -	17	0
Height between the lower and middle decks -	6	4
middle and upper decks -	6	6
Ditto round-house forward - - - -	6	4
abaft - - - -	6	6
Depth of the waist - - - -	3	10

That the scantlings of the timbers and the inside stuff be precisely the same for this ship as those recommended for the Southampton, in this Committee's report of the 22d inst;

That the ship carry 26 nine-pounders;

That she be commanded by a person qualified under the present regulations, who shall be approved of by the Court:

That the ship be freighted at £21. per ton to China direct, and in the usual proportions to other parts;

That the keel be laid as soon as convenient, but that it be required of the Owners to do so within two months from this date, so that allowing 18 months, agreeably to the 56th By-Law, the ship be launched in the month of December, 1790, at farthest, or else to lose her turn for that season; and if the keel should not be laid in June, 1790, and the ship launched in or before the month of December, 1791, the Alfred be pronounced a lapsed bottom, and thrown entirely out of the service.

Vide App. No. 1020. date, so that allowing 18 months, agreeably to the 56th By-Law, the ship be launched in the month of December, 1790, at farthest, or else to lose her turn for that season; and if the keel should not be laid in June, 1790, and the ship launched in or before the month of December, 1791, the Alfred be pronounced a lapsed bottom, and thrown entirely out of the service.

Vide App.  
No. 1025,  
1026, 1027,  
1030.

Pursuant to references of Court of the 15th and 22d instant, the Committee having considered the letters from Robert Wigram, Esq. enclosing the consent of the majority of the Owners of the late ship True Briton, for his building another ship in her room, and also stating the proposed dimensions of the new ship, are of opinion, that Mr. Wigram have leave to build on that bottom, to be commanded by Captain Henry Farrer, for the service of the season 1790, of the following dimensions and scantlings, and subject to the following conditions, viz.

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Vide App.  
No. 1020.

Held on Wednesday the 29th April, 1789.

415'





ports, and subject to the same conditions as the ship to be built on the bottom of the Montagu.

Resolved, That James Farquharson, Esq. be permitted to build a ship on the bottom of the late ship Alfred, for the service of the season 1790, to be commanded by a person qualified under the present regulations, who shall be approved by the Court, of the dimensions and scantlings mentioned in one of the said reports, and subject to the same conditions as the ship to be built on the bottom of the Montagu.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 6th May, 1789.

Vide App.  
No. 1034.  
No. 1035.

Letter from Captain Oliver, dated the 1st inst. accompanying an estimate of the expence of building, outfit, and other charges on an East-India ship of 755 tons, being read, and

Vide App.  
No. 1036.

An account of the difference of the expence of building and fitting out a ship between the years 1788 and 1789, being laid before the Committee, the following report was made to the Court, viz.

The Court having, on the 4th September, 1783, ordered, "That the Committee of Shipping do prepare an estimate of the expence of building, outfit, and other charges of an East-India ship fit for sea, and that the same be laid before the Court the first week in May every year." The Committee, in consequence thereof, do report, that an estimate has been prepared accordingly, by the Master-Attendant, and that the same, upon the present prices, amounts to £19,520.

Vide App.  
No. 1035.

The present estimate, dated the 1st inst. and signed by the Master-Attendant, accompanies this report, and is submitted to the consideration of the Court.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 6th May, 1789.

Vide App.  
No. 1037.

On reading a letter from Messrs. John and William Wells, dated the 5th inst. signifying that the Owners of the ship True Briton, are willing to take a ship building by Messrs. Wells, of about 800 tons, provided the Court will give permission for her being built, which permission they now request; and

Vide App.  
No. 1038,  
1039.

Letter from Mr. Peter Esdaile, enclosing the consent of the Owners of the late ship Halsewell, for him to build a new ship in her room, which they are willing to do on the dimensions and terms mentioned in Mr. Esdaile's letter;

Ordered, That the said letters be referred to the Committee of Shipping, to examine and report.

The Committee of Shipping, by a report dated this day, now read, laying before the Court the annual estimate of the expence  
6 of





of building, outfit, and other charges of an East-India ship fit for sea;

The same was read.

### AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th May, 1789.

The Committee made the following report to the Court.

The Committee having considered the reference of Court of the 6th inst. on the letter from Peter Eldaile, Esq. enclosing the content of the majority of Owners of the late ship Halsewell, for his building another ship in her room; and also stating the proposed dimensions of the new ship, are of opinion, that Mr. Eldaile have leave to build on that bottom, for the service of the season 1790, of the following dimensions and scantlings, and subject to the following conditions, viz.

Vide App.  
No. 1038,  
1039.

### DIMENSIONS.

	Feet.	Inches.
Length of keel for tonnage	134	0
Extreme breadth	41	0
Burthen in tons	1198½	
Depth in hold	17	0
Height between the lower and middle deck	6	4
Height between the middle and upper deck	6	6
Ditto round-house forward	6	4
abast	6	6
Depth of the waist	3	10

That the scantlings of the timbers and the inside stuff be precisely the same for this ship as those recommended for the Southampton, in this Committee's report of the 22d ult.

That the ship carry 26 nine-pounders;

That she be commanded by a person qualified under the present regulations, who shall be approved of by the Court;

That the ship be freighted at £21. per ton to China direct, and in the usual proportions to other parts;

That the keel be laid as soon as convenient, but that it be required of the Owners to do so within two months from this date, so that allowing 18 months, agreeably to the 56th By-Law, the ship be launched in the month of January, 1791, at farthest, or else to lose her turn for the season 1790; and if the keel should not be laid in July, 1790, and the ship launched in or before the month of January, 1792, the Halsewell be pronounced a lapsed bottom, and thrown entirely out of the service.

Vide App.  
No. 1020.

### AT A COURT OF DIRECTORS,

Held on Wednesday the 13th May, 1789.

On reading the request of Messrs. Mures, Atkinson and Mure, for leave to build a new ship in the room of the Besborough, to be commanded by Captain Alexander Montgomerie, and to be taken up in her regular turn;

Vide App.  
No. 1040.

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Ordered,





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Ordered, That the said request be referred to the Committee of Shipping, to examine and report.

A report from the Committee of Shipping, dated this day, being read,

Resolved, That Peter Esdaile, Esq. be permitted to build a new ship on the bottom of the late ship Halfewell, for the service of the season, 1790, of the dimensions and scantlings, and subject to the conditions therein-mentioned;

That the ship be commanded by a person qualified under the present regulations, who shall be approved by this Court;

That the ship be freighted at £21. per ton to China direct, and in the usual proportions to other parts;

That the keel be laid as soon as convenient, but that it be required of the Owners to do so within two months from this date, so that allowing 18 months, agreeably to the 56th By-Law, the ship be launched in the month of January, 1791, at farthest, or else to lose her turn for the season 1790; and if the keel should not be laid in July, 1790, and the ship launched in or before the month of January, 1792, that the Halfewell be pronounced a lapsed bottom, and thrown entirely out of the service.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 20th May, 1789.

Vide App.  
No. 1041,  
1042.

Letter from Richard Neave, Esq. dated this day, requesting permission to build a new ship in the room of the Glatton, being read,

Ordered, That it be referred to the Committee of Shipping, to examine and report.

#### AT A COMMITTEE OF SHIPPING,

On Thursday the 21st May, 1789.

Vide App.  
No. 1043.

Mr. Ferguson's report of the progress of ships building for the Company's service, dated 15th May, 1789, was laid before the Committee.

#### AT A COURT OF DIRECTORS,

Held on Friday the 5th June, 1789.

Vide App.  
No. 1044.

On reading the request of Messrs. Thomas Newte and Donald Cameron, for leave to build a new ship on the bottom of the Atlas; also

Vide App.  
No. 1045.

The request of Messrs. J. Clements and Robert Williams, that the time fixed for launching the ships building in the room of the Nassau and Royal Charlotte, may be deferred till a later period.

Ordered, That the said requests be referred to the Committee of Shipping, to examine and report.

The





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The tenders of the following ships being now opened, were read, viz. Vide App.  
No. 1046.

The Osterley	-	Captain Joseph Clarkson
Bellmont	-	W. Dick Gamage
William Pitt	-	Charles Mitchell
Rodney	-	Allen Chatfield
Henry Dundas	-	Angus M'Nab
New ship in the room of the Calcutta	}	William Thomson
Phoenix	-	Alexander Gray
Kent	-	Richard Hardinge
Manship	-	Charles Gregorie
Francis	-	Robert Burrowes
Earl Talbot	-	John Woolmore
Queen	-	Peter Douglas
Barwell	-	Thomas Welladvice
Princess Royal	-	James Horncastle
Foulis	-	George Blachford
Lord Hawkesbury (if she arrives in time)	}	John Barkley
Woodcot	-	Ninian Lewis
Prince W <sup>m</sup> . Henry	-	Ralph Dundas
Princess Amelia	-	George Millett
Hillsborough	-	William Hardcastle
Royal Admiral	-	Essex Henry Bond
Warren Hastings	-	John Pascal Larkins
Northumberland	-	James Rees
Albion	-	G. Moffatt Lewin
Minerva	-	Robert Fairfull
Triton	-	William Agnew
Worcester	-	John Hall
Lord Camden	-	Nathaniel Dance
Hawke	-	Richard Pennell
Earl Fitzwilliam	-	James Dundas

each ship being proposed to be let at her full builders measurement, with 99 men and a boy, and 26 guns, on the following terms of freight (provided peace continues; but in case of a war, before the ship leaves England, the Owners expect to have an advance of freight adequate to what the insurance may be, as well as to the advanced price of cordage and other stores), viz.

To China direct	-	at £23. 10s. per ton.
St. Helena and China, Bencoolen and China, and Coast and China	}	24. 10s.
Bombay	-	25. 10s.
Coast and Bay	-	26. 10s.

And in all other respects to be taken up on the same terms and conditions as the regular ships of last season.

New ships in the room of the Royal Charlotte	}	Captain Josiah Pryce	Vide App. No. 1047,
Nassau	-	William Mackintosh	
Earl Sandwich	-	John Wordsworth	
Ceres	-	Thomas Price	

each





each ship being propoposed to be let at her full builders measurement, for China, at the freight of £21. per ton, and to all parts of India, in the same proportion, and subject to the same terms and conditions as the other regular ships of this season; the demorage to commence at the end of four months and 14 days after the ship's arrival in India.

Vide App.  
No. 1048.

The Marquis of Lansdown      -      Captain David Tolmé  
Lord Walsingham                      -

the former being proposed to be let at 647 tons measurement, the latter at 559 tons measurement, both on the following terms of freightage;

To China lone                      -                      at £22. per ton.

Madras and China                      -                      23.

And to other parts                      -                      24.

Vide App.  
No. 1049.

The Lansdown, Captain William Story, being proposed to be let at her full builders measurement, with 76 men, and 20 guns, on the following terms, viz.

To China alone                      -                      at £21. per ton.

Madras and China                      -                      22.

All other parts of India                      -                      23.

and, in all other respects, on the same terms and conditions as the ships Lord Walsingham and Marquis of Lansdown.

Vide App.  
No. 1050.

The new ship, named "The India Company" being proposed to be let for two voyages

To China                      -                      at £21. per ton.

And for other voyages                      -                      20.

unless war should happen; in that case, the price to be risen in proportion to the other ships, to be commanded by whom the Honorable Court shall approve; and when she shall have performed her voyages, and be deemed unfit for the service, all pretensions to the bottom disclaimed; should this price be thought too much, that she is at the Court's service, on their allowing what they may think a sufficient price; should they purchase it, that it be proposed to be finished in the same manner, and by a contract similar to that by which the Nassau's bottom is building upon, at £12. 10s. per ton, without any allowance for interest on the instalments, and that she be launched in any month required.

Vide App.  
No. 1051.

Letter from Mr. William Christopher, dated the 27th ult. proposing to build two or more ships of 1200 tons burthen each, builders measurement, under the inspection of the Company's officers; to be afloat on or before the 1st January, 1791; to be employed five voyages, if found fit, to China, or any part of India; to be paid after the rate of £16. per ton from China, for the whole tonnage which they may bring home, reckoning the kintledge after the rate of the ship's burthen, and from other places in proportion; the other conditions agreeable to the usual Charter-Party, and to have a reasonable allowance made in case of a war; to be navigated by Commanders and officers regularly brought up in the service, and with the usual number of men and guns.

Ordered, That the said tenders and letter be referred to the Committee of Shipping, to report what freight it will be proper to give for the ships of the ensuing season.