



## AT A COURT OF DIRECTORS,

Held on Wednesday the 10th June, 1789.

On reading the tender of the ship Boddam, Captain Joseph Elliott, of 1021 tons, full builders measurement, for China, at £22 per ton, and to all parts of India in the same proportion, and subject to the same terms and conditions as the 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. 1052.

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

AT A JOINT COMMITTEE  
OF CORRESPONDENCE AND SHIPPING,

On Wednesday the 10th June, 1789.

The Committee having taken into consideration the references of Court of the 5th inst. and this day, on the several tenders presented to the Court, reported, as their opinion, that the new ships in the room of the Earl of Sandwich, Nassau, and Royal Charlotte, also the Belvedere, Marquis of Lansdown, Lord Walsingham, Ceres, Boddam, Albion, and Carnatic, or such of them as may arrive in time, be taken up on the freights respectively agreed on by the Court, when the Owners of those ships obtained the Court's permission to build, being as follows, viz. Vide App.  
No. 1046,  
1047, 1048,  
1052.

For the Ceres, Carnatic, and the three large new ships, at £21. per ton; and for the others, at £22. per ton to China direct, and in the usual proportions to the other parts; all the large ships carrying men according to their tonnage, as settled by the Court on the 14th of February, 1787, and the rate of demorage being increased beyond that of a ship of 800 tons, in proportion to the increased number of men, except the Boddam and Albion, which should be allowed demorage, as last voyage, at £20. 16s. 8d. per day; that the commencement of the demorage of ships upwards of 750 tons be settled at four days on every fifty tons exceeding that measurement, beyond the expiration of four months after their arrival in India.

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

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

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 10th June, 1789.

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

Resolved, That the new ships in the room of the Earl of Sandwich, Nassau, and Royal Charlotte, also the Belvedere, Marquis of Lansdown, Lord Walsingham, Ceres, Boddam, Albion, and Carnatic, or such of them as may arrive in time, be taken up, on the freights 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 Ceres, Carnatic, and the three large new ships, at £21. per ton; and for the others, at £22. per ton, to China direct, and in the usual proportions to the other parts; all the large ships carrying men according to their tonnage, as settled by the Court on the 14th February, 1787, and the rate of demorage being encreased beyond that of a ship of 800 tons, in proportion to the encreased number of men, except the Boddam and Albion, which should be allowed demorage as last voyage, at £20. 16s. 8d. per day; that the commencement of the demorage of ships upwards of 750 tons, be settled at four days on every fifty tons exceeding that measurement, beyond the expiration of four months after their arrival in India.

That the new ship in the room of the Calcutta, and all the other ships in general, be taken up on the same terms and conditions, in every other respect, as those of last season, the freights being as follow, 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.

## AT A COMMITTEE OF SHIPPING,

On Thursday the 11th June, 1789.

Vide App.  
No. 1037.

The Committee having taken into consideration the reference of Court of the 6th last month, on the letter from Messrs. John and William Wells, 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 that purpose.

And as the Court, on the 2d April last, resolved that five ships from 1100 to 1200 tons each, should be built for the service of the season 1790, and as the dimensions and scantlings of a ship of 1198 tons, in the room of the True Briton, being one of the

five,





five, have been fixed and transmitted the Owners, the Committee reported, as their opinion, that Messrs. Wells's request cannot be complied with.

#### AT A COURT OF DIRECTORS,

Held on Friday the 12th June, 1789.

Letter from Mr. Robert Thompson, being read, offering to build a ship for the Company's service, on the terms and conditions therein-mentioned; Vide App. No. 1053.

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

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 17th June, 1789.

On reading a letter from Sir Richard Hotham, requesting that the ship York may be surveyed by the Company's officers, and if it should appear that she may be employed with real benefit to the Company on a sixth voyage, offering her at £20. per ton, subject to the conditions of the tenders of this year; Vide App. No. 1054.

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

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 17th June, 1789.

Mr. Fergusson's report of the progress of ships building, was read. Vide App. No. 1055.

The following papers, referred by the Court the 5th and 12th inst. being read, viz.

Tender of the ship Lansdown, at £21. per ton to China, £22. to Coast and China, £23. per ton to all other parts; and, in every other respect, on the same terms and conditions as the Lord Walsingham and Marquis of Lansdown. Vide App. No. 1049.

Letter from Mr. Robert Thompson, offering to build a ship of 1200 tons, to be employed five voyages, at £17. 10s. per ton to China, and £8. 15s. per ton for surplus tonnage, or to the other parts in proportion, and to have a reasonable allowance in case of war with any foreign power. Vide App. No. 1053.

Letter from Mr. William Christopher, referred the 5th inst. being likewise read, proposing to build two or more ships of 1200 tons each, to be employed five voyages, at the freight of £16. per ton from China, for the whole tonnage the ships may bring, or from other parts in proportion, and to have a reasonable allowance in case of war with any foreign power. Vide App. No. 1051.

Ordered,





Ordered, That an estimate of the expences and earnings of a ship of 1200 tons, at the above freight to China, be prepared and laid before the Committee on Wednesday next.

The Committee considered several references of Court of the 5th inst. and this day, and reported their opinion thereon as follows, viz.

Vide App. No. 1050. Pursuant to reference of Court of 5th instant, the Committee having considered the letter from Mr. Batson, tendering a ship about 900 tons, for two voyages, at £21. to China, and for two other voyages at £20. per ton to China, or proposing to sell the ship to the Company at £12. 10s. per ton, the Committee are of opinion the same be not accepted.

Vide App. No. 1054. The Committee having, pursuant to the reference of Court of this day, considered the letter from Sir Richard Hotham, tendering the ship York for a sixth voyage, at £20. per ton to China, the Committee are of opinion, that as the Rockingham was built on the bottom of the York, and is now abroad in the Company's service, Sir Richard Hotham's tender be not accepted.

Vide App. No. 1045. Pursuant to reference of Court of the 5th inst. the Committee have considered the requests of John Clements and Robert Williams, Esqrs. 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, and are of opinion, that the launching the above ships may be postponed if the Owners choose it, till within one month of the time they shall by Charter-Party be ordered afloat.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 17th June, 1789.

A report from the Committee of Shipping, dated the 11th inst. being read,

Resolved, That the request of Mr. John and William Wells for the Court to permit the Owners of the ship True Briton to take a ship building by Messrs. Wells of about 800 tons, to be considered as a ship built in the room of the True Briton be not complied with.

The Committee of Shipping in a report dated this day, now read, submitting to the Court their opinion, that as the Rockingham was built on the bottom of the York, and is now abroad in the Company's service, Sir Richard Hotham's tender of the York for a sixth voyage be not accepted;

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

The Committee of Shipping in another report dated this day, now read, submitting to the Court, as their opinion, that Mr. Robert Batson's tender of a ship about 900 tons for two voyages, at £21. to China, and for two other voyages at £20. per ton to China,





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China, or proposing to sell the ship to the Company at £12. 10. per ton, be not accepted;

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

The Committee of Shipping in a further report dated this day, now read, submitting to the Court, as their opinion, that the launching the new ships in the room of the Nassau and Royal Charlotte may be postponed, if the Owners choose it, till within one month of the time they shall, by Charter-Party, be ordered afloat;

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

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 24th June, 1789.

On reading a letter from Jeremy Sneyd, Esq. stating the peculiar situation of the Owners of the Lansdown, and, therefore, requesting she may be taken up for the Company's service agreeably to the tender;

Vide App.  
No. 1056.

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

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 24th June, 1789.

An estimate of the expences and earnings of a ship of 1200 tons, at the freight of £16. per ton to China, prepared in consequence of this Committee's orders of the 17th inst. being laid before the Committee; it was, upon considering the same,

Vide App.  
No. 1057.

Resolved, That Mr. Christopher be desired to deliver in an estimate of the expected receipts and expences upon his ships in their different voyages, drawn out upon the plan of the above estimate; that a copy thereof, with blanks for the several sums, be transmitted him for that purpose; and,

Draught of a letter being prepared accordingly, was read and approved.

Vide App.  
No. 1058.

The Committee took into consideration the letter from the Managing Owners of the ship Lansdown, tendering her for a voyage to China, at £21. per ton; Madras and China at £22. per ton; and to all other parts at £23. per ton; and in all other respects, on the same terms and conditions as the Lord Walsingham and Marquis of Lansdown; also, a letter on the subject from Jeremy Sneyd, Esq. referred this day; and the Committee reported, as their opinion, that the Court are precluded from taking up the said ship by the 55th By-Law.

Vide App.  
No. 1049.

Vide App.  
No. 1056.

Vide App.  
No. 1059.





## AT A COURT OF DIRECTORS,

Held on Thursday the 24th June, 1789.

A letter from Henry Hinde Pelly, Esq. dated this day, signifying that the Managing Owners of Shipping agree to the terms of freight and demorage offered by the Company for this season, was read.

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.

Vide App.  
No. 1060.

On reading a letter from Mr. Robert Batson, requesting the Court's permission for his ship to be received into the Company's service, on condition of his agreeing with the Managing Owner of one of the ships standing next in turn for that purpose;

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

The Committee of Shipping, in a report dated this day, now read, offering to the Court, as their opinion, that the Court are precluded from taking up the ship Lansdown by the 55th By-Law;

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

## AT A COURT OF DIRECTORS,

Held on Wednesday the 1st July, 1789.

Vide App.  
No. 1061.

On reading the request of Peter Esdaile, Esq. that the new ship building on the bottom of the Halfewell may be built forty-two feet broad, instead of the breadth prescribed by the Court;

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 15th July, 1789.

Vide App.  
No. 1060.

The Committee considered the reference of Court of the 24th ultimo, on a letter from Mr. Robert Batson, requesting the Court's permission for his ship to be received on the bottom of one of the ships in the Company's service, on condition of his agreeing with the Owners of one of the ships standing next in turn for that purpose; and reported their opinion to the Court, that his request be not complied with.

Vide App.  
No. 1061.

The Committee also made the following report to the Court, viz.  
Pursuant to reference of Court of the 1st inst. on the request of Peter Esdaile, Esq. that the new ship building on the bottom of the Halfewell may be built forty-two feet broad, instead of the breadth





breadth prescribed by the Court. The Committee have to observe, that the additional breadth of one foot will increase the tonnage from 1198 to 1267 tons, and as the tonnage of the Halfewell, and the other four ships to be built for the season, 1790, were fixed by the Court on the 2d April last at 1100 to 1200 tons, the Committee are of opinion, that Mr. Esdaile's request cannot consistently, with that order, be complied with.

AT A COURT OF DIRECTORS,

Held on Wednesday the 15th July, 1789.

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

Resolved, That the request of Peter Esdaile, Esq. that the new ship building on the bottom of the Halfewell, may be built forty-two feet broad, instead of the breadth prescribed by the Court, be not complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 17th July, 1789.

On reading a report from the Committee of Shipping, dated the 15th inst.

Resolved, That the request of Mr. Robert Batson for his ship to be received on the bottom of one of the ships in the Company's service, on condition of his agreeing with the Owner of one of the ships standing next in turn for that purpose, be not complied with.

On a motion,

Ordered, That the Clerk to the Committee of Shipping do prepare a list of ships with the quantity of tonnage now employed in the Company's service.

AT A COURT OF DIRECTORS,

Held on Wednesday the 22d July, 1789.

A list of ships, with the quantity of tonnage now employed in the Company's service, was laid before the Court, and read.

Vide App.  
No. 1062.

On reading a letter from Godfrey Thornton, Esq. signifying that the Owners of the ship Admiral Barrington would be willing to let her again on freight to the Company; but that in case she be not so employed, they request the ship's accounts may be made up, and the balance due thereon paid;

Vide App.  
No. 1063.

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

AT A COMMITTEE OF CORRESPONDENCE,

The 24th July, 1789.

Pursuant to reference of Court of the 24th ult. the Committee took into consideration the proper number of ships to be entertained in the Company's service the ensuing season.

And





And the Committee offer it to the Court, as their opinion, that thirty-one ships, including the Company's ship Sir Edward Hughes, be entertained for the ensuing season.

AT A COURT OF DIRECTORS,

Held on Friday the 24th July, 1789.

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

Resolved, That thirty-one ships, including the Company's ship Sir Edward Hughes, be entertained for the ensuing season.

AT A COMMITTEE OF PRIVATE TRADE,

On Wednesday the 29th July, 1789.

Vide App.  
No. 1063.

Pursuant to a reference of Court of the 22d inst. on a letter from Godfrey Thornton, Esq. signifying that the Owners of the ship Admiral Barrington would be willing to let her again on freight to the Company if wanted; but in case she be not employed in that way, they are desirous to settle all accounts that relate to her, and requesting the Court would order the freight account to be finished, and pay them the balance, yet remaining due to them.

The Committee considered the said letter; and reports of this Committee of the 16th April, 1788, and 22d April, 1789, being read, and observing that the Court have lately, on an application from the Owners of another ship under similar circumstances with the Admiral Barrington, declined complying with their request for a preference in the settlement of the account, the Committee

Agreed, To report the above circumstance to the Court, and to submit, as the opinion of the Committee, that the Admiral Barrington's account be adjusted in turn according to her arrival at her moorings in the river as usual, and not before.

AT A COURT OF DIRECTORS,

Held on Wednesday the 29th July, 1789.

Vide App.  
No. 1064.

On reading the request of Mr. John Fiott for leave to build a ship for the Company's service, on the bottom of the Hartwell;

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

The Committee of Private Trade, in a report dated this day, now read, submitting to the Court, as their opinion, that the freight account of the ship Admiral Barrington be adjusted in turn according to her arrival at her moorings in the river, as usual, and not before;

Resolved, That this Court do approve the said report.

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## AT A COMMITTEE OF SHIPPING,

On Thursday the 6th August, 1789.

Letter from Mr. William Christopher, dated the 26th June, stating, in answer to the letter which was written him by this Committee's order of the 24th of that month, that he thinks it cannot possibly be of any use to the Company to be informed of all his calculations, was read; as was also Mr. Christopher's former letter, dated 27th May last; and

Vide App.  
No. 1065.Vide App.  
No. 1059.Vide App.  
No. 1051.

The letters from Mr. Thompson and Mr. Fiott, referred 12th June and 29th ult. severally offering to build ships for the Company's service, being likewise read,

Vide App.  
No. 1053.  
No. 1064.

Resolved, That as the business contained in those papers is, in this Committee's opinion, of the greatest importance to the East-India Company, it be therefore recommended, that the consideration thereof be taken up by the Court of Directors;

And the same was reported to the Court as follows, viz.

The several letters from Mr. Christopher, Mr. Thompson, and Mr. Fiott, which were referred by the Court on the 5th and 12th June, and 29th ult. having been laid before this Committee, offering to build ships for the Company's service on the terms therein severally mentioned; the Committee beg leave to recommend, that the consideration of the papers before-mentioned, being a business of the greatest importance to the East-India Company, be taken up by the Court of Directors.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 12th August, 1789.

The Committee of Shipping in a report, dated the 6th inst. now read, recommending that the several letters from Mr. Christopher, Mr. Thompson, and Mr. Fiott, referred to the Committee, offering to build ships for the Company's service, be taken up by the Court;

Resolved, That the said report do lie for consideration until the first Court in November next.

## AT A COMMITTEE OF SHIPPING,

On Thursday the 20th August, 1789.

The Committee submitted, as their opinion, in a report to the Court, that the direct China ships should be ordered to remain at Gravesend 20 days each, and all the other ships 30 days each; but that it appears unnecessary in the Committee's opinion, that any of the ships should be required to lay in the Downs for the Company's dispatches.

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 26th August, 1789.

The Committee of Shipping in a report, dated the 20th inst. now read, submitting to the Court, that the direct China ships should be ordered to remain at Gravesend 20 days each, and all the others 30 days each; but that it appears unnecessary, in their opinion, that any of the ships should be required to lie in the Downs for the Company's dispatches.

Resolved, That this Court do approve the said report.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 2d September, 1789.

Vide App.  
No. 1066.

On reading the request of Captain George Thomson, that a ship, tendered by Mr. Moffat, on the bottom of the Calcutta, may not be taken up for the Company's service;

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 2d September, 1789.

The following report was made to the Court, viz.

Vide App.  
No. 1066.

The Committee having taken into consideration the reference of Court of this day, on the memorial of Captain George Thomson, desiring, for the reasons therein-mentioned, that a ship tendered on the bottom of the Calcutta, by Mr. Moffat, may not be taken up; the Committee have to observe, that Captain Thomson has before presented two memorials, nearly similar to the present, on which the Committee reported their opinion the 20th October, 1785, and 8th July, 1788, but neither time in favor of the prayer of the memorial; and as the Court on the 16th and 23d July, 1788, on reports from this Committee of the 8th and 23d of that month, resolved, that in consequence of Mr. Moffat having produced a paper, signed by several living Owners of the late ship Calcutta holding shares to the amount of  $\frac{1}{12}$ , and by the executors of deceased Owners to the amount of  $\frac{1}{12}$  more, authorizing Mr. Moffat to build a ship on that bottom, Mr. Moffat be permitted to tender a ship of 800 tons burthen, in the room of, and with the order of turn in which the late ship Calcutta stands to be taken up; this Committee now report, that they see no reason to recommend it to the Court to depart from that opinion.

Vide App.  
No. 537.  
No. 982.

AT A COURT OF DIRECTORS,  
Held on Wednesday the 2d September, 1789.

The following report was made to the Court, viz.

The Committee having taken into consideration the reference of Court of this day, on the memorial of Captain George Thomson, desiring, for the reasons therein-mentioned, that a ship tendered on the bottom of the Calcutta, by Mr. Moffat, may not be taken up; the Committee have to observe, that Captain Thomson has before presented two memorials, nearly similar to the present, on which the Committee reported their opinion the 20th October, 1785, and 8th July, 1788, but neither time in favor of the prayer of the memorial; and as the Court on the 16th and 23d July, 1788, on reports from this Committee of the 8th and 23d of that month, resolved, that in consequence of Mr. Moffat having produced a paper, signed by several living Owners of the late ship Calcutta holding shares to the amount of  $\frac{1}{12}$ , and by the executors of deceased Owners to the amount of  $\frac{1}{12}$  more, authorizing Mr. Moffat to build a ship on that bottom, Mr. Moffat be permitted to tender a ship of 800 tons burthen, in the room of, and with the order of turn in which the late ship Calcutta stands to be taken up; this Committee now report, that they see no reason to recommend it to the Court to depart from that opinion.

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 2d September, 1789.

The Committee of Shipping, in a report dated this day, now read, stating that the Court having on the 16th and 23d July, 1788, on a report from this Committee, resolved, that in consequence of Mr. Moffat having produced a paper, signed by several living Owners of the late ship Calcutta, holding shares to the amount of  $\frac{1}{32}$ , and by the executors of deceased Owners to the amount of  $\frac{4}{32}$  more, authorizing Mr. Moffat to build a ship on that bottom, Mr. Moffat be permitted to tender a ship of 800 tons, in the room and in the order of turn in which the late ship Calcutta stands to be taken up; and the Committee offering as their opinion, that they see no reason to recommend to the Court to depart from the said resolution.

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

## AT A COMMITTEE OF CORRESPONDENCE,

The 9th September, 1789.

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

Ships.		Tons.	Commanders.
The Queen	-	801	Captain Peter Douglas
Earl Fitzwilliam	-	803	James Dundas
Prince W <sup>m</sup> . Henry	-	803	Ralph Dundas
Princess Amelia	-	808	George Millett
Rodney	-	772	Allen Chatfield
William Pitt	-	798	Charles Mitchell
Warren Hastings	-	786	John P. Larkins
Hawke	-	799	Richard Pennell
Barwell	-	796	Thomas Welladvice
Earl of Abergavenny	-	1160	John Wordsworth
Francis	-	789	Robert Burrowes
Osterley	-	775	Joseph Clarkson
Foulis	-	765	George Blachford
New ship	-	1238	Josiah Pryce
Minerva	-	798	Robert Fairfull
Triton	-	800	William Agnew
New ship	-	1238	William Mackintosh
Belvedere	-	986	
Ceres	-	1180	
Woodcot	-	802	Ninian Lewis
New ship	-	800	William Thomson
Admiral Hughes	-	957	
Marq. of Lansdown	-	647	David Tolmé
Princess Royal	-	805	James Horncastle
Worcester	-	798	John Hall
Hillsborough	-	764	Ed. Coxwell
Royal Admiral	-	914	Essex Henry Bond
Earl Talbot	-	767	John Woolmore
Bellmont	-	769	William Dick Gamage
Lord Walsingham	-	559	
Henry Dundas	-	802	Angus M <sup>c</sup> Nab





## AT A COURT OF DIRECTORS,

Held on Wednesday the 9th September, 1789.

Vide App.  
No. 1067,  
1068.

On reading a letter from Mr. Loughnan, enclosing the consent of the Owners of the ship Neptune, for him to build a new ship in her room, for which he requests the Court's permission;

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

## AT A COMMITTEE OF SHIPPING,

On Thursday the 10th September, 1789.

Vide App.  
No. 1069.

Mr. Ferguson's report of the progress of the ships building for the Company's service, dated the 9th inst. was laid before the Committee.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 16th September, 1789.

On reading a report from the Committee of Correspondence, dated the 9th inst.

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

Ships.		Tons.	Commanders.
The Queen	-	801	Captain Peter Douglas
Earl Fitzwilliam	-	803	James Dundas
Prince W <sup>m</sup> . Henry	-	803	Ralph Dundas
Princess Amelia	-	808	George Millett
Rodney	-	772	Allen Chatfield
William Pitt	-	798	Charles Mitchell
Warren Hastings	-	786	John Pascal Larkins
Hawke	-	799	Richard Pennell
Barwell	-	796	Thomas Welladvice
Earl of Abergavenny	-	1160	John Wordsworth
Francis	-	789	Robert Burrowes
Osterley	-	775	Joseph Clarkson
Foulis	-	765	George Blachford
New ship	-	1238	Josiah Pryce
Minerva	-	798	Robert Fairfull
Triton	-	800	William Agnew
New ship	-	1238	William Mackintosh
Belvedere	-	986	
Ceres	-	1180	
Woodcot	-	802	Ninian Lewis
New ship	-	800	William Thomson
Admiral Hughes	-	957	
Marq. of Lansdown	-	647	David Tolmé
Princess Royal	-	805	James Horncastle
Worcester	-	798	John Hall
Hillborough	-	764	Edward Coxwell
Royal Admiral	-	914	Essex Henry Bond

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Ships.	Tons.	Commanders.
Earl Talbot -	767	Capt. John Woolmore
Bellmont -	769	W. Dick Gamage
Lord Walsingham	559	
Henry Dundas -	802	Angus M'Nab

## AT A COMMITTEE OF SHIPPING,

On Friday the 16th October, 1789.

It being necessary that some alterations should be made in the Charter-Party, in consequence of the Court having resolved, at this Committee's recommendation on the 20th of August last, that the ships should stay at Gravesend the 10 days, which they were formerly permitted to remain in the Downs.

Resolved, That the following words be expunged from the second page of the Charter-Party, in the 40th line "at the Downs," and "from thence"; in the 42d line "within"; in the 43d line "days after such"; and in the 47th line "the end of the said days"; and that the following words be added in the same page, viz.

Vide App.  
No. 826.

In the 42d line "before or on"; and in the 47th line "such her arrival in the Downs".

The paragraph so altered being as follows, was then read and approved, viz.

"And that the said ship being furnished, provided, supplied, fitted, victualled, and manned, as herein is mentioned, wind and weather permitting, the restraint of his Majesty, his heirs or successors, and detention by the said Company as aforesaid, excepted, shall sail to and arrive in the Downs by the day of and shall immediately after her dispatch sail on her intended voyage, as hereafter is mentioned; but if the said United Company shall not give the said ship her dispatches before or on her arrival in the Downs, the said ship being so fully fitted, victualled, manned, furnished, and provided as aforesaid, and ready to sail, then they shall pay or allow unto the said Part-Owners and Master demorage after the rate of a day from such her arrival in the Downs, unto the time the said ship shall be so dispatched."

## AT A COURT OF DIRECTORS,

Held on Friday the 16th October, 1789.

Letter from Captain George Thomson, dated this day, was read, and ordered to lie on the table.

Vide App.  
No. 1070.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 28th October, 1789.

Letter from Mr. George Thomson, dated the 24th inst. respecting his right to build on the bottom of the ship Calcutta, was read.

Vide App.  
No. 1071.

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 4th November, 1789.

On a motion,

Ordered, That the further consideration of the report from the Committee of Shipping, dated the 6th August last, respecting the letters from Mr. Christopher, Mr. Thompson, and Mr. Fiott be postponed till Wednesday next, the 11th inst.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 11th November, 1789.

On a motion,

Ordered, That the further consideration of the report from the Committee of Shipping, dated the 6th August last, respecting the letters from Mr. Christopher, Mr. Thompson, and Mr. Fiott be postponed till Wednesday next, the 18th inst.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 18th November, 1789.

Vide App.  
No. 1072,  
1073.

On reading the request of Robert Preston, Esq. that the ship William Pitt may be permitted to go the ensuing voyage, without stripping off the copper;

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

On a motion,

Ordered, That the report from the Committee of Shipping, respecting the tenders of Mr. Christopher and others, be taken into further consideration on Wednesday, the 13th January next.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 16th December, 1789.

Vide App.  
No. 1074.

On reading the request of John Clements, Esq. that freight may be paid on the real measurement of the ship Royal Charlotte, and not on the tonnage inserted in her Charter-Party.

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

## AT A COMMITTEE OF SHIPPING,

On Tuesday the 22d December, 1789.

Vide App.  
No. 1074.

The Committee have considered the reference of Court of the 16th inst. on a letter from John Clements, Esq. stating that the Custom-house measurement of the Royal Charlotte exceeds that inserted in the Charter-Party eight tons, and expressing his hope, that





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that the Court will pay for the real measurement, and the Committee reported, as their opinion, that as the measurement of this ship has been certified by Mr. Charles Chatfield, a sworn measurer, to be  $1252\frac{1}{4}$ , she cannot be considered by the Court as of a larger burthen.

## AT A COURT OF DIRECTORS,

Held on Tuesday the 22d December, 1789.

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

Resolved, That the measurement of the ship Royal Charlotte having been certified by Mr. Charles Chatfield, a sworn measurer, to be  $1252\frac{1}{4}$ , the ship cannot be considered by this Court as of a larger burthen.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 6th January, 1790.

On reading a letter from Mr. W. Christopher, dated 1st inst. assuring the Court, that he will not, either directly or indirectly, sell the command or other patronage of any ships he may be permitted to build for the Company's service; Vide App. No. 1075.

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

The request of Robert Williams, Esq. that the lower deck of the Hindostan may be stowed in the same manner as was permitted to the Ceres and other large ships of the season 1787, being read, Vide App. No. 1076.

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th January, 1790.

The Committee taking into consideration the reference of Court of the 6th inst. on the letter from Mr. William Christopher, assuring the Court that he will not, either directly or indirectly, sell the command or other patronage of any ships he may be permitted to build for the Company's service; the Committee reported to the Court, that they presume this letter should more properly be referred to the Committee of the whole Court, to be taken up when the Committee resume the consideration of the requests for building ships. Vide App. No. 1075.

AT





## AT A COURT OF DIRECTORS,

Held on Wednesday the 13th January, 1790.

Vide App.  
No. 1077.  
1078.

On reading the request of Donald Cameron, Esq. that the ship Earl Talbot may be permitted to go her ensuing voyage without stripping off the copper ;

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th January, 1790.

Vide App.  
No. 1072.  
1073.

Pursuant to the Court's reference of the 18th inst. the Committee have considered the request of Robert Preston, Esq. that the ship William Pitt may be permitted to go the ensuing voyage without stripping off the copper ; and enclosing, in support of such claim, a letter from Mr. John Perry and Co. stating, that in the presence of the Company's officers they have examined the bottom of that ship, and are of opinion the repairs necessary for her ensuing voyage may be performed without stripping off the copper ; and Mr. Snodgrafs, on being examined by the Committee, having concurred in the above representation, the Committee recommended that Mr. Preston's request be complied with.

Vide App.  
No. 1077,  
1078.

In pursuance of the Court's reference of this day, the Committee have considered the request of Donald Cameron, Esq. that the ship Earl Talbot may be permitted to go the ensuing voyage without stripping off the copper ; and enclosing, in support of such claim, a letter from Mr. John Perry and Co. stating, that in the presence of the Company's officers they have examined the bottom of that ship, and are of opinion, the repairs necessary for her ensuing voyage may be performed without stripping off the copper ; and Mr. Snodgrafs, on being examined by the Committee, having concurred in the above representation, the Committee recommended that Mr. Cameron's request be complied with.

Vide App:  
No. 1076.

The Committee considered the request of Robert Williams, Esq. that the lower deck of the Hindostan may be stowed in the same manner as was permitted to the Ceres, and other large ships of the season, 1787, and recommended to the Court that the same be complied with.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 13th January, 1790.

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

Resolved, That the letter from Mr. William Christopher, read in Court the 6th inst. and referred to the Committee of Shipping, be referred to a Committee of the whole Court, to be taken up when the Committee resume the consideration of the requests for building ships.

On





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On a motion,

Ordered, That the report from the Committee of Shipping respecting the tenders of Mr. Christopher and others, be taken into further consideration on Thursday the 28th inst.

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

Resolved, That the ships Earl Talbot and William Pitt be permitted to proceed on their respective voyages without stripping off the copper.

Resolved, That leave be given for the lower deck of the Hindostan to be stowed in the same manner as was permitted to the Ceres and other large ships of the season, 1787.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 27th January, 1790.

Letter from Thomas Newte and William Frazer, Esqrs. dated this day, requesting that the Owners of Shipping who have solicited orders to rebuild in rotation, may be permitted to see the terms, and under what regulations the ships are tendered, which tenders have caused a suspension of orders for rebuilding the ships in rotation, was read. Vide App. No. 1079.

Draft of the Secretary's letter in reply thereto, was read and approved. Vide App. No. 1080.

## AT A COURT OF DIRECTORS,

Held on Friday the 29th January, 1790.

The Court, upon a motion, proceeding according to order, to take into further consideration the report from the Committee of Shipping, respecting the tenders of Mr. Christopher and others, the following particulars were read, viz.

Letter from Thomas Newte and William Frazer, Esqrs. dated the 28th inst. tendering as many ships as the Court may want for next season, on a reduced freight, if that should appear reasonable and just, and also offering to rebuild the ships in rotation. Vide App. No. 1081.

Minutes of Court of the 13th inst.

The Secretary's letter to Messrs. Thomas Newte and William Frazer, dated the 27th inst. Vide App. No. 1080.

Letters from Mr. William Christopher, dated the 27th May last, and 1st inst. No. 1051, 1075.

Mr. Robert Thompson, dated the 12th June, 1789. No. 1053.

Mr. John Fiott, dated the 22d July, 1789. No. 1064.

Mr. Anthony Brough, dated the 20th June, 1786. No. 714,

It was then, on a motion, 720.

Ordered, That it be referred to an open Committee of Shipping to take into consideration the most proper mode of stowing the Company's ships, and to report; and also to propose such other regulations respecting the same as they shall see fit.





## AT A COMMITTEE OF SHIPPING,

On Tuesday the 2d February, 1790.

The Committee having in consequence of the reference of Court of the 29th ult. taken into consideration the proper mode of stowing the Company's ships, reported their opinion, that notwithstanding the clause in the Charter-Party enjoining that no goods be stowed in any other part than the hold, and on the lower deck abaft the pump-well, it may be proper to allow ships of 900 tons measurement and upwards to stow goods on their lower decks from the stern to the after-part of the main-mast, and from the fore-part of the beam before the main-hatchway to the fore-part of the beam before the fore-hatchway, strong and sufficient bulkheads being erected at the after-part of the main-mast, the fore-part of the main-hatchway, and from side to side at the fore-part of the fore-hatchway, leaving the fore-part of the fore-hatchway open, and that the other sides be trunked up.

That the cables be coiled in the space between the fore-part of the main-hatchway and the bulkhead abaft the main-mast.

That ships under 900 tons measurement be allowed to stow goods on the lower deck, from the stern to the after-part of the well, agreeably to Charter-Party, and that they be further allowed to stow goods between the fore-part of the main-hatchway, and the after-part of the fore-hatchway, strong and sufficient bulkheads being erected at the after-part of the well, the fore-part of the main and after-part of the fore-hatchways.

That the cables be stowed in the space between the after-part of the well, and the fore-part of the main-hatchway.

And that those parts on the lower decks of all ships, in general, where goods are allowed to be stowed, be properly dunnaged with billet wood, or battens one inch and a half thick, with such other precautions as to the Commanders may appear necessary.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 3d February, 1790.

Vide App.  
No. 1082.

Letter from Mr. Robert Thompson, assuring the Court that he will not sell the command of the ship tendered by him for the Company's service, was read.

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

Resolved, That notwithstanding the clause in Charter-Party enjoining that no goods be stowed in any other part of the Company's ships than the hold, and on the lower deck abaft the pump-well, permission be given to stow goods on the lower decks of ships of 900 tons measurement and upwards, from the stern to the after-part of the main-mast, and from the fore-part of the beam before the main-hatchway to the fore-part of the beam before the fore-hatchway, strong and sufficient bulkheads being erected at the after-part of the main-mast, the fore-part of the main-hatchway, and from side to side at the fore-part of the fore-





fore-hatchway, leaving the fore-part of the fore-hatchway open, and that the other sides be trunked up.

That the cables be coiled in the space between the fore-part of the main-hatchway, and the bulkhead abaft the main-mast.

That ships under 900 tons measurement be allowed to stow goods on the lower deck, from the stern to the after-part of the well, agreeably to Charter-Party; and that they be further allowed to stow goods between the fore-part of the main-hatchway, and the after-part of the fore-hatchway, strong and sufficient bulkheads being erected at the after-part of the well, the fore-part of the main and after-part of the fore-hatchways.

That the cables be stowed in the space between the after-part of the well and the fore-part of the main-hatchway.

And that those parts on the lower decks of all ships, in general, where goods are allowed to be stowed, be properly dunnaged with billet wood, or battens one inch and an half thick, with such other precautions as to the Commanders may appear necessary.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 10th February, 1790.

Mr. Ferguson's report of the progress of ships building for the Company's service, dated this day, was laid before the Committee. Vide App. No. 1083.

#### AT A COURT OF DIRECTORS,

Held on Friday the 19th February, 1790.

On reading a letter from Mr. William Richards, jun. requesting leave to build a ship for the Company's service next season, to be tendered on the terms therein-mentioned; Vide App. No. 1084.

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

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 3d March, 1790.

On a motion,

Ordered, That it be referred to the Committee of Shipping, to consider the propriety of employing ships five voyages, or more, in the Company's service, and to report their opinion thereon.

Draft of the Secretary's letter to Mr. Christopher, and others, was read and approved. Vide App. No. 1085.

#### AT A COURT OF DIRECTORS,

Held on Friday the 5th March, 1790.

On several motions,

Ordered, That the proper officers do prepare and lay before this Court an estimate of the expences attending a ship of 800 tons built





built for the Company's service, from the time of laying the keel till the time of her sailing from the Downs; also,

A similar estimate for a ship of 1200 tons; and,

Calculate of the probable gains of ships of the tonnage above-mentioned for four and six voyages.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 10th March, 1790.

The Committee taking into consideration the reference of Court of the 3d inst. on the propriety of employing ships five voyages, or more, and Mr. Snodgrafs being called in and examined thereon, the Committee made the following report to the Court, viz.

The Court having, on the 3d inst. referred it to this Committee to consider the propriety of employing ships five voyages, or more, in the Company's service, the Committee do report, that, from the experience of late years, ships will run three voyages without stripping off their sheathing; and, if this practice should become general (except in particular cases which might require earlier repairs, and of which the Company's officers must always be the proper judges) there is little doubt but ships which make the outfit of the fourth voyage, the stripping or repairing voyage may, with great safety, perform six voyages in the Company's service. If this permission was once established, and the 39th By-Law suspended for that purpose, it would be an encouragement to the Owners to give their ships, in the stripping voyage, a most substantial repair; the Committee have further to observe, that the present restriction on ships on their fifth voyage is, that they shall be taken up for China direct, probably from an idea that they are not so perfectly secure and strong, or so well calculated, upon that account, for a rich cargo from Bengal or the Coast; the same restriction will, of course, operate if they should be employed on the sixth; but the Committee submit, whether ships on their fifth voyages may not be taken up for any parts of India or China, but ships on their sixth voyages always to be direct China ships.

Vide App.  
No. 987.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 10th March, 1790.

The two following estimates prepared in pursuance of the order of Court of the 5th inst. were laid before the Court, viz.

Vide App.  
No. 1086.

Estimate of the charge of building, outfit, and fundry other expences on a ship of 1200 tons burthen, also the amount of receipts for freight during six voyages to and from China, at £21. per ton for the builders measurement, and admitting the ship to bring 300 tons of surplus tonnage at half freight; this estimate likewise calculates that each voyage will be performed in fourteen months, and the six voyages completed in twelve years.

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Estimate





Estimate of the charge of building, outfit, and sundry other expences on a ship of 755 tons burthen; also its receipts for freight during six voyages to and from China, at £23. 10s. per ton, for the builders measurement, and admitting the ship to bring 70 tons of surplus tonnage at half freight; this estimate likewise calculates that each voyage will be performed in 14 months, and the six voyages in 12 years.

Vide App.  
No. 1087.

The Committee of Shipping in a report, dated this day, now read, stating their opinion, that from the experience of late years, ships will run three voyages without stripping off their sheathing, and if this practice should become general (except in particular cases which might require earlier repairs, and of which the Company's officers must always be the proper judges) there is little doubt but ships which make the outfit of the fourth voyage, the stripping or repairing voyage, may with great safety perform six voyages in the Company's service; that if this permission were once established, and the 39th By-Law suspended for that purpose, it would be an encouragement to the Owners to give their ships in the stripping voyage a most substantial repair; that the present restriction on ships on their fifth voyage is, that they shall be taken up for China direct, probably from an idea that they are not so perfectly secure and strong, or so well calculated upon that account for a rich cargo from Bengal, or the Coast, that the same restriction will of course operate, if they should be employed on the sixth; but the Committee submit, whether ships on their fifth voyages may not be taken up for any parts of India or China; ships, however, on their sixth voyages always to be direct China ships.

Resolved, That this Court do approve the said report, and that it be recommended to the next Quarterly General Court to suspend the 39th By-Law for the purposes therein-mentioned.

#### AT A COURT OF DIRECTORS,

Held on Thursday the 11th March, 1790.

On a motion,

Ordered, That Messrs. Newte and Frazer be requested to transmit to this Court an estimate of the charge of building, outfit, and sundry other expences on a ship of 755 tons burthen; also

A similar estimate on a ship of 1200 tons, on the conditions mentioned in the estimates laid before the Court on the 10th inst.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 17th March, 1790.

Letter from Mr. Ferguson, reporting the progress of ships building for the Company's service, was read.

Vide App.  
No. 1088.





## AT A COURT OF DIRECTORS,

Held on Wednesday the 17th March, 1790.

Vide App.  
No. 1089.

Letter from Mr. Robert Thompson, dated this day, being read, renewing his offer of building a ship of 1200 tons, for the Company's service, with the exceptions therein particularized;

Resolved, That Mr. Thompson's proposals not being conformable to the regulations established by this Court, the same cannot be taken into consideration.

Vide App.  
No. 1090.

On reading a letter from John Fiott, Esq. stating that he agrees to the terms under which the Court are willing to give him leave to build a new ship, and abides by his former tender of £20. per ton to China direct, and will conform to the By-Laws, and conditions, as for other ships in the service, with this explanation, to make choice of a Commander for such new ship as he shall build, from such Commanders as may be unemployed, or such other officers in the Company's service as are deemed qualified to have such command: also that he disclaims the idea of any actual right to build on the bottom of any ship; not conceiving himself thereby precluded from making application to any future Court for leave to build hereafter, if they shall think he has merited it at their hands.

Ordered, That the said letter be referred to the consideration of the Committee of the whole Court.

Vide App.  
No. 1091.

The Company's Master-Attendant laid before the Court an estimate of building, and the expence of fitting out a new ship of 800 tons burthen, with provisions and stores for 110 men for 14 months, suitable to the Company's service, at the present market prices; also

Vide App.  
No. 1092.

A similar estimate for a ship of 1200 tons, prepared pursuant to the order of Court of the 5th inst.

## AT A COURT OF DIRECTORS,

Held on Friday the 19th March, 1790.

Vide App.  
No. 1093.

Letter from Mr. William Christopher, dated the 16th inst. being read, stating the terms on which he is ready to build three ships for the Company's service;

Resolved, That Mr. Christopher's proposals not being conformable to the regulations established by this Court, the same cannot be taken into consideration.

Vide App.  
No. 1094,  
1095, 1096,  
1097.

On reading a letter from Thomas Newte and William Frazer, Esqrs. dated the 17th inst. accompanying estimates of the charge of building and outfit of ships, and stating their observations thereon.

Ordered, That the said letter and estimates be referred to the consideration of the Committee of Shipping.

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## AT A COMMITTEE OF SHIPPING,

On Tuesday the 23d March, 1790.

The Committee having taken into consideration the reference of Court of the 19th ult. on a letter from Mr. William Richards, junior, requesting leave to build a ship for the Company's service next season, to be tendered on the usual terms and regulations allowed by the Company, reported as their opinion, that the same be not complied with. Vide App. No. 1084.

## AT A COURT OF DIRECTORS,

Held on Tuesday the 23d March, 1790.

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

Resolved, That the request of Mr. William Richards, junior, for leave to build a ship for the Company's service next season, to be tendered on the usual terms and regulations allowed by the Company, be not complied with.

On reading the petition of Captains Alexander Montgomerie of the Besborough, Allen Cooper of the Atlas, and Charles Drummond of the Glatton, praying they may be permitted to build their ships to sail in the season 1791. Vide App. No. 1098.

Ordered, That the said petition 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 24th March, 1790.

The Chairman acquainted the Court, that it is appointed at this Court to consider of suspending the 39th By-Law, that ships may be permitted to go more than four voyages.

The 39th By-Law was read; also

The resolution of the Court of Directors of the 10th instant.

The Chairman then moved the Court, that the 39th By-Law be suspended, subject to the confirmation of a future General Court; Which, on the question, was carried in the affirmative. Vide App. No. 987.

## AT A COURT OF DIRECTORS,

Held on Thursday the 25th March, 1790.

On reading the request of Richard Lewin, Esq. for leave to build on the bottom of the Vansittart; Vide App. No. 1099.

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

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## AT A COMMITTEE OF THE WHOLE COURT,

The 26th March, 1790.

The Committee took into consideration the following estimates of the charge of building, outfit, and sundry other expences, on ships of 1200 and 755 tons, as prepared by the Company's officers and the Managing Owners of Shipping, viz.

Vide App.  
No. 1086.

Estimate of the charge of building, outfit, and sundry other expences on a ship of 1200 tons burthen; also the amount of receipts for freight during six voyages to and from China, at £21. per ton, for the builders measurement, and admitting the ship to bring 300 tons of surplus tonnage at half freight; this estimate likewise calculates, that each voyage will be performed in 14 months, and the six voyages compleated in 12 years; also

Vide App.  
No. 1087.

A like estimate of a ship of 755 tons burthen, at £23. 10s. per ton freight, and to bring home 70 tons of surplus tonnage at half freight, prepared by Mr. Coggan, and laid before the Court of Directors the 10th instant.

Vide App.  
No. 1097.

Estimate of the expence attending the outfit of a ship of the burthen of 1200 tons, calculated at £13. builders price per ton, and which ship is coppered, for six voyages to China direct, at £21. per ton, allowing the ship to bring a surplus of 300 tons at half freight, the voyage to be performed in 14 months, and the whole six voyages in 12 years; also

Vide App.  
No. 1095,  
1096.

A similar estimate of a ship of 755 tons, at £23. 10s. per ton; and to bring a surplus of 70 tons at half freight, presented by the Committee of Managing Owners the 19th instant.

Ordered, That the proper officer do prepare and lay before this Committee, an estimate of the outfit and earnings of a ship of 1200 tons, under the several articles of which the Owners statement is composed, with the following alterations, viz.

Insurance to be allowed at £8. 8s. per cent.

Interest to the Owners - 6. os. ditto, to be covered in all respects.

Length of the voyage to be 15 months.

For damages and short delivery, £300.

Surplus tonnage, 250 tons.

Rate of freight, £21. per ton.

Resolved, That the Owners be desired to prepare and deliver in a similar estimate; and

Messrs. Newte, Slater, Williams, and Frazer, a Committee of Managing Owners attending, were called in, and were acquainted with the above resolution.

Resolved, That Francis Baring, Esq. the Honorable William Elphinstone, Abraham Robarts, and John Smith, Esqrs. be, and they are hereby desired to meet the Committee of Owners at this house on Tuesday next, the 30th inst. at 10 o'clock.

Ordered, That the Secretary do acquaint the Owners with the said resolution, and desire their attendance accordingly.

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EAST-INDIA HOUSE, 30th March, 1798.

THE COMMITTEE, APPOINTED BY THE COMMITTEE OF THE WHOLE COURT, ON THE 26TH INSTANT, TO MEET THE MANAGING OWNERS RESPECTING THE ESTIMATES OF THE EXPENDITURE AND EARNINGS OF A SHIP OF 1200 TONS,

Now met for that purpose, and the Owners mentioned in the margin being with the Committee, delivered an estimate drawn out agreeably to the resolution of the 26th inst.

Estimate, prepared by Mr. Coggan, to the end of the first voyage; also

Estimates, by Captain Oliver, of the outfits for the first, second, third, fourth, fifth, and sixth voyages, were likewise laid before the Committee.

And, upon comparing the two estimates, it was agreed, that Captain Oliver having charged the difference only between the filling and coppering, instead of the full expence of coppering, is short in his estimate about £600. and that the Owners, by calculating the building at £13. instead of £12. 10s. had made an excess of £600. it was therefore settled upon the whole, that the outfit of the first voyage should be estimated at £26400.\*

It was further agreed, that the under-mentioned allowances should be made, and that the statement of the first voyage should stand thus:

Outfit, after deducting imprevs paid by the Company,	£26400
Interest on the above sum for two years, at £6. per cent.	3168
Insurance on the outfit, and to cover the premium, being } £28820. at 8 guineas per cent.	2420
Interest on the premium, 12 months, at £6. per cent.	145
Wages for 130 men, at £203. per month, for 13 months	2639
Commanders disbursements	2000
Clearing in the river	500
Damage and short delivery	300
Respondentia interest, at £30. per cent. on £406. for two } months absence, advanced by the Husband	121
Towards the insurance on interest	100
Towards the respondentia interest home, on a part of the } Commander's disbursements	117
Imprevs which has been deducted from the gross outfit	3000
Carried over	£40910

* Captain Oliver's estimate	£27490
Copper short	600
Imprevs and river pay	812
Stock	500

Imprevs from the Company	£29402 3000
	£26402
Owners estimate	£27000
Excess in building	600
	£26400

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Freight





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	Brought over	-	£40910
Freight on 1200 tons,	at £21. per ton	-	£25200
250 surplus at	10. 10s.	-	2625
			<u>27825</u>
Balance to be carried to 2d voyage	-	-	<u>£13085</u>

The Committee and Owners then proceeded to settle the amount of the outfits of the second and following voyages, but as there appeared a very material difference in the amount given in by the Owners, and the account delivered by the Company's officers, the Owners were desired to prepare a detailed account on the plan of Captain Oliver's, to which those gentlemen having assented, the conference was adjourned to a future day.

EAST-INDIA HOUSE, 6th April, 1790.

AT A COMMITTEE, APPOINTED BY THE COMMITTEE OF THE WHOLE COURT, THE 26TH MARCH, 1790.

W. Frazer,  
T. Newte,  
Gilb. Slater,  
Esqrs.

The Committee resuming the adjourned consideration of the reference of the Committee of the whole Court, on the 26th of last month, respecting the expenditure and earnings of a ship of 1200 tons, were now met by the Managing Owners mentioned in the margin, and those gentlemen having produced several papers of the actual disbursements on ships of about 800 tons burthen, it was, after a conversation of some length, and a minute investigation of the several accounts, and the Owners being withdrawn,

Resolved, That admitting the outfit of a small ship, according to the Owners statement, to be about - £9000  
It will be proper to allow about one-fifth more for the additional expences of the large ship - 1800

£10800  
From which, deducting the Company's imprevs - 3000  
£7800

That this Committee are therefore of opinion that the outfit of the second voyage of a large ship should be estimated at £7500.

That the other voyages, calculated upon nearly the same principle, be estimated as follows, viz.

The third voyage	-	£ 8500
fourth	-	12000
fifth	-	8000
sixth	-	8500

each of the above, exclusive of imprevs paid by the Company.

That interest be calculated on the outfit of each voyage for two years, at £6. per cent.

Insurance on the outfit, and to cover the premium at 8 guineas per cent. and

Interest on the premium, 12 months, at £6. per cent.

That





That the following particulars allowed by the Committee on the first voyage be carried to the debit side of the account of each other voyage, viz.

Wages	-	-	-	-	-	£2639
Commanders disbursements	-	-	-	-	-	2000
Clearing in the river	-	-	-	-	-	500
Damage and short delivery	-	-	-	-	-	300
Respondentia interest on 2 months absence	-	-	-	-	-	121
Towards insurance on interest	-	-	-	-	-	100
Towards respondentia on part of the Commander's disbursements	-	-	-	-	-	117
Imprefs which was deducted from gross outfit	-	-	-	-	-	3000
						£8777

The Owners being again called in, were acquainted with the above, and desired to meet the Committee on Thursday next.

EAST-INDIA HOUSE, 8th April, 1790.

AT A COMMITTEE, APPOINTED BY THE COMMITTEE OF THE WHOLE COURT, THE 26TH MARCH, 1790.

The Owners whose names are mentioned in the margin, now meet the Committee, and having delivered two estimates, with a memorial in explanation of one of them, a short conference ensued thereon, and the Owners being withdrawn, the Committee made the following report to the Court, viz.

Vide App.  
No. 1104,  
1105, 1106.  
W. Frazer,  
T. Newte,  
Gilb Slater,  
Robert  
Williams,  
Esqrs.

The Committee, appointed by the Committee of the whole Court, on the 26th ult. to meet the Managing Owners, having had several meetings with those gentlemen on the business referred to them, and having very minutely investigated a variety of papers which have been laid before the Committee by the Owners and the Company's officers, have agreed that the following data should be established for forming the estimates of the expenditure and earnings of a ship of 1200 tons, for a voyage to China direct, viz.

That the outfit of the 1st voyage be estimated at	£26,400
2d	7,500
3d	8,500
4th	12,000
5th	8,000
6th	8,500

Each of the above, exclusive of the imprefs paid by the Company, and the estimates, in other respects, on the plan directed by the Committee of the whole Court, on the 26th ult.

On these principles the Committee have ordered an estimate to be drawn out by the proper officer; which has been prepared accordingly, the Owners have likewise drawn out an estimate at the Committee's desire, on the same data, both of which are now laid before the Court.

Vide App.  
No. 1107.  
No. 1104.

The Owners, however, have drawn out another estimate formed on different principles, and accompanied the same with a memorial

Vide App.  
No. 1105,  
1106.

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memorial in explanation of their statement, these papers are likewise submitted to the consideration of the Court.

On this estimate from the Owners, the Committee have to observe, that it differs from that prepared by the Committee's directions in the following instances, viz.

The repairing voyage is estimated on the third outfit.

Their estimate is not carried on to the end of the six voyages.

The amount of the first outfit is increased £600.

They have made an addition of £100. for clearing in the river, and £200. for damage and short delivery.

The Owners suppose their ships to remain at home two years in the course of five voyages.

They reckon the interest of their money employed at the rate of 7½ per cent. instead of 6 per cent. and

They estimate the surplus tonnage at 150 tons only.

The particular reasons for those several alterations, are stated in their memorial.

On the other hand, the Owners have computed interest on the balance of the account No. 1. [i. e. 1104.] when in favor of the ship, which interest the Committee have not estimated.

#### AT A COURT OF DIRECTORS,

Held on Thursday the 8th April, 1790.

The Committee, appointed by the Committee of the whole Court, in a report dated this day, stating the data which they have agreed should be established for forming the estimates of the expenditure and earnings of a ship of 1200 tons for a voyage to China; also laying before the Court estimates drawn out by the proper officers and Managing Owners of Shipping on those data, together with another estimate formed by the Owners upon different principles, accompanied by a memorial in explanation thereof;

Ordered, That the said report and the papers therein referred to, be referred to the consideration of a Committee of the whole Court.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 9th April, 1790.

Vide App.  
No. 1108.

Mr. Ferguson's report of the progress of ships building for the Company's service, dated the 8th inst. was laid before the Committee.

#### AT A COURT OF DIRECTORS,

Held on Friday the 9th April, 1790.

The report from the Committee appointed by the Committee of the whole Court, which was read in Court the 8th inst. being again read, together with the several papers therein referred to,

And

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And the Court having maturely deliberated upon the subject of freight to be paid the large ships in the Company's employ;

It was moved, and on the question,

Resolved, That it appears to this Court that the freight of the large ships to China direct, ought to be reduced to £20. per ton.

And to Bombay and China, and Fort St. George

and China to - - - - - £21. per ton.

Draft letter to Messrs. Newte and Frazer, was read and approved.

Vide App.  
No. 1109.

### AT A COURT OF DIRECTORS,

Held on Tuesday the 13th April, 1790.

The petitions of Captains Montgomerie, Cooper and Drummond, read in Court the 23d March last, being again read,

Vide App.  
No. 1098.

It was moved, and on the question,

Resolved, That leave be given to build three ships not exceeding 1200 tons each, on the bottoms of the ships Belborough, Atlas and Glatton, for the autumn of 1792, and on the freights settled by this Court on the 9th inst. and that if they exceed that tonnage they be chartered only for 1200 tons.

### AT A COURT OF DIRECTORS,

Held on Wednesday the 21st April, 1790.

On reading a letter from Messrs. Newte and Frazer, dated the 20th inst. signifying the acquiescence of the Owners of Shipping, in the Court's resolution for reducing the freights to China, Bombay and China, and Fort St. George and China; also,

Vide App.  
No. 1110.

Letter from Mr. Robert Thompson, dated this day, signifying his assent to the terms on which alone the Court have acquainted him he can have permission to build a ship for the Company's service;

Vide App.  
No. 1111.

Ordered, That the said letters be referred to the consideration of a Committee of the whole Court.

### AT A COMMITTEE OF THE WHOLE COURT,

The 23d April, 1790.

The Committee took into consideration the reference of last Court, on the letter from Messrs. Newte and Frazer, dated the 20th instant, signifying the acquiescence of the Owners of Shipping, in the Court's resolution for reducing the freights to China, Bombay and China, and Fort St. George and China, on the terms therein-mentioned.

Vide App.  
No. 1110.

The said letter was read, and the further consideration of the same was adjourned till Wednesday next.





## AT A COMMITTEE OF THE WHOLE COURT,

The 30th April, 1790.

Vide App.  
No. 1110.

The Committee took into consideration a letter from Messrs. Newte and Frazer, dated the 20th inst. stating that the Owners accede to the terms of freight, as mentioned in the Secretary's letter of the 9th inst. provided the Court will insure to them that the ships shall perform six voyages in 12 years, and have 250 tons of surplus tonnage.

The resolution of the Court of Directors of the 9th inst. respecting the freight, was read; also

Vide App.  
No. 1109,  
1110.

Letter from the Secretary to Messrs. Newte and Frazer, dated the same day, with their reply of the 20th inst.

It was moved, "that this Court do comply with the terms of "the letter from Messrs. Newte and Frazer, dated the 20th inst."

And the question thereon being put, it passed in the negative.

Draft of a letter to be written by the Secretary to Messrs. Newte and Frazer, signifying that the Court cannot acquiesce in the latter part of their letter of the 20th inst. and consider the same in no other light than accepting the terms offered by the Court on the 9th inst. was read and approved.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 5th May, 1790.

Vide App.  
No. 1113.

On reading a letter from Messrs. Camden, Calvert, and King, dated this day, tendering two new ships for the Company's service, on the terms therein-mentioned; also

Vide App.  
No. 1114.

Letter from Messrs. Thomas Newte and William Frazer, dated this day, signifying that the Owners of the three ships now in rotation to be built, will communicate to the Court their acquiescence to the terms proposed by the Court for building on the old bottoms.

Ordered, That the said letters be referred to the consideration of a Committee of the whole Court.

Vide App.  
No. 1115.

On reading a letter from Donald Cameron, Esq. signifying that he has given orders for building a ship on the bottom of the Atlas, upon the terms of the Courts permission for that purpose, also

Vide App.  
No. 1116,  
1117.

Letter from Alexander Montgomerie, Esq. on behalf of the Owners of the late ship Besborough, submitting to the Court's approbation, James Fearn, Esq. as the Managing Owner of the ship to be built on her bottom; and

Vide App.  
No. 1118.

Letter from Mr. Fearn, signifying that orders are given for building a new ship on the bottom of the Besborough, on the terms of the Court's permission for that purpose.

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

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## AT A COMMITTEE OF SHIPPING,

On Friday the 7th May, 1790.

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

Vide App.  
No. 1119,  
1120.

An account of the difference of expence of building and fitting out a ship between the years 1789 and 1790, being laid before the Committee, the following report was made to the Court, viz.

Vide App.  
No. 1121.

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 £21097.

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.

Vide App.  
No. 1120.

The following reports were also made to the Court, viz.

The Committee having taken into consideration the reference of Court of the 5th inst. on a letter from Captain Montgomerie, enclosing the consent of the majority of the Owners of the late ship Besborough, to the amount of  $\frac{1}{2}$ , for his building a ship upon that bottom, and Captain Montgomerie proposing, by virtue of that authority, James Fearn, Esq. for Managing Owner of the new ship, the Committee offer, as their opinion, that Mr. Fearn, be accepted as Managing Owner accordingly.

Vide App.  
No. 1116,  
1117.

The Committee having taken into consideration the reference of Court of the 5th inst. on the letter from James Fearn, Esq. signifying that he agrees to build a ship in the room of the Besborough, for the season 1792, not exceeding 1200 tons burthen, on the freights settled by the Court on the 9th of last month; and as the consent of the majority of Owners has been delivered in for that purpose, the Committee are of opinion, that Mr. Fearn be desired to lay before the Court the proposed length of keel for tonnage,

Vide App.  
No. 1118.

The extreme breadth of the beam,  
Depth of the hold,  
Height between the different decks,  
Height of the round-house, at the fore and  
after-parts, and  
Depth in the waist.

(The scantlings of the principal timbers being conformable to the regulations of Court, for ships of that burthen).

Also to signify the intended number and nature of the guns the ship is to carry, in order that the Court may come to a determination, and give the necessary directions on those points agreeably to the 56th By-Law.

Vide App.  
No. 1020.





## AT A COURT OF DIRECTORS,

Held on Friday the 7th May, 1790.

The Committee of Shipping by a report, dated this day, now read, submitting to the Court "an estimate of the expence of building, outfit, and other charges of an East-India ship fit for sea."

The same was read.

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

Resolved, That James Fearn, Esq. be accepted as Managing Owner of the new ship to be built on the bottom of the Belborough.

Resolved, That Mr. Fearn be desired to lay before the Court, an account of the proposed length of keel of the said ship for tonnage,

The extreme breadth of the beam,

Depth of the hold,

Height between the different decks,

Height of the round-house at the fore and after-parts, and

Depth in the waist.

(The scantlings of the principal timbers being conformable to the regulations of Court for ships of that burthen).

Also to signify the intended number and weight of the guns the ship is to carry, in order that the Court may come to a determination, and give the necessary directions on those points, agreeably to the 56th By-Law.

Vide App.  
No. 1122.

On reading a letter from Richard Neave, Esq. signifying that he intends building a ship on the bottom of the Glatton, agreeably to the terms of the Court's permission.

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

Vide App.  
No. 1123.

On reading a letter from Messrs. Mure, Atkinson and Mure, requesting the Court to suspend their permission to Captain Montgomerie, to build on the bottom of the Belborough.

Ordered, That the Secretary do write to those gentlemen, acquainting them, that such permission was granted previous to the receipt of their letter.

## AT A COURT OF DIRECTORS,

Held on Monday the 10th May, 1790.

Vide App.  
No. 1124.

On reading a letter from Mr. James Fearn, stating the dimensions of the ship to be built by him on the bottom of the Belborough,

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

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The Committee considered the reference of Court of the 10th inst. on the letter from James Fearn, Esq. stating the proposed dimensions of a new ship to be built in the room of the Besborough, and reported as their opinion, that Mr. Fearn have leave to build a ship on that bottom, to be commanded by Captain Alexander Montgomerie of the following dimensions, viz.

Vide App.  
No. 1124.

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 April, 1789.

That the keel be laid at such time as the Owners shall approve, so that allowing 18 months, agreeably to the 56th By-Law, the ship shall be launched in the month of September, 1792, but if not launched by that time, to lose her turn for the season 1792; and if the keel should not be laid in the month of March, 1792, and the ship launched before the end of September, 1793, the Besborough be pronounced a lapsed bottom, and thrown entirely out of the service.

That she carry 20 twelve-pounders, and 6 six-pounders.

That agreeably to the order of Court of the 9th ult. the new ship be freighted at £20. per ton to China, and in the usual proportions to other parts, and that she be chartered at 1200 tons only.

Pursuant to reference of Court of the 7th inst. the Committee considered the letter from Richard Neave, Esq. signifying that he agrees to build a ship in the room of the Glatton for the season 1792, of 1200 tons burthen, on the freights settled by the Court on the 9th of last month; and the Committee reported as their opinion, that Mr. Neave be desired to deliver in the consent of the majority of living Owners of the ship Glatton; also the proposed length of keel for tonnage,

The extreme breadth from out to out of a 4 inch plank.  
Depth of the hold,  
Height between the different decks.  
Height of the round-house, at the fore and  
after-parts, and  
Depth in the waist.

The scantlings of the principal timbers being conformable to the regulations of Court for ships of that burthen.

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Vide App.  
No. 1020.

Also to signify the intended number and nature of the guns the ship is to carry, in order that the Court may come to a determination, and give the necessary directions on those points, agreeably to the 56th By-Law.

Vide App.  
No. 1115.

The Committee having taken into consideration the reference of Court of the 5th inst. on the letter from Donald Cameron, Esq. that he agrees to build a ship in the room of the Atlas, for the season 1792, of about 1200 tons burthen, on the freights settled by the Court on the 9th of last month; the Committee reported as their opinion, that Mr. Cameron be desired to deliver in the consent of the majority of living Owners of the late ship Atlas; also

The proposed length of keel for tonnage,  
Extreme breadth from out to out of a 4 inch plank,  
Depth of the hold,  
Height between the different decks  
Height of the round-house, at the fore and  
after-parts, and  
Depth in the waist.

The scantlings of the principal timbers being conformable to the regulations of Court for ships of that burthen).

Vide App.  
No. 1020.

Also to signify the intended number and nature of the guns the ship is to carry, in order that the Court may come to a determination, and give the necessary directions on those points, agreeably to the 56th By-Law.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 12th May, 1790.

Three reports from the Committee of Shipping, dated this day, being read,

Resolved, That Donald Cameron, and  
Richard Neave, Esquires, be severally desired to deliver in the consent of the majority of living Owners of the late ships Atlas and Glatton to their building new ships on those bottoms; also

The proposed length of keel for tonnage,  
Extreme breadth from out to out of a 4 inch plank,  
Depth of the hold,  
Height between the different decks,  
Height of the round-house, at the fore and  
after-parts, and  
Depth in the waist.

The scantlings of the principal timbers being conformable to the regulations of Court for ships of 1200 tons burthen.

Also to signify the intended number and nature of the guns each ship is to carry, in order that the Court may come to a determination, and give the necessary directions on those points, agreeably to the 56th By-Law.

Resolved, That James Fearn, Esq. have leave to build a ship on the bottom of the Besborough, to be commanded by Captain Alexander Montgomerie, of the following dimensions, viz.

Length





	Feet.	Inches.
Length of the keel for tonnage - - -	132	0
Extreme breadth from out to out of a 4 inch plank	42	0
Burthen in tons - - - 1238 $\frac{5}{8}$		
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 the Committee's report of 22d April, 1789.

That the keel be laid at such time as the Owners shall approve; so that allowing 18 months, agreeably to the 56th By-Law, the ship shall be launched in the month of September, 1792, but if not launched by that time, to lose her turn for the season 1792; and that if the keel should not be laid in the month of March, 1792, and the ship launched before the end of September, 1793, the Beſborough be pronounced a lapsed bottom, and thrown entirely out of the service.

That she carry 20 twelve-pounders, and 6 six-pounders.

That agreeably to the order of Court of the 9th ult. the new ship be freighted at £20. per ton to China, and in the usual proportions to other parts, and that she be chartered at 1200 tons only.

AT A COURT OF DIRECTORS,

Held on Wednesday the 19th May, 1790.

On reading a letter from Messrs. Camden, Calvert, and King, dated this day, requesting to know, whether their offer to build two new ships for the Company's service, will be accepted; Vide App. No. 1125.

Ordered, That the same be referred to the consideration of a Committee of the whole Court.

On reading a letter from Donald Cameron, Esq. stating the dimensions of a ship which he proposes to build on the bottom of the Atlas, with the names of the majority of the Owners; Vide App. No. 1126, 1127.

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

AT A COMMITTEE OF SHIPPING.

On Thursday the 27th May, 1790.

The Committee having, pursuant to reference of Court of the 19th inst. considered the letter from Donald Cameron, Esq. enclosing the consent of the majority of the Owners of the Atlas, for his building a ship on that bottom, and also stating the proposed dimensions of the new ship, recommended to the Court, that Mr. Cameron have leave to build a ship on that bottom accordingly,

Vide App.  
No. 1126.  
1127.

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Accordingly, to be commanded by Captain Allen Cooper, of the following dimensions, viz.

	Feet.	Inches.
Length of keel for tonnage	130	0
Extreme breadth from out to out of a 4 inch plank	42	0
Burthen in tons	1219 $\frac{1}{4}$	
Depth in the hold	17	0
Height on the lower deck	6	4
gun deck	6	6
Height in the round-house fore-part	6	4
after-part	6	6
Depth in 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 April, 1789.

Vide App.  
No. 1020.

That the keel be laid at such time as the Owners shall approve, so that allowing 18 months, agreeably to the 56th By-Law, the ship shall be launched in the month of September, 1792, but if not launched by that time, to lose her turn for the season 1792; and if the keel should not be laid in the month of March, 1792, and the ship launched before the end of September, 1793, the Atlas be pronounced a lapsed bottom, and thrown entirely out of the service.

That she carry 20 twelve-pounders, and 6 six-pounders.

That agreeably to the order of Court of the 9th ult. the new ship be freighted at £20. per ton to China, and in the usual proportions to other parts, and that she be chartered at 1200 tons only.

#### AT A COURT OF DIRECTORS,

Held on Thursday the 27th May, 1790.

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

Resolved, That Donald Cameron, Esq. have leave to build a ship on the bottom of the Atlas, to be commanded by Captain Allen Cooper, of the dimensions and on the terms and conditions therein-mentioned.

That agreeably to the order of Court of the 9th ult. the new ship be freighted at £20. per ton to China, and in the usual proportions to other parts, and that she be chartered at 1200 tons only.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 2d June, 1790.

Vide App.  
No. 1128.

On reading a letter from John Fiott, Esq. requesting that he may be permitted to build a new ship on the bottom of the Hartwell, on the terms and conditions already settled by the Court;

And the question thereon being put,

The same passed in the negative.

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 16th June, 1790.

On reading a letter from Jeffrey Jackson, Esq. requesting that the ship *Manship* may be permitted to proceed the ensuing voyage, without stripping off the copper. Vide App. No. 1129, 1130.

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

## AT A COURT OF DIRECTORS,

Held on Wednesday the 23d June, 1790.

On a motion;

Ordered, That tenders for ships to be entertained in the Company's service the ensuing season, be received on Wednesday the 14th July next; and that notice thereof be given, agreeably to the draft of a publication now read and approved, viz.

"East-India House, 23d June, 1790.

"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, the 14th July next, 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 kint-ledge 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 ship; and that the same be severally sealed up and left with the Secretary, in order to be laid before the Court."

## AT A GENERAL COURT

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

Held on Wednesday the 23d June, 1790.

The Chairman moved the Court to confirm the resolution of the General Court of the 24th March last, viz.

That the suspension of the 39th By-Law be confirmed.

And the question thereon being put, the same passed in the affirmative.

Vide App. No. 987.

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## AT A COURT OF DIRECTORS,

Held on Friday the 2d July, 1790.

Vide App.  
No. 1131.

On reading a letter from Mr. John Fiott, stating the reasons on which he grounds his request, that the Court will explain to him the motives on which they resolved not to comply with his late application for leave to build a ship on the bottom of the Hartwell.

Ordered, That the said letter be referred to the consideration of a Committee of the whole Court.

## AT A COMMITTEE OF THE WHOLE COURT,

The 9th July, 1790.

Vide App.  
No. 1131.

The Committee took into consideration the reference of Court of the 2d inst. on reading a letter from John Fiott, Esq. stating the reasons on which he grounds his request, that the Court will explain to him the motives on which they resolved not to comply with his late application, for leave to build a ship on the bottom of the Hartwell.

Vide App.  
No. 1085.  
No. 1090.

The following particulars were read;

Letter to Mr. Fiott, dated 5th March last, and his reply of the 10th following.

The following question being moved and seconded,

"That the application of Mr. Fiott to build a ship on the bottom of the Hartwell be reconsidered."

The same passed in the negative.

## AT A COURT OF DIRECTORS,

Held on Friday the 9th July, 1790.

Vide App.  
No. 1132.

On reading a letter from Richard Lewin, Esq. requesting leave to build a new ship on the bottom of the Vansittart, for the season 1790, and that a reasonable compensation may be made to the Owners for the loss of the ship;

Vide App.  
No. 1133,  
1134.

Also the request of Mr. John Mavor, that the ship Rose may be permitted to proceed another voyage without her sheathing being stripped off.

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

The Chairman reported, that the Committee of the whole Court had, on mature deliberation, resolved, that the application of John Fiott, Esq. for leave to build a ship on the bottom of the Hartwell be not reconsidered.

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

Vide App.  
No. 1135.

On reading a letter from Thomas Newte and William Fraser, Esqrs. offering all the ships now at home, and that may arrive, for

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