



The Committee having had a conference with the Owners of the new ships, tendered upon terms which differ from the ships taken up, in the following instances, viz.

**Terms of new ships.**

Demorage, at 8*d.* per ton per day, on the builders tonnage.

Immediate payment of all demorage that shall become due at the time the ship shall leave her last port in England.

Imprefs to be advanced at the rate of £150. per month on the ship's arrival at her first consigned port in India, till she is dispatched for Europe.

Demorage to be allowed for the whole time of the ship's detention, at any port or place where the ship may be detained on the Company's account, or waiting for convoy.

**Terms of 11 ships taken up.**

Demorage, 10*d.* per ton per day, on 500 tons.

Immediate payment of such demorage, above 20 days, as shall be due on the ship's departure from her last port in England.

Not any advance.

Whole demorage allowed, if detained by the Company's orders; and two-thirds if detained for convoy.

And the Committee having acquainted those gentlemen, that they had entered fully into the investigation of the freights proper to be given for the ships of the ensuing season, and on which terms eleven ships had been taken up, desired to know upon what ground they had made an advance in their terms, which was in the article of insurance only alledged to be raised since the last agreement with the Company.

The Committee then made an offer to accommodate the Owners in the advance of imprest-money in India and China, provided the state of the treasuries at the different places would admit of it; and that the orders respecting such advance should be expressed in positive terms; but the Owners still persisting on the terms of their tenders; and the Committee not being authorized by the Court, to make any new agreement, in which case the Owners of the ships already taken up, might expect to partake; the conference ended without coming to any conclusion.

**AT A COURT OF DIRECTORS,**

Held on Friday the 15th June, 1781.

The Committee of Shipping in a report, dated the 14th inst. acquainting the Court, that they have had a conference with the Owners of the ships tendered upon terms which differ in several instances from those of the eleven ships already taken up, and having desired to know upon what ground they had made an advance in their terms, which was in the article of insurance only alledged to be raised since the last agreement with the Company.

The Committee then made an offer to accommodate the Owners in the advance of imprest-money in India and China, provided the state of the different treasuries would admit of it, and that the or-

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ders respecting such advance should be expressed in positive terms; but the Owners still persisting in the terms of their tenders, and the Committee not being authorized by the Court to make any new agreement, in which case the Owners of the ships, already taken up, might expect to partake, the conference ended without coming to any conclusion.

Ordered, That it be referred to the said Committee to endeavour to obtain such terms from the Owners, for the Company's advantage, as they may be able, and to report.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 19th June, 1781.

The Committee having, in consequence of the reference of Court of the 15th instant, had a meeting of the Owners to confer further on the subject of their tenders; the Committee's proceedings thereon were reported to the Court as follows, viz.

Pursuant to reference of Court of the 15th inst. the Committee have this day had a meeting of the Owners, respecting the terms on which they are willing to let their ships; and the Committee having, in the course of their conference with the Owners, endeavoured to make the most reasonable terms for the advantage of the Company, do submit the following propositions of the Owners to the determination of the Court, viz.

To be allowed demorage, at the rate of 10*d.* per ton on 550 tons, instead of their demand of 8*d.* per ton on the builders tonnage.

To be paid imprefs, at £150 per month, to commence on the ship's arrival in India or China, at the following rates of exchange, viz.

The Madras pagoda, at 7*s.* 4*d.* Bengal current rupee, at 1*s.* 10*d.* or the option of the silver rupee at 2*s.* Bombay rupee, at 10 per cent. more than the current rupee; Spanish dollars, at China, 4*s.* 9*d.* each.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 19th June, 1781.

The Committee of Shipping in a report, dated this day, now read, stating, that they had a meeting with the Owners respecting the terms on which they are willing to let their ships; and having endeavoured to make the most reasonable terms for the advantage of the Company, they submit the following propositions of the Owners to the determination of the Court, viz.

To be allowed demorage, at the rate of 10*d.* per ton on 550 tons; instead of their demand of 8*d.* per ton, on the builders tonnage.

To be paid imprefs, at £150. per month, to commence on the ship's arrival in India or China, at the following rates of exchange, viz.

The Madras pagoda, at 7*s.* 4*d.* Bengal current rupee, at 1*s.* 10*d.* or the option of the silver rupee at 2*s.* Bombay rupee, at 10 per cent. more than the current rupee; Spanish dollars, at China, 4*s.* 9*d.* each.

And

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And the Court having considered thereof,  
Resolved, That the first article, respecting demorage, cannot be accepted.

That the impress, at £150. per month, be agreed to at the following rates of exchange, viz.

The Spanish dollar, 5s. each. Madras pagoda, 7s. 4d. each. Bengal current rupee, 2s. 1d. each. Bombay rupee, 2s. 3d. each.

### AT A COMMITTEE OF SHIPPING,

On Wednesday the 27th June, 1781.

Barrington  
Buggin,  
Don. Cameron,  
W. Moffat,  
W. Money,  
Th. Newte,  
R. Preston,  
Gilb. Slater,  
G. Willson,  
and Robt. Williams,  
Esqrs. and  
Capt. Tho. Larkins,  
for Will. Larkins,  
Esq.

The Committee having had a conference with the Owners mentioned in the margin, respecting the letter that was written to them, in consequence of the resolution of Court of the 19th instant, and having agreed with them on the terms on which the ships are to be taken up the ensuing season, reported the same to the Court as follows, viz.

Several Owners having attended the Committee on the subject of the letter wrote them by the Secretary, in consequence of the resolution of Court of the 19th instant, and having particularly expressed a wish, that the impress to the ships in India or China should be increased from £150. to £200. a month, the exchange being settled as proposed by the Court. The Committee recommend that the same be complied with, and that the new ships be taken up in all other respects upon the terms settled by the Court, in which the Owners have acquiesced.

The Committee likewise submit to the Court to extend the like indulgence respecting the advances in India to the 11 ships already taken up for the Company's service.

### AT A COURT OF DIRECTORS,

Held on Wednesday the 27th June, 1781.

The Committee of Shipping in a report, dated this day, now read, acquainting the Court, that several Owners attended, and particularly expressed a wish that the impress to the ships in India or China, should be increased from £150 to £200 a month, at the exchange proposed by the Court on the 19th instant. The Committee recommend that the same be complied with, and that the new ships be taken up in all other respects, upon the terms settled by the Court, in which the Owners have acquiesced.

The Committee likewise submit to the Court, to extend the like indulgence respecting the advances in India to the eleven ships already taken up for the Company's service.

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

Vide Minutes of Committee of Shipping  
5th July,  
1781.

Tender of the Dutch East-India ship, Vrow Catherina Wilhelmina, 700 tons, Captain George Curtis, on the same terms as the ships of this season, being read,

Ordered,



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

### AT A COMMITTEE OF SHIPPING,

On Thursday the 5th July, 1781.

Pursuant to reference of Court, of the 27th of last month, the Committee considered the tender of the Dutch East-India ship, Vrow Catherina Wilhelmina, burthen 700 tons, on the same terms as the ships of this season; and Mr. David Webster, one of the subscribing Owners attending, he was acquainted this ship could not be taken up on the terms therein-mentioned; but if the Owners were desirous of tendering her for a voyage out to India only, or were inclined to sell her, the Committee, in either case, would be ready to receive their proposals. Mr. Webster thereupon promised to communicate the Committee's sentiments to the other Owners, and having agreed to withdraw the present tender, the same was delivered up to him accordingly.

On a motion,

Ordered, That Mr. Snodgrafs be directed to report from the builders information, and his own observation, the order and times in which he thinks the new ships will be launched.

### AT A COURT OF DIRECTORS,

Held on Thursday the 5th July, 1781.

On a motion,

Resolved, That the ships building in the room of the Dutton, Captain Henry Rice; Sea Horse, Captain David Arthur; and Nottingham, Captain Peter Stoakes, be taken up for a voyage to India.

### AT A COURT OF DIRECTORS,

Held on Friday the 6th July, 1781.

On reading a letter from Messrs. Timothy and William Curtis, offering the new Dutch East-India ship, Vrow Catherina Wilhelmina, for sale to the Company.

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

### AT A COMMITTEE OF SHIPPING,

On Tuesday the 10th July, 1781.

Letter from Mr. Gabriel Snodgrafs, dated this day, reporting the order and times in which he thinks the new ships will probably be launched, was read.

Vide App.  
(No. 166.)

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 18th July, 1781.

Vide App.  
No. 167,  
168.  
Vide App.  
No. 169.

On reading a letter from Mr. William Moffat, enclosing an account of the extraordinary expences incurred in fitting the ship Lord Mulgrave, in consequence of hostilities with the Dutch; also, An account of the like expences for the ship Southampton. Ordered, That the said papers be referred to the consideration of the Committee of Shipping.

## AT A COMMITTEE OF SHIPPING,

On Friday the 20th July, 1781.

On a motion,

Ordered, That the several Managing Owners of the ships of this season, be acquainted, the Joint Committee of Correspondence and Shipping desire a committee of the Owners will favor them with their company, on Wednesday next, in order to fix the periods which shall be deemed out of time for ships dispatch from the Coast of Malabar, and the Coast of Coromandel.

AT A JOINT COMMITTEE OF  
CORRESPONDENCE AND SHIPPING,

On Wednesday the 25th July, 1781.

Mess. Slater,  
Willson,  
Pelly,  
Newte,  
Williams,  
Mitchell.

The several Managing Owners whose names are mentioned in the margin attending, were acquainted, the Committee wished to have a conference with them upon the clauses respecting the dispatch of ships from the Coasts of Malabar and Coromandel, and after some time spent therein, the Owners were desired to consider that part of Charter-Party which has reference to those particular points, and to favor the Committee with their sentiments thereon at an early opportunity.

The Owners having, during the course of the conference, desired that that part of the new clause directing the impress to be made the ships in India or China, "should on the return of the said ship be paid the Company," be expunged, and that it stand, "to be allowed the Company, and by them deducted out of the freight and demorage;" and the Company's Solicitor having signified that he sees no objection thereto, it was agreed to make that alteration in the clause accordingly.

AT A JOINT COMMITTEE OF  
CORRESPONDENCE AND SHIPPING,

On Friday the 27th July, 1781.

Mess. Slater,  
Pelly,  
Newte,  
Culling  
Smith.

Several Managing Owners being again with the Committee, agreeably to the minute of the 25th instant, on the subject of the clauses in the Charter-Party, respecting the dispatch of the ships from

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from India and China. It was, after a conference of some time, mutually agreed between the Committee and Owners, that the ships from the Malabar Coast should not be dispatched before the 15th October, nor after the 15th May; and that the times of dispatch from other places should remain as they now are in the different Charter-Parties.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 31st July, 1781.

Letter from Mr. Stephen Todd, dated the 26th instant, offering his fir-ship, the Lady's Adventure, with all her furniture and materials, for the sum of £12,000, being read, Vide App. No. 170.

Resolved unanimously, That this Committee are of opinion, that the said ship be not purchased by the Company.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 1st August, 1781.

Captain Larkins, and Mr. Barnard, the builder, being called in, were acquainted, that from the particular situation of the Company's affairs, it is very essential that the new ship in the room of the Lioness, should be launched so soon as possible. Mr. Barnard assured the Committee that his best endeavours should be exerted for her being launched the second springs in this month; and Captain Larkins represented nothing should be omitted on his part to bring her forward, and that she has already most of her stores completed.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 1st August, 1781.

Letter from Charles Foulis, Esq. being read, inclosing accounts of expences incurred by the Owners of the ships Southampton and Earl of Hertford, in consequence of hostilities having commenced with the United States of Holland; Also, Vide App. No. 171, 172, 173.

Letters from Barrington Buggin and Jeffery Jackson, Esqrs. inclosing the like accounts for the ships Deptford and Fortitude. Vide App. No. 174,

Ordered, That the above letters be referred to the consideration of the Committee of Shipping. 175, 176, 177, 178.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 3d August, 1781.

Mr. Slater attending the Committee, and having desired the Charter-Party of the new ship in the room of the Sea Horse, might be altered in some particulars which he now pointed out, it was agreed that the time of her coming afloat should be altered from the 4th to the 6th instant, but that the chartered tonnage must remain at 755 tons, being the amount of the measurement of the ship under the dimensions prescribed by the Court on 1st December,



ber, 1779; and in regard to the clause in the Charty-Party, page 11, "That the Company should not allow or pay any demorage for the time the ship shall take up in amending any defects," which Mr. Slater considered as a hardship, supposing such defects should be received in warfare. The Committee in order to remove his apprehensions on that head, caused the Resolution of Court of the 7th October, 1747, indemnifying the Owners from loss or damage of their ships for acting offensively against his Majesty's enemies to be read, and several instances being also mentioned to Mr. Slater where such damages had been allowed. Mr. Slater intimated to the Committee he was perfectly satisfied therewith, and under those encouragements was ready to execute the Charter-Party with the clause as it now stands.

Mr. Perry being called in, was desired to acquaint the Committee how soon he thinks he may be able to launch the first ship of those he is now building at Blackwall; Mr. Perry represented that using every exertion in his power, he thinks he may be able to launch a ship in the course of next month, but that it is absolutely impracticable to launch one by the 19th of this month, which was the time intimated by the Committee such ship would be wanted.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 8th August, 1781.

On a motion,

Resolved by the ballot, That the new ship in the room of the *Lioness*, be taken up for a voyage to India.

Vide App.  
No. 179,  
180.

Vide App.  
No. 181.

Letter from Mr. William Moffat, inclosing an account of expences incurred by the Owners of the ship *Blandford*, in consequence of hostilities with the States of Holland, and

Tender of the ship *Juliana*, 700 tons burthen, for a voyage to India, being read,

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

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 15th August, 1781.

On a motion,

Ordered, That it be referred to the Committee of Shipping to receive tenders of ships for a voyage out to the East-Indies, of the burthen of 400 tons and upwards, on or before Wednesday next, the 22d inst. at twelve o'clock at noon, and to lay the said tenders, with their opinion thereon, before this Court.

Vide App.  
No. 182.

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## AT A COMMITTEE OF SHIPPING,

On Wednesday the 15th August, 1781.

Tender of the ship Juliana (late the Lord Camden) burthen about 700 tons, by Messrs. Angerstein and Lewis, for a voyage out to East Indies, referred by the Court the 8th instant, was read. Vide App. No. 183.

Letter from Messrs. Timothy and William Curtis, referred the 6th ult. offering the Dutch East-India ship the Vrow Catharina Wilhelmina for sale to the Company, and Vide App. No. 165.

Tender of that ship by those gentlemen, under date 31st last month, for a voyage out, being also read, Vide App. No. 184.

Mr. Curtis was called in, and the Committee having conferred with him on the subject of the tender of the Dutch ship, for a voyage out, postponed coming to any determination thereon till to-morrow.

## AT A COMMITTEE OF SHIPPING,

On Thursday the 16th August, 1781.

Mr. Curtis attending the Committee agreeably to appointment was called in, when the Committee proposed terms to him on which they were inclined to take up his ship the Vrow Catherina Wilhelmina; and having used every argument, and thrown out all the encouragement they could, in order to induce him to lower the terms of his freight, at last prevailed on him to abate £3. per ton of his tender; which terms the Committee preferred rather than purchasing the ship and stores offered at £15200. The Committee at the same time pointed out to Mr. Curtis the urgency of the Company's service required his using all possible dispatch in expediting the fitting of the ship, which he positively assured the Committee should be complied with, and even offered to bind himself under a penalty for performance of the same; that she should be docked immediately, and a spar deck laid; and engaged, that she should be at Portsmouth the beginning of October ready to take in troops.

And the particulars of the terms entered with Mr. Curtis were reported to the Court accordingly, viz.

The Committee having taken into consideration the reference of the Court of the 6th ult. on the letter from Messrs. Timothy and William Curtis, offering the Vrow Catherina Wilhelmina, late a Dutch East-India ship, for sale to the Company; also their tender of the said ship presented to this Committee, for a voyage out to the East-Indies, to be commanded by Captain George Curtis, at £30. per ton freight; and having had several conferences with Mr. Curtis thereon, and used every endeavour to get the terms of his freight lowered, could only prevail on him to make an abatement of £3. per ton, the Committee, upon the maturest consideration of the most preferable plan, either to purchase the ship, or to take her up for an outward-bound freight, for the purpose of carrying troops, have preferred the latter as the Vide App. No. 165.  
Vide App. No. 184.



most eligible; and do therefore offer it, as their opinion, to the Court, that she be taken up accordingly at the rate of £27. per ton freight, for £740 tons of goods and passengers, provided she is capable of taking that quantity on board, or, in case of failure, for such tonnage only as she shall take on the Company's account; two-thirds of the said freight to be paid on her sailing from her last port in England, and the remaining third to be paid in India, after having fulfilled the conditions of the Charter-Party; that she be navigated by eighty men; that the passage and diet of soldiers, demorage, difference of wages, and other particulars be upon the same footing as the freighted ships of this season: the Committee are further of opinion, that the Captain and officers be likewise indulged with the usual allowance of Private Trade, with the liberty also of remaining in India, under Free Mariners Indentures; that the Owners be allowed to pay into the Company's cash in India, such sum as they may receive upon settling the freight account; and that the ship, after having performed the covenants of the Charter-Party, be disposed of in India under the usual restrictions, or employed in the country service, at the option of the Owners.

On a motion,

Ordered, That Mr. Snodgrafs be directed to survey the ship Juliana, late the Lord Camden, that Captain Warner do likewise attend the survey, and jointly, with Mr. Snodgrafs, make a report of the state and condition of that ship.

#### AT A COURT OF DIRECTORS,

Held on Friday the 17th August, 1781.

A report from the Committee of Shipping, dated the 16th inst. being read,

Resolved by the ballot, That the ship Vrow Catherina Wilhelmina, Captain George Curtis, be taken up for a voyage to India, at the rate of £27. per ton freight, for 740 tons of goods and passengers, provided she is capable of taking that quantity on board, or, in case of failure, for such tonnage only as she shall take on the Company's account, two-thirds of the said freight to be paid on her sailing from her last port in England, and the remaining third to be paid in India, after having fulfilled the conditions of the Charter-Party; that she be navigated by eighty men; that the passage and diet of soldiers, demorage, difference of wages, and other particulars be upon the same footing as the freighted ships of this season; that the captain and officers be indulged with the usual allowance of Private Trade, with the liberty of remaining in India, under Free Mariners Indentures; that the Owners be allowed to pay into the Company's cash in India, such sum as they may receive upon settling the freight account; and that the ship, after having performed the covenants of the Charter-Party, be disposed of in India under the usual restrictions, or employed in the country service, at the option of the Owners.

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On reading a tender of the *St. Ann*, late a French frigate, burthen 530 tons, for a voyage to India, at £26. per ton. Vide App. No. 185.

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

#### AT A COMMITTEE OF SHIPPING,

On Friday the 17th August, 1781.

Letters from Messrs. Snodgrafs, Warner, and Ferguson, under this day's date, reporting the state and condition of the ship *Juliana*, late the *Lord Camden*, tendered for a voyage out to India, was read. Vide App. No. 186.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 21st August, 1781.

The following tenders of ships for a voyage out to India, upon the terms and conditions therein expressed, were read, viz.

The *St. Ann*, late a French frigate of war, about eighteen months off the stocks, burthen 530 tons, by Robert Williams, for Anthony Calvert, Esq. Vide App. No. 185.

The *Earl Cornwallis* from 460 to 470 tons, pierced for twenty guns, also Vide App. No. 187.

A new ship, on the stocks, of 510 tons, three decks, and pierced for twenty-two guns, and to be launched by the 20th September; the above two ships tendered by J. Wilkinfon. Vide App. No. 187.

The *Lady Amherst*, about 460 tons, by John Julius Angerstein, and Vide App. No. 188.

The *Lady Juliana*, lately arrived from Jamaica, now ready to go into dock, built about three years since, with a four inch bottom, which is proposed to be sheathed if taken into this service, burthen 405 tons, whereof Captain Christopher Sayle is proposed to go commander, with sixty men and twenty guns; and capable of accommodating 180 passengers on the lower and gun decks to India; tendered by Christopher Stevenson and Jonathan Eade. Vide App. No. 181.

Mr. Snodgrafs and Captain Warner were called in, and received the Committee's directions to survey and report the before-mentioned ships.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 22d August, 1781.

Tenders of the following ships were opened and read, viz.

The *Queen Charlotte* daily expected from Ireland, a frigate, burthen about 500 tons, French built, lately employed as a privateer, is coppered, and mounts thirty-two guns. Vide App. No. 189.

The *Amazon*, late in the Jamaica trade, burthen 450 tons, three decks, carrying twenty-four guns on one deck, daily expected to arrive from Ireland. Vide App. No. 190.

The *Brilliant*, of the burthen of 732 tons. Vide App. No. 191.

Mr. Vide App. No. 191.



Vide App. No. 192. Mr. Snodgrafs and Captain Warner attending the Committee, delivered their report of the under-mentioned ships; which in their opinion may be repaired and afloat within a month from this time, viz.

Lady Amherst, Cornwallis,  
Lady Juliana, And Brilliant.

Vide App. No. 193. Letter from John Julius Angerstein, Esq. dated this day, signifying that the Lady Amherst can be got ready in fourteen days from this date, was read.

### AT A COMMITTEE OF SHIPPING,

On Friday the 24th August, 1781.

Tenders of the following ships for a voyage out to India, were opened and read, viz.

Vide App. No. 194. The Quebec, burthen 520 tuns, mounting 30 guns, and could be very soon ready for sea.

Vide App. No. 195. The Jolly Tar, burthen 250 tons, now ready for sea, French built, mounts 18 six pounders on the main deck and 6 four pounders on the upper deck, besides cohorns and fwivels, and is only thirteen months old.

Resolved, That the Jolly Tar's tender be not accepted, being unfit for the purpose of carrying troops, and

Ordered, That Mr. Snodgrafs, jointly with Captain Warner, do survey the ship Quebec, and make a report of her state and condition.

Mr. Snodgrafs and Mr. Ferguson were called in and directed to make a further report on the Brilliant, as to her being repaired for a voyage out to India.

Vide App. No. 183, 185, 189, 190. The Committee then came to the following resolutions respecting the tenders of the undermentioned ships, viz.

That the tenders of the Juliana (late Lord Camden), the St. Ann, late a French frigate, the Queen Charlotte and Amazon daily expected from Ireland, be not accepted, as they cannot be repaired to be got ready in time for the Company's service.

Vide App. No. 188, 181. That the tenders of the Lady Amherst and the Lady Juliana be likewise not accepted, as their height between decks is not sufficient for the accommodation of troops to India.

Vide App. No. 187. That the tender of a new ship by J. Wilkinson, Esq. building at Mr. Watson's yard at Rotherhithe be not accepted, as she cannot be completed in time, but

Vide App. No. 187, 191, 194. That the consideration of the tender of the Earl Cornwallis by that gentleman, also the tenders of the Brilliant by Robert Williams, Esq. and the Quebec by James Phyn, Esq. be deferred till Wednesday next.

Mr. Curtis attending the Committee was called in, and it being intimated to him from the chair, that every possible exertion must be used in expediting the fitting of the Dutch ship, and that it is absolutely required, on his part, to fulfil the engagements he has entered into with the Company.

Mr. Curtis assured the Committee that she would come out of the dock next springs, that twenty-five riggers were now at work upon



upon her, that the water casks are getting ready to be filled, and that no time shall be lost in forwarding the ship to Gravesend.

### AT A COURT OF DIRECTORS,

Held on Friday the 24th August, 1781.

Letter from Messrs. Timothy and William Curtis, dated the 23d instant, advising that the name of the ship Vrow Catherina Wilhelmina has been altered to the Nottingham, was read. Vide App. No. 196.

### AT A COMMITTEE OF SHIPPING,

On Wednesday the 29th August, 1781.

The following papers were read, viz.

Tender of the Prince George the 28th instant by John Wilkin- Vide App. No. 197.  
son, Esq. frigate-built, burthen 680 tons, pierced for 24 guns on one deck, for an outward-bound voyage to India.

Reports signed by Mr. Snodgrafs and Captain Warren of this day's date, of surveys made on the Quebec tendered on the 24th instant, and the Prince George tendered by Mr. Wilkin- Vide App. No. 198, 199.  
son, as above-mentioned.

Resolved, That the ship Quebec be not accepted for the reasons mentioned in the above report.

Another report, signed by Mr. Snodgrafs, likewise dated this day, on the Brilliant, being read, Vide App. No. 200.

Resolved, That the further consideration of that ship's tender, and of the Prince George, be deferred for the present.

### AT A COMMITTEE OF SHIPPING,

On Friday 31st August, 1781.

Letter from Messrs. Angerstein and Lewis of this day's date, offering to drop the lower deck of the Lady Amherst nine or twelve inches, or more if required, and engaging to have her ready and afloat the springs after next, being read, Vide App. No. 201.

Resolved, That this Committee do abide by their former resolution of the 24th instant, not to accept of the tender of the above-mentioned ship.

The Chairman and Deputy Chairman, as a Secret Committee, communicated to the Committee of Shipping, the number of troops to embark on the ships of this season, and the Committee thereupon entering into the consideration of the several arrangements necessary for their accommodation, it was observed, that of the several ships which have been offered, in consequence of public advertisement for the hire of ships for an outward-bound voyage, the Brilliant is the only one of suitable dimensions of which there is any prospect of being ready to proceed with the first division of ships; for the Cornwallis, the next ship in point of forwardness and capacity, cannot, according to the information given by Mr. Snodgrafs to the Committee this day, be got afloat in less than a month; upon this ground it was considered a need-

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less attempt to procure more transports to proceed in the first division. And the Committee, from the necessity of the case, must submit to its consisting of only fifteen freighted ships, together with the Dutch East-India ship lately taken up and the Brilliant, provided she shall be found fit for the Company's service. In regard to the second division (as a longer time can be allowed) it appeared more eligible to take up ships built for this service than employ transports, as these last must be hired on very expensive terms, and little probability of their being so well calculated for the accommodation of a number of passengers. And the Committee were of opinion, it would be proper that the six new ships most forward (together with the Mount Stuart) should be taken up for the troops and passengers who cannot be provided for in the first embarkation. And in order to guard against any disappointment from these seven ships proving insufficient for that purpose, the Committee thought it necessary to have it in contemplation to recommend two more to be taken up; and ordered, That the Owners of the other five ships now on the stocks be desired to signify which of them they can engage shall be launched so early as to proceed with the division of ships which may probably sail from England in February or March next, supposing the Company's service should require their being taken up this season.

Vide App.  
No. 197,  
198.

Vide App.  
No. 199.

The Committee then resuming the adjourned consideration of the tenders of the ships Prince George and Cornwallis,

Resolved, That as Messrs. Snodgrafs and Warner, in their report of the 29th instant, represent they cannot ascertain the time the Prince George's repairs will take up, and as from Mr. Snodgrafs's information this day, the Cornwallis cannot be got ready in time, neither of those ships be taken up for the Company's service.

Ordered, That the Owners of the several ships offered for an outward bound voyage (the Brilliant only excepted) be acquainted the Committee decline accepting their tenders.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 5th September, 1781.

Vide App.  
No. 202.

Letter from Messrs. Snodgrafs and Ferguson the 5th instant being read, advising their having surveyed the Brilliant now in Mr. Barnard's dry dock, and from any thing they can find necessary to be done to her under water for the voyage out, in their opinion she may come afloat again on Thursday afternoon, or Friday morning, her sheathing being good although not filled, but as the beams and knees, &c. are prepared for laying a third deck, that business will be considerably expedited by her remaining in the dock until the next spring tides, and which will also contribute to the general dispatch of the ship. And the Committee having likewise consulted Mr. Wells thereon,

Resolved, That this Committee are of opinion that the Brilliant will be forwarded with greater dispatch by her continuing in the dock, in preference to the work being done afloat, and that the



the should therefore remain in dock till the beginning of next springs.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 7th September, 1781.

The following letters were read, viz.

From Henry Hinde Pelly, and

William Moffat, Esqrs. dated the 3d instant; and

William Money, and

Robert Preston, Esqrs. the 4th instant.

Severally advising the respective times when the new ships in the room of the Europa, Godfrey, Royal George and Hampshire will launch.

From Timothy Curtis, Esq. dated this day, that notwithstanding every effort to get the ship Nottingham out of the dock their attempts have proved ineffectual, but the Owners hope this detention will not be attended with much inconvenience, as they will thereby have an opportunity of completing the carpenter's work.

Vide App.  
No. 203.  
No. 204.  
No. 205.  
No. 206.

Vide App.  
No. 207.

#### AT A COURT OF DIRECTORS,

Held on Friday the 7th September, 1781.

On several motions,

Resolved by the ballot unanimously, That the following ships be taken up for India, viz.

New Ships in the room of the Bute

Talbot

British King

Ankerwyke and

Shrewsbury

Gatton.

Ordered, That it be referred to the Committee of Shipping to report their opinion on what terms the ship Royal Bishop should proceed to India this season in the Company's service.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 12th September, 1781.

Letter from Culling Smith, Esq. dated the 9th instant was read, enclosing a letter from Wm. Wells, Esq. under date the 6th instant, intimating that they cannot ascertain, with any precision, when the new ship in the room of the Houghton may be launched.

Vide App.  
No. 208,  
209.

The Committee thereupon entering into the consideration of the above letter, as well as those from Henry Hinde Pelly, William Moffat, Wm. Money and Robert Preston, Esqrs. which were read the 7th instant, made the following report to the Court, viz.

Vide App.  
No. 203 a  
206.

The Committee under the apprehensions that the Company's service may require three more ships to be taken up this season, have made the necessary enquiry into the state of the five ships now on the stocks, and from the best information they are able to obtain, the Committee are inclined to believe the new ships in the



the room of the Europa, Godfrey, and Royal George may be launched so early as to proceed with the second division of ships, supposing the time of their departure from England should be fixed for March next; but in order to expedite these ships, it may be necessary to advise the Owners, very early, of the Court's intentions of taking them into the Company's service this season, which it is presumed should be done under the express conditions, that they shall be ready to take in goods in the month of January next, and not otherwise; and it appears to this Committee equally proper, that the Owners of the other two new ships (the Houghton and Hampshire) be acquainted, they will not be taken up, as it appears that they cannot be got ready in time.

The Court having, on the 7th instant, referred to this Committee to consider on what terms the ship Royal Bishop should proceed to India this season in the Company's service, and having conferred with Mr. Williams, the Managing Owner thereon, the Committee made the following report to the Court, viz.

The Committee, in consequence of the reference of Court of the 7th instant, have taken into consideration on what terms the ship Royal Bishop (late Egmont) should proceed to India this season, in the Company's service; the Committee find that the above ship was entertained on the 3d January last, for a voyage to India, on the same terms as the ships of the season of 1780; but as this ship must have experienced, in common with others now going out, those extraordinary expences upon which the Owners rest their claim for the freights which are now given, it appears reasonable, in this Committee's opinion, that the Royal Bishop should be put on the same footing, and in all respects considered as a ship of the season 1781.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 12th September, 1781.

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

Resolved by the ballot, That the new ships in the room of the Europa, Godfrey, and Royal George be taken up for India this season, under the express condition, that they shall be ready to take in goods in the month of January next, and not otherwise; and that the Owners of the new ships building in the room of the Houghton and Hampshire be acquainted, that those ships will not be taken up, as it appears from their own letters, that they cannot be got ready in time.

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

Resolved, That the ship Royal Bishop be put on the same footing, and in all respects considered as a ship of the season 1781.

AT



## AT A COMMITTEE OF SHIPPING,

On Wednesday the 19th September, 1781.

Letter from Messrs. Snodgrafs and Ferguson, dated the 12th instant, signifying, that when the repairs, now going on, of the Brilliant are compleated, and the third deck finished, she will, in their opinion, be very safe for an outward-bound passage to India, was read.

Vide App.  
No. 210.

## AT A COURT OF DIRECTORS,

Held on Friday the 21st September, 1781.

The Deputy Chairman tendering the ship Brilliant to the Company for a voyage to India,

The Court approved of the following minute to be laid before the General Court, on Wednesday next, the 26th instant, viz.

That it is necessary for the Company to engage transports to carry troops to the East-Indies this season, and the Court of Directors having advertised for the same, found very great difficulty in getting ships proper for the purpose; in this situation Sir William James, being an Owner of the ship Brilliant then employed in the service of government, caused her to be tendered, considering it as a great accommodation to the Company; but previous thereto, he informed the Court of his being an Owner; that she is a ship very fit for the employ, and as shipping is wanting for the transport service, the Court would have been glad to take her, but are restrained by the 9th By-Law, which ordains, "That no ship or vessel shall be hired or freighted by the Court of Directors, wherein any Director is directly or indirectly concerned or interested, as an Owner or a Part-Owner."

As this ship cannot be taken into the Company's employ by the Court of Directors, agreeably to the above-mentioned By-Law; and for want of her, the Company will not be able to engage a sufficient quantity of shipping proper for the transport service; the Court of Directors think it incumbent upon them to lay this matter before the General Court, before they come to any resolution.

Letter from John Mitford, Esq. dated the 20th instant, enclosing an account of expences incurred in fitting out the ship Northumberland, in consequence of hostilities having commenced with the United States of Holland, being read,

Vide App.  
No. 211 &  
212.

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

## AT A COURT OF DIRECTORS,

Held on Wednesday the 26th September, 1781.

On reading the request of the Owners of several ships to be reimbursed the expences they have incurred, in consequence of hostilities having commenced with the United States of Holland,

Vide App.  
No. 213.

Z

Ordered,



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

### AT A GENERAL COURT

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

Held on Wednesday the 26th September, 1781.

The Chairman submitting to the Court the consideration of the minute of the Court of Directors of the 21st instant, relative to taking the ship Brilliant into the Company's service,

The same was then read, being as follows, viz.

That it is necessary for the Company to engage transports to carry troops to the East Indies this season, and the Court of Directors having advertised for the same, found very great difficulty in getting ships proper for the purpose; in this situation Sir William James, being an Owner of the ship Brilliant, then employed in the service of Government, caused her to be tendered, considering it as a great accommodation to the Company, but previous thereto, he informed the Court of his being an Owner; that she is a ship very fit for the employ, and as shipping is wanted for the transport service, the Court would have been glad to take her, but are restrained by the 9th By-Law, which ordains, "That no ship or vessel shall be hired or freighted  
" by the Court of Directors, wherein any Director is directly or  
" indirectly concerned or interested, as an Owner or a Part-  
" Owner."

As this ship cannot be taken into the Company's employ by the Court of Directors, agreeably to the above-mentioned By-Law, and as for want of her, the Company will not be able to engage a sufficient quantity of shipping proper for the transport service, the Court of Directors think it incumbent upon them to lay this matter before the General Court, before they come to any resolution.

And the Court having taken the opinion of Mr. Smith, the Company's Solicitor, respecting the restriction contained in the 9th By-Law.

It was, after some debate, moved, and on the question,

Resolved, That it be recommended to the Court of Directors to freight the ship Brilliant, belonging to Sir William James, Bart. one of the Directors and Deputy Chairman of this Company, as a transport ship to carry troops to the East-Indies, upon the same terms as they freight other transport ships for this season.

### AT A COURT OF DIRECTORS,

Held on Friday the 28th September, 1781.

Vide App.  
No. 214.

Letter from Sir William James, Bart. dated this day, being read, tendering the ship Brilliant, for a voyage out to the East-Indies.

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Ordered,



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

AT A COMMITTEE OF SHIPPING,

On Friday the 28th September, 1781.

Pursuant to reference of Court of this day, the Committee took into Consideration the tender of the ship Brilliant, by Sir William James, Bart. for an outward-bound voyage to the East-Indies; and reported to the Court their opinion as follows, viz.

Vide App.  
No. 214.

The Committee have taken into consideration the tender by Sir William James, Bart. of the ship Brilliant, for a voyage to the East-Indies, burthen about 732 tons, to be commanded by Captain Edmund Ellistone, and to be navigated by seventy men, at the rate of £26. 10s. per ton, to be allowed demorage at the same rate as the freighted ships, with a proportionable abatement therein for the difference in the wages and victualling thirty men, and to be considered in all other respects the same as the Nottingham, and are of opinion the Brilliant be taken upon those terms, for a voyage out to India.

Vide App.  
No. 214.

AT A COURT OF DIRECTORS,

Held on Friday the 28th September, 1781.

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

Resolved, That the ship Brilliant, burthen about 732 tons, to be commanded by Captain Edmund Ellistone, and navigated by seventy men, be taken up for a voyage to India, at the rate of £26. 10s. per ton, to be allowed demorage at the same rate as the freighted ships, with a proportionable abatement for the difference in the wages and victualling thirty men, and to be considered in all other respects the same as the ship Nottingham.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 2d October, 1781.

Letter from Mr. James Mather, dated this day, offering a new ship on the stocks, which may be ready to launch in a month, for an outward-bound voyage to India, being read,

Vide App.  
No. 215.

Resolved, That Mr. Mather's offer of the above ship be not accepted.

On reading a letter from John Julius Angerstein, Esq. under this day's date, tendering a new ship of about 600 tons, laying in the Greenland Dock, for a voyage out to India, upon the terms therein-mentioned, or to be purchased, as she now lays, for £13000.

Vide App.  
No. 216.

Resolved, That the consideration of Mr. Angerstein's tender be deferred till to-morrow.

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## AT A COMMITTEE OF SHIPPING,

On Wednesday the 3d October, 1781.

It being highly necessary, in the Committee's opinion, that a quantity of provisions and stores should be sent to St. Helena on some ship to proceed with the first division, and Mr. John Julius Angerstein having made an offer of the ship *Ann and Amelia*, about 620 tons, to be navigated by fifty men; the Committee are of opinion, that she be employed on this service at the rate of £12. per ton, for 600 tons certain, and at the same rate for any further quantity this Committee may think proper to order on board; that two-thirds of the freight be paid on the ship's departure from England, and the remainder likewise to be paid in England, on the proper certificate of the delivery of the cargo; the tonnage and passage to be calculated in the usual manner, and the demorage to be settled in the same proportions as other ships taken up for an outward-bound voyage to India.

And the same was reported to the Court.

## AT A COURT OF DIRECTORS,

Held on Friday the 5th October, 1781.

A report from the Committee of Shipping, dated the 3d inst. being read,

Resolved, That the ship *Ann and Amelia*, burthen about 620 tons, twenty guns, and to be navigated by fifty men, be employed to carry provisions and stores to St. Helena with the first division of ships, at the rate of £12. per ton, for 600 tons certain, and at the same rate for any further quantity the said Committee may think proper to order on board; that two-thirds of the freight be paid on the ship's departure from England, and the remainder likewise to be paid in England, on the proper certificate of the delivery of the cargo; the tonnage and passage to be calculated in the usual manner, and the demorage to be settled in the same proportion as other ships taken up for an outward-bound voyage to India.

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 10th October, 1781.

Vide App.  
No. 217.

Letter from John Julius Angerstein, Esq. dated this day, offering the ship *Ann and Amelia*, for a voyage out to India, on the terms therein-mentioned, was read.

## AT A COMMITTEE OF SHIPPING,

On Friday the 12th October, 1781.

Vide App.  
No. 218.

Letter from John Julius Angerstein, Esq. under this day's date, making a tender of the *Ann and Amelia* for a voyage out to India, upon the terms therein-mentioned, being read, and

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The Committee, from a communication with the Chairman and Deputy Chairman, as a Secret Committee, as to the probable number of troops which will be ready to proceed with the first division of ships, being of opinion, that the ship Ann and Amelia, entertained for a voyage to St. Helena, may be more usefully employed in carrying a proportion of troops to India, recommended to the Court, that the ship Ann and Amelia to be navigated by seventy men, be now taken up for a voyage out to India, on the same terms as the Brilliant, upon the express condition of her coming afloat and being ready to take in goods the 21st instant.

#### AT A COURT OF DIRECTORS,

Held on Friday the 12th October, 1781.

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

Resolved, That the ship Ann and Amelia, taken up on the 5th instant, to carry stores to St. Helena, to be navigated by seventy men, be now taken up for a voyage out to India, on the same terms as the Brilliant, upon the express condition of her coming afloat, and being ready to take in goods on the 21st inst.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 17th October, 1781.

Letter from John Julius Angerstein, Esq. the 15th instant, that he agrees the contract shall be void if the Ann and Amelia is not ready at the prescribed time, was read. Vide App. No. 219.

On reading a letter from Anthony Calvert, Esq. under this day's date, making a tender of the ship Recovery, Vide App. No. 220.

Ordered, That she be surveyed by Messrs. Oliver and Snodgrafs, and that they report their opinion of her state and condition to the Committee.

#### AT A COMMITTEE OF SHIPPING,

On Thursday the 18th October, 1781.

On reading a letter from John Julius Angerstein, Esq. da te this day, desiring that the Ann and Amelia may continue a few days longer in dock, as she will be thereby sooner finished than by coming afloat the 21st instant. Vide App. No. 221.

Resolved, That this Committee do abide by the first agreement for her coming afloat on the above day.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 24th October, 1781.

Letter from John Julius Angerstein, Esq. dated the 23d, that the Ann and Amelia is afloat, was read. Vide App. No. 222.

Tender of the ship Old Harbour, by Mr. Jesse Curling, dated the 18th instant, for a voyage to St. Helena, upon the terms therein-mentioned, and, Vide App. No. 223.

A a

Messrs.



Vide App. No. 224. Messrs. Oliver and Snodgrafs's report of the state and condition of the ship Recovery, under date the 19th instant, being read,  
Vide App. No. 223, 220. Resolved, That Mr. Curling's tender of the Old Harbour, and Mr. Calvert's tender of the Recovery, read in the Committee, the 17th instant, be not accepted.

## AT A COURT OF DIRECTORS,

Held on Friday the 16th November, 1781.

Vide App. No. 225. On reading the request of Sir Charles Raymond, Bart. for leave to build a new ship on the bottom of the Granby, to be commanded by Captain John Johnston,  
Ordered, That it be referred to the Committee of Shipping, to examine and report.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 21st November, 1781.

Vide App. No. 226. Letter from Sir John Burgoyne, Bart. Commander in Chief of his Majesty's Forces, ordered for the East-Indies, recommending that an hospital ship and a sufficient quantity of essence of malt may be provided,  
Ordered, That it be referred to the Committee of Shipping, to give the necessary directions therein.

## AT A COMMITTEE OF SHIPPING,

On Thursday the 22d November, 1781.

Vide App. No. 167 to 169, 171 to 178, 179, 180, 211, 212. The Committee having taken into consideration the claims of the Owners of several ships of last season, for extra expences in their outfit, (occasioned by the declaration of hostilities against the States of Holland, on the 21st December, 1780) under the resolutions of the Court of Directors, on the 25th and 27th April, 1781, for the Owners being allowed such expences as should be incurred thereby; which several claims were referred by orders of Court of the 18th July, 1st and 8th August, and 21st September last;

And the Committee having made a considerable progress in the investigation of those accounts, and conferred with Mr. Foulis respecting his claims for the Southampton and Earl of Hertford, it was in consequence of what passed with Mr. Foulis, in explanation of his statements, as well as upon the most mature consideration of a great variety of papers which have been laid before the Committee on this subject,

Resolved, That this Committee are of opinion, it is reasonable and proper the Owners of the Southampton and Earl of Hertford, should be allowed for the difference in the article of insurance, being 15 guineas per cent.

That they be likewise allowed at the rate of 5 s. per tierce on the quantity of salt provisions; £3. 10s. per ton on cordage, and £1. per barrel on gunpowder; also the charge of sundry articles supplied for the use of his Majesty's troops;

But



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But that the sums charged for the hire of pilots men, labourers and others, and for difference of passage on military, be not admitted.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 23d November, 1781.

The Committee having taken into consideration the reference of Court of the 21st instant, on a letter from Sir John Burgoyne, Bart. Commander in Chief of the Troops going to India, recommending as a matter absolutely necessary, in his opinion, for the preservation of the mens lives, that an hospital ship should be provided; Vide App:  
No. 226.

Ordered, That the Secretary acquaint Sir John Burgoyne, that the Committee are apprehensive it is now too late to attempt to provide an hospital ship within the time which the Committee understand is appointed for the sailing of the convoy, but as every measure has been taken for keeping the Company's ships perfectly clear, and for making the accommodation of the King's troops, in every respect, as comfortable as possible; the Committee hope, under these circumstances, an hospital ship will not be so essentially necessary as it might otherwise appear to be.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 28th November, 1781.

Accounts of the extra expences to be allowed the Owners of the ships Southampton and Earl of Hertford, framed upon the Committee's resolutions of the 22d instant, were laid before the Committee, and being approved, the Committee made the following report to the Court, viz.

The Committee having taken into consideration the claims of the Owners of several ships of last season, for extra expences in their outfit, (occasioned by the declaration of hostilities against the States of Holland, on the 21st December, 1780) under the resolutions of the Court of Directors, on the 25th and 27th April, 1781, for the Owners being allowed such expences as should be incurred thereby; which several claims were referred by orders of Court of the 18th July, 1st and 8th August, and 21st September last.

And the Committee having made a very minute investigation of those accounts, and conferred with Mr. Foulis respecting his claims for the Southampton and Earl of Hertford, the Committee in consequence of what has passed with Mr. Foulis, in explanation of his statement, as well as upon the most mature consideration of a great variety of papers which have been laid before them on this subject; do offer, as their opinion, that it is reasonable and proper the Owners of the Southampton and Earl of Hertford, should be allowed for the difference in the articles of insurance, being 15 guineas per cent.

That they be likewise allowed at the rate of 5s. per tierce on the quantity of salt provisions; £3. 10s. per ton on cordage, and £1. per barrel on gunpowder; also the charge of sundry articles supplied for the use of his Majesty's troops.

And



And that warrants be made to the Owners accordingly, for those expences amounting,

|                         |   |   |        |      |
|-------------------------|---|---|--------|------|
| For the Southampton, to | - | - | £ 2768 | 11s. |
| Earl of Hertford        | - | - | 3748   | 0    |

But that the sums charged for the hire of pilots men, labourers and others, and for difference of passage on military, be not admitted.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 28th November, 1781.

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

Resolved, That the Owners of the ships Southampton and Earl of Hertford, be allowed for the difference in the article of insurance, occasioned by the declaration of hostilities against the States of Holland, being 15 guineas per cent.

That they be likewise allowed at the rate of 5s. per tierce on the quantity of salt provisions; £3. 10s. per ton on cordage, and £1 per barrel on gunpowder; also the charge of fundry articles supplied for the use of his Majesty's troops.

And that warrants be made out to the Owners accordingly, for those expences amounting,

|                         |   |   |        |      |
|-------------------------|---|---|--------|------|
| For the Southampton, to | - | - | £ 2768 | 11s. |
| Earl of Hertford        | - | - | 3748   | 0    |

But that the sums charged by the Owners for the hire of pilots men, labourers and others, and for difference of passage on military, be not admitted.

Vide App.  
No. 227,  
and 228.

On reading a letter from the Earl of Hillsborough, enclosing a letter from Sir John Burgoyne, respecting the necessity of providing an hospital ship for the troops now going to India, and

Vide App.  
No. 229,  
and 230.

Note from Lord Amherst, enclosing copy of a letter from Sir John Burgoyne, respecting the accommodation of the troops,

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

#### AT A COMMITTEE OF SHIPPING,

On Thursday the 29th November, 1781.

Vide App.  
No. 227 to  
230.

The Committee having taken into consideration the references of last Court on the letters from the Earl of Hillsborough and Lord Amherst, enclosing Letters from Major General Sir John Burgoyne, Bart. pressing the necessity of an hospital-ship, and the Chairman and Deputy having, in a confidential communication, intimated to the Committee that the number of troops will probably fall short about 300 men; by which means there will be a ship to spare.

Ordered, That the Secretary acquaint their Lordships that, since the Committee's sentiments on this subject have been transmitted to Sir John Burgoyne, the Committee have reconsidered the matter; and, upon the fullest investigation and information as to the number of troops, and the ships appointed to receive them, the Committee



mittee have come to a resolution of appropriating the *Morse*, the largest ship of this division, for that particular service.

AT A COURT OF DIRECTORS,

Held on Friday the 30th November, 1781.

Letter from Thomas Newte, Esq. transmitting an account of extra expences incurred on the ship *Earl of Chesterfield*, in consequence of the war with Holland, being read, Vide App. No. 231 and 232.

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

AT A COURT OF DIRECTORS,

Held on Wednesday the 5th December, 1781.

On reading letters from John Durand, Esq. and Mr. David Bristow, transmitting accounts of the difference of insurance on the ships, *Lord North* and *Essex*, on account of the Dutch war, Vide App. No. 233, 234.

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

AT A COMMITTEE OF SHIPPING,

On Thursday the 6th December, 1781.

Mr. Jackson, Managing Owner of the ship *Fortitude*, attending the Committee, conferred with them on the Owners claim for extra expences, in consequence of the declaration of hostilities against the States of Holland; and, after a minute examination of the same, the Committee made the following report to the Court, viz. Vide App. 170, 177, 178.

The Committee having since their report of the 28th ultimo, conferred with Mr. Jackson on the claim of the Owners of the ship *Fortitude*, for extra expences occasioned by the Dutch war (referred to this Committee's consideration the 1st August last) the Committee offer, as their opinion, that the Owners be allowed for the difference of insurance, at the rate of 15 guineas per cent. on the outfit of the ship, also 5s. per tierce in the difference of the price of Irish provisions; and that a warrant be made to the Owners for the sum of £3359. 10s. being the amount thereof; but that the other charges claimed by the Owners for the hire of pilots men, labourers and others, be not admitted.

AT A COMMITTEE OF SHIPPING,

On Friday the 7th December, 1781.

Pursuant to reference of Court of the 16th of last month, the Committee have considered the request of Sir Charles Raymond, Bart. to build a ship on the bottom of the *Granby*, to be commanded by Captain John Johnson, and are of opinion he have Vide App. No. 225.

B b

leave



leave accordingly, under the regulations of Court of 1st December, 1779, in regard to dimensions.

And the same was reported to the Court.

### AT A COURT OF DIRECTORS,

Held on Friday the 7th December, 1781.

A report from the Committee of Shipping, dated the 6th inst. being read,

Resolved, That the Owners of the ship Fortitude be allowed for the difference of insurance occasioned by the Dutch war, at the rate of 15 guineas per cent. on the outfit of the ship; also 5s. per tierce in the difference of the price of Irish provisions, and that a warrant be made out to the Owners for the sum of £3359. 10s. being the amount thereof; but that the other charges claimed by the Owners for the hire of pilots men and labourers, be not admitted.

On reading a further report from the Committee of Shipping, dated this day,

Resolved, That Sir Charles Raymond, Bart. have leave to build a ship on the bottom of the Granby, to be commanded by Captain John Johnston, under the regulations of Court of the 1st December, 1779, with respect to dimensions.

### AT A COMMITTEE OF SHIPPING,

On Friday the 14th December, 1781.

Vide App.  
No. 211,  
and 212.

Mr. Mitford, Managing Owner of the ship Northumberland, attending the Committee, conferred with them on the Owners claim for extra expences, in consequence of the declaration of hostilities against the States of Holland, and after a minute examination of the same, the Committee made the following report to the Court, viz.

The Committee having conferred with Mr. Mitford on the claim of the Owners of the ship Northumberland, for extra expences occasioned by the Dutch war, (referred the 21st September last) the Committee offer, as their opinion, that the Owners be allowed for the difference of insurance at the rate of 15 guineas per cent. on the outfit of the ship; also for a difference in the price of cordage; and that a warrant be made to the Owners for the sum of £3492. 3s. being the amount thereof; but that the charge claimed by the Owners, for the hire of labourers, be not admitted.

### AT A COURT OF DIRECTORS,

Held on Friday the 14th December, 1781.

The Court being informed, that Captain Greer, of the ship Brilliant, had been seen in town for some days past without their permission,

Ordered,



Ordered, That the Secretary do write by express to Captain Greer, requiring him to come to town immediately to answer for his conduct on this occasion to the Committee of Shipping; and that the Chief Mate do forthwith proceed in command of the said ship to Portsmouth, under convoy from the Downes.

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

Resolved, That the Owners of the ship Northumberland be allowed for the difference of insurance occasioned by the Dutch war, at the rate of 15 guineas per cent. on the outfit of the ship; also for the difference in the price of cordage; and that a warrant be made out to the Owners for £3492. 3s. being the amount thereof; but that the charge, for the hire of labourers, be not admitted.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 18th December, 1781.

Mr. Snodgrafs's report of the progress of ships building for the Company's service, under date 12th instant, was laid before the Committee. Vide App. No. 235.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 19th December, 1781.

Mr. Boddam, Managing Owner of the Morfe, was called in, and the Committee conferred with him on several points respecting the Morfe being employed in the service of an hospital ship.

The Court having, on the 14th instant, transmitted their orders to Captain Greer, commander of the Brilliant, to attend this Committee to answer for his conduct in absenting himself from his duty without the Court's permission; and Captain Greer now attending, was examined accordingly.

#### AT A COMMITTEE OF SHIPPING,

On Thursday the 20th December, 1781.

Letter from Thomas Boddam, Esq. dated this day, being read, advising, that the Owners of the Morfe think the proposals of the Committee inadequate to the expence and risk of the undertaking, which, added to the apprehension of the petty officers and seamen leaving the ship, the Owners desire she may proceed on the voyage as stationed, agreeably to the Charter-Party. Vide App. No. 236.

Ordered, That Mr. Boddam be acquainted it is now too late to alter the destination of the ship; but if he will state what are the Owners expectations as to extra allowances, the same will be considered by the Committee.

Mr. Boddam attending the Committee in consequence of the above answer, repeated the Owners apprehensions as to losing the



the ship's company, and the great difficulty and expences of replacing them, that the Owners wished very much that the ship may be excused from the service at all events, but should she be so employed, the Owners would expect, if she should lose her passage, to be considered the same as if she had come home full freighted, and to be allowed a demorage of £1000. per month.

Captain Greer again attending the Committee, was further examined respecting the state and condition of the ship Brilliant.

#### AT A COURT OF DIRECTORS,

Held on Friday the 21st December, 1781.

It being observed to the Court, that Captain William Greer, commander of the ship Brilliant, had quitted his duty on board that ship, without permission for so doing; that an enquiry had thereupon ensued, by the Committee of Shipping, into the state and condition of that ship, for the performance of the service which she is engaged for; and that it will therefore be necessary, that enquiry should be made into the ability and propriety of the equipment for the effectual discharge of such service,

And the Deputy Chairman, as Owner of the said ship, having been heard at large on that subject in explanation of the measures which had been taken to render the ship perfectly compleat in all points, for discharging his engagement with the Company in the most proper manner,

And the Court being thereupon moved, it was

Ordered, That Captains John Oliver and Thomas Warner, with Messrs. Gabriel Snodgrafs and Gilbert Ferguson, do repair on board the Brilliant at Spithead, to make a general survey and examination into the state and condition of the said ship, her tackle, apparel, furniture, stores, guns, small arms, ammunition, and provisions of all kinds, according to the Charter-Party contract with the Company; also the nature, quantity and particulars of the goods on board; and of what further tonnage the said ship may be capable of receiving; together with her draught of water; and thereupon to report the same, and all their proceedings therein, in the most perfect and impartial manner for the information of this Court.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 28th December, 1781.

The Court having, on the 14th instant, transmitted their orders to Captain Greer, commander of the Brilliant, to attend this Committee, to answer for his conduct, in absenting himself from his duty without the Court's permission; and Captain Greer having attended accordingly, on 19th instant, it appears upon his examination,

That the ship, in his opinion, was not sufficiently found with stores, or fit to proceed on a voyage to India; that with these sentiments he requested the permission of Sir William James to resign the command of the ship, assigning for reason, that it was extremely inconvenient for him to proceed on account of his own private affairs, and came up to town for that purpose on the 8th inst.

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inst. That he was, however, prevailed upon to take charge of her round to Portsmouth, and returned on board the 12th; but he cannot consistently, with his own feelings, think of attempting to continue in the command of the ship to India. Captain Greer being then particularly interrogated as to the state and condition of the stores and provisions; he represented that upon his going aboard in the Hope, he found the rigging, in general, very indifferent; all the running ropes being old, and many spliced. That ten hundred weight of rope came down afterwards, which was for breechings and main and fore-sheets. That the ship was, in general, very deficient in boatswains, gunners, and carpenters stores. That he was informed, by the officers, that the salt provisions were some new and some old; but he cannot speak from his own knowledge as to the quantity or quality.

That the ship is not lumbered at present, but the hold is quite full.

That he was informed it is intended to send on board, when she gets round to Portsmouth, 200 bags of bread, and 50 casks of flower; and upon Captain Greer's representation to Captain Bromfield of the great want of cordage and other stores, he assured him the ship should be supplied on her arrival at Portsmouth, with whatever might be wanted.

And this evidence finished the business of that day.

Captain Greer being again called before the Committee on the 20th instant, at the request of Sir William James, who was not present at his first examination.

His answers to the several questions put to him were to the following effect:

That Captain Bromfield did say what was wanting should be furnished at Portsmouth, the ship being in a hurry to go down.

Some of the running rigging was very much worn; Captain Bromfield said he should have 1000 fathom of rope at Portsmouth, if it was wanted.

Was told by the officers the provisions was some new, some old.

Masts and yards appear good; sufficient quantity of booms; does not say she wants cables; says there are plenty of sails. Captain Greer waited upon the Chairman on the 8th, and expressed his desire of resigning, and said she was in want of stores.

Cordage was sent down for breechings; Captain Greer acknowledges Sir William James said he would send down any thing which was wanted.

Thinks the ship will be very much lumbered when she has 300 troops with their baggage on board, and the stores and provisions still remaining to be shipped.

The cables are coiled on the orlop deck, and the decks are clear at present, and fit for the reception of the troops.

Captain Greer said the ship worked very well and sailed very well.

His objection to proceed in the command of the ship, is owing to her present deficiencies, and his apprehension of the ship being too much lumbered.

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The Committee having thus stated the facts as they were related to them, and considering the situation of Captain Greer, do submit the same to the consideration of the Court.

Mr. Snodgrafs was called in, and being asked whether every repair which he thought necessary and proper for a ship for an outward voyage to India, was done to the Brilliant. He answered in the affirmative.

On a motion,

Ordered, That Mr. Boddam be desired to signify immediately, for the Committee's information, the Owners positive determination as to the Morfe being employed as an hospital ship; and,

Vide App.  
No. 237.

Letter from Mr. Boddam in answer thereto, stating, that the Owners request, at all events, to be excused having the Morfe employed as an hospital ship, was read.

#### AT A COURT OF DIRECTORS,

Held on Friday the 28th December, 1781.

Vide App.  
No. 238,  
239.

On reading a letter from Mr. Robert Williams, inclosing an account of expences incurred by the Owners of the ship Nassau, in consequence of the Dutch war,

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

The Committee of Shipping, reporting under this day's date, the examination of Captain William Greer, of the ship Brilliant, in exculpation of his conduct in absenting himself without the Court's permission; in which Captain Greer gives the state and condition of the ship, and his reasons for wishing to decline the same,

Resolved, That Captain Greer be permitted to resign the command of the ship Brilliant:

And Sir William James, Bart. as Owner of the said ship, proposing Captain Charles Mears for the command of the same, it was

Resolved, That Captain Charles Mears be appointed commander of the said ship Brilliant.

#### AT A COURT OF DIRECTORS,

Held on Friday the 4th January, 1782.

Vide App.  
No. 240.

Letter from Mr. William Moffat, advising that the new ship, in the room of the Godfrey, is ready to come afloat when the Court shall please to order it, agreeably to the condition stipulated by them, being read,

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

AT



## AT A COMMITTEE OF SHIPPING,

On Wednesday the 9th January, 1782.

The Committee, considering the Letter from William Moffat, Esq. referred the 4th instant, representing that the new ship, in the room of the Godfrey, is ready to come afloat when the Court shall order it. Vide App. No. 240.

Ordered, That Mr. Moffat be acquainted the Committee think it unnecessary to give any instructions in addition to the Court's orders of the 13th September last, respecting the terms on which it was agreed this ship should be taken into the Company's service this season.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 6th February, 1782.

On reading the report survey of the ship Brilliant, by Messrs. Oliver, Snodgrafs, Hayes, and Ferguson, Vide App. No. 241.

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th February, 1782.

Letter from Messrs. Oliver, Snodgrafs, Ferguson, and Hayes, dated the 5th instant, and referred the next day, advising their proceedings respecting the ship Brilliant, was read. Vide App. No. 241.

## AT A COURT OF DIRECTORS,

Held on Friday the 15th February, 1782.

A further report survey of the ship Brilliant, by Messrs. Oliver, Snodgrafs, Hayes, and Ferguson, being read, Vide App. No. 242.

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 20th February, 1782.

Letter from Messrs. Oliver, Snodgrafs, Hayes, and Ferguson, referred the 15th instant, containing a further report of their proceedings respecting the Brilliant, was read. Vide App. No. 242.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 20th February, 1782.

On reading a letter from John Robinson Esq. dated the 19th instant, signifying that the Lords Commissioners of his Majesty's Treasury, Vide App. No. 243.



Treasury, having received information, that the Court have greatly increased the tonnage of their shipping for carrying on the trade of the Company to the East-Indies, and that several new ships have lately been contracted for to be built, which will still further very greatly increase the tonnage of the shipping employed by them, and having taken into consideration the Act of the 12th year of the reign of his present Majesty, chap. 54, "entituled, An Act for the more effectually securing a quantity of oak timber, for the use of the Royal Navy," which limits and restrains the tonnage of ships employed or to be employed in the trade of the said Company, upon freight to and from the East-Indies, to 45,000 tons, builders measurement; he is commanded by their Lordships to request, that the Court will transmit to him, for their information, a list of the ships employed by the Company, with an account of their respective destinations, and services, and where and how employed, or proposed to be employed; and that they will state also, for the information of their Lordships, the reasons and grounds upon which they have so proceeded to increase the tonnage of their shipping, and their opinion what quantity of tonnage is absolutely necessary and requisite, for carrying on the trade of the Company to the East-Indies, and whether it is any wise requisite to proceed in the building of the several new ships so contracted for, or any or what number of them. Their Lordships having observed by the paragraphs transmitted to their board, that the Court have ordered some of the ships which they have taken up, for the carrying out the troops to the East-Indies, to be sold there; he is directed to desire to be informed, whether some of those ships, and particularly the Dutch East-India ship, purchased by them for that purpose, may not more beneficially for the Company, be retained and kept in their service; as it may tend, very materially, to increase the naval force and strength of this country, if ships of the line and frigates, as well as some ships for the service of the Company, could be built in some of the settlements in the East-Indies. Their Lordships request that the Court will take this matter into their serious consideration, and state to their Lordships, their opinion fully and at large thereon.

Ordered, That it be referred to the Joint Committee of Correspondence and Shipping, to prepare a proper answer to the said letter, and to report.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 22d February, 1782.

Vide App.  
No. 244.

An account of ships said to be building for the Company's service, as stated by Captain Warner, under this day's date, was laid before the Committee.

AT



AT A JOINT COMMITTEE  
OF CORRESPONDENCE AND SHIPPING,

On Friday the 22d February, 1782.

The Committee took into consideration the letter from John Robinson, Esq. referred the 20th instant, desiring, by direction of the Right Honorable the Lords Commissioners of the Treasury, to be informed of the several particulars therein-mentioned respecting the state of the Company's ships; and the Committee having made some progress therein, adjourned the further consideration.

Vide App.  
No. 243.

AT A JOINT COMMITTEE OF  
CORRESPONDENCE AND SHIPPING,

On Tuesday the 26th February, 1782.

The Committee resuming the adjourned consideration of the letter from Mr. Robinson, now reported their opinion to the Court, as follows, viz.

The Committee having, in consequence of the reference of Court of 20th instant, considered the letter from John Robinson, Esq. desiring, by directions of the Right Honorable the Lords Commissioners of the Treasury, to be informed of the several particulars therein-mentioned respecting the state of the ships in the Company's service; and the Committee having likewise considered what reply should be given to Mr. Robinson's letter, do offer, as their opinion, that it be answered to the following effect:

That it is apprehended the clause referred to in the Act of the twelfth year of his present Majesty's reign, chap. 54, restrained the Company from building any new ships until the tonnage of the ships then in the service was reduced to 45000 tons, but did not confine the tonnage after such reduction to any particular amount. But, without troubling their Lordships with a discussion of this point, it may be necessary to observe, that in conformity to the above act, the tonnage was reduced to 45000 tons, in the month of September, 1775.

That from June 1776, to June 1779, leave was given for building several ships; and it so happened, that the amount of 45000 tons was not exceeded at any time between those periods.

But in July, 1779, and at other times since then, the state of the Company's ships has been the subject of the most mature investigation; and it appeared so perfectly clear to the Court, that there were the strongest reasons to apprehend a want of tonnage for the expected exports, that the Court did not hesitate to give leave for building several ships, whereby the tonnage is now increased to 70259 tons, as will appear by a state of the ships to the present time (which accompanies this) distinguishing the number of voyages, builders measurement, and their consignments respectively.

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That



That the Court's apprehensions of a want of tonnage were too well founded, is evident from the Company having been under the necessity of accepting for the service of the season 1780, two ships repaired for a fifth voyage, and seven others not in the Company's service, and notwithstanding these aids, a considerable amount of the tonnage of the intended exports of the season 1780, was unavoidably left behind.

That in the present season (1781) the Court were again under the necessity of accepting two more ships repaired for fifth voyages, of taking up one other not in the Company's service, and hiring three transports for an outward-bound voyage only; but, with all the tonnage engaged this season, there is great reason to apprehend the amount will not be equal to the tonnage the Court would wish to export.

That in the present exigency of affairs, the tonnage requisite for the exports must greatly exceed the imports; it would therefore be extremely inconvenient to attempt to load those three transports home, when there may be a difficulty in procuring sufficient cargoes homewards for the regular freighted ships.

That in regard to the Owners who have already obtained the Court's leave to build ships on the bottoms of those worn out or lost, it is presumed those gentlemen will consider themselves much aggrieved should such permission be withdrawn; for although the keels of all the ships are not laid, it is highly probable the Owners may have engaged with builders for their ships as they become vacant, and it is submitted whether it would not be more eligible to withhold any further grants for a limited time, or till the tonnage is reduced to a certain amount, than to withdraw those which have been already given. And there is little reason to doubt, if those ships only are built on for which leave has already been obtained of the Court, the tonnage will again be reduced to near 45000 tons in the course of the season 1784, as will appear by the statement, which likewise accompanies this.

The number of ships necessary for the Company's service depends upon so many precarious events in time of war, that it is very difficult to ascertain that point with any degree of precision; but if a judgment may be formed from the tonnage of the two last and present seasons, the average may be settled at 17329 tons; and if three sets of shipping are admitted to be necessary, the amount will be 51987 tons; and the present prescribed dimensions of the ships making their builders measurement 755 tons each, the number will be sixty-eight ships.

That as to the building line of battle ships and frigates in India, there can be no objection on the part of the Company; but in regard to building ships there, for the purpose of commerce, it is an affair of so great consequence, and requires so much consideration, that the Court think it highly necessary to request the instructions of the General Court, before the Court can offer any opinion thereon.

|      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1780 | 1781 | 1782 | 1783 | 1784 | 1785 | 1786 | 1787 | 1788 | 1789 | 1790 | 1791 | 1792 | 1793 | 1794 | 1795 | 1796 | 1797 | 1798 | 1799 | 1800 |
| 1780 | 1781 | 1782 | 1783 | 1784 | 1785 | 1786 | 1787 | 1788 | 1789 | 1790 | 1791 | 1792 | 1793 | 1794 | 1795 | 1796 | 1797 | 1798 | 1799 | 1800 |



## State of Ship's in the COMPANY's Service.

N. B. The Ships marked \*, are taken up for one voyage only. Those marked †, are to be sold in India.

| 35 Ships abroad.     | Voyages. | Tons. | Confignments.                |
|----------------------|----------|-------|------------------------------|
| Resolution -         | 4        | 804   | Bombay and Bengal            |
| Royal Charlottee     | 3        | 758   | St. Helena, Bombay and China |
| Duke of Portland     | 4        | 723   | Coast and China              |
| Ponfborne -          | 1        | 758   | Ditto                        |
| Contractor -         | 1        | 758   | Ditto                        |
| Pigot -              | 1        | 758   | China                        |
| Earl of Mansfield    | 2        | 758   | Ditto                        |
| Earl of Dartmouth    | 1        | 758   | Coast and Bay                |
| Neptune -            | 1        | 758   | Ditto                        |
| Grosvenor -          | 4        | 729   | Ditto                        |
| Rochford -           | 4        | 723   | Ditto                        |
| Glatton -            | 2        | 758   | China                        |
| Lord Holland -       | 4        | 804   | Ditto                        |
| Royal Admiral -      | 2        | 903   | Bombay                       |
| Vanfittart -         | 1        | 758   | China                        |
| Essex -              | 1        | 758   | Coast and China              |
| * Latham -           | 5        | 723   | Ditto                        |
| Lord North -         | 4        | 761   | Bencoolen and China          |
| Ofterley -           | 1        | 758   | Coast and China              |
| * Queen -            | 5        | 804   | Ditto                        |
| Valentine -          | 1        | 755   | Ditto                        |
| * Chapman -          | -        | 538   | Coast and Bay                |
| * Hastings -         | 1        | 676   | St. Helena and China         |
| Southampton -        | 2        | 758   | Coast and China              |
| * Locko -            | 1        | 922   | Ditto                        |
| Asia -               | 1        | 758   | Ditto                        |
| Fortitude -          | 1        | 758   | Ditto                        |
| * Hinchinbrooke      | 1        | 528   | Coast and Bay                |
| * Tartar -           | 1        | 494   | Ditto                        |
| Earl of Hertford -   | 1        | 758   | China                        |
| Northumberland       | 1        | 755   | St. Helena and Bengal        |
| * Lord Mulgrave      | 1        | 692   | Bengal                       |
| * Blandford -        | 1        | 606   | Coast and Bay                |
| Deptford -           | 1        | 755   | Ditto                        |
| Earl of Chesterfield | 1        | 758   | Bombay                       |
|                      |          |       | 25,823 Tons                  |

## 18 Ships, failed 6th February, 1782.

|                  |   |     |                      |
|------------------|---|-----|----------------------|
| Nassau -         | 4 | 723 | Bombay and Bengal    |
| Alfred -         | 4 | 758 | Coast and China      |
| Calcutta -       | 4 | 761 | Ditto                |
| Ganges -         | 2 | 758 | Ditto                |
| Ceres -          | 4 | 723 | Ditto                |
| Dutton -         | 1 | 755 | Ditto                |
| * Royal Bishop - | 1 | 720 | Bombay and Bencoolen |
| Morse -          | 4 | 864 | Coast and China      |
| Royal Henry -    | 4 | 804 | Ditto                |
| Earl Talbot -    | 2 | 758 | Ditto                |
| Norfolk -        | 4 | 723 | Ditto                |
| Major -          | 1 | 755 | Ditto                |
| * Hawke -        | 5 | 723 | Ditto                |

Carr. over 9,825

25,823 Tons



[ 108 ]

| Ships abroad.    |   | Voyages. | Tons. | Consignments.   | Tons.  |
|------------------|---|----------|-------|-----------------|--------|
| Brought over     |   |          | 9,825 | -               | 25,823 |
| Kent             | - | 1        | 755   | Coast and China |        |
| Warren Hastings  | - | 1        | 755   | Ditto           |        |
| * Worcester      | - | 5        | 723   | Coast and Bay   |        |
| + Nottingham     | - | 1        | 730   | India           |        |
| + Ann and Amelia | - | 1        | 600   | Ditto           |        |
|                  |   |          |       |                 | 13,388 |

## 1 Ship at Portsmouth.

|             |   |   |     |       |     |
|-------------|---|---|-----|-------|-----|
| + Brilliant | - | 1 | 703 | India |     |
|             |   |   |     |       | 703 |

## 10 Ships taken up, but not stationed.

|                 |   |   |     |  |       |
|-----------------|---|---|-----|--|-------|
| Fairford        | - | 1 | 755 |  |       |
| Busbridge       | - | 1 | 755 |  |       |
| General Coote   | - | 1 | 755 |  |       |
| Rodney          | - | 1 | 755 |  |       |
| Winterton       | - | 1 | 755 |  |       |
| Duke of Athol   | - | 1 | 755 |  |       |
| Europa          | - | 1 | 755 |  |       |
| Francis         | - | 1 | 755 |  |       |
| General Goddard | - | 1 | 755 |  |       |
| Montague        | - | 1 | 755 |  |       |
|                 |   |   |     |  | 7,550 |

## 1 Ship belonging to the Company.

|           |   |   |     |            |     |
|-----------|---|---|-----|------------|-----|
| Britannia | - | 2 | 770 | St. Helena |     |
|           |   |   |     |            | 770 |

## 14 Ships at Home.

|                  |   |   |     |  |        |
|------------------|---|---|-----|--|--------|
| Beesborough      | - | 2 | 870 |  |        |
| Fox              | - | 3 | 758 |  |        |
| Earl of Oxford   | - | 1 | 758 |  |        |
| Halfewell        | - | 1 | 758 |  |        |
| Atlas            | - | 1 | 758 |  |        |
| Earl of Sandwich | - | 3 | 804 |  |        |
| True Britain     | - | 3 | 758 |  |        |
| Walpole          | - | 1 | 758 |  |        |
| Duke of Kingston | - | 3 | 723 |  |        |
| York             | - | 3 | 758 |  |        |
| London           | - | 1 | 758 |  |        |
| Stormont         | - | 3 | 723 |  |        |
| Lafcelles        | - | 1 | 758 |  |        |
| Bellmont         | - | 1 | 758 |  |        |
|                  |   |   |     |  | 10,700 |

## 12 Ships building.

|                    |   |   |       |  |        |
|--------------------|---|---|-------|--|--------|
| Houghton           | - | - | 755   |  |        |
| Hampshire          | - | - | 755   |  |        |
| Greenwich          | - | - | 755   |  |        |
| Triton             | - | - | 755   |  |        |
| Lord Camden        | - | - | 755   |  |        |
| Duke of Cumberland | - | - | 755   |  |        |
| Hector             | - | - | 755   |  |        |
| Egmont             | - | - | 755   |  |        |
|                    |   |   |       |  |        |
| Carr. over         |   |   | 6,040 |  | 58,934 |



[ 109 ]

| Ships building.                          |   | Tons. |   | Tons.  |
|--|---|-------|---|--------|
| Brought over                             |   | 6,040 | - | 58,934 |
| Northington                              | - | 755   |   |        |
| Hillborough                              | - | 755   |   |        |
| Stafford                                 | - | 755   |   |        |
| General Barker                           | - | 755   |   |        |
|  |   |       |   | 9,060  |
| 3 other ships which have leave to build. |   |       |   |        |
| Grenville                                | - | 755   |   |        |
| Prince of Wales                          | - | 755   |   |        |
| Granby                                   | - | 755   |   |        |
|  |   |       |   | 2,265  |

The present state of ships, including all those which have leave to build, amounts to (94 ships) - 70,259

If it should be required to know how soon the tonnage will be reduced, supposing no further leave should be granted for the present, to build, the following deductions may be made, viz.

Ships which may be expected to arrive in the season of 1782, on their fourth voyages, are the

|                  |   |     |
|------------------|---|-----|
| Resolution       | - | 804 |
| Duke of Portland | - | 723 |
| Grosvenor        | - | 729 |
| Rochford         | - | 723 |
| Lord Holland     | - | 804 |

In this year the following transports will probably be discharged from the service.

|                |   |     |
|----------------|---|-----|
| Nottingham     | - | 730 |
| Ann and Amelia | - | 600 |
| Brilliant      | - | 703 |

5,816

In the season of 1783 the following ship may be expected on her fourth voyage.

|            |   |     |
|------------|---|-----|
| Lord North | - | 761 |
|------------|---|-----|

Also the following, taken up for one voyage certain only.

|               |   |     |
|---------------|---|-----|
| Queen         | - | 804 |
| Latham        | - | 723 |
| Chapman       | - | 538 |
| Hastings      | - | 676 |
| Locko         | - | 922 |
| Hinchinbrooke | - | 528 |
| Tartar        | - | 494 |
| Lord Mulgrave | - | 692 |
| Blandford     | - | 606 |

6,744

Carr. over 12,560  
E e

70,259



[ 110 ]

|   | Brought over | Tons.  | Tons.  |
|---|--------------|--------|--------|
| In the season 1784 the following on their fourth voyages. |              | 12,560 | 70,259 |

|             |         |     |
|-------------|---------|-----|
| Nassau      | - - - - | 723 |
| Alfred      | - - - - | 758 |
| Calcutta    | - - - - | 761 |
| Ceres       | - - - - | 723 |
| Morse       | - - - - | 864 |
| Royal Henry | - - - - | 804 |
| Norfolk     | - - - - | 723 |

The following on their fifth voyages.

|           |         |     |       |        |
|-----------|---------|-----|-------|--------|
| Hawke     | - - - - | 723 |       |        |
| Worcester | - - - - | 723 | 6,802 | 19,362 |
|           |         |     |       | <hr/>  |
|           |         |     |       | 50,897 |

And if from this tonnage should be deducted 1 ship in 10 for losses by the enemy and sea, which has been found to be the case on an average since the passing of the Act, this will amount to

|         |        |
|---------|--------|
| - - - - | 5,089  |
|         | <hr/>  |
|         | 45,808 |

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 26th February, 1782.

Vide App.  
No. 245.

A further report survey of the ship Brilliant, made by Messrs. Oliver, Snodgrafs, Hayes and Ferguson, being read,

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

The Joint Committee of Correspondence and Shipping reporting, under this day's date, that they have considered the letter from John Robinson, Esq. desiring, by directions of the Right Honorable the Lords Commissioners of the Treasury, to be informed of the several particulars therein mentioned, respecting the state of the ships in the Company's service; and the Committee having likewise considered what reply should be given to Mr. Robinson's letter, do offer, as their opinion, that it be answered to the following effect.

That it is apprehended the clause referred to, in the Act of the 12th year of his present Majesty's reign, chap. 54, restrained the Company from building any new ships until the tonnage of the ships in the service was reduced to 45,000 tons, but did not confine the tonnage after such reduction to any particular amount. But without troubling their Lordships with a discussion of this point it may be necessary to observe, that, in conformity to the above Act, the tonnage was reduced to 45,000 tons in the month of September 1775.

That,



That, from June 1776 to June 1779, leave was given for building several ships, and it so happened that the amount of 45,000 tons was not exceeded at any time between those periods.

But in July 1779, and at other times since then, the state of the Company's ships has been the subject of the most mature investigation; and it appeared so perfectly clear to the Court, that there were the strongest reasons to apprehend a want of tonnage for the expected exports, that the Court did not hesitate to give leave for building ships, whereby the tonnage is now encreased to 70,259 tons, as will appear by a state of the ships to the present time (which accompanies this letter) distinguishing the number of voyages, builders measurement, and their consignments respectively.

That the Court's apprehensions of a want of tonnage were too well founded, is evident, from the Company having been under the necessity of accepting for the season 1780 two ships repaired for a fifth voyage, and seven others not in the Company's service; and, notwithstanding these aids, a considerable amount of tonnage of the intended exports of the season 1780, were unavoidably left behind.

That in the present season (1781) the Court were again under the necessity of accepting two more ships repaired for fifth voyages, of taking up one other not in the Company's service, and hiring three transports, for an outward-bound voyage only; but with all the tonnage engaged this season, there is great reason to apprehend the amount will not be equal to the tonnage the Court would wish to export.

That, in the present exigency of affairs, the tonnage requisite for the exports must greatly exceed the imports; it would therefore be extremely inconvenient to attempt to load those three transports home, when there may be a difficulty in procuring sufficient cargoes homewards for the regular freighted ships.

That, in regard to the Owners who have already obtained the Court's leave to build ships on the bottoms of those worn out or lost, it is presumed those gentlemen will conceive themselves much aggrieved, should such permission be withdrawn, for although the keels of all the ships are not laid, it is highly probable the Owners may have engaged with builders for their ships as they become vacant; and it is submitted, whether it would not be more eligible to with-hold any further grants for a limited time, or till the tonnage is reduced to a certain amount, than to withdraw those which have been already given. And there is little reason to doubt, if those ships only are built for which leave has already been obtained of the Court, the tonnage will again be reduced to near 45,000 tons in the course of the season 1784, as will appear by the statement, which likewise accompanies this.

The number of ships necessary for the Company's service, depends upon so many precarious events, in time of war, that it is very difficult to ascertain that point with any degree of precision, but if a judgment may be formed from the tonnage of the two last and present seasons, the average may be settled at 17,329 tons, and if three sets of shipping are admitted to be necessary the amount will be 51,987 tons, and the present prescribed dimensions of the ships making their builders measurement 755 tons each, the number will be 68 ships.

That