



for the use of the Company ; but requesting the Court will defer a final conclusion as to the rate of freight.

Resolved, That the Secretary do acquaint Messrs. Newte and Frazer, that the Court expect the tenders of ships to be made in the usual manner.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 14th July, 1790.

Pursuant to reference of Court of the 16th ult. the Committee have considered the request of Jeffery Jackson, Esq. that the ship Manship may be permitted to proceed the ensuing voyage without stripping off the copper ; and enclosing, in support of such claim, a letter from Messrs. Wells, stating that 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 to the Court, that Mr. Jackson's request be complied with.

Vide App.
No. 1129.
1130.

The Committee have considered the Court's reference of the 9th inst. on the request of Mr. John Mavor, that the ship Rose may be permitted to proceed another voyage without her sheathing being stripped off ; and enclosing, in support of such claim, a letter from Messrs. Wells, stating that 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 to the Court, that Mr. Mavor's request be complied with.

Vide App.
No. 1133.
1134.

AT A COURT OF DIRECTORS,

Held on Wednesday the 14th July, 1790.

Letter from Thomas Newte, Esq. dated this day, signifying that the tenders of ships, for the Company's service, will be presented as soon as possible, was read.

Vide App.
No. 1136.

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

Resolved, That the ships Manship and Rose, be permitted to proceed the ensuing voyage, without stripping off the copper.

The following tenders of the ships under-mentioned, for the ensuing season, being opened and read, viz.

The Albion

Contractor

Airly Castle

Lord Hawkesbury

Manship

Kent

New ship in the room of the True Briton.

The Rose

Ganges

Phoenix

Middlesex

General Coote

Boddam and



And it being observed that the following words are inserted in the said tenders, viz. "Or any additional expences which have arisen, or may arise, in consequence of the present unsettled state of public affairs", and the Court objecting to the said clause,

Ordered, That the tenders be returned to the Managing Owners of Shipping, to be amended.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 21st July, 1790.

Vide App.
No. 1099,
1132.

Letters from Richard Lewin, Esq. referred the 25th March, and 9th inst. requesting leave to build a new ship on the bottom of the Vansittart, for 1790, and that a reasonable compensation may be made to the Owners for the loss of that ship, were read; and the Committee, after debating thereon for some time, adjourned the further consideration to Friday next; and

Ordered, That the Solicitor do attend on that day.

AT A COURT OF DIRECTORS,

Held on Wednesday the 21st July, 1790.

Vide App.
No. 1137.

On reading a letter from William Frazer, Gilbert Slater, and William Lushington, Esqrs. dated the 19th inst. stating their wish to meet the Chairman and Deputy Chairman this morning, if convenient, to confer with them respecting the tendering of the ships to the Company the ensuing season;

It was moved, and on the question,

Resolved, That the Managing Owners be called in and informed by the Chairman, that the Court expect a specific proposition as to the peace freight; and, that a separate tender be made for each ship, with a reservation in case of a war, in the terms of the tenders of last year.

Those gentlemen were then called into Court and acquainted therewith, and after being heard on the subject they withdrew.

It was then, on a motion,

Resolved, That the further consideration of the above-mentioned business be postponed till Wednesday the 4th August next.

AT A COMMITTEE OF SHIPPING,

On Friday the 23d July, 1790.

Vide App.
No. 1199,
1132.

The Committee resuming the consideration of the letters from Richard Lewin, Esq. which were read on the 21st inst. requesting leave to build on the bottom of the Vansittart; and,

Vide App.
No. 1138.

Letter from Captain Lestock Wilson, dated this day, signifying that the Managing Owners of the ships Atlas and Glatton, consent to the Vansittart's building for 1791; and that the sentiments of the Owners of the Besborough and Neptune cannot be, at present, obtained, on account of the absence of several of those gentlemen, being read,

A motion



A motion was made, that leave be given to Richard Lewin, Esq. to build a ship on the bottom of the Vanfittart, for the season 1791, and that it be recommended to the next General Court of proprietors, to suspend the 53d and 54th By-Laws for that purpose.

Vide App.
No. 1139,
1140.

And on the question being put accordingly; the same passed in the negative.

The Committee then made the following report to the Court;

The Committee having taken into consideration the references of Court of the 25th March last and 9th inst. on two letters from Richard Lewin, Esq. in the former, requesting leave on behalf of the Owners of the late ship Vanfittart, to build a ship on her bottom for 1790; and the latter, stating that the Owners conceive that the loss of the ship arose from her having been employed on a dangerous and unprecedented service; they hope the Court will make them such compensation as may be deemed reasonable; the Committee are of opinion, that the requisitions contained in Mr. Lewin's letters be not complied with.

AT A COURT OF DIRECTORS,

Held on Friday the 23d July, 1790.

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

Resolved, That the request of Richard Lewin, Esq. for leave to build a ship on the bottom of the late ship Vanfittart for 1790; and also his request, that the Company will allow the Owners of that ship a compensation for her loss, be not complied with.

AT A COURT OF DIRECTORS,

Held on Wednesday the 4th August, 1790.

On reading the Memorial of Captain Lestock Wilson, in explanation of his conduct while Commander of the late ship Vanfittart, and praying permission to build a ship in her room, for the service of the year 1791.

Vide App.
No. 1141.

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

On a motion,

Resolved, That this Court will, on Wednesday next, receive tenders of ships for the Company's service, and take into consideration the terms of freight proper to be given.

AT A COURT OF DIRECTORS,

Held on Wednesday the 11th August, 1790.

Letter from Mr. John Fiott, stating further observations in support of his application, for leave to build a ship on the bottom of the Hartwell, was read, and ordered to lie upon the table.

Vide App.
No. 1142.

5Z

The

Wide App.
No. 1143.

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

The Sullivan	-	-	Captain Robert Pouncy
Middlesex	-	-	John Rogers
Phoenix	-	-	Alexander Gray
Rose	-	-	J. Hamilton Dempster
Deptford	-	-	John Gerrard
Kent	-	-	Richard Hardinge
Effex	-	-	John Strover
Duke of Montrose	-	-	Joseph Dorin
Melville Castle	-	-	Philip Dundas
Ganges	-	-	Joseph Garnault
Manthip	-	-	John Lloyd
General Coote	-	-	James Baldwin
Airly Castle	-	-	Charles Stewart
Busbridge	-	-	Thomas Robertson
Lord Macartney	-	-	James Hay
Dublin	-	-	William Smith
Raymond	-	-	Henry Smedley
Lord Camden	-	-	Nathaniel Dance
Lascelles	-	-	R. Atherton Farington
Europa	-	-	Aug. Joseph Applegath
Valentine	-	-	John Lewis
Earl Cornwallis	-	-	Thomas Hodgson
Bridgewater	-	-	William Parker
Asia	-	-	John Davy Foulkes
Contractor	-	-	John Bartlet
Lord Hawkebury	-	-	John Barkley
Dutton	-	-	James Hamilton
Northumberland	-	-	James Rees
King George	-	-	John Sherwood

each ship being tendered at her full builders measurement on the following terms of freight, provided peace continues; but in case the appearance of hostilities should remain, the Owners expect to have an allowance for such extra expences as may unavoidably be incurred in manning the ship, and to be paid ten guineas a head, as usual, for replacing all such seamen as may be impressed or taken out of the ship; also such additional premium of insurance as they may be obliged to pay, over and above eight guineas per cent. at the time the ship may be ordered to Gravesend.

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

The



The following tenders being also read, viz.

Vide App.
No. 1144.

New ship in the room of the } Southampton }	Captain J. Lennox
Ditto - True Briton	Henry Farrer
Ditto - Montagu	Thomas Brettell
Ditto - Halfewell	Samuel Fox
Ditto - Alfred	J. Farquharson

each ship tendered at the rate of £21. per ton to China direct, and in proportion to all other parts of India, provided peace continues; in every other respect on the same terms as the tenders first above-mentioned; likewise

Tenders of the following ships, viz.

Vide App.
No. 1145.

The Boddam -	-	Captain John Jones
Albion -	-	Gregory Moffatt Lewin
Carnatic -	-	John Corner

each ship being tendered at her full builders measurement; the Boddam and Albion at £22. per ton to China direct, and the Carnatic at £21. per ton, and in proportion to all other parts of India, provided peace continues; in every other respect on the same terms as the tenders first above-mentioned.

It was moved, and on the question,

Resolved, That this Court do agree to accept the tenders of the new ships in the room of the Southampton, True Briton, Montagu, Halfewell, and Alfred, on the terms of freight and conditions therein-mentioned.

On another motion,

Resolved, That the tenders of the ships Boddam, Albion, and Carnatic be not accepted, not being agreeable to the resolution of Court of 9th April last;

It was then on a motion,

Resolved, That as many of the small ships as may be wanted to be taken up in turn, be upon the terms proposed with respect to freight, and the conditions annexed, except as to such ships where it shall appear an express agreement has been made.

AT A COMMITTEE OF CORRESPONDENCE,

The 18th August, 1790.

The Committee took into consideration the proper number of ships to be entertained in the Company's service the ensuing season; and

The Committee of warehouses having reported, that the tonnage necessary to bring home the annual investment from India and China, will amount to 19899 tons, requiring 22 ships;

The Committee recommend that the 22 ships first in rotation, be taken up for the ensuing season.

AT



AT A COURT OF DIRECTORS,

Held on Wednesday the 18th August, 1790.

Vide App.
No. 1146. Letter from Timothy Curtis, Esq. stating that the ship Nottingham has discharged her second cargo, and is now ready to proceed on her third voyage, on the terms agreed on by the Court and himself, when the ship was built, being read, also

Vide App.
No. 1147. Letter from the Owners of the Earl Wycombe, tendering that ship at the freight of £20. per ton to China; to Madras and China £21. and to other parts £22. per ton, and to be allowed a reasonable allowance in case of war.

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

Vide App.
No. 1148. Letter from Messrs. Frazer, Lushington, and Slater, being read, requesting, on behalf of the Managing Owners, a conference with the Chairman and Deputy;

Those Gentlemen were called into Court and heard, relative to their apprehensions of a decrease of tonnage this season, and then withdrew.

Vide App.
No. 1150. Letter from Gilbert Slater, Esq. dated this day, in answer to the Court's resolution of 11th inst. that his tender not being conformable to the order of the Court of Directors of the 9th April last, it could not be accepted; and stating, that the Owners did not consider that resolution affected any ships but those which were to be built subsequent to that resolution, and hoping, for the reasons therein mentioned, that the Court will accept the tender already made, was read; and being very fully considered, it was

Resolved by the ballot, That the ship Carnatic be taken up at £20. per ton for China direct, in conformity to the resolution of this Court of the 9th April last, and in the usual proportions to other parts of India; and that the said ship be in respect to demorage and number of men, on the same terms as the other large ships of this season.

Vide App.
No. 1151.
No. 1149. Letter from William Palmer, Esq. Managing Owner of the ship Boddam, dated this day, in answer to the Secretary's letter of the 11th inst. informing him that the Court could not accept his tender, it not being conformable to their resolution of the 9th April last, and stating, that he conceived he had made his tender agreeably to an implied contract for a peace-freight for four voyages, but that if the Court are advised no implied contract for a fixed peace-freight for four voyages was made by them, when the building of larger ships than usual, was agitated, he is ready to abide by such decision, and rests upon the justice and equity of the Court of Directors for such freight as they think this ship is entitled to under the peculiar circumstances of her dimensions, was read; also

Vide App.
No. 1152. Letter from Richard Lewin, Esq. Managing Owner of the ship Albion, in reply to the Secretary's letter of the 11th inst. that his



his tender could not be received as it was not conformable to the Court's resolution of the 9th April last; and, stating the particular circumstances under which the ship was built, and the great disadvantage that will attend the Owners, if obliged to accept of £20. per ton to China direct, and hoping the Court of Directors will consider £22. per ton to China direct, as no way disproportionate to the advantages received by other ships;

And the Court taking the said letters into consideration, and it appearing to the Court that the said two ships could not be considered either as large or small ships, their tonnage being different from either, and that, therefore, they are equitably entitled to a proportionable freight; it was

Resolved by the ballot, That the freight at which the Boddam and Albion should be taken up this season be at the rate of £21. 10s. per ton to China direct, and in the usual proportion to other parts; that they be navigated by the respective number of men directed by this Court on 14th February, 1787, for ships of their tonnage, and that they be allowed demorage the same as last voyage, viz. £20. 16s. 8d. a day.

On several motions,

Resolved, That the five large ships whose tenders were accepted on the 11th inst. be navigated by the respective number of men directed by this Court on the 14th February, 1787, for ships of their tonnage; that the rate of their demorage be increased beyond that of a ship of 800 tons, in proportion, to the increased number of men, and that the commencement of the demorage of ships of upwards of 750 tons be settled at four days on every 50 tons exceeding that measurement, beyond the expiration of four months after their arrival in India.

Resolved, That the following rates of freight to the under-mentioned places be added to the terms on which the regular small ships were agreed on the 11th inst. to be taken up, viz.

Bombay and China, St. Helena and Bencoolen	£24. 10s. per ton
Bengal and Bencoolen	£25. 10s. per ton

The Committee of Correspondence in a report dated this day, now read, stating, for the reasons therein-mentioned, that twenty-two ships will be required to bring home the annual investment from India and China, and recommending that the twenty ships first in rotation be taken up for the ensuing season;

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

Ordered, That it be referred to the Committee of Correspondence, to take up the above number of ships and, to report.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 25th August, 1790.

The memorial of Captain Lestock Wilson, referred the 4th inst. in explanation of his conduct while Commander of the late ship
6 A

Vide App.
No. 1142,

Vanstittart,



Vanfittart, and praying permission to build a ship in her room for the season of the year 1791, was read.

AT A COMMITTEE OF CORRESPONDENCE,

The 25th August, 1790.

The Committee having taken into their consideration the number of ships necessary to be taken up for the service of the Company the ensuing season.

Resolved, That it be recommended to the Court to take up two more ships in addition to the number of twenty, agreed to be taken up by the Court on the 18th inst.

AT A COURT OF DIRECTORS,

Held on Wednesday the 25th August, 1790.

Vide App.
No. 1153

Letter from Mr. Richard Lewin, dated this day, requesting the Court will allow £22. freight for the Albion, instead of £21. 10s. per ton, the price they agreed to take her up at, on the 18th inst. being read;

Resolved, That this Court see no reason to depart from their resolution of the 18th inst. respecting the ship Albion.

Vide App.
No. 1146.

Letter from Mr. Timothy Curtis, read last Court, stating, that the ship Nottingham is now ready to proceed on her third voyage, being again read,

Ordered, That the Secretary do acquaint Mr. Curtis, that the said ship will not be wanted for the Company's service this season.

Vide App.
No. 1154.

On reading a letter from Gilbert Slater, Esq. dated this day, requesting the Court will reconsider his letter of the 18th inst.

Resolved, That this Court do abide by their resolution of the 18th inst. respecting the freight of the ship Carnatic.

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

Resolved, That two more ships be taken up for the Company's service this season, in addition to the number of 20 agreed to be taken up the 18th inst.

AT A COURT OF DIRECTORS,

Held on Friday the 10th September, 1790.

Vide App.
No. 1155.

Letter from Gilbert Slater, Esq. stating, that the Owners propose laying a full statement of their situation before the Court, and requesting, that if, from such representation, the Court should be induced to make any allowance beyond £20. per ton, the Carnatic may be put on the same footing, was read.

Vide App.
No. 1156.

Letter from Messrs. Timothy and William Curtis, offering the ship Glatton to carry masts and other naval stores to India, at a moderate rate of freight, to be hereafter agreed on, being read,

Ordered,



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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 15th September, 1790.

The Committee having had estimates prepared of the expected exports of the ensuing season, reported to the Court, that it appears to this Committee, that the tonnage to be exported this season, will amount to about 20,332 tons; that the builders measurement of the twenty-two ships next in turn to be taken up, amount to 20,240 tons; and that the said ships will be sufficient for the tonnage of the exports above-mentioned.

AT A COURT OF DIRECTORS,

Held on Wednesday the 15th September, 1790.

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

Resolved, That it appears to this Court that the tonnage to be exported this season will amount to about 20,332 tons.

That the builders measurement of the twenty-two ships next in turn to be taken up, amounts to 20,240 tons, and that the said ships will be sufficient for the tonnage of the exports above-mentioned.

AT A COMMITTEE OF CORRESPONDENCE,

The 22d September, 1790.

The Committee offer it to the Court, as their opinion, that the following ships be taken up for the Company's service.

Ships.	Tons.	Commanders.
The Kent	783	Capt. Richard Hardinge
Dutton	761	John Hamilton
Phoenix	800	Alexander Gray
Northumberland	784	James Rees
Lord Camden	775	Nathaniel Dance
Asia	816	J. D. Foulkes
Deptford	784	John Gerrard
Manchip	812	John Lloyd
Albion	961	Gregory M. Lewin
Carnatic	1169	John Corner
General Coote	787	James Baldwin
New ship (True Briton)	1198	Henry Farrer
Boddam	1021	John Jones
Earl Cornwallis	774	Thomas Hodgson
New ship (Alfred)	1198	James Farquharson
Ditto (Southampton)	1180	John Lennox
Lord Hawkesbury	803	John Barkley
New ship (Halfewell)	1198	
Britannia	770	Edward Cumming
New ship (Montagu)	1198	Thomas Brettell
Essex	793	John Strover
Raymond	793	

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AT A COURT OF DIRECTORS,

Held on Wednesday the 22d September, 1790.

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

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

Ships.		Tons.	Commanders.
The Kent	-	783	Capt. Richard Hardinge
Dutton	-	761	James Hamilton
Phoenix	-	800	Alexander Gray
Northumberland	-	784	James Rees
Lord Camden	-	775	Nathaniel Dance
Asia	-	816	J. D. Foulkes
Deptford	-	784	John Gerrard
Manship	-	812	John Lloyd
Albion	-	961	Gregory M. Lewin
Carnatic	-	1169	John Corner
General Coote	-	789	James Baldwin
New ship in the room of the True Briton	}	1198	Henry Farrer
Boddam			John Jones
Earl Cornwallis	-	774	Thomas Hodgson
New ship in the room of the Alfred	}	1198	James Farquharson
New ship in the room of the Southampton			John Lennox
Lord Hawkebury	-	803	John Barkley
New ship in the room of the Halfewell	}	1198	Edward Cumming
Britannia			Thomas Brettell
New ship in the room of the Montagu	}	1198	John Strover
Effex			
Raymond	-	793	

AT A COMMITTEE OF SHIPPING,

On Friday the 1st October, 1790.

Vide App.
No. 1156.

Letter from Messrs. Timothy and William Curtis, dated and referred the 10th ult. offering the ship Glatton to carry masts and other naval stores to India, at a moderate rate of freight, to be hereafter agreed on, was read.

A T



AT A COMMITTEE OF SHIPPING,

On Wednesday the 20th October, 1790.

The Committee resuming the consideration of Captain Lestock Wilson's letter, which was read the 25th August last, in explanation of his conduct while Commander of the late ship Vanfittart; and praying permission to build a ship in her room, for the service of the year 1791; the transactions of this Committee on the 21st and 23d July last, were read;

Vide App.
No. 1142.

It was then moved, that this Committee are of opinion, that under all the circumstances of the case, leave be given to Richard Lewin, Esq. to build a ship on the bottom of the Vanfittart, for the season 1792, to be commanded by Captain Lestock Wilson; and that it be recommended to the next Quarterly General Court of Proprietors, to suspend the 53d and 54th By-Law for that purpose, and the question being put, and passing in the affirmative, the same was reported to the Court as follows, viz.

Vide App.
No. 1139,
1140.

The Committee having taken into consideration the reference of Court of the 4th August last, on the Memorial of Captain Lestock Wilson, in explanation of his conduct while Commander of the late ship Vanfittart; and praying permission to build a ship in her room, for the service of the year 1791; the Committee are of opinion, that under all the circumstances of the case, leave be given to Richard Lewin, Esq. to build a ship on the bottom of the Vanfittart, for the season 1792, to be commanded by Captain Lestock Wilson; and that it be recommended to the next Quarterly General Court of Proprietors, to suspend the 53d and 54th By-Laws for that purpose.

AT A COURT OF DIRECTORS,

Held on Wednesday the 20th October, 1790.

Letter from several Managing Owners of Shipping, dated this day, being read, requesting that the registered tonnage, at the Custom-house, of the ships Alfred and Taunton Castle may be considered as the chartered tonnage of those ships.

Vide App.
No. 1157.

Resolved, That the same be not complied with.

On reading a letter from several Managing Owners of Shipping, dated this day, requesting to be indulged with a conference, for the purpose of ascertaining the compensation to be made for the excess of insurance beyond eight guineas per cent; and also for discussing the rate of sundry expences that may attend the outfit of the ships.

Vide App.
No. 1158.

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

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

Resolved, That leave be given to Richard Lewin, Esq. to build a ship on the bottom of the Vanfittart, for the season 1792, to be



commanded by Captain Lestock Wilfon; and that it be recommended to the next Quarterly General Court of Proprietors, to suspend the 53d and 54th By-Laws for that purpose.

AT A COURT OF DIRECTORS,

Held on Wednesday the 27th October, 1790.

Vide App.
No. 1160.
No. 1159.

On reading a letter from sundry Managing Owners of Shipping, in reply to the Secretary's letter of 20th inst. offering their reasons why the Charter-Parties of the five new ships should be made out agreeably to the builders measurement.

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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 27th October, 1790.

Vide App.
No. 1160.

The Court having this day referred to this Committee a letter from the Managing Owners of the new ships, in the room of the Southampton, Alfred, Montagu, Halfewell, and True Briton, stating several reasons in support of their former application, and reiterating their request, that they may be chartered according to the tonnage by measurement of the Company's Surveyors; and the Committee having taken the same into consideration, reported their opinion, that the ships be chartered at the tonnage at which they were respectively allowed to build under the orders of Court.

AT A COURT OF DIRECTORS,

Held on Wednesday the 27th October, 1790.

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

Resolved, That the new ships in the room of the Southampton, Alfred, Montagu, Halfewell, and True Briton, be chartered at the tonnage at which they were respectively allowed to build under the orders of Court.

AT A COMMITTEE OF PRIVATE TRADE,

On Wednesday the 3d November, 1790.

The Committee having observed, that notwithstanding the clause in Charter-Party, by which the Owners of each ship agree to send out the value of £500. in foreign coins or bullion, to be made use of for the supply of the ship's extraordinary occasions in India, and in her outward voyage, the Owners of several ships have omitted to send out any bullion for the above purpose, and that the Committee have hitherto remitted the Charter-Party penalties incurred by such omission, in consideration of the Owners plea, that the Company had suffered no expence thereby; but the Committee being of opinion, that the said clause ought to be complied



complied with in all cases, or the penalties charged, recommended to the Court, that notice be given to the Managing Owners of the ships going out this season, that the Court are resolved not to remit, in future, the Charter-Party penalties, in case of their omitting to send out the full value of bullion for the use of the ships, notwithstanding the Company may not happen to incur any expence in consequence of the omission.

AT A COURT OF DIRECTORS,

Held on Wednesday the 3d November, 1790.

A report from the Committee of Private-Trade, dated this day, being read,

Resolved, That notice be given to the Managing Owners of the ships going out this season, that this Court are resolved not to remit, in future, the Charter-Party penalties, in case of their omitting to send out the full value of bullion, for the use of their ships, notwithstanding the Company may not happen to incur any expence in consequence of the omission.

On reading a letter from William Lushington, Robert Wigram, and Peter Esdaile, Esqrs. offering further reasons against the Court's decision to limit the tonnage of their ships, by the letter of leave to build. Vide App.
No. 1161.

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

AT A COMMITTEE OF SHIPPING,

On Friday the 5th November, 1790.

The Committee taking into consideration the reference of Court of the 3d inst. on the letter from William Lushington, Robert Wigram, James Farquharson, and Peter Esdaile, Esqrs. offering further reasons against the Court's decision to limit the tonnage of their ships, by the letters of leave to build; Vide App.
No. 1161.

The following papers were read, viz.

Letter from those gentlemen, read in Court the 20th ult.

A second letter from those gentlemen, referred the 27th ult. Vide App.
No. 1157.

The report from this Committee on the above reference, dated the same day. No. 1160.

Letter from those gentlemen, referred the 3d instant. Vide App.
No. 1161.

A debate ensuing thereon, it was proposed, that Mr. Wells should be called in and asked, whether in the event of a ship exceeding in a small degree the contract tonnage, as in the present case of the new ships in the room of the Montagu and True Briton, it is customary to charge the Owners with excess; and Mr. Wells being called in, and the above question put to him accordingly, he answered in the negative. Mr. Wells, on being further examined, said that the above increase was entirely accidental, but when a ship is designedly let out, the builder is then paid for it. Mr. Wells observed, that ships will unavoidably fall out,



out, and he thinks have frequently done so by accident, to the extent of four or five inches. Mr. Wells then withdrew.

Mr. Snodgrafs, being called in and examined, said, that ships will fall out, and that the excess of two inches in the beam, which gives about ten tons to the Taunton Castle, and new ships Montagu and True Briton, he conceives to have been unavoidable.

A motion being then made,

Ordered, That the proper officer do lay before this Committee the rate of exceedings in the tonnage, according to the leave of building, and the burthen they have turned out from 1786 to 1790, specifying the average rate of exceeding per hundred tons.

And after the debate had continued for some length of time, the Committee adjourned the further consideration to Wednesday next.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 10th November, 1790.

Vide App.
No. 1162.

A list of ships built from the year 1786 inclusive, to the present time, distinguishing their contract tonnage, their actual measurement, and their chartered tonnage, being prepared by the proper officer, in consequence of the orders of the 3th inst. was now laid before this Committee; and the Committee thereupon resuming the consideration of the letter from William Lushington, Robert Wigram, James Farquharson, and Peter Esdaile, Esqrs. referred the 3d inst. it was, after a debate of some time, and upon the question being put,

Vide App.
No. 1161.

Resolved, That the Committee abide by the opinion, which they submitted to the Court on this subject the 27th ult.

And the same was reported as follows, viz.

The Committee having taken into consideration the reference of Court of the 3d inst. on a letter from William Lushington, Robert Wigram, James Farquharson, and Peter Esdaile, Esquires, offering further reasons against the Court's decision to limit the tonnage of their ships, by the letters of leave to build, the Committee do abide by the opinion which they submitted to the Court on this subject, in their report dated the 27th ult.

AT A COURT OF DIRECTORS,

Held on Wednesday the 10th November, 1790.

The Committee of Shipping in a report, dated this day, now read, signifying they abide by the opinion they submitted to the Court on the 27th October last, respecting the tonnage at which the new ships in the room of the Southampton, Alfred, Montagu, Halfewell, and True Briton are to be chartered.

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

AT



AT A COURT OF DIRECTORS,

Held on Friday the 12th November, 1790.

On reading a letter from James Farquharson, Peter Esdaile, and Richard Lewin, Esqrs. dated the 11th inst. requesting the Court will permit the provisional clause of their tenders respecting the allowance for extra expences in manning their ships, and for replacing seamen impressed from on board, may be inserted in the Charter-Party ;

Vide App.
No. 1163.

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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 17th November, 1790.

The Committee considered the reference of Court of the 12th instant, on a letter from James Farquharson, Peter Esdaile, and Richard Lewin, Esqrs. requesting the Court will permit the provisional clause of their tenders, respecting the allowances for extra expences in manning their ships, and for replacing seamen impressed from on board, may be inserted in the Charter-Party, but as the application is now done away by the Charter-Parties being signed; the Committee are of opinion the Owners should be desired to send in their accounts immediately, if any expences have occurred on the subject stated in their letter.

Vide App.
No. 1163.

AT A COURT OF DIRECTORS,

Held on Wednesday the 17th November, 1790.

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

Resolved, That the Owners of Shipping who have made application respecting the allowances for extra expences in manning their ships, and for replacing seamen impressed from on board, be desired to send in their accounts immediately, if any expences have occurred on the subject stated in their letter.

On a motion,

Ordered, That it be referred to the Committee of Shipping, to consider whether some extention cannot conveniently be made in the stowage of the lower decks of the large ships from Canton, and to report their opinion thereon.

AT A JOINT COMMITTEE OF
PRIVATE TRADE AND SHIPPING,

The 24th November, 1790.

The Committee finding that notwithstanding the paragraph in the Commanders instructions directing them to observe all the covenants in Charter-Party, a copy of which is sent them for their



their guidance, many ships have returned with part of their guns dismounted, contrary to the said Charter-Party, thereby exposing them and the Company's cargo to great risk of capture by pirates or other enemies, and as it is of very material consequence that the ships should be kept in the best possible state of defence; the Committee recommended to the Court, that an addition be made to the Commanders instructions strictly enforcing their obedience to the above-mentioned paragraph, and acquainting them that in case of non-compliance they will experience the highest displeasure of the Court.

The Committee also recommended to the Court, that notice of this regulation be sent to the Managing Owners, and that it be signified to them that as several Commanders have alledged the crankness of their ships as a reason for this breach of Charter-Party, it is necessary the Owners take proper steps by instructing the Commanders to ship a larger quantity of ballast, or using such other means as to them shall appear necessary to stiffen their ships in such manner as to prevent the necessity of dismounting any of the guns.

AT A COURT OF DIRECTORS,

Held on Wednesday the 24th November, 1790.

Vide App.
No. 1164.

Letter from Messrs. James Farquharson, Peter Esdaile, and Richard Lewin, dated this day, signifying, that the change of affairs in this country happening so soon after their respective ships were afloat, which appears will end in a permanent peace, they shall not trouble the Court with the extra expences which have unavoidably been incurred on the occasion, was read.

AT A COURT OF DIRECTORS,

Held on Wednesday the 1st December, 1790.

Vide App.
No. 1165.

Letter from Robert Preston, Esq. requesting that the new ship Woodford may be permitted to carry 26 nine-pounders, instead of 20 twelve-pounders, and 6 six-pounders, being read,
Resolved, That the same be not complied with.

On reading a report from the Joint Committee of Private Trade and Shipping, dated the 24th ult.

Resolved, That an addition be made to the Commanders instructions, strictly enforcing their obedience to the paragraph directing them to observe all the covenants in Charter-Party; and acquainting them, that in case of non-compliance, they will experience the highest displeasure of the Court.

That notice of this regulation be sent to the Managing Owners, and that it be signified to them, that as several Commanders have alledged the crankness of their ships as a reason for returning with part of their guns dismounted, contrary to Charter-Party, it is necessary the Owners should take proper steps by instructing their Commanders to ship a larger quantity of ballast, or using such other means as to them shall appear necessary to stiffen their ships



ships in such manner as to prevent the necessity of dismounting any of the guns.

On reading letter from Mr. Robert Batson, praying that the ship he built for the Company's service may be employed in carrying stores to India, with permission for the ship to be sold there; also,

Letter from Andrew Loughnan, Esq. requesting that leave may be given for the ship Neptune being built, to come afloat at the same time as the other ships in the year 1792; and

Vide App.
No. 1166.

The petition of Captain George Scott, of the Neptune, requesting the indulgence solicited by Mr. Loughnan;

Vide App.
No. 1167.

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

AT A COMMITTEE OF SHIPPING,

On Tuesday the 14th December, 1789.

The following report was made to the Court, viz.

The Committee having taken into consideration the reference of Court of the 1st inst. on the petitions of Andrew Loughnan, Esq. and Captain George Scott, praying that leave may be given for the ship Neptune being built, to come afloat at the same time as the other ships in the year 1792; the Committee cannot recommend her being built for the season 1792, but in consideration of the several circumstances in favor of this ship; the Committee recommend that she have leave to build for the season 1794, the Owners conforming to the usual regulations on those occasions.

Vide App.
No. 1166,
1167.

AT A COURT OF DIRECTORS,

Held on Wednesday the 15th December, 1790.

On reading a report from the Committee of Shipping, dated the 14th inst.

Resolved, That leave be given for a new ship to be built on the bottom of the Neptune, for the season 1794, the Owners conforming to the usual regulations on those occasions.

AT A GENERAL COURT

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

Held on Wednesday the 15th December, 1790.

The Chairman acquainted the Court, that it is appointed at this Court, to consider of suspending the 53d and 54th By-Laws, and to empower the Court of Directors to permit Richard Lewin, Esq. to build a ship on the bottom of the Vanfittart, for the season 1792, to be commanded by Captain Lestock Wilson.

Vide App.
No. 1139,
1140.

The minute of the Committee of Shipping of the 20th October, was read.

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The Chairman moved the Court, that the 53d and 54th By-Laws be suspended, and that the Court of Directors be empowered to grant leave to Richard Lewin, Esq. to build a ship on the bottom of the Vanstittart, for the season 1792, to be commanded by Captain Lestock Wilson, subject to the confirmation of a future General Court.

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

AT A COURT OF DIRECTORS,

Held on Friday the 31st December, 1790.

Vide App.
No. 1168.

On reading a letter from several Managing Owners of Shipping, requesting an alteration to be made in the regulation adopted by the Court on the 2d February last, for the stowage of the large China ships.

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 2d February, 1791.

Vide App.
No. 1169.

On reading a letter from G. M. Macaulay, Esq. tendering the ship Pitt on the terms and conditions therein-mentioned.

Ordered, That the same do lie for consideration.

AT A COURT OF DIRECTORS,

Held on Wednesday the 9th February, 1791.

Vide App.
No. 1170.

Letter from John Clements, Esq. signifying that the ship Dublin can be properly prepared for sea at a short notice, should she be wanted to carry military stores to India, was read.

Vide App.
No. 1171.

On reading the request of Mr. James Farquharson, for leave to build a new ship on the bottom of the ship Earl Mansfield, to be commanded by Captain Brodie Hepworth;

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

AT A COURT OF DIRECTORS,

Held on Friday the 11th February, 1791.

Letter from Messrs. Lushington, Moffat, and Mavor, offering the ship Glatton for the conveyance of troops to India, was read.

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AT A COURT OF DIRECTORS,

Held on Wednesday the 16th February, 1791.

Letter from Messrs. Timothy and William Curtis, again offering the ship Nottingham for the conveyance of troops to India, was read. Vide App. No. 1172.

AT A COMMITTEE OF SHIPPING,

On Thursday the 17th February, 1791.

The Court having, on the 17th November last, referred it to this Committee to consider whether some extension cannot conveniently be made in the stowage of the lower decks of the large ships from Canton, and the Committee having considered the reference of Court of the 31st December last, on a letter from several Managing Owners recommending the above measure.

Vide App. No. 1168.

The Committee reported, as their opinion, that ships of 900 tons and upwards, having a hatchway down directly into the lazaretto, be allowed to stow teas on their lower deck, from the fore-part of the main-hatchway to the aftermost-part of the after bitts, allowing the fore-hatchway to be caulked down, and that, in all other respects, the stowage of the ships be regulated under the Court's orders of the 3d February, 1790.

AT A COURT OF DIRECTORS,

Held on Friday the 18th February, 1791.

On reading a request,

Ordered, That the letter from Mr. Robert Batson, offering to prepare his ship for next season, under the engagements stated in his former letter, lie for consideration. Vide App. No. 1173.

A report from the Committee of Shipping, dated the 17th inst. being read,

Resolved, That ships of 900 tons and upwards, having a hatchway down directly into the lazaretto, be allowed to stow teas on their lower deck, from the fore-part of the main-hatchway to the aftermost-part of the after bitts, allowing the fore-hatchway to be caulked down, and that, in all other respects, the stowage of the ships be regulated under the Court's orders of 3d February, 1790.

AT A COURT OF DIRECTORS,

Held on Wednesday the 23d February, 1791.

The Court now proceeding to take into consideration a letter from George M. Macaulay, Esq. tendering the ship Pitt, read in Court the 2d inst. Vide App. No. 1169.

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Letter



Vide App. Letter from Messrs. Timothy and William Curtis, tendering
No. 1172, the ship Nottingham, read in Court the 16th inst.

Vide App. Letter from Mr. Robert Batson, tendering his ship for next
No. 1173, season, read in Court the 18th inst. and

Vide App. Letters from Mr. William Lushington, William Moffat, and
No. 1174, John Mavor, dated the 18th and 22d inst. tendering the ship
1175, Glatton on the terms therein-mentioned, being read.

The Court deliberated thereon;

And the following advertisement being laid before the Court,
was read and approved.

“ East-India House, 23d February, 1791.

“ The Court of Directors of the United Company of Merchants
“ of England, trading to the East-Indies, having occasion for a
“ quantity of tonnage for the conveyance of troops to the East-
“ Indies, will be ready to receive proposals on or before the 2d
“ March next, for the freight of one or more ships of the burthen
“ of 700 tons and upwards, for an outward-bound voyage to
“ India, and there to be sold.

“ Further particulars may be known by applying to Mr. Coggan,
“ Clerk to the Committee of Shipping.”

AT A COMMITTEE OF SHIPPING,

On Wednesday the 23d February, 1791.

The Court having this day advertised for the hire of one or more ships of the burthen of 700 tons and upwards, for an outward-bound voyage, for the conveyance of troops to India, and referred such persons who may be willing to offer tenders to the Clerk of this Committee for particulars.

The following terms being prepared, in consequence thereof, were read and approved, viz.

That the ship be properly fitted for the voyage as usual with ships taken up for an outward-bound freight in the Company's service, under the inspection and to the satisfaction of the Company's officers.

That the ship carry 20 guns, nine-pounders, on the gun deck, and 6 guns, six or four-pounders, on the quarter deck; also

Kintledge according to the size of the ship, in such proportion as 775 tons are to 92 tons.

That the ship be afloat on the 20th March, and sail to Gravesend on the 3d April, to stay there 10 days, and to be in the Downs the 19th April.

That the ship be navigated by one Commander, four mates, and such other officers and seamen as shall make the complement equal to 10 men for every 100 tons.

That the Commanders and mates be eligible for their respective stations under the present regulations of the Company; and

That they be allowed to remain in India under Free-Mariners Indentures.

That



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That the Commander and officers be allowed the same wages as those belonging to the regular ships.

That the Commander and officers be likewise allowed the same privilege in Private-Trade outwards as the regular ships, provided the ship shall be 755 tons or upwards; but if of a less burthen, then in that proportion to the tonnage of the ship.

That the Owners express at what rate per man they will victual and convey the troops, with their baggage and stores, to India.

That in case the ship should be detained by the Company before her departure from England, or should be detained by the Company's orders more than 10 days at her port of discharge in India, the Owners in both or either of those cases to be allowed demorage, which will be calculated as follows, viz.

Demorage allowed to the regular ships not exceeding 800 tons, and navigated by 100 men, is 10*d*. per day per ton on 500 tons;

Amounting per day to - - - £20 16 8

Supposing the ship now to be hired should be 700 tons burthen, and navigated by 70 men, the deductions will be for the savings on

30 men's wages, at 26*s*. per month, per day £1 6*s*.

30 men victualling, at 1*s*. per day 1 10*s*.

— 2 16 0

Net demorage to be allowed £18 0 8

That two-thirds of the freight and demorage be paid as soon after her departure from England as the accounts can conveniently be made up;

And the remainder on the discharge of the ship in India.

After the ship has performed the covenants of the Charter-Party, to be disposed of under the usual restrictions, or employed in the country service, at the option of the Owners.

Should the Company have occasion to send any goods, the Owners are desired to state what rate of freight will be expected on the goods, and what abatement per head on the troops.

Should any circumstances happen to make it unnecessary that the ship should proceed after the Owners have begun preparing her for the voyage, the Company will, in that case, make them a reasonable allowance and compensation for the expences they shall have been put to.

AT A COURT OF DIRECTORS,

Held on Wednesday the 2d March, 1791.

On reading a letter from Mr. William Richards, junior, offering to convey troops to India in ships from 450 to 550 tons, upon the terms therein-mentioned; also

Tenders of the ships Pitt

General Goddard

Glatton

York, and

General Eliott, for the same service.

Ordered,

Vide App.
No. 1176.

No. 1177.

No. 1178.

No. 1179.

No. 1180.

No. 1181.



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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 2d March, 1791.

The following tenders of ships for an outward-bound voyage to India having been referred by order of Court of this day, viz.

Vide App.
No. 1181.

General Elliott, 600 tons offered for £3000. and 18 months credit.

Vide App.
No. 1180.

York (a fir built ship) 750 tons, at £5. per ton on her measurement, the usual allowance for passengers.

Vide App.
No. 1176.

Ships of 450 to 500 tons, to carry passengers, at £30. 15s. per head, allowing 2 tons each, passage money to be paid at different instalments.

Vide App.
No. 1179.

Glatton to carry 300 passengers at £31. per head, to deduct 10s. on every 100 tons of goods put on board, such goods and the kintledge being reckoned at £5. per ton.

Vide App.
No. 1177.

Pitt to carry 300 passengers, at £26. per head, goods and kintledge at £7. 10s. per ton, and for every 100 tons goods will deduct £2. per man.

Vide App.
No. 1178.

General Goddard to receive goods and troops at £5. per ton, with the usual allowance for passage money; or, 300 to 350 foldiers, at £20. per man; or, the whole ship at £3. per ton freight on builders measurement, and the usual passage money; the Charter-Party, in all other respects, on the same terms as the ships of this season; and if not employed by the Company no claim to be made for demorage until two months after the ships shall be tendered at China in the season 1792.

The Committee upon taking the same into consideration,

Resolved, That the tender of the General Elliott, for sale, be not accepted.

That the tender of the York, a fir built ship, and Mr. Richards's tender of ships of 450 to 500 tons, be likewise not accepted.

That the Owners of the Glatton and Pitt be desired to transmit answers to the following questions:

“ On what terms will you engage to carry out to India 250
“ troops, with their baggage and stores, including the charge of
“ victualling and every other expence whatever, the usual allowance of 15. per day, per man, for diet while in port excepted.
“ At what rate per ton will you receive goods and stores belonging to the Company, supposing there should be occasion to send any on board.”

That the Owners of the 24 regular ships standing next in turn be desired to signify whether they will let their ships on the terms of the present season, but not to receive demorage if dispatched from Canton on or before the 30th November, 1792.

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On Friday the 4th March, 1791.

From Timothy and William Curtis, Esqrs. dated this day, that the Nottingham shall go out this season on the same freight home-wards as agreed when built, to carry 350 or 400 troops, at least, at the usual rate, to be navigated with 100 men, to receive four guineas per ton on the builders measurement, and not to be entitled to demorage till the 30th November, 1792.

Vide App.
No. 1182.

From Anthony Brough, Esq. dated the 3d inst. that the Owners of the Earl of Wycombe decline acceding to the terms offered by the Committee. Vide App. No. 1183.

From Nicholas Skottowe, Esq. under the same date, that it is perfectly agreeable that the Bridgewater should be taken up on the same freight and terms of the ships of this season, but cannot admit of any exception as to demorage.

From Arthur Shakespear, Esq. dated this day, requesting, as Part Owner of the Bridgewater, and upon the presumption of Mr. Skottowe being unacquainted with the present tenders, that he may have an option to send the Bridgewater upon the same terms as the other regular ships, and that his determination shall be communicated to-morrow.

Vide App.
No. 1185.

Joint letter under this date, from
John Clements, Esq. Managing Owner of the Dublin
Robert Williams, Esq. " " " Airly Castle
James Farquharson, Esq. " " " Duke of Montrose

offering those ships on the terms of the present season, to be allowed half demorage when not employed by the Company, and to be dispatched from Canton on or before the 30th November, 1792.

Vide App.
No. 1186

Joint letter under the same date, from William Lushington, William Moffat, and John Mayor, Esqrs. that they will convey to India, on the Glatton, 250 troops, at £36. per head, and any quantity of goods at £4. per ton, and any additional troops at £13. per head, and £4. per ton.

From George M. Macaulay, Esq. dated this day, that the Pitt
shall receive 250 troops, at £35. a man, and goods in addition
at £3. 10s. per ton, and any additional number of recruits shall
be accommodated on reasonable terms. Vide App.
No. 1188.

Another letter from Mr. Macaulay, dated the 2d inst. that he has offered the Pitt on the terms or regulations prescribed, that he now proposes another tender for the ship to remain without demorage till November, 1792, and then to return with a cargo from China; Vide App. No. 1189.



Vide App.
No. 1190.

encloses a comparative statement of this offer, with an established regular ship, and submits either offer to the option of the Company.

Comparative statement of the freight of the Pitt, and that of a regular ship of equal burthen, dated the 2d inst. and signed by Mr. Macaulay.

The Committee, upon taking the above papers into consideration, Mr. Snodgrafs was called in, and being examined as to the state and condition of the ships Pitt and Glatton, he represented, that he believes the Pitt to be in a fit condition to proceed to India, but as the Glatton has not been repaired for the Company's service for some years, he is doubtful as to the time she can be properly fitted in.

Ordered, That an estimate be made of the expence of conveying 250 troops on either of the three ships next in turn, on the terms proposed by the Owners, supposing her to be returned from Canton with her Charter-Party tonnage; also,

Mr. Macaulay's offer of the Pitt upon the same plan; and

An estimate of the expence in both cases, for the outward-bound voyage only.

The Committee then adjourned to go into Court, and being returned,

Vide App.
No. 1191.

The above estimates having been prepared agreeably to order, were laid before the Committee.

Messrs. Clements, Williams and Farquharson, being called in, the Committee conferred with them on the proposals contained in their letter, and the Owners having retired some time, returned and signified their acquiescence in their ships remaining without demorage till the 30th November, 1792, but requested that the ships may be delivered up ten days after their arrival in India, and that they may have the preference in point of dispatch from Canton; it was, thereupon, intimated to those gentlemen, that the Committee would recommend to the Court, that the three first ships should be taken up, and the above requisitions agreed to.

It was further understood that the Dublin, Bridgewater, and Airly Castle standing next in turn, should be the three ships taken up and docked immediately, but if the Owners of the Bridgewater should not accept of the present terms, that the Duke of Montrose should be considered as the third ship.

The Owners having again withdrawn, the Committee made the following report to the Court, viz.

The Committee took into consideration the reference of Court of the 2d inst. on the several tenders for the conveyance of troops to India, and having received amended tenders from some of those gentlemen, and a proposal from the Owners of the three regular ships next in turn; the Committee offer, as their opinion, that the ships Dublin, Bridgewater, and Airly Castle, be now taken up on the terms of the present season, but not to receive demorage (unless employed by the Company) if dispatched from Canton on or before the 30th November, 1792, allowing 40 days for taking in their cargoes; that the ships be delivered up to the Commanders ten days after their arrival at their consigned port, and that they be dispatched in preference to other ships, if they shall be arrived at Canton before the 15th October, 1792.

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AT A COURT OF DIRECTORS,

Held on Friday the 4th March, 1791.

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

Resolved by the Ballot, That the ships Dublin, Bridgewater, and Airly Castle be now taken up for the conveyance of troops to India, on the terms of the present season; but not to receive demorage, unless employed by the Company, if dispatched from Canton on or before the 30th November, 1782, allowing 40 days for taking in their cargoes; that the ships be delivered up to the Commanders 10 days after their arrival at their consigned port, and that they be dispatched in preference to other ships, if they shall be arrived at Canton before 15th October, 1792.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 9th March, 1791.

Letter from Nicholas Scottowe, Esq. dated the 4th inst. signifying that the Bridgewater shall carry out troops on the same terms as the Owners of the regular ships now accept of, was read. Vide App. No. 1192.

AT A COURT OF DIRECTORS,

Held on Wednesday the 9th March, 1791.

Note from John Flott, Esq. dated this day, enclosing a draft of an advertisement, respecting a narrative of the Court's conduct towards the Owners of the ships Tartar and Hartwell, which he is advised to publish, was read, and ordered to lie on the table. Vide App. No. 1193, 1194.

AT A GENERAL COURT

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

Held on Wednesday the 23d March, 1791.

That this Court doth confirm the resolution of the General Court of the 15th December last, for suspending the 53d and 54th By-Laws, and empower the Court of Directors to grant leave to Richard Lewin, Esq. to build a ship on the bottom of the Vanstuart, for the season 1792, to be commanded by Captain Lestock Wilson. Vide App. No. 1139, 1140.

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

The following motion was made and seconded.

That, there be laid before this Court, copies of all proposals for receiving tenders, and also of all tenders for building ships for the East-India Company, and of letting ships for hire to the East-India Company, from the 1st January, 1780, to this present time, with the answers and resolutions of Committees and Courts thereon, together with the prices agreed to be given for the hire of ships



ships in each of the said years, according to their respective destinations; and also of any agreements or resolutions of the Court or Committee of Directors, which may have been made respecting any or all of the old ship Owners on the subject of Shipping during the said period;

Resolved, That a General Court be summoned to be held on Thursday the 31st instant, to take the above motion into consideration.

AT A COURT OF DIRECTORS,

Held on Friday the 25th March, 1791.

Vide App.
No. 1195.
1196.

On reading a letter from Richard Lewin, Esq. enclosing the consent of the majority of Owners, and requesting leave to build a ship on the bottom of the Vanfittart, of the measurement therein-mentioned.

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

AT A COMMITTEE OF SHIPPING,

On Tuesday the 29th March, 1791.

Vide App.
No. 1195.
1196.

The Committee having taken into consideration the reference of Court of the 25th inst. on a letter from Richard Lewin, Esq. enclosing the consent of the majority of Owners, for his building on the bottom of the Vanfittart, and requesting that the ship may be of the burthen of 800 to 900 tons, reported as their opinion, that the same be not complied with.

AT A COURT OF DIRECTORS,

Held on Wednesday the 30th March, 1791.

A report from the Committee of Shipping, dated the 29th inst. being read,

Resolved, That the request of Richard Lewin, Esq. for leave to build a ship on the bottom of the Vanfittart, of the burthen of 800 to 900 tons, be not complied with.

Vide App.
No. 1197.

On reading a letter from John Clements, Nicholas Skottowe, and Robert Williams, dated this day,

Resolved, That such parts of the said letter be complied with as proposes, that the Company's servants in India shall, on the first arrival there of the ships Dublin, Bridgewater, and Airly Castle, be enabled to return those ships in the service, for the whole time of their intended stay in India, and until their arrival at Canton, on or before the 15th day of October, 1782, at the usual demorage of £20. 16s. 8d. per day; but that after having discharged the ships on their first arrival in India, they shall have no control over those ships without the consent of the Commanders for the time being, until her arrival in China at the stipulated time.

That such part of the said letter as requests that the clause in the Charter-Parties of those ships depriving the Owners of the benefit



benefit of the imposts in India of £200. per month, may be struck out, be not complied with.

On reading a letter from Messrs. John, William and J. Wells, requesting that the Owners of the ship to be built on the bottom of the Vansittart, may be permitted to build that ship of the burthen of about 800 tons. Vide App. No. 1198.

Resolved, That the same be not complied with.

On reading a letter from Mr. John Walsby, dated this day, enclosing printed narratives of the conduct of Mr. Robert Williams towards him, and praying leave to build a ship for next season, to be commanded by himself, to be employed by the Company on the terms therein-mentioned. Vide App. No. 1199.

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

AT A COURT OF DIRECTORS,

Held on Thursday the 31st March, 1791.

Letter from John Fiott, Esq. enclosing a further motion meant to be made at the General Court to-day, was read. Vide App. No. 1200, 1201.

AT A GENERAL COURT

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

Held on Thursday the 31st March, 1791.

The Deputy Chairman acquainted the Court, that it was summoned on special affairs, to take into consideration the following motion made at the last Court, viz.

That there be laid before this Court copies of all proposals for receiving tenders for building ships for the East-India Company, and of letting ships for hire to the East-India Company from the 1st of January, 1780, to this present time, with the answers and resolutions of Committees and Courts thereon, together with the prices agreed to be given for the hire of ships in each of the said years, according to their respective destinations; and also of any agreements or resolutions of the Court or Committee of Directors, which may have been made, respecting any or all of the old ship Owners on the subject of Shipping during the said period.

And the question on the said motion being put and seconded, the same passed in the affirmative.

A motion was then made, that the papers mentioned in the preceding motion should be printed for the information of the Proprietors; and the question thereon being put, it passed in the affirmative.

The Court then on the question adjourned.



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The Committee are further of opinion, that the ships building by Mr. Brough, be surveyed, as usual, by the Company's officers. And the same was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Monday the 10th April, 1786.

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

Resolved, That this Court see no reason to depart from their resolution of the 16th March last, respecting the three ships to be built by Mr. Anthony Brough, for the Company's service.

Ordered, That the above-mentioned ships be surveyed, as usual, by the Company's officers.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 11th April, 1786.

A report of the progress of ships building for the Company's service, dated the 7th inst. and signed by Mr. Gilbert Ferguson, was laid before the Committee. Vide App. No. 653.

AT A COURT OF DIRECTORS,

Held on Tuesday the 11th April, 1786.

Mr. John Holland, the Company's Freight-Accountant, laid before the Court, pursuant to their order of the 21st ult. an estimate of what the Company will have to pay for a ship from China, at the prices, and upon the conditions on which the Company took up four ships on the 16th ult. compared with what they will have to pay for a ship at the prices, and upon the conditions, of the ships taken up last year. Vide App. No. 654.

AT A COURT OF DIRECTORS,

Held on Wednesday the 26th April, 1786.

On reading a letter from Mr. John Munt, dated this day, tendering a ship for the Company's service; also Vide App. No. 655.

Letter from Mr. Anthony Brough, in reply to the Secretary's letter of the 15th inst. signifying that he has engaged a new ship in the room of the Madona. Vide App. No. 656, 657.

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

AT

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