



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 the 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. The Court approved thereof.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 27th February, 1782.

Vide App.  
No. 245.

Letter from Messrs. Oliver, Snodgrafs, Ferguson and Hayes, dated the 23d, and referred the 26th instant, reporting a further survey, and their opinion respecting the ship Brilliant, being read,

Ordered, That the above gentlemen be acquainted the Committee approve of their proceedings hitherto, as well as of their intentions of loading the ship so as not to exceed the draught of water they have recommended, being eighteen feet six inches on an even keel, and also their keeping back, at present, 100 tons of shot and shells for that purpose; and to proceed to taking on board such provisions, water and stores as the ship can conveniently receive without increasing the draught of water before-mentioned; and after performing such instructions as they have received from the Court of Directors to advise the state of the ship for the Committee's further orders.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 27th February, 1782.

The following order of the Honorable House of Commons, dated this day, being read, viz.

Martis, 26 die Februarii, 1782.

Ordered, " That there be laid before this House an account of  
" the names and tonnage of ships already employed in the service  
" of the India Company, and of such others as are now building  
" or contracted for to be built and employed in that service.

" J Hatfell,

" Cl. Dom. Com."

Ordered, That the same be complied with.

#### AT A COURT OF DIRECTORS,

Held on Friday the 1st March, 1782.

Vide App.  
No. 246.

On reading the request of John Durand, Esq. for permission to build a new ship on the bottom of the Duke of Grafton, to be commanded by Captain Samuel Bull,

Ordered, That the consideration of the said request be postponed to a future day.

Vide App.  
No. 247.

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

Ordered,





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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 6th March, 1782.

Letter from Messrs. Oliver, Snodgrafs, Ferguson and Hayes, referred the 1st instant, advising their further proceedings respecting the ship Brilliant, was read. Vide App. No. 247.

AT A COURT OF DIRECTORS,

Held on Wednesday the 6th March, 1782.

On a motion,

Resolved, That Messrs. Snodgrafs and Ferguson be permitted to leave Portsmouth, provided they have finished the business on their part, respecting the survey of the ship Brilliant.

That Messrs. Oliver and Hayes, and the surveyors on board that ship, do send up an account when she shall be ready for sea, together with a complete account of her stores according to Charter-Party.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th March, 1782.

Letter from Messrs. Oliver and Hayes, dated at Portsmouth the 10th instant, advising their further proceedings respecting the ship Brilliant, was read. Vide App. No. 248.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 19th March, 1782.

Letter from Captain John Oliver, and Mr. John Hayes, dated at Portsmouth, the 13th instant, respecting the ship Brilliant, and the number of persons she can accommodate, being read. Vide App. No. 249.

Ordered, That they be directed to report the exact quantity of water and provisions on board that ship.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 27th March, 1782.

Letter from Messrs. Oliver and Hayes, dated at Portsmouth, the 18th and 22d instant, reporting their proceedings relative to the ship Brilliant, and stating in the latter, the particulars of the stores already on board, and the further quantity intended to be shipped, were read; also, Vide App. No. 250, 251.

Draft of a letter from Mr. Coggan to Messrs. Oliver and Hayes, dated the 25th, to report their opinion of the quality of the forty tierces Vide App. No. 252.

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tierces





tierces and ten barrels of repacked old provisions, mentioned in their letter of the 22d instant.

AT A COMMITTEE OF SHIPPING,

On Thursday 28th March, 1782.

Vide App. No. 253. Letter from Messrs. Oliver and Hayes, dated at Portsmouth, the 27th inst. stating that the 40 tierces and 10 barrels of repacked old provisions, on board the Brilliant are, in their opinion, serviceable for first expending, but think they will greatly waste in dressing; and advising other particulars relative to that ship, was read.

AT A COURT OF DIRECTORS,

Held on Thursday the 4th April, 1782.

Vide App. No. 254. Letter from Messrs. Oliver and Hayes, at Portsmouth, dated the 3d instant, being read, advising particularly the state of the ship Brilliant, and signifying that when the necessary stores, of which they enclose a calculate, are on board, she will be in a fit state for sea, and that their attendance on her can be no longer necessary,

Vide App. No. 255.

Ordered, That Messrs. Oliver and Hayes be directed to return to town.

AT A COMMITTEE OF SHIPPING,

On Thursday the 4th April, 1782.

Vide App. No. 254, 255. Letter from Messrs. Oliver and Hayes, dated the 3d instant, and referred this day, relative to the ship Brilliant, was read.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 9th April, 1782.

Vide App. No. 256. Letter from Messrs. Oliver and Hayes, under this day's date, further reporting the state of the Brilliant, was read.

Vide App. No. 257. Mr. Snodgrafs's report of the progress of ships building, dated the 2d instant, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wednesday the 17th April, 1782.

Vide App. No. 258. The request of the Owners of the Prime, for leave to build a ship on her bottom, being read,  
Ordered, That the consideration thereof be postponed.

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## AT A COMMITTEE OF SHIPPING,

On Friday the 10th May, 1782.

William Moffat, Esq. Managing Owner of the ships Lord Mulgrave and Blandford, being called in, the Committee entered into a very minute examination of the claims of the Owners of those ships for extra expences, in consequence of the Dutch war, which papers were referred by orders of Court the 18th July and 8th August last; and during the conference, which lasted some considerable time, the Committee intimated their readiness to recommend to the Court to settle the claims of these ships, estimating their outfits at £16,000 each, which was the value put upon the Southampton, a ship on her second voyage; and, in all respects, precisely in the same manner as the other ships accounts have been settled, beyond which, Mr. Moffat was acquainted, the Committee did not conceive they were authorized to make any allowance; but as these terms did not meet with Mr. Moffat's concurrence, the consideration of this business was adjourned to a future day.

Vide App.  
No. 167,  
168, 179,  
180.

## AT A COMMITTEE OF SHIPPING,

On Tuesday the 14th May, 1782.

Letter from William Moffat, Esq. dated 13th instant, enclosing a bill of £8. 17s. 8d. for candles and lanthorns put on board the Lord Mulgrave for the use of the troops, to be inserted in his former account, was read.

Vide App.  
No. 259.

Mr. Moffat again attending the Committee, was heard further respecting his claims for the Lord Mulgrave and Blandford, and, being withdrawn,

Resolved, That the sum of £8. 17s. 8d. be allowed for fundries supplied the troops on board the Lord Mulgrave, and that the other articles be settled precisely upon the same plan as former ships; the Lord Mulgrave and Blandford being estimated at £16,000, which was the value put upon the Southampton, on her second voyage, and that agreeably thereto the Owners be allowed the following sums, viz.

## For the Lord Mulgrave.

Difference of fifteen guineas per cent. on the article of insurance, estimating her outfit at £16,000	-	£2,520	0	0
Difference on 275 tierces provisions at 5s. 6d.		68	15	0
Ditto - 857 cwt. cordage - 3 6		150	1	3
Ditto - 50 barrels gunpowder 20 0		50	0	0
For lanthorns and candles for the troops	-	8	17	8
		2797	13	11

## For the Blandford.

Difference of insurance as above-	-	£2,520	0	0
Ditto on 275 tierces provisions at 5s. 6d.		68	15	0
Ditto 581 cwt. cordage - 3 6		101	16	1
Ditto 50 barrels gunpowder 20 0		50	0	0
For fundries supplied the troops	-	43	17	0
		2784	8	1





But that the several sums charged for the difference on shipwrights and caulkers time, the hire of pilots men and labourers, difference on East country plank and demorage of craft, be not admitted.

And the Committee's opinion thereon was reported to the Court, as follows, viz.

The Committee since their reports of the 28th November, 6th and 14th December last, respecting the claims of the Owners of several ships for extra expences, in consequence of the declaration of hostilities against the States of Holland, have considered the like applications from the Owners of the Lord Mulgrave and Blandford; and do offer, as their opinion, that these accounts be settled on the same plan as the former ones, that agreeably thereto, the Owners be allowed at the rate of 15 guineas per cent. for the difference of insurance on the outfit, estimating the same at £16,000 each ship (being the value which has been put upon a large ship on her second voyage) that they be likewise allowed 5s. per tierce on salt provisions; £3. 10s. per ton on cordage, and £1. per barrel on gunpowder; and the charges of sundry articles supplied for the use of his Majesty's troops in the voyage.

And that warrants be made to the Owners accordingly, for those several allowances amounting, for the ship

Lord Mulgrave, to	-	£.2797	13s. 11d.
Blandford,	-	2784	8 1

But that the several sums charged for the difference on shipwrights and caulkers time, the hire of pilots men and labourers, difference on East country plank and demorage of craft, be not admitted.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 14th May, 1782.

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

Resolved, That the Owners of the ships Lord Mulgrave and Blandford, in consequence of the Dutch war, be allowed at the rate of 15 guineas per cent. for the difference of insurance on the outfit, estimating the same at £16,000 each ship; that they be likewise allowed 5s. per tierce on salt provisions, £3. 10s. per ton on cordage, £1. per barrel on gunpowder, and the charges of sundry articles supplied for the use of the King's troops in the voyage.

And that warrants be made out to the Owners accordingly, viz.

To the Owners of the Lord Mulgrave,	£.2797	13s. 11d.
To the Owners of the Blandford,	2784	8 1

But that the several sums charged for the difference on shipwrights and caulkers time, the hire of pilots men and labourers, difference on East country plank and demorage of craft, be not admitted.

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 3d July, 1782.

On a motion,

Ordered, That tenders for ships to be entertained in the Company's service the ensuing season, be received on Wednesday the 17th instant, and that notice be given thereof, agreeably to the draft of a publication, now read and approved, as follows, viz.

"East-India-House, 3d July, 1782.

"The Court of Directors of the United Company of Merchants of England, trading to the East-Indies, do hereby give notice, that they are ready to receive proposals at any time on or before the 17th instant, from any persons, on what terms and conditions they are willing to let their ships to China, and all parts of India, for the ensuing season, to be chartered at builders contract tonnage, and the kintledge to be considered as part thereof; each proposal being made by two of the Owners and Captain in writing, expressing therein the names of all the Owners; also the builders contract tonnage of the ship; and that the same be severally sealed up, and left with the Secretary, in order to be laid before the Court."

## AT A COMMITTEE OF SHIPPING,

On Tuesday the 9th July, 1782.

The Committee, in addition to their reports of the 28th November, 6th and 14th December, and 14th May last, do acquaint the Court, that having considered the claims of the Owners of the ships Deptford and Nassau for extra expences, in consequence of the declaration of hostilities against the States of Holland. The Committee are of opinion, that the Owners be allowed 15 guineas per cent. for difference of insurance on the outfit, estimating the former at £21000. and the latter at £16000. that they be likewise allowed in the same proportions as other ships under the like descriptions, for advance of salt provisions, cordage, and gunpowder, and the several charges of sundry articles supplied for the use of his Majesty's troops in the voyage; and that warrants be made to the Owners of the Deptford for £3440. 7s. and to the Owners of the Nassau for £2721. 7s. but that the several sums charged for pilot's men, difference in the hire of labourers, and for demorage of craft, be not admitted.

Vide App.  
No. 174,  
175, 238,  
239.

## AT A COURT OF DIRECTORS,

Held on Tuesday the 9th July, 1782.

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

Resolved, That the Owners of the ships Deptford and Nassau, in consequence of the Dutch war, be allowed 15 guineas per cent. for difference of insurance on the outfit, estimating the former

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at £21000. and the latter at £16000. that they be likewise allowed in the same proportions as other ships under the like descriptions, for advance of salt provisions, cordage and gunpowder, and the several charges of fundry articles supplied for the use of his Majesty's troops in the voyage.

That warrants be made out to the Owners of the Deptford for £3440. 7s. and to the Owners of the Nassau for £2721 7s. but that the several charges for pilot's men, difference in the hire of labourers and demorage of craft, be not admitted.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 10th July, 1782.

Vide App.  
No. 260.

Letter from the Managing Owners of ships in the Company's service, dated this day, being read, signifying, that they should be glad to have a conference with the Court, previous to the delivering in their tenders,

Resolved, That they be desired to meet the Joint Committee of Correspondence and Shipping at this house on Tuesday next, the 16th instant, at noon.

#### AT A JOINT COMMITTEE

#### OF CORRESPONDENCE AND SHIPPING,

On Tuesday 16th July, 1782.

Richard At-  
kinson, Do-  
nald Cam-  
eron, Wm.  
Nixon,  
R. Preston,  
Culling  
Smith,  
Eggs.  
Vide App.  
No. 260.

The Committee having had a conference with the Owners, whose names are mentioned in the margin, in consequence of their letter of the 10th inst. to the Court respecting diamonds, bullion and Lascars, and having heard what those gentlemen had to offer, reported the same to the Court as follows, viz.

The Committee, agreeably to the resolution of Court of the 10th instant, have this day had a conference with several Managing Owners of Shipping, on their letter of that date, when it appeared from conversation which passed between the Committee and those gentlemen, that the Owners wish to be relieved from the responsibility on diamonds and bullion laden on their ships in India, as they do not receive any freight for those articles upon delivery in England; and

That the Lascars who navigate the ships to England may, on their arrival, be put under the management of some officer belonging to the Company, with authority to superintend and regulate every transaction respecting their maintenance here and return to India.

In regard to the former, the Committee see no reason to deviate from the long established custom of the Company respecting diamonds and bullion, and

In regard to the latter part of the Owners requisition, the Committee are clearly of opinion, what they desire respecting the Lascars, would be productive of such infinite trouble and inconvenience on the part of the Company, that the Committee cannot by any means recommend to the Court to accede thereto.

And the Committee's sentiments on those two points have been signified to the Owners accordingly.

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## AT A COURT OF DIRECTORS,

Held on Tuesday the 16th July, 1782.

The Joint Committee of Correspondence and Shipping, reporting under this day's date, that in a conversation with the several Managing Owners of shipping, it appeared that they wished to be relieved from the responsibility on diamonds and bullion laden in India, as they do not receive any freight for those articles upon delivery in England; and that the Lascars who navigate the ships to England may, on their arrival, be put under the management of some officer belonging to the Company, with authority to superintend and regulate every transaction respecting their maintenance here, and their return to India. The Committee see no reason to deviate from the long established custom respecting diamonds and bullion, and in regard to the latter part of the Owners requisition, the Committee are clearly of opinion, that what they desire respecting the Lascars, would be productive of such infinite trouble and inconvenience on the part of the Company, that they cannot by any means recommend to the Court to accede thereto. The Committee further report, that they have signified their sentiments on these points to the Owners.

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

## AT A COURT OF DIRECTORS,

Held on Wednesday the 17th July, 1782.

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

The Stormont,	Captain John Rogers	Vide App.
Earl of Sandwich	Charles Deane	No. 261.
Earl of Oxford	John White	
True Briton	John Broadley	
Earl of Mansfield	William Frazer	
Halfewell	Richard Peirce	
Lafcelles	Thomas Wakefield	
Pigot	Robert Morgan	
York	John A. Blanshard	
Atlas	Allen Cooper	
Duke of Kingston	Justinian Nutt	
Fox	John Blackburn	
Bellmont	William Dick Gamage	
London	Edward Jones	
Glatton	Charles Drummond	
Walpole	Henry Churchill	
Vanfittart		
New ship	Charles Mears	
Ditto	William Smith	
Ditto	John Johnston	
Ditto	Robert Carr	
Ditto	Stephen Williams	
Ditto	Augustus Savage	
Ditto (Hillsborough)		
Ditto (Hampshire)		
Ditto (Northington)		Each
Ditto (Bute)		





Each ship being proposed to be let at builders contract tonnage to all parts of India and China alike, at £47. 4s. per ton; demorage at 10d. per ton a day on 500 tons, and the immediate payment of all demorage that shall become due at the time the ship shall leave her last port in England; to be impressed at £4. per ton on the builders contract tonnage; and after the ship's arrival at her first consigned port in India, the Company to advance the Owners on the same conditions as the impress paid in England, £200 per month until dispatched for Europe, the current rupee valued at 2s. 1d. sterling; the Bombay rupee at 2s. 3d. the star pagoda at 7s. 4d. and the Spanish dollar at 5s. The Company to pay all advance of seamens wages above 26s. per month; and the Owners having compleatly manned their ships, the Company to pay 10 guineas per head for replacing all such seamen as may be impressed or taken out of the ship at or after her departure from the Hope, and to continue paying the like sum per head so often as the men shall be impressed and taken away before her final departure from England; to pay the diet of the soldiers from the time of their first going on board until the ship's departure from her last port in England, at one shilling per head per day, and to be allowed the same during her stay in any port during the voyage out and home; and also to pay the passage of the soldiers at the rate of £15. per head, in case the ship should carry troops from one port to another in India, the Owners to be paid for those troops at the usual rate at the port where they are landed; but in case the Company's agents should not be able to pay the Captain there, that they do give a bill on the Company in England on respondentia terms; the ship to carry kintledge in proportion as 80 tons are to 657 tons burthen, the the said kintledge to be reckoned as part of the ship's tonnage, and to be paid for by the Company at whole freight; demorage to be allowed the Owners for the whole time of the ship's detention at any port or place, where she may be detained on the Company's account or waiting for convoy; the freight to be punctually paid, agreeable to the express terms of the Charter-Party.

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

#### AT A COURT OF DIRECTORS,

Held on Thursday the 18th July, 1782.

Vide App.  
No. 262.

On reading a letter from Robert Preston, Esq. dated this day, requesting to be informed, whether there is a probability of the Court wanting this season all, and how many of the ships building on the bottoms of the Hampshire, Northington, Hillsborough and General Barker, under the proviso that the freights are agreed to.

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





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## AT A COMMITTEE OF SHIPPING,

On Thursday the 25th July, 1782.

Mr. Snodgrafs's report of the progress of ships building, under date 22d instant, was laid before the Committee. Vide App. No. 257.

Pursuant to reference of Court of the 18th instant, the Committee have considered the letter from Robert Preston, Esq. Vide App. No. 262. requesting to be informed, whether there is a probability of the four ships he is now building on the bottoms of the Hampshire, Northington, Hillsborough, and General Barker, being all wanted this season, as in such case they shall be got ready with all dispatch; but if not, he proposes that two of them should stand over till next season.

And the Committee having had a state of ships laid before them, whereby it appears, that there are eighteen ships at home, and eight others expected to launch before Christmas next, including two only of those building under Mr. Preston's management; Vide App. No. 264.

The Committee are of opinion, that if the Court should think 26 ships will be sufficient for the exports of the season, 1782, no inconvenience can arise to the Company from Captain Preston's postponing the launching of the other two till next season, and that therefore his request in that respect be complied with.

And the same was reported to the Court.

## AT A COURT OF DIRECTORS,

Held on Thursday the 25th July, 1782.

The Committee of Shipping, reporting under this day's date, respecting postponing the launching of two of the new ships tendered by Robert Preston, Esq. till next season.

Ordered, That the consideration of the said report be postponed till Wednesday next the 31st instant.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 31st July, 1782.

On a motion,

Ordered, That the consideration of the report from the Committee of Shipping, respecting deferring the launching of two of the new ships, tendered by Robert Preston, Esq. till next season, be further postponed.

AT A JOINT COMMITTEE OF  
CORRESPONDENCE AND SHIPPING,

On Tuesday the 6th August, 1782.

The Committee, in pursuance of the reference of Court of the 17th ult. entered into the consideration of the tenders of ships, for the ensuing season.

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And

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Vide App. No. 265. And a statement being laid before them, with a comparative view of the freights given last year, and the terms of the present tenders, also

Vide App. No. 266, 267. Captain Oliver's estimate of the difference in the outfit of a ship between last year and the present, with his account current of the expences of the outfit of a ship with her earnings, calculated for four voyages upon the present freight, together with the rate of insurance thereon; it was, on the question being put,

Resolved, That it is the opinion of this Committee, that no deviation be made in the article of demorage for detention in port, but that the same terms be given in every respect for the ships to be employed the ensuing season as the last.

Resolved, That it be proposed to the Owners to agree to a clause in the Charter-Party for the Company to take the risk of insurance upon themselves, provided the General Court shall authorize the Court of Directors so to do; and, in such case, to make an abatement in the freights in proportion to the insurance.

Resolved, That in order to stimulate the Commanders and Owners of the ships to take every necessary care of the military in the outward-bound voyage, with a view of insuring, as much as possible, the safe delivery of the greatest number of persons in India; and, at the same time, to ease the Company of the expence arising from a variety of charges which are brought in for a supply of wine, and other necessaries for the use of the sick in the voyage, it be submitted to the Owners instead of the present allowance of £15. for each man who proceeds from England in the ship, that the Owners be paid the sum of £12. for each man, under the above description, and the sum of £5. more for each person delivered in India, upon a certificate being returned of the number of men so delivered.

And that Friday next, the 9th instant, be appointed to meet the Owners on the subject of their tenders.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 7th August, 1782.

Vide App. No. 268.

Tender of the ship Prime, for a freight to India, being read,  
Ordered, That it be referred to the Joint Committee of Correspondence and Shipping to examine and report.

#### AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Friday the 9th August, 1782.

Vide App. No. 269.

Statement respecting the terms required by the present tenders, in order to shew how far it may be eligible for the Company to insure the Owners property, was laid before the Committee.

On a motion,

Resolved, That if the Owners should not agree in opinion with the Committee, as to the Company taking the insurance upon them-





themselves, it appears reasonable if a peace or cessation of hostilities should take place before the ships come afloat, or before the usual period of insurance being made, that the Company be allowed for the difference of insurance, as well as any favourable alteration in the price of stores and provisions, upon the same principle as the Owners have been considered when the alteration was against them, as in the instance of the Dutch war.

The several Managing Owners whose names are mentioned in the margin, now attending, agreeably to the appointment of the 6th instant, were called in and acquainted with the Committee's resolution respecting their tenders, and after a short conference on the subject, the Owners agreed to let their ships the ensuing season, at the same freights, and upon the same conditions, in every respect, as those of last year.

The Owners were then acquainted, from the Chair, with the Committee's three resolutions of the 6th instant, and this day, respecting the article of insurance, and allowance for passage of soldiers; and copies of those resolutions being delivered them, they promised to call a General Meeting of the Owners to take their sentiments upon these points, and immediately after to acquaint the Committee with the result thereof.

John Du-  
rand,  
Th. Newte,  
Don. Ca-  
meron,  
Wm. Dent,  
and Robt.  
Williams,  
Esqrs.  
Mr. Far-  
quharson,  
Mr. Brif-  
tow.

#### AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Wednesday the 14th August, 1782.

The Committee having again conferred with the Owners on the subject of their tenders, made the following report to the Court, viz.

Pursuant to reference of Court of the 17th of last month, the Committee have had several meetings to consider the tenders of the ships then read in Court; and the usual estimate of the outfit of a ship being laid before the Committee, whereby it appears, that the difference in the expence between last season and the present, is very trifling; the Committee resolved, that it would be proper for the Court to agree that the ships should be taken up for the service of the ensuing season, upon the same terms and conditions, in every respect, as those of last year; and, in this opinion, the Owners, at a conference with the Committee, very readily concurred, relinquishing some claims in their tenders which were much in their favour.

The Committee, in the course of this business, having taken into their very particular consideration the article of insurance, which occasions a material addition to the freights, and having likewise considered some alteration respecting the passage money, came to the three following resolutions on those points, viz.

“ That it be proposed to the Owners to agree to a clause in  
“ Charter-Party for the Company to take the risk of war in-  
“ surance upon themselves, provided the General Court shall au-  
“ thorize the Court of Directors so to do, and in such case to  
“ make an abatement in the freight in proportion to such in-  
“ surance.

“ That



“ That in order to stimulate the Commanders and Owners of  
 “ the ships to take every necessary care of the military in the  
 “ outward-bound voyage, with a view of insuring, as much as  
 “ possible, the safe delivery of the greatest number of persons  
 “ in India; and, at the same time, to ease the Company of the  
 “ expence arising from a variety of charges which are brought  
 “ in by the Commanders for a supply of wine and other ne-  
 “ cessaries for the use of the sick in the voyage, it be submitted  
 “ to the Owners instead of the present allowance of £ 15. for each  
 “ man who proceeds from England in the ship, that the Owners  
 “ be paid the sum of £ 12. for each man under the above de-  
 “ scription; and the sum of £ 5. more for each person delivered  
 “ in India, upon a certificate being returned of the number of  
 “ men so delivered.

“ That if the Owners should not agree in opinion with the  
 “ Committee, as to the Company taking the insurance upon  
 “ themselves, it appears reasonable if a peace or cessation of  
 “ hostilities should take place before the ships come afloat, or  
 “ before the period that insurance is usually made, that the  
 “ Company be allowed for the difference of insurance, as well as  
 “ any favourable alteration in the price of stores and provisions,  
 “ upon the same principle as the Owners have been considered  
 “ when the alteration was against them, as in the instance of  
 “ the Dutch war.”

These resolutions were accordingly communicated to the Ma-  
 naging Owners, in a conference with the Committee the 9th  
 instant, and copies delivered for their taking the sentiments of a  
 General Meeting of the Owners on those points; in consequence  
 thereof Mr. Durand, who was deputed by the other gentlemen,  
 attended the Committee this day, and informed them the Owners  
 cannot, by any means, prevail upon themselves to accede to either  
 the first or second resolution, but very readily acquiesce in the  
 third; the Committee, therefore, upon the whole, have only to  
 offer, as their opinion, that the ships be taken up, in every re-  
 spect, upon the same terms and conditions as those of last year,  
 with a saving clause to be inserted in the Charter-Party for the pur-  
 poses stated in the third resolution before-mentioned.

## AT A COURT OF DIRECTORS,

Held on Thursday the 15th August, 1782.

The Joint Committee of Correspondence and Shipping, report-  
 ing under date the 14th instant, that, pursuant to reference of Court  
 of the 17th of last month, they have had several meetings to consider  
 the tenders of the ships then read in Court; and that the usual esti-  
 mate of the outfit of a ship being laid before them, whereby it ap-  
 pears that the difference in the expence between last season and the  
 present, is very trifling; the Committee have resolved, that it would be  
 proper for the Court to agree that the ships should be taken up for  
 the service of the ensuing season, upon the same terms and condi-  
 tions, in every respect, as those of last year; and, in which opinion,  
 the Owners, at a conference with the Committee, very readily con-





concurred, relinquishing some claims in their tender which were much in their favour.

That the Committee, in the course of this business, having taken into their very particular consideration the article of insurance, which occasions a material addition to the freights, and having likewise considered some alteration respecting the passage-money, came to the three following resolutions on those points, viz.

“ That it be proposed to the Owners to agree to a clause in the Charter-Party, for the Company to take the risk of war insurance upon themselves, provided the General Court shall authorize the Court of Directors so to do, and in such case to make an abatement in the freight, in proportion to such insurance.

“ That in order to stimulate the Commanders and Owners of the ships to take every necessary care of the military in the outward-bound voyage, with a view of insuring as much as possible the safe delivery of the greatest number of persons in India, and at the same time to ease the Company of the expence arising from a variety of charges, which are brought in by the Commanders for a supply of wine and other necessaries for the use of the sick in the voyage, it be submitted to the Owners, instead of the present allowance of £15. for each man who proceeds from England in the ship; that the Owners be paid the sum of £12. for each man under the above description; and the sum of £5. more for each person delivered in India, upon a certificate being returned of the number of men so delivered.

“ That if the Owners should not agree in opinion with the Committee, as to the Company taking the insurance upon themselves, it appears reasonable, if a peace or cessation of hostilities should take place before the ships come afloat, or before the period that insurance is usually made, that the Company be allowed for the difference of insurance, as well as any favourable alteration in the price of stores and provisions, upon the same principle as the Owners have been considered when the alteration was against them, as in the instance of the Dutch war.”

That these resolutions were accordingly communicated to the Managing Owners, in a conference with the Committee on the 9th instant, and copies delivered for their taking the sentiments of a general meeting of the Owners on those points. That in consequence thereof Mr. Durand, who was deputed by the other gentlemen, attended the Committee this day, and informed them, the Owners cannot by any means prevail upon themselves to accede to either the first or second resolution, but very readily to acquiesce in the third.

The Committee therefore, upon the whole, have only to offer it as their opinion, that the ships be taken up, in every respect, upon the same terms and conditions as those of last year, with a saving clause to be inserted in the Charter-Party for the purposes, stated in the third resolution before-mentioned,

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

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It was then, on a motion,  
Ordered, That it be referred to the Committee of Correspondence to consider of the proper number of ships to be entertained in the Company's service this season, and to report.

#### AT A COMMITTEE OF CORRESPONDENCE,

The 21st August, 1782.

The Committee having considered the reference of Court of the 15th instant, do offer it to the Court, as their opinion, that eighteen ships be taken up in part of the tonnage to be employed for the ensuing season.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 21st August, 1782.

Vide App.  
No. 246.

On reading the several requests of John Durand, Esq. to build a new ship on the bottom of the Duke of Grafton, to be commanded by Captain Samuel Bull, and

Vide App.  
No. 258.

The Owners of the Prime to build a new ship in her room, the consideration of which requests was postponed by the Court on the 1st March and 17th April last.

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

On reading a report from the Committee of Correspondence, dated this day.

Resolved unanimously, That eighteen ships be taken up in part of the tonnage to be employed for the ensuing season.

Vide App.  
No. 270.

Tender of the ship Besborough, Captain Alexander Montgomerie, was read.

#### AT A COMMITTEE OF CORRESPONDENCE,

The 28th August, 1782.

The Committee, in pursuance of a reference of Court of the 15th instant, taking into consideration the nominating the ships to be entertained in the Company's service the ensuing season, offer it to the Court as their opinion, that the under-mentioned ships be taken up, viz.

Ships.			Tons.	Commanders.
Fox	-	-	758	Capt. John Blackburn
Halfewell	-	-	758	Richard Peirce
Earl of Oxford	-	-	758	John White
Atlas	-	-	758	Allen Cooper
Bellmont	-	-	758	William Dick Gamage
Pigot	-	-	758	Robert Morgan
Vanfittart	-	-	758	Richard Lewin
New ship	-	-	755	Robert Carr
Ditto	-	-	755	William Hall

Duke





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Ships.	Tons.	Commanders.
Duke of Kingston -	723	Capt. Justinian Nutt
True Briton -	758	John Broadley
Stormont -	723	John Rogers
London -	758	Edward Jones
Lafcelles -	758	Thomas Wakefield
York -	758	J. Atkinson Blanshard
New ship -	755	William Smith
Earl of Sandwich -	804	Charles Deane
Walpole -	758	Henry Churchill

## AT A COURT OF DIRECTORS,

On Wednesday the 28th August, 1782.

The Committee of Correspondence in a report, dated this day, recommending that the eighteen ships to be taken up be stationed as therein-mentioned.

Resolved, That the same be recommitted to the consideration of the said Committee.

## AT A COURT OF DIRECTORS,

Held on Thursday the 29th August, 1782.

A report from the Committee of Correspondence, dated yesterday, and then recommitted to them by the Court, being now read.

Resolved by the ballot unanimously, That the under-mentioned ships be taken up for the Company's service, in part of the tonnage to be employed for the ensuing season.

Ships.	Tons.	Commanders.
Fox -	758	John Blackburn
Halfewell -	758	Richard Pierce
Earl of Oxford -	758	John White
Atlas -	758	Allen Cooper
Bellmont -	758	William Dick Gamage
Pigot -	758	Robert Morgan
Vanfittart -	758	Richard Lewin
New ship -	755	Robert Carr
Ditto -	755	William Hall
Duke of Kingston -	723	Justinian Nutt
True Briton -	758	John Broadley
Stormont -	723	John Rogers
London -	758	Edward Jones
Lafcelles -	758	Thomas Wakefield
York -	758	John Atkinson Blanshard
New ship -	755	William Smith
Earl of Sandwich -	804	Charles Deane
Walpole -	758	Henry Churchill

On reading a letter from Henry Boulton, Esq. repeating his former request, that the difference of insurance on the ship *Essex*, on account of the hostilities commenced against Holland, as therein stated, may be repaid to the Owners of that ship.

Vide App.  
No. 271,  
272.

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 Wednesday the 4th September, 1782.

Vide App.  
No. 231,  
232.

The Committee since their report of the 9th July have considered the reference of Court of the 30th November last, on the claim of the Owners of the Earl of Chesterfield for extra expences, in consequence of the declaration of hostilities against the States of Holland, and agreeably to the plan on which the accounts of other ships in the same situation have been settled, the Committee offer, as their opinion, to the Court, that the Owners be allowed the difference of insurance on the outfit of the ship, estimating the amount at £21600. at 15 guineas per cent. and the difference upon cordage at 3s. 6d. per cwt. and that a warrant be made out to the Owners accordingly for the sum of £3586. 4s.

Vide App.  
No. 233,  
234, 271,  
272.

The Committee, in consequence of the references of Court of the 5th December last and 29th ult. have considered the request of John Durand and Henry Boulton, Esqrs. to be paid the claims therein-mentioned for extra expences on the ships Lord North and Essex, in consequence of the war with Holland; but as those ships left Gravesend on the 23d December 1780, and the declaration of hostilities against the States of Holland was not published till the 21st of that month, the Committee do not conceive those ships expences were in any degree affected thereby, and are therefore of opinion those claims be not admitted.

And the same was reported to the Court.

Mr. Newte being called into the Committee at his desire, represented the great expence in the difference of insurance of the ship Earl of Chesterfield, which far exceeds the sum the Committee have estimated it at, and therefore hoped the Committee would reconsider the Owners claim. Mr. Newte was then acquainted, the Committee had proceeded in respect to the allowances for the Earl of Chesterfield, in the same manner as for other ships under the same description, and put upon the like footing, therefore they could not make any alteration therein.

Captain Oliver being called in to the Committee, was directed to examine into the state and condition of the ship Prime, and the stores belonging to her; also to enquire of the Owners, if they are inclined to dispose of the ship and stores to the Company, and in such case to deliver in an estimate of the cost of her outfit, for a voyage to India.

AT A COURT OF DIRECTORS,

Held on Wednesday the 4th September, 1782.

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

Resolved,





Resolved, That the Owners of the ship Earl of Chesterfield be allowed the difference of insurance on the outfit of the ship, occasioned by the declaration of hostilities against the States of Holland, estimating the amount at £21600. at 15 guineas per cent. and the difference upon cordage at 3s. 6d. per cwt. and that a warrant be made out to the Owners accordingly for the sum of £3586. 4s.

That the Claims of the Owners of the ships Lord North and Essex, on the above account, be not admitted.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 11th September, 1782.

Letter from Mr. James Farquharson, dated this day, was read, offering to sell the ship Prime for the sum of £5000. the Company paying the expence of Mr. Wells's bill for repairs done to her; or to let her to freight upon the terms of his tender to the Court of the 1st of last month; but if the Company take the risk of insurance from capture, seizure, or damage done by an enemy, he is willing to abate £3. per ton, upon the price of the freight, valuing the cost of the ship, her outfit, and the balance of freight to be paid in India at £18000. Vide App.  
No. 273.

And the Committee having conferred with Mr. Farquharson thereon, adjourned the further consideration till to-morrow.

An estimate prepared by Captain Oliver of the value of the Prime and her stores, the repairs necessary to be done to her, and the expence of her outfit, amounting in the whole to £14,163. being laid before the Committee, Captain Oliver was called in and being examined thereon, was directed to make an offer to Mr. Farquharson for the purchase of the Prime, but not to exceed therein the sum of £4000. exclusive of the builders bill for the repairs, and to advise the Committee of the same to-morrow. Vide App.  
No. 274.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 11th September, 1782.

Ordered, That it be referred to the Joint Committee of Correspondence and Shipping, to provide for supplying the deficiency of tonnage for the ensuing season.

On reading a letter from Mr. Richard Atkinson, desiring, that the ship Besborough may be taken up for the Company's service, agreeable to her turn, being read, Vide App.  
No. 275.

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

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## AT A COMMITTEE OF SHIPPING,

On Thursday the 12th September, 1782.

Vide App.  
No. 276.

Letter from Captain John Oliver, dated this day, signifying, that having conferred with Mr. Farquharson, and offered him £4000. for the Prime, he refused to take that sum; but is willing to sell her for 4000 guineas, or to let her to freight out to the East-Indies at £22 per ton free of captures, and in all other respects according to his tender.

And the question being put thereon,

Resolved unanimously, That the terms offered by Mr. Farquharson be not accepted.

## AT A COURT OF DIRECTORS,

Held on Thursday the 12th September, 1782.

A report from the Committee of Shipping, dated the 25th July last, and postponed by the Court on that day, being now read,

Resolved, That the request of Robert Preston, Esq. for leave to postpone the launching of two of the four new ships which he is now building on the bottoms of the Hampshire, Northington, Hillsborough, and General Barker, till next season, be complied with.

## AT A COMMITTEE OF SHIPPING,

On Tuesday the 17th September, 1782.

Vide App.  
No. 277.

Draught of a clause to be inserted in the Charter-Parties of the outward-bound ships of this season, prepared by Mr. Solicitor Smith, that in case peace shall be concluded, or a cessation of hostilities shall take place, the Company shall deduct out of the freight and demorage, the difference of insurance, and of the price of stores and provisions which may be occasioned thereby, being laid before the Committee, the same was approved.

Vide App.  
No. 275.

Pursuant to reference of Court, of the 11th instant, the Committee considered the letter from Richard Atkinson, Esq. complaining, that the ship Besborough has not been taken up in turn; and if this precedent was suffered to be established, and the Owners were henceforward in critical times to depend upon interest and management for the employment of their ships, and not upon their regular turn, the ruinous consequence that would ensue must be so obvious, that he trusts the measure of which he complains, can only have arisen from some mistake, and desiring justice may be done to the Owners, by ordering the Besborough to be taken up agreeably to her turn, and the tender in that respect made and accepted. And the Deputy Chairman having informed the Committee, that Mr. Snodgrafs was directed to make a report of the earliest times the ships would be ready to come afloat for the Committee of Correspondence to form a judgment in taking up the number of ships of this season for the first dispatch; and it appearing upon the examination of Mr. Snodgrafs,

Vide App.  
No. 278.





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grafs, that from the best information he could obtain of the builders, and his own opinion, the ships could not be ready sooner than the times mentioned in the afore said list; the Committee are therefore of opinion, that neither interest or management has been made use of, in fixing the order in which the ships were taken up, and that no injustice has been done to the Owners of the Belborough by her not being taken up as one of the early ships.

And the same was reported to the Court.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 18th September, 1782.

Letter from Mr. James Mather, the 12th inst. making an offer of sale to the Company of the Bellifarius, a new ship of 590 tons, was read.

Vide App.  
No. 279.

Pursuant to reference of Court of the 7th ult. the Committee considered the tender of the ship Prime, for an outward-bound voyage to India, and having conferred with Mr. Farquharson thereon, and made him an offer either to take her up at £20. per ton freight, free of capture, or to purchase her for the sum of £4000. both which he has declined; the Committee are of opinion, Mr. Farquharson's terms are too high to be accepted.

Vide App.  
No. 268.

And the same was reported to the Court.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 18th September, 1782.

The Committee of Shipping reporting, under date of the 17th instant, that on consideration of the letter from Richard Atkinson, Esq. referred to them on the 11th inst. it is their opinion, that neither interest nor management have been made use of, in fixing the order in which the ships were taken up, and that no injustice has been done to the Owners of the Belborough by her not being taken up as one of the early ships.

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

The said Committee also reporting, under this day's date, that having, pursuant to reference of Court of the 7th ult. considered the tender of the ship Prime for an outward-bound voyage to India, and having conferred with Mr. Farquharson thereon, and made him an offer either to take her up at £20. per ton freight, free of capture, or to purchase her for the sum of £4000. both which offers he has declined; they are of opinion, that Mr. Farquharson's terms are too high to be accepted.

Resolved, That this Court do agree in opinion with the Committee of Shipping, as stated in the above report.

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## AT A COMMITTEE OF SHIPPING,

On Tuesday the 24th September, 1782.

Vide App.  
No. 280 and  
281.

Letters from [Captain John Oliver, dated the 10th and 17th inst. reporting the length, breadth, and tonnage of several new ships, were read.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 25th September, 1782.

Vide App.  
No. 282.

Note from Sir Richard Hotham, dated the 24th inst. being read, observing, that the printed part of the York's Charter-Party does not contain any thing new that is improper, but that the written part which was proposed to the Ship's Husbands at large, was, by the whole of them thought inadmissible; that he acknowledges a mistake which he himself made, when he last tendered the York at 758 tons, builders measure, which material mistake was occasioned by his having forgot the ship was lengthened upon her third voyage, after she had been stranded, for that when lengthened her builders tonnage really measures  $867\frac{5}{8}$  tons; and as the ships built the same year were permitted to lengthen in like manner, and were afterwards chartered for the tonnage they measured; the York, which had but two voyages afterwards to go instead of four, seems intitled to the same privilege upon her last voyage, as the new ships were indulged with upon their first; therefore praying, that the said ship's Charter-Party may be indulged with the same proportional advantage as the other lengthened ships have from their original building.

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

AT A JOINT COMMITTEE  
OF CORRESPONDENCE AND SHIPPING,

On Wednesday the 25th September, 1782.

Vide App.  
No. 282.

Pursuant to reference of Court of this day, the Committee have considered the letter from Sir Richard Hotham, that he does not observe the printed part of the Charter-Party contains any thing new that is improper, but the written part which was proposed to the Ships Husbands at large, he well remembers was by the whole of them thought inadmissible; that it is with concern he is obliged to acknowledge the mistake he has made, when he last tendered the ship York at 758 tons, builders measure; that he forgot she was lengthened upon her third voyage; and that her builders tonnage really measures  $867\frac{5}{8}$  tons, and as the ships built the same year were permitted to lengthen in like manner, and were afterwards chartered for the tonnage they measured; the York, which had but two voyages afterwards to go instead of four, seems entitled to the same privilege upon her last voyage, that the new ships were indulged with upon their first;





first; therefore praying in behalf of the Owners, that the ship York's Charter-Party may be indulged with the same proportionable advantage, as the other lengthened ships have from their original building; and the Committee are clearly of opinion, that the substance of the written clause in the Charter-Party alluded to in the above letter, was unanimously agreed to by the Managing Owners, and with respect to that part of Sir Richard's request, that the Owners of the ship York may be indulged with the same privileges as they were last voyage; it appears to the Committee upon reference to their report of the 17th November, 1779, which was subsequent to the permission granted by the Court for lengthening the ships, that they were freighted at 758 tons, and the Court agreed, conditionally, to lade for that voyage so many tons upon half freight homewards, as should amount to their whole builders tonnage, in case of room to take the same on board, cargoes from Fort St. George and Bengal only excepted; the Committee are therefore of opinion, Sir Richard Hotham's request, in this instance, be not complied with, and that the York's Charter-Party be filled up at 758 tons only;

Vide App.  
No. 283.

AT A JOINT COMMITTEE OF  
CORRESPONDENCE AND SHIPPING,

On Thursday the 26th September, 1782.

The Committee having met to consider of the number of ships that will be necessary for the service of this season, are of opinion, that eighteen ships appear to be sufficient for the Company's commerce, and from the demand made by different boards, for the conveyance of government stores, it will require not less than six ships to provide tonnage for the same; do recommend to the Court, that four ships be now taken up in part of that number.

AT A COURT OF DIRECTORS,

Held on Thursday the 26th September, 1782.

The Joint Committee of Correspondence and Shipping, reporting under date the 25th instant, that having considered the letter from Sir Richard Hotham, referred to them on that day, they are of opinion, that the substance of the written clause in the Charter-Party alluded to in the said letter, was unanimously agreed to by the Managing Owners, and that with respect to that part of Sir Richard's request, that the Owners of the ship York may be indulged with the same privilege as they were last voyage; it appears to the Committee, upon reference to their report of the 17th November, 1779, which was subsequent to the permission granted by the Court for lengthening the ships, that they were freighted at 758 tons, and the Court agreed conditionally to lade, for that voyage, so many tons upon half freight homewards as should amount to their whole builders tonnage, in case of room to take the same on board, cargoes from Fort St. George and Bengal only excepted; the Committee are therefore of opinion,

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that Sir Richard Hotham's request, in this instance, be not complied with, and that the York's Charter-Party be filled up at 758 tons only.

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

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 1st October, 1782.

Vide App.  
No. 284,  
285.

Letter from Richard Neave, Esq. under this day's date, signifying that he is unacquainted with the circumstance relating to the ship Barwell, being larger than the dimensions prescribed by the Company, and enclosing a letter from Mr. Wells the builder, which he received from Brighthelmstone, was read.

No. 280,  
281.

Mr. Williams attending the Committee respecting the increased tonnage of the new ship building in the room of the Hector, as reported in Captain Oliver's letter, read the 24th ultimo, he was desired to state his reasons in writing for deviating from the Court's orders, as to the prescribed dimensions and tonnage of the ships to be built for the Company's service.

And a motion being then made,

Resolved, That it be recommended to the Court to enforce their order, when leave is granted for laying the keel of any ship to be hereafter built for the Company's service, by informing the Owners such ship shall not be taken up if she exceeds, when built, the dimensions and tonnage prescribed by order of Court of the 1st December 1779, while any ship can be met with of that tonnage.

That the Secretary be likewise directed to acquaint the Owners of the following ships, who have had permission to build, with the above resolution, and that the Company's Master Attendant and Surveyor of Shipping, be particularly enjoined to see the Court's orders are complied with, and to report so soon as they come to the knowledge of any alteration being made therein, viz.

The Grenville  
Triton  
Prince of Wales  
Stafford

Northington  
Hillsborough  
and  
Lord Camden.

Vide App.  
No. 286.

Letter from Mr. James Farquharson, dated this day, offering the ship Prime for £4,200, with all her stores as per inventory, the Company paying Mr. Wells's, and several tradesmen's bills, being read,

Resolved, That Mr. Farquharson's offer is inadmissible.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 1st October, 1782.

Vide App.  
No. 287.

The Deputy Chairman acquainted the Court, that it was summoned to take into consideration a letter now read, from Sir Richard Hotham, Culling Smith, Esq. and several other Managing Owners, of East-India shipping, dated 26th ultimo, but was not received





ceived till the following day in the afternoon, signifying that having met in consequence of a card sent to each of them, they deputed two gentlemen to wait on the Court of Directors to communicate their sentiments respecting the written clause added to the Charter-Parties; not meeting with Directors to impart the business to, and lest they should be charged with any delay, do beg leave to inform the Court they apprehend that some mistake must have happened in Mr. Durand's conference with the Chairman, for the Managing Owners were unanimous in their opinion, that the three propositions were wholly inadmissible, and that at the meeting held on that day, they feel themselves under the necessity of abiding by their former sentiments.

The Court taking the said letter into consideration, and

The minutes of the Court of Directors of the 15th August last, being read, it was

Resolved, That it is the opinion of this Court, that they cannot recede from any of the clauses expressed in the Charter-Parties lately delivered to the respective Husbands, in which the Joint Committee of Correspondence and Shipping have reported to the Court that the Owners have concurred.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 2d October, 1782.

The standing order of Court of the 1st December, 1779, as to the dimensions of ships to be built for the Company's service, being read,

And the Chairman from the Committee of Shipping moving the Court, it was

Resolved, That the order of this Court be enforced when leave is granted for laying the keel of any ship to be hereafter built for the Company's service, by informing the Owners that such ship shall not be taken up if she exceed, when built, the dimensions prescribed by order of Court of the 1st Dec. 1779.

That the Secretary be likewise directed to acquaint the Owners of the following ships, who have had permission to build, with the above resolution, and that the Company's Master Attendant and Surveyor of Shipping, be particularly enjoined to see the Court's orders are complied with, and to report so soon as they come to the knowledge of any alteration being made therein, viz.

The Grenville

Triton

Prince of Wales

Stafford

Northington

Hillsborough

and

Lord Camden.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 2d October, 1782.

The following letters being read, viz.

From Mr. James Farquharson, under this day's date, offering the ship Prime, with all her stores as per inventory, for £4000, the

Vide App.  
No. 288.





the Company paying the builder, smith, joiner, plumber and painter's bills, and

Vide App.  
No. 289.

From Mr. Thomas Bell, dated this day, signifying that he is desired by the agents of the prizes, belonging to Commodore Johnstone's Squadron, to make an offer of the ship Pearl, with all the stores belonging to her, as per inventory inclosed, for 12,000 guineas.

Ordered, That the consideration of the above letters be postponed, and that Captain Oliver do make further enquiry relative to Mr. Bell's offer of the Pearl.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 8th October, 1782.

Vide App.  
No. 280.

The Committee observing, that in a letter from Captain Oliver, which was laid before them the 24th ultimo, describing the length, breadth and tonnage of the new ships as built, the new ship in the room of the Hector, differs from the prescribed dimensions, and is thereby very much increased in point of tonnage, the Committee had a conference with Mr. Williams, the Managing Owner, on that subject, and having since received a letter from him, dated the 3d instant, offering in excuse, that the order for building was given to Andrew Moffatt, Esq. and that it was not till his decease that he had it in his power to build, and then he was not in possession of the dimensions required; that being pressed for time, he found himself under the necessity of either relinquishing the opportunity of accommodating the Company with the ship, or entering into a contract with Mr. Barnard for such as he had laid down on speculation; that this ship, at the time of his application to the builder, was compleat in her frame; and notwithstanding the increase in her dimensions, made from an idea that Government might require the assistance of the East-India shipping, and in order to enable them to carry larger metal, he immediately contracted with Mr. Barnard, in expectation of receiving the Company's indulgence at such a period.

Vide App.  
No. 290.

The Committee reported to the Court, as their opinion, that the reasons given by Mr. Williams be admitted; and recommended that the standing order of the 1st December, 1779, be dispensed with in favour of this ship, upon the express condition of her being considered as to her chartered tonnage at 755 tons only, as she is now in such state of forwardness as to render it impracticable to make any alteration in her dimensions.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 9th October, 1782.

Vide App.  
No. 289.

The Committee having re-considered Mr. Bell's offer of the ship Pearl, read the 2d instant.

Resolved, That Mr. Bell's tender of the Pearl be not accepted.

Vide App.  
No. 288.

The Committee having considered the letter from James Farquharson, Esq. dated the 2d instant, offering the ship Prime for sale





sale to the Company, with all her stores, as per inventory accompanying the said letter, for £4000, the Company to pay Messrs. Wells's bill, also the smith, joiner, plumber and painter's bills, which, from the best information the Committee are able to obtain, will amount to £3000 more; and are of opinion, she be purchased on these terms, and a warrant made to Mr. Farquharson for £4000. accordingly.

AT A COURT OF DIRECTORS,

Held on Wednesday the 9th October, 1782.

The Committee of Shipping reporting under yesterday's date, that having observed in a letter from Captain Oliver, laid before them the 24th ultimo, describing the length, breadth and tonnage of the new ships as built, that the new ship in the room of the Hector, differs from the prescribed dimensions, and is thereby very much increased in point of tonnage; the Committee had a conference with Mr. Williams, the Managing Owner, on the subject, and recommending to the Court, for the reasons therein stated, that the standing order of the 1st December 1779, be dispensed with in favour of that ship, upon the express condition of her being considered as to her chartered tonnage, at 755 tons only, she being now in such a state of forwardness as to render it impracticable to make any alteration in her dimensions.

Ordered, That the said report do lie for consideration till Wednesday next, the 16th instant.

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

Resolved, That the ship Prime be purchased for the Company's service, with all her stores, for £4,000, the Company to pay Messrs. Wells's bill, also the smith, joiner, plumber and painter's bills, which are estimated at £3,000 more, and that a warrant for £4,000 be made out to Mr. James Farquharson accordingly.

AT A COURT OF DIRECTORS,

Held on Wednesday the 16th October, 1782.

The Court now taking into consideration a report from the Committee of Shipping, as to the new ship in the room of the Hector, exceeding the dimensions prescribed by the Court on the 1st December 1779, the consideration of which report was postponed on the 9th instant.

Resolved by the ballot unanimously, That for the reasons mentioned in the said report, the standing order of the 1st December 1779, be dispensed with in favour of the above-mentioned ship, upon the express condition of her being considered as to her chartered tonnage, at 755 tons only.





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## AT A COMMITTEE OF CORRESPONDENCE,

The 25th October, 1782.

The Committee having considered the minute of Court of the 26th ult. stating the necessity of taking up six more ships for the Company's service the ensuing season; and as the Prime has been lately purchased by the Company, the Committee offer it to the Court, as their opinion, that the following five ships be taken up, viz.

Ships.			Tons.	Commanders.
Besborough	-	-	870	Alexander Montgomerie
General Elliott	-	-	755	John Cotton
New ship (Duke of Cumberland)	-	-	755	
New ship (Hector)	-	-	755	Stephen Williams
Glatton	-	-	758	Charles Drummond

## AT A COURT OF DIRECTORS,

Held on Wednesday the 30th October, 1782.

Vide App.  
No. 291.

The request of Mr. Nicholas Skottowe, being read, for permission to build a new ship in the room of the Bridgewater, to be commanded by Captain William Parker.

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

On reading a report from the Committee of Correspondence, dated the 25th instant,

Resolved by the ballot unanimously, That the following five ships be taken up, which, with the Prime lately purchased by the Company, will complet the tonnage wanted for this season.

Ships.			Tons.	Commanders.
Besborough	-	-	870	Alexander Montgomerie
General Elliott	-	-	755	John Cotton
New ship (Duke of Cumberland)	-	-	755	
New ship (Hector)	-	-	755	Stephen Williams
Glatton	-	-	758	Charles Drummond

## AT A COMMITTEE OF SHIPPING,

On Friday the 15th November, 1782.

Vide App.  
No. 292.

Letter from Mr. James Mather, dated this day, offering to treat for the hire or sale to the Company of the French ship l'Actionnaire, being read,

Ordered, That Mr. Mather be acquainted the Company have no occasion at present for a ship of that description.

AT





## AT A COMMITTEE OF SHIPPING,

On Tuesday the 19th November, 1782.

Mr. Dent, Managing Owner, being called in and desired to assign his reasons why the ship Earl of Sandwich is not at Gravesend, acquainted the Committee, the principal delay has been occasioned by the repairs turning out much heavier than was expected, but that he has exerted himself to the utmost in getting her ready, and thinks she will proceed to Gravesend either tomorrow or Thursday. It was then recommended by the Committee to Mr. Dent, to continue his exertions, as the Owners will be charged with demorage, if the ship should not be able to proceed with the other ships of the first division.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 20th November, 1782.

On reading a letter from Henry Boulton, Esq. dated the 14th inst. desiring to remind the Court, previous to his signing the Charter-Party of the new ship, in the room of the Duke of Cumberland, that he has twice applied for the Owners of the Essex to be reimbursed their additional insurance on account of the war with Holland.

Vide App.  
No. 293.

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

Letter from Richard Atkinson, Esq. dated this day, advising, that he shall be ready to execute the Besborough's Charter-Party as prepared; declaring, however, that he does not mean thereby to waive the right he apprehends the Owners of that ship have, that she should be put upon the footing of the ships first taken up, if it should happen that any of the deductions, which are the object of the additional clause, should accrue between the one period and the other, being read,

Vide App.  
No. 294.

Ordered, That the said letter be referred to the Committee of Shipping, to do therein as they may think fit.

## AT A COMMITTEE OF SHIPPING,

On Thursday the 21st November, 1782.

Letter from Richard Atkinson, Esq. dated the 20th inst. and referred by order of Court of that day, being read, signifying, that as the Managing Owners of the rest of the ships tendered at the same time as the Besborough, have submitted to the additional manuscript clause at the end of the Charter-Party, he shall also submit to it, notwithstanding the great objection arising from its want of precision, and shall be ready to execute the Charter-Party as prepared; declaring, however, that he does not mean thereby to waive the right which he apprehends the Owners of this ship have, that she should be put upon the footing of the ships first taken up, if it should happen, that any of the deductions

Vide App.  
No. 294.





ductions, which are the object of the said additional clause, should accrue between one period and the other.

Ordered, That the Secretary acquaint Mr. Atkinson, that there is no difference in any of the Charter-Parties of the ships taken up this season; therefore, the Court of Directors cannot admit of his signing his Charter-Party with any reservation whatever; and to desire to know, whether he will agree to withdraw the objection stated in his letter, as it will be necessary for the Court to come to a final determination thereon, before the Besborough comes afloat.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 27th November, 1782.

Vide App.  
No. 295.

Letter from Henry Boulton, Esq. dated the 26th inst. desiring, that the Court will reconsider his former request, for an allowance in consideration of the additional expence of insurance on the Essex, previous to his signing the Raymond's Charter-Party, being read,

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

Vide App.  
No. 296.

On reading a letter from Richard Atkinson, Esq. advising, that he agrees to sign the Besborough's Charter-Party for her future services, without any reservation whatever; but that he does not mean thereby to preclude himself from claiming indemnification against any loss, if such shall arise from her not being taken up in her turn; neither does he on the other hand understand or mean that the Court should, by executing the Charter-Party after this information, in any respect recognize or admit that the Owners have any right to such indemnification, but that such claim should be left to depend upon its own merits, if the case happens which may give it existence.

Ordered, That the said letter be referred to the Committee of Shipping, to do therein as they shall think fit.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 27th November, 1782.

Vide App.  
No. 296.

Letter from Richard Atkinson, Esq. dated the 25th instant, and referred this day, being read, signifying, that the Besborough has been some time afloat, and that her outfit in every particular is in as much forwardness as her situation requires; that he agrees to sign the Charter-Party for her future services, without any reservation whatever; but that he does not mean thereby to preclude himself from claiming indemnification against any loss, if such shall arise from her not being taken up in her turn; neither does he on the other hand understand or mean that the Court should, by executing the Charter-Party after this information, in any respect recognize or admit that the Owners have any right to such indemnification, but that such claim should be left to depend upon its own merits, if the case happens which may give it existence.

Resolved,

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Resolved, That this Committee approve of Mr. Atkinson's signing the Charter-Party.

AT A COURT OF DIRECTORS,

Held on Wednesday the 4th December, 1782.

On reading a letter from Mr. Robert Peckham, dated the 3d instant, tendering the ship Medway, burthen about 600 tons, to carry a freight to India of masts, stores, &c. on the following terms, viz.

Vide App.  
No. 297.

Freight £27. per ton outwards for goods and passengers; two-thirds of her freight to be paid on her sailing from her last port in England, and the remaining one-third in India; passage and diet of soldiers, demorage, difference of wages, and other particulars, on the same terms as freighted ships of the season; and in all other respects to have the same indulgence as transports of the last season, also

The request of Messrs. Pinson Bonham and Samuel Bonham; for leave to build a ship on the bottom of the ship Duke of Portland, to be commanded by Captain John Sutton.

Vide App.  
No. 298.

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

AT A COMMITTEE OF SHIPPING,

On Friday the 6th December, 1782.

Pursuant to reference of Court of the 4th inst. the Committee considered the tender of the ship Medway, burthen 600 tons, by Robert Peckham, Esq. for the purpose of carrying masts, stores, &c. to the East-Indies, and are of opinion the said tender be not accepted, as it does not appear to this Committee that the Company have occasion at present for a ship of the above description.

Vide App.  
No. 297.

And the same was reported to the Court.

AT A COURT OF DIRECTORS,

Held on Wednesday the 11th December, 1782.

The Committee of Shipping reporting, under date the 6th instant, as their opinion, that the tender of the ship Medway, burthen 600 tons, by Robert Peckham, Esq. for the purpose of carrying masts, stores, &c. to the East-Indies, be not accepted, as the Company appear to have no occasion at present for a ship of that description.

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

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## AT A COMMITTEE OF SHIPPING,

On Friday the 31st January, 1783.

Rd. Atkin-  
son, Robert  
Preston,  
Robert  
Williams,  
and D. Brif-  
tow, Esqrs.

The several Owners, whose names are mentioned in the margin, being with the Committee, it was intimated to them by the Chairman, that from the present alteration in public affairs, the Committee hope the Company will be benefited, especially in the article of seamen's wages; and it was agreed between the Committee and Owners, that the present list of wages hung up in the Pay-office, being 45s. per month to seamen, and officers in proportion, should be taken down; that the following wages be given to the officers and seamen (not already impressed) of the five ships now at Gravesend, and that a list thereof be affixed in the room of the above.

A list of wages for the ships Sullivan, General Elliott, Raymond, Glatton, and Besborough, viz.

	£.	s.		£.	s.
Chief-mates wages by } the month - - }	5	0	Carpenter's 1st Mate -	3	0
Second Ditto - -	4	0	Ditto 2d Ditto - -	2	10
Third Ditto - -	3	10	Cooper's Mate - -	2	0
Fourth Ditto - -	2	10	Surgeon's Ditto - -	1	15
Fifth Ditto - -	2	0	Butcher - -	1	15
Purser - -	2	0	Quarter-masters, each	2	0
Surgeon - -	3	5	Midshipmen, each - -	1	15
Captain's Steward - -	1	15	Caulker's Mate - -	2	10
Ship's Ditto - -	2	0	Boatswain and Gun- } ner's Mate each - }	2	0
Carpenter - -	4	0	Armourer - -	2	0
Boatswain - -	3	5	Midshipmen & Coxswain	1	15
Gunner - -	3	5	Captain's Servants, each	1	3
Caulker - -	3	10	Chief Mates Ditto - -	1	0
Sailmaker - -	2	5	Second Ditto Ditto - -	0	18
Cooper - -	2	15	Boatswain, Gunner, } Carpenter, and Sur- } geon's Servants each }	0	15
Captain's Cook - -	3	5	Able Seamen, each - -	1	15
Ship's Ditto - -	2	0			

The Chairman likewise signified to the Owners the Committee's expectations in a further benefit to the Company, by a decrease in the price of provisions and stores; in reply to which the Owners acquainted the Committee they had provided those articles long ago, and therefore they could not make any abatement on that account.

In the course of this reference it was thrown out by the Chairman, that a great difference would be made in the article of insurance, and therefore the Company should avail themselves of the additional clause in the Charter-Party in their favour, drawn up conformably to the resolution of Court of the 15th August last, which was then agreed to by the Managing Owners, and made a part of the conditions upon which the ships were taken up, which clause was read; but the Owners differing in opinion with the Committee respecting the commencement of the risk





of insurance, and the Owners having withdrawn, the Committee took the same into mature consideration, and with the assistance of Mr. Smith, the Company's Solicitor, came to the following resolution, viz.

That the Managing Owners of the twenty-three outward-bound ships, be acquainted that agreeably to the clause inserted in the Charter-Party, the Committee are of opinion, that the Company are entitled, and on settling the ships freight, will require to have an allowance made for the saving in the price of ships insurance, so far as they remained uninsured at the time the preliminaries of peace were published; and in order to enable the Company to calculate the amount of this saving, that they be requested to send an account of the insurance made on the said ships, before the publication of the above preliminaries.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 7th February, 1783.

The following letters were read, viz.

Vide App.  
No. 299.

From Richard Neave, Esq, dated the 3d instant, and,  
John Broadley, Esq. at Dover, the 4th, relative to insurances on the ships Glatton and True Briton.

From the Managing Owners of the several outward-bound ships, dated the 5th instant, signifying that it gives them great concern to differ in opinion from the Committee, respecting the insurances made on their ships, but as they do so diametrically, they think it best to declare they cannot admit of the claim of abatement set up, neither do they apprehend the Company have any concern with the Owners having insured their property or not.

From Mr. David Bristow, on behalf of himself, and Henry Boulton, Esq. dated the 4th instant, repeating his request that the Committee will grant the Owners of the Essex some relief in consideration of the additional expence of insurance on that ship, incurred by the commencement of hostilities with the Dutch.

Vide App.  
No. 300.

#### AT A COURT OF DIRECTORS,

Held on Thursday the 27th March, 1783.

On reading the request of John Clements, Esq. in behalf of the Owners of the ship Royal Charlotte, that she may be permitted to proceed on a fifth voyage, provided she shall be reported to be fit and capable, subject to the like terms as other ships at that period.

Vide App.  
No. 301.

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

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 2d April, 1783.

On reading a letter from Sir John Henniker and Mr. Abel Chapman, tendering the ship Chapman for a second voyage, on

Vide App.  
No. 302.





Vide App.  
No. 303.

such terms as may be given to other ships contracted for at the same time; in the Company's service; also,

The request of Mrs. Jane Willson on behalf of the Owners of the late ship Earl of Dartmouth, for leave to build a new ship in her room;

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

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 8th April, 1783.

On a motion,

Ordered, That the proper officers do lay before this Court an account of all monies given to the Owners of ships employed in the Company's service, beyond the agreement made by Charter-Party since the commencement of the late war, stating the reasons for such allowances; also,

An account of all monies allowed to the Company by the Owners of the twenty-four ships failed this year with passes, and

The statement from which the Committee form their opinion of the freights to be given to the ships employed in the Company's service.

#### AT A COURT OF DIRECTORS,

Held on Thursday the 24th April, 1783.

Vide App.  
No. 304.

Mr. Charles Thomas Coggan, Clerk to the Committee of Shipping, laid before the Court, pursuant to their order of the 8th instant, "An account of allowances to the Owners of several ships of the season 1780, for extra expences in consequence of the declaration of hostilities against the States of Holland, which were made in pursuance of resolutions of Court of the 25th and 27th April, 1781."

And by a paper now read, stated to the Court,

"That not any money has been allowed to the Company by the Owners of the twenty-four ships failed this year with passes,

"And that an estimate of the difference of the expence of fitting out a ship between the last season and the present, as drawn out by the Master Attendant, is the statement on which the Committee principally form their opinion of the freights

"to be given to the ships employed in the Company's service.

"Copy of Captain Oliver's statement of last year accompanied

Vide App.  
No. 266.

"ing the same."

Vide App.  
No. 305.

The request of John Clements, Esq. that the extreme breadth of the new ship to be built on the bottom of the Stafford, may be 36 instead of 35 feet, her other dimensions to be as prescribed by order of Court, and,

The standing order of Court, of the 1st December 1779, being read,

Ordered, That it be referred to the Committee of Shipping, to examine and report on the above request, and to take the said standing order into their consideration.

AT





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## AT A COMMITTEE OF SHIPPING,

On Wednesday the 7th May, 1783.

The Committee having considered the request of John Clements, Esq. referred 27th March last, on behalf of the Owners of the ship Royal Charlotte, that she may be permitted to proceed on a fifth voyage, provided, at the time, she is reported to be fit and capable; are of opinion, Mr. Clements' request cannot be complied with, it being contrary to the 39th By-Law, and the ship having, at present, performed three voyages only.

Vide App.  
No. 301.

And the same was reported to the Court.

The Committee likewise considered the letter from John Clements, Esq. referred the 24th ultimo, that being appointed Husband of the new ship, to be built on the bottom of the Stafford, he requests on behalf of the Owners (previous to making a contract) that her extreme breadth may be 36 instead of 35 feet, and her dimensions, in other respects, the same as prescribed by the order of Court; and the Committee having had reference to the standing order of Court, of 1st December 1779, and the minutes of Court the 2d October last, wherein it was resolved, that the said order be enforced when leave is granted for laying the keel of any ship to be thereafter built for the Company's service, by informing the Owners that such ship shall not be taken up if she exceeds, when built, the dimensions prescribed by order of Court the 1st December 1779; the Committee, therefore, reported to the Court that they see no reason to deviate from the above resolution.

Vide App.  
No. 305.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 7th May, 1783.

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

Resolved, That the request of John Clements, Esq. that the Royal Charlotte may be permitted to proceed on a fifth voyage, provided, at the time, she shall be reported fit and capable, be not complied with, it being contrary to the 39th By-Law, and the ship having, at present, performed three voyages only, and

That the request of Mr. Clements, that the extreme breadth of the new ship, to be built in the room of the Stafford, may be 36 instead of 35 feet, be not complied with.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 21st May, 1783.

Letter from Sir John Henniker, Bart. and Mr. Abel Chapman, dated the 14th instant, tendering the ship Chapman for another voyage to India, at the usual freights given to other ships, and requesting that she may be sent to Bengal; and

Vide App.  
No. 306.

Request of Mr. Jeffrey Jackson for leave to build a new ship on the bottom of the Fortitude, to be commanded by Captain Charles Gregorie, being read,

Vide App.  
No. 307.

O o

Ordered,





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

AT A JOINT COMMITTEE  
OF CORRESPONDENCE AND SHIPPING,

On Wednesday the 21st May, 1783.

Vide App.  
No. 302,  
306.

The Committee entered into the consideration of the letters from Messrs. Henniker and Chapman, referred by orders of Court, the 2d last month and this day, tendering the ship Chapman for a second voyage to India, on such terms as may be given to other ships contracted for at the same time; and after making some progress therein, adjourned the further consideration.

AT A COURT OF DIRECTORS,

Held on Wednesday the 9th July, 1783.

Vide App.  
No. 308.

On reading the request of Mr. David Mitchell, for leave to build a ship in the room of the Grosvenor,

Ordered, that the said request be referred to the Joint Committee of Correspondence and Shipping, to examine and report.

AT A COURT OF DIRECTORS,

Held on Wednesday the 16th July, 1783.

On a motion,

Ordered, That tenders for ships to be entertained in the Company's service the ensuing season, be received on Wednesday the 30th instant, and that notice be given thereof, agreeably to the draught of a publication now read and approved, viz.

“ East-India House, 16th July, 1783.

“ The Court of Directors of the United Company of Merchants of England, trading to the East-Indies, do hereby give notice: That they are ready to receive proposals at any time on or before the 30th instant, from any persons, on what terms and conditions they are willing to let their ships to China and all parts of India, for the ensuing season, to be chartered at builders contract tonnage, and the kintledge to be considered as part thereof; each proposal being made by two of the Owners and Captain in writing, expressing therein the names of all the Owners, also the builders contract tonnage of the ship; and that the same be severally sealed up, and left with the Secretary, in order to be laid before the Court.”

AT



AT A JOINT COMMITTEE OF  
CORRESPONDENCE AND SHIPPING,

On Thursday the 24th July, 1783.

The Committee taking into consideration the references of Court of the 2d April, and 21st May last, on the two letters from Sir John Henniker, Bart. and Abel Chapman, Esq. Vide App. No. 302, 306.

The following papers were read, viz.

The report of this Committee on the 16th August, 1780, as to the terms on which the Chapman was taken into the Company's service; and

State of the ships for the service of the season 1783, dated the 1st instant, and Vide App. No. 309.

The Committee having very maturely considered the same, reported their opinion thereon to the Court, as follows, viz.

Pursuant to reference of Court of the 2d April, and 21st May last, the Committee have considered two letters from Sir John Henniker, Bart. and Abel Chapman, Esq. tendering the ship Chapman for a second voyage to India; and the Committee, upon an examination into the terms upon which this ship was first admitted into the service, find that in the season 1780, in consequence of the then scarcity of tonnage for the accommodation of a large body of troops, and for the exports of the season, the Chapman and some other ships not belonging to the service, were taken up for a voyage to India, on the same terms as the regular freighted ships, without any conditions being made as to their being again employed in the Company's service; these particulars the Committee think it necessary to state in support of the opinion they now offer to the Court.

That, from the alteration of public affairs, the Court will take up a much less tonnage for the exports of the present season than would have been required if the war had continued.

The Committee think, that with the six ships now at home, the four building, six others at St. Helena, three of which are eligible to be taken into the service, and from those which may be expected in the course of the season, there will be a sufficient number of regular ships arrive in time to answer every purpose for the exports of the season.

The Committee, upon this ground, and presuming the Court are not desirous to increase the number of ships in the Company's service, do offer, as their opinion, that the requisitions contained in the letters from the Owners of the Chapman, be not complied with.

The Committee also taking into consideration the references of Court of the 21st August, 30th October, 4th December, 2d April, 21st May last, and 9th instant, on the several applications of the Owners to build on the bottoms of ships worn out or lost; Vide App. No. 291, 298, 302, 307, 308.

And a statement of the ships in the Company's service being laid before the Committee, the Committee reported to the Court, that as it may very reasonably be presumed the Court will, in consequence of the peace, materially decrease, for some time, the tonnage of the Company's annual exports; the Committee conceive the present Vide App. No. 309.





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sent number will be fully sufficient for all occasions, and that it is not necessary, at present, to give leave to build on any of the bottoms lost or worn out.

### AT A COURT OF DIRECTORS,

Held on Thursday the 24th July, 1783.

The Joint Committee of Correspondence and Shipping, reporting under this day's date, as their opinion, that the requisition contained in the letters from the Owners of the Chapman, tendering that ship for a second voyage to India, be not complied with.

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

### AT A COMMITTEE OF SHIPPING,

On Friday the 25th July, 1783.

Vide App.  
No. 293,  
295.

Pursuant to references of Court of the 20th and 27th November last, the Committee considered the requests of Henry Boulton, Esq. to be allowed for the additional expence of insurance on the ship Essex, on account of hostilities having commenced against the United States of Holland, previous to that ship's leaving Gravesend.

And the Committee having, in their report of the 4th September last, offered their opinion in the negative, upon a similar application from Mr. Boulton, from which, at present, they do not see any reason to depart.

Resolved, That these letters do stand over till the return of the Essex, and if Mr. Boulton should then think it necessary to make any further application, the Committee of Private Trade be desired to take up the consideration thereof, when they adjust that ship's account of freight demorage.

### AT A COURT OF DIRECTORS,

Held on Wednesday the 30th July, 1783.

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

Vide App.  
No. 310.

The Royal Charlotte,	-	Capt. Josiah Pryce
Contractor,	-	James Baldwin
Locko,	-	Patrick Lawson
Earl of Mansfield,	-	William Frazer
Worcester,	-	John Cook
Deptford,	-	James Elkington
Osterley	-	Samuel Rogers
New ship in the room of the Grenville,	-	Burnet Abercrombie
Ditto Lord Camden,	-	Nathaniel Dance

Each ship being proposed to be let at builders contract tonnage, to all parts of India and China alike, at £37. 4s. per ton, demorage at 10d. per ton per day, on 500 tons, and the immediate payment of

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

To be impressed at 50s. per ton, on the builders contract tonnage; and

After the ship's arrival at her first consigned port in India, the Company to advance the Owners of the ship on the same conditions as the impress paid in England £200. per month, until dispatched for Europe, at the following rate of exchange, viz.

The current rupee, at 2s 1d.

The Bombay rupee, at 2s. 3d.

The star pagoda, at 7s. 4d. and

The Spanish dollar, at 5s.

The Company to pay all advance of wages above 26s. per month;

To pay the diet of the soldiers from the time of their first going on board, until the ship's final departure from her last port in England, at 1s. per head per day, and to be allowed the same during her stay in any port during her voyage out and home; also

To pay the passage of the soldiers at the rate of £15. per head;

In case the ship should carry troops from one port to another in India, the Owners to be paid for those troops at the usual rate at the port where they are landed; but in case the Company's agents should not be able to pay the Captain, that they do give him a bill on the Company in England, on respondentia terms;

The ship to carry kintledge as 80 tons are to 657 tons burthen, the said kintledge to be reckoned as part of the ship's tonnage, and to be paid for by the Company at whole freight;

Demorage to be allowed the Owners 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; and

The freight to be punctually paid agreeably to the express terms of the Charter-Party.

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

The Joint Committee of Correspondence and Shipping reporting, under date the 24th instant, as their opinion, that the present number of ships for the Company's service will be fully sufficient for all occasions; and that it is not necessary at present to give leave for building on any of the bottoms lost or worn out.

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

#### AT A JOINT COMMITTEE OF CORRESPONDENCE AND SHIPPING,

On Thursday the 31st July, 1783.

The Committee having taken into consideration the reference of Court of yesterday, the following papers were read, viz.

The tenders of the several ships,

Captain Oliver's statement of the difference in the price of building and fitting out a new ship of 758 tons, between the years 1782 and 1783.

Vide App.

No. 310.

No. 311.

P p

Captain