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

AT A COMMITTEE OF SHIPPING,

On Thursday the 7th October, 1784.

Vide App.  
No. 445.

Mr. Gabriel Snodgrafs's report of the progress of ships building, dated the 6th instant, was laid before the Committee.

AT A COMMITTEE OF SHIPPING,

On Friday the 8th October, 1784.

Vide App.  
No. 446.

Joint letter from Captain Oliver and Mr. Snodgrafs, dated the 1st instant, being read, intimating that the new ship building on the bottom of the Prince of Wales, has a grating upper deck to stow the long boat on the middle deck, that they know of no order in force to the contrary, but as it is upon a plan differing from the ships built for several years past, they thought it their duty to acquaint the Committee.

Ordered, That Mr. Pelly be desired to meet the Committee on Wednesday next, the 13th instant, relative thereto, and that the above officers do report immediately to the Committee, if in future, such alteration be proposed by the Owners of other ships building for the Company's service.

AT A COURT OF DIRECTORS,

Held on Friday the 8th October, 1784.

Vide App.  
No. 447.

The request of John Durand, Esq. for leave to build a ship in the room of the Lord North, to be commanded by Capt. William Hambly, being read,

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

AT A COMMITTEE OF SHIPPING,

On Tuesday the 12th October, 1784.

The Committee having taken into consideration the state of the ships in the Company's service, and being of opinion that several regulations are necessary, not only in regard to the Court's giving leave to build, but on many other particulars respecting the ships, submitted the following to the determination of the Court, viz.

That a number of ships, not less than seventy, are at present necessary for the Company's service.

That it appears the number now in the service, abroad and at home, amount to sixty-six ships, but as among the former there are nine ships on their last voyages, the Committee recommend that leave be immediately given to fix ships to build, subject to such regulations as the Court may hereafter direct.

That





That, in future, the mode of ascertaining the number in the service, at any given time, should be by having an account drawn out, stating the number of ships abroad, including those on their last voyages; the number at home; and, those which may be building or have had leave to build; and that the total number of ships under the several descriptions before-mentioned, be considered as the number of ships actually in the service at the period when such account shall be made out.

That whenever the number of ships in the service is less than seventy, the bottom standing first in turn on the list to build, do have such permission immediately on the Owners making the necessary application for that purpose; provided if the bottom, on which leave is required to build, should be that of a ship taken or lost, that the Court shall have previously resolved, that the loss of such ship had appeared to have been unavoidable.

That as great inconveniences have arisen to the Company from the Owners protracting the building their ships a considerable time, it may be proper to make the permission for building subject to the condition of the Owners laying the keel within six months after they have obtained leave to build, and to have the ship ready to launch within twelve months more, or else to lose her turn to all such ships which may arrive in the course of that season.

The Committee further recommend, that if the keel of a ship should not be laid within one year after leave has been given to build, and launched within twelve months after the keel is laid, such ship shall be pronounced a lapsed bottom, and thrown entirely out of the service.

Among the requests of several gentlemen to build, is one from the Owners of the Queen, which ship, under a suspension of the 39th By-Law, was repaired for a fifth voyage in 1780, and having completed the same in March last, has since been sold; the Owners now request leave to build, and that the order of turn for the new ship being taken into the service, may be considered from the completion of the Queen's fourth voyage.

Vide App.  
No. 426.

As this ship, with the Latham, Hawke and Worcester, were repaired for five voyages, in consequence of the Company being distressed for tonnage, the Committee think it but just their turn should be fixed from the end of their fourth voyages.

The Committee therefore offer, as their opinion, that George Stainforth, jun. Esq. have leave to build a ship in the room of the Queen.

That the Owners of the Worcester have the like permission, if they shall apply for the same.

That a new ship in the room of the Fortitude may be built, if the present ship should not be purchased or found fit for the Company's service, agreeably to the order of Court of the 18th August last.

And that the Earl of Dartmouth, Grosvenor and Earl of Hertford, be the other three ships allowed to build; provided the Owners shall make the usual application to the Court, and the Committee, upon examination into their loss, find that the same happened unavoidably.





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## AT A COURT OF DIRECTORS,

Held on Wednesday the 13th October, 1784.

Vide App.  
No. 448. On reading the request of Mr. Adam Duncan, that in the permission given to the Owners of ships to build, a preference may be given to the Fairford's bottom, and,

Vide App.  
No. 449. The request of Captain George Thomson, that the Court will not decide on the request of the Owners of that ship for leave to build, until he shall lay before the Court the papers in support of his claim to have that permission granted to him.

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

## AT A COMMITTEE OF SHIPPING,

On Thursday the 14th October, 1784.

Mr. Pelly meeting the Committee agreeably to their desire, on the 8th instant, respecting the new ship in the room of the Prince of Wales having a grating upper deck in order to stow the long boat on the middle deck, acquainted the Committee, that it was in consequence of its being the opinion of Captain Court and himself, that the boat would stow better; the ship hold less wind, that the circulation of air would be more free through the gratings, and that in point of strength from having put in seven pair of standards, she would be equal to any other ship. Mr. Pelly, however, added, that if he had known at the time there had been any objection on the part of the Committee, he certainly would not have completed the ship in the present manner.

## AT A COMMITTEE OF PRIVATE TRADE,

On Thursday the 14th October, 1784.

Vide App.  
No. 440,  
416. Pursuant to a reference of Court of the 10th ultimo, on a letter from sundry Managing Owners, acknowledging their receipt of the proposed clause to be inserted in the Charter-Parties of the ships of the present season, and signifying that they have no objection to a deduction of freight for any deficiency of the ships chartered tonnage, provided the Company's servants abroad shall lade on board a proper assortment of goods as customary, but they do not conceive themselves liable to any penalty over and above the forfeiture of such deficiency. The Committee considered the said letter and the clause referred to therein, as drawn up by Mr. Smith the Company's Solicitor; and his opinion respecting the following provisions standing as a part of the same, viz. " Unless the Owners of the said ship shall make out, and " prove good and sufficient circumstances and reasons, for such " deficiency, to the satisfaction of the Court of Directors of the " said Company", being laid before the Committee, and the minutes of the 27th August last, when it was agreed, in consequence





quence of Mr. Smith's opinion, to submit the clause to the Owners without the said provision, being reconsidered.

Resolved, That it is the opinion of the Committee, as a provision to the above effect stood in the report of the Joint Committee of Private Trade and Shipping of the 25th May last, as a part of the proposed clause, and as the Owners had agreed to it in that form before the Committee were acquainted with the Solicitor's opinion respecting it, that the said provision cannot be omitted in the Charter-Parties of this season, and therefore that the resolution of the 27th August last be rescinded, and that the clause be accordingly inserted in the Charter-Parties with the provision above-mentioned, as it originally stood in the Committee's report, to which the several Owners assented.

Agreed, That the Owners be acquainted by letter from the Secretary with the above resolution, and further, that the Company will give proper orders to their servants abroad respecting the assortments of the cargoes.

Agreed, That the Committee of Correspondence be desired to point out the above-mentioned clause in the General Letters to the several Presidencies, and in the Supra-Cargoes Instructions, directing them to pay particular attention thereto, in the distribution of cargoes and assortments of goods for the several ships, that each ship may have her Charter-Party tonnage laden on board, or at least tendered to her; so that in case she is not able, or the commander shall refuse to receive it, the Owners may not have any good ground to plead an exemption from payment of freight for the deficiency, on account of any failure on the part of the Company.

#### AT A COURT OF DIRECTORS,

Held on Thursday the 14th October, 1784.

On reading a report from the Committee of Shipping, dated the 12th instant,

Resolved, That a number of ships not less than seventy, are at present necessary for the Company's service.

That it appears, the number now in the service abroad and at home amount to sixty-six ships; but, as among the former there are nine ships on their last voyages, leave be immediately given to six ships to build, subject to such regulations as the Court may hereafter direct.

That in future the mode of ascertaining the number in the service at any given time, shall be by having an account drawn out, stating the number of ships abroad, including those on their last voyages, the number at home, and those which may be building or have leave to build; and that the total number of ships under the several descriptions before-mentioned be considered as the number of ships actually in the service, at the period when such account shall be made out.

That, whenever the number of ships in the service shall be less than seventy, the bottom standing first in turn on the list to build shall have such permission immediately, on the Owners making the necessary application for that purpose; provided if  
the

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the bottom on which leave is requested to build should be that of a ship taken or lost, the Court shall have previously resolved that the loss of such ship had appeared to have been unavoidable.

That the permission for building be made subject to the condition of the Owners laying the keel within six months after they have obtained leave to build, and to have the ship ready to launch within twelve months more, or else to lose her turn to all such ships as may arrive in the course of that season.

That if the keel of any ship be not laid within one year after leave has been given to build, and launched within twelve months after the keel is laid, such ship shall be pronounced a lapsed bottom, and thrown entirely out of the service.

That George Stainforth, jun. Esq. have leave to build a ship in the room of the Queen.

That the Owners of the Worcester have the like permission if they shall apply for the same.

That a new ship in the room of the Fortitude may be built, if the present should not be purchased or found fit for the Company's service, agreeably to the order of Court of the 18th August last.

And that the Earl of Dartmouth, Grosvenor, and Earl of Hertford, be the other three ships allowed to build, provided the Owners shall make the usual application to the Court, and the Committee of Shipping, upon examination into their loss, find that the same happened unavoidably.

On a motion,

Ordered, That it be referred to the Committee of Shipping, to enquire into the circumstances attending the loss of the several ships in the Company's service which have met with that misfortune.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 20th October, 1784.

The Committee, in consequence of the reference of Court of the 13th August last, taking into consideration whether any mode can be adopted of altering the construction of the Company's ships, in such a manner as to make their freights to India or China cheaper, reported their opinion to the Court,

That it may be proper to try the experiment of allowing the Owners to build three ships of 1000 to 1200 tons burthen, which ships shall always be stationed for China, and may occasionally touch outward-bound at St. Helena, Bencoolen or Madras, but constantly to be loaded home from China, and that a conference be held with the Owners accordingly.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 20th October, 1784.

Vide App.  
No. 450.

On reading the request of the Owners of the Blandford, for leave to build a ship on her bottom,

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Ordered,





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

The Committee of Shipping in a report dated this day, now read, offering to the Court as their opinion, that it will be proper to try the experiment of allowing the Owners to build three ships of 1000 to 1200 tons burthen, which ships shall always be stationed for China, and may occasionally touch outward-bound at St. Helena, Bencoolen or Madras, but constantly to be loaded home from China, and that a conference be held with the Owners accordingly;

Resolved, That this Court do agree in opinion with the said Committee, and that it be referred to them to hold a conference with the Owners upon the subject.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 26th October, 1784.

On reading a letter from Mr. Jeffery Jackson signifying that the Owners of the late ship Fortitude have dropped their intention of purchasing her, and requesting leave to build a new ship on her bottom, also, Vide App. No. 451.

The request of John Raymond, Esq. for leave to build a new ship in the room of the Ceres, to be commanded by Captain Thomas Price. Vide App. No. 452.

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

#### AT A COMMITTEE OF CORRESPONDENCE,

The 3d November, 1784.

The Committee offer it to the Court, as their opinion, that five additional ships be taken up this season, and stationed for China direct, and that the following be the said five ships.

Ships.	Tons.	Commanders.
Lafcelles -	758	Captain Thos. Wakefield
General Elliott -	758	
Atlas -	758	Allen Cooper
Barwell -	755	Robt. Carr
Busbridge -	755	Alexr. Tod

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 3d November, 1784.

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

Resolved by the ballot unanimously, That five additional ships be taken up this season, and stationed for China direct, and that the following be the said ships, viz.

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Lafcelles

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Ships.		Tons.	Commanders:
Lafcelles	-	758	Capt. Thomas Wakefield
General Eliott	-	758	
Atlas	-	758	Allen Cooper
Barwell	-	755	Robert Carr
Busbridge	-	755	Alexander Tod

## AT A COURT OF DIRECTORS,

Held on Wednesday the 17th November, 1784.

Vide App. No. 453. On reading the request of Robert Preston, Esq. for leave to build a new ship in the room of the Earl of Hertford, and

Vide App. No. 454. Thomas Lane, Esq. to build one on the bottom of the Royal Henry.

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

## AT A COMMITTEE OF SHIPPING,

On Tuesday the 23d November, 1784.

Vide App. No. 455. Letter from Captain John Oliver, dated the 14th inst. reporting the length, breadth and tonnage of the King George, Dublin, and new ship Captain Elphinstone, was read.

## AT A COURT OF DIRECTORS,

Held on Tuesday the 7th December, 1784.

Vide App. No. 456. Letter from George Stainforth, jun. Esq. stating, that an opportunity now presents of providing a slip for building a new ship on the bottom of the Queen, and that she might be forwarded before the winter is much farther advanced, so as to stand in her frame and season, being read,

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

## AT A COMMITTEE OF SHIPPING,

On Friday the 17th December, 1784.

Vide App. No. 456. Letter from George Stainforth, Esq. dated the 7th inst. and referred by order of Court the same day, representing, that he has now an opportunity of providing a slip for building a ship on the bottom of the Queen, was read.

## AT A COMMITTEE OF SHIPPING,

On Tuesday the 21st December, 1784.

The Committee having in pursuance of the reference of Court of the 14th October last, enquired into the circumstances attending the loss of the ship Earl of Hertford, and having examined Captain





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Captain Clarke, and Mr. Drummond the chief officer, thereon, reported to the Court, that this Committee are unanimously of opinion, that she was unavoidably lost by being driven on shore in Madras roads, in a very severe gale of wind which happened on 15th October, 1782; that Captain Clarke and Mr. Drummond are fully acquitted of any blame on this occasion, and that the Owners be therefore permitted to build a ship on her bottom this season.

The Court, on the 14th October last, having referred it to this Committee, to enquire into the circumstances attending the loss of the ship Grosvenor, the Committee reported to the Court, that as there are neither the commander, or any officer belonging to the Grosvenor, whom the Committee can examine as to the loss of the ship, and as the information of the few men who were saved, and are returned to England, cannot be sufficiently relied on from their ignorance in navigation, the Committee can only report, that according to their account the ship was lost on the Coast of Africa, between 28 and 29 degrees south latitude, and that the commander survived her loss sometime; but how far it was unavoidable, the Committee are by no means competent to determine, and must therefore desire leave to submit the propriety of building a ship on the bottom of the Grosvenor this season, entirely to the decision of the Court.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 21st December, 1784.

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

Resolved, That this Court do fully acquit Captain Daniel Clarke, commander, and Mr. Drummond, chief officer, of the late ship Earl of Hertford, of any blame in the loss of that ship, and that the Owners be therefore permitted to build a ship on her bottom this season.

The Committee of Shipping in another report, dated this day, now read, stating to the Court, that for want of proper information they are by no means competent to determine, whether the loss of the late ship Grosvenor was unavoidable or not, and therefore submitting to the Court's decision the propriety of building a ship on her bottom this season.

It was moved, and on the question,

Resolved, That the Owners of the late ship Grosvenor, have leave to build a ship on her bottom this season.

On reading the request of the Managing Owners of the late ships Princess Royal, Bridgewater, and Prime, for leave to build on the bottoms of those ships, by allowing them to take their turn so as to build immediately after the Queen and Worcester.

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

Vide App  
No. 457.

AT





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## AT A COMMITTEE OF SHIPPING,

On Tuesday the 23d December, 1784.

Vide App.  
No. 457.

Letter from the Owners of the Princess Royal, Bridgewater, and Prime, referred the 21st December, stating the reasons on which they consider they have a preferable claim before other ships, and requesting leave to build on those bottoms, was read.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 29th December, 1784.

Vide App.  
No. 458,  
459.

On reading a letter from Mrs. Jane Willson, enclosing the Honorable Edward Monckton's consent (in addition to that of the other Owners) for her to build a ship in the room of the Earl of Dartmouth.

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 5th January, 1785.

The Committee resuming the consideration of their report of the 20th October last, as to the propriety of building three ships by way of experiment of 1000 to 1200 tons, Mr. Snodgrafs was called in, and received the Committee's orders to prepare an account of what dimensions are in his opinion proper for a ship of

1000 tons burthen  
1100  
1200

The Committee taking into consideration the present dimensions of ships built for the Company's service, reported to the Court their opinion, that if the ships in future, for the general trade, were built of the dimensions of 116 feet keel, and 36 feet beam, and not admitted on any consideration into the service, if they fell out or were built of a greater breadth; and provided such ships are taken up at the tonnage of 755 tons, it would be more beneficial both to the Company and Owners than the present allowed dimensions.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 5th January, 1785.

The Committee of Shipping in a report, dated this day, now read, offering to the Court, as their opinion, that if the ships in future were built for the general trade of the dimensions of 116 feet keel, and 36 feet beam, and not admitted on any consideration into the service, if they fell out or were built of a greater breadth, and taken up at the tonnage of 755 tons, it would be more beneficial





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neficial both to the Company and the Owners than the present allowed dimensions.

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

#### AT A COMMITTEE OF CORRESPONDENCE,

The 11th January, 1785.

The Committee offer it as their opinion, that three additional ships be taken up this season, and stationed for China direct; and that the following be the said three ships, being the next in turn.

Ships.		Tons.	Commanders.
Halfewell	-	758	Capt. Richard Pierce
Earl Talbot	-	758	Robert Taylor
Bellmont	-	758	William Dick Gamage

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 11th January, 1785.

The following report was made to the Court, viz.

As the season is now so far advanced as to make it necessary to give permission for building immediately, as otherwise it will be uncertain whether any new ships can be got ready for the exports of the season 1785; and as there is not sufficient time to enter into the consideration of the many regulations which must take place whenever the Court's ideas are adopted for the Owners building some ships of 1000 to 1200 tons burthen, for the China trade only, and for holding conferences with the Owners thereon; and as it has been owing to this circumstance, that the dimensions of those ships, which have already had leave to build, have not yet been announced to the Owners; the Committee offer, as their opinion, to the Court, that the Owners of the ships Queen, Worcester, Fortitude, Grosvenor, and Earl of Hertford be now acquainted of their having the Court's permission accordingly, and required to build their ships of the dimensions prescribed by orders of Court of the 1st December, 1779, and 5th inst. being as follows,

	Fect.	Inches.
Length of keel for tonnage - -	116	0
Extreme breadth to a four inch plank	36	0
Depth in the hold - - - -	14	9
Height between lower and middle deck	6	0
Ditto middle and upper deck	6	3
Ditto round-house fore part - -	6	2
after part - - - -	6	4
Dept of the waist - - - -	1	0
Number of tons 799 $\frac{62}{94}$ .		

The ships to have four inch bottoms, and the scantlings of the principal timbers not to be less than those established by orders of Court 27th June, 1770; that the ships, notwithstanding the breadth being increased to 36 feet, be chartered at 755 tons only.

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That

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That the Owners be further acquainted, no ship will be taken up for the general trade, if she exceeds the dimensions and tonnage above-mentioned, particularly the breadth, as the Court have come to a determination not to admit into the service, upon any consideration whatever, any ship which shall fall out or exceed in the smallest degree when built, the said extreme breadth of 36 feet.

That the permission for building be subject to the further condition of the keel being laid within six months from this date, and the ship being ready to launch within twelve months more, or else to lose her turn to all those ships which may arrive in the course of that season; and if the keel should not be laid within one year from this time, and launched within one year after the keel is laid, such ship will be pronounced a lapsed bottom, and thrown entirely out of the service.

The Committee further offer, as their opinion, that the dimensions and conditions, on which the ships are now to be built, be transmitted to the Company's Master-Attendant and Surveyor of Shipping, with strict injunctions for their giving the earliest intimation to the Court, if they should discover any deviation from the present regulations; and to certify to the Court, as soon as a ship is built, her dimensions and tonnage, and whether the Owners have complied in every respect with the conditions before stated.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 11th January, 1785.

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

Resolved by the ballot, That three additional ships be taken up this season, and that the following be the said three ships, being the next in turn, viz.

Ships.	Tons.	Commanders.
The Hallewell	758	Capt. Richard Pierce
Earl Talbot	758	Robert Taylor
Bellmont	758	William Dick Gamage

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

Resolved, That the Owners of the ships Queen, Worcester, Fortitude, Grosvenor, and Earl of Hertford, be now acquainted of their having the Court's permission to build, and that they be required to build their ships of the dimensions prescribed by orders of Court of the 1st December, 1779, and 5th instant, being as follows, viz.

	Feet.	Inches.
Length of keel for tonnage	116	0
Extreme breadth to a four-inch plank	36	0
Depth in the hold	14	9
Height between lower and middle deck	6	0
Ditto middle and upper deck	6	3
Ditto round-house fore part	6	2
after part	6	4
Depth of the waist	1	0
Numbers of tons	799	$\frac{60}{92}$





The ships to have four-inch bottoms, and the scantlings of the principal timbers not to be less than those established by order of Court of the 27th June, 1770.

That the ships, notwithstanding the breadth being increased to 36 feet, be chartered at 755 tons only.

That the Owners be further acquainted, that no ship will be taken up for the general trade if she exceeds the dimensions and tonnage above-mentioned, particularly the breadth; as the Court have come to a determination not to admit into the service, upon any consideration whatever, any ship which shall fall out or exceed in the smallest degree, when built, the said extreme breadth of 36 feet.

That the permission for building be subject to the further condition of the keel being laid within six months from this date, and the ship being ready to launch within twelve months more, or else to lose her turn to all those ships that may arrive in the course of that season; and if the keel should not be laid within one year from this time, and launched within one year after the keel is laid, such ship will be pronounced a lapsed bottom, and thrown entirely out of the service.

That the dimensions and conditions on which the ships are now to be built, be transmitted to the Company's Master Attendant and Surveyor of Shipping, with strict injunctions for their giving the earliest intimation to the Court if they should discover any deviation from the present regulations, and to certify to the Court so soon as a ship is built, her dimensions and tonnage, whether the Owners have complied, in every respect, with the conditions before stated.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 19th January, 1785.

The Committee having taken into further consideration the state of the ships in the Company's service, and finding that upon the arrival of the expected ships of this season, the number will be reduced to sixty ships, including the six which have already had leave to build; the Committee, therefore, in order to guard against a want of tonnage, and to give proper and sufficient time to the Owners to build, offered, as their opinion, to the Court, that permission be given for building six more ships for the service of the season 1786.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 19th January, 1785.

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

Resolved, That permission be given for building six more ships for the service of the season 1786.

The request of Mr. J. Clements, that the Court would dispense with that clause in the Charter-Party by which the Owners of  
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the Dublin are bound to put £500. in cash on board that ship, for her expences abroad, being read,

It was moved that the said request be complied with.

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

Vide App.  
No. 460.

On reading the request of the Owners of the Earl Talbot, that she may remain at home till next season, without prejudice to her present order of turn.

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

#### AT A COMMITTEE OF SHIPPING,

On Friday the 21st January, 1785.

The following report was read to the Court.

Vide App.  
No. 460.

The Committee taking into consideration the request of the Owners of the ship Earl Talbot, referred the 19th instant, intimating their apprehensions from the circumstances therein stated, that she cannot be got ready in time to proceed to China, and requesting she may remain at home till next season, without prejudice to her order of turn.

And the Committee having examined the Company's Surveyor of Shipping thereon, find that all the repairs of this ship being on her fitting or third voyage, will, in his opinion, take up six weeks at least, supposing nothing particular is required to be done; but which length of time the Committee apprehend, at this advanced period of the season, may make her passage to China doubtful, in which case the Company must incur a heavy loss by demorage.

The Walpole being the next ship in turn, the Committee have, by letter, desired Mr. Durand's information how soon that ship can be repaired and brought afloat, but to this the Committee have not yet received any answer. The Committee, however, must beg leave to observe, that the Walpole is likewise on her fitting voyage, and should the same objections hold good respecting that ship as the Earl Talbot, she likewise will probably be too late for this season.

The Lord Macartney, the next ship in turn to the Walpole, the Committee find is not upon her repairing voyage.

#### AT A COURT OF DIRECTORS,

Held on Friday the 21st January, 1785.

Vide App.  
No. 461.

On reading the request of Mr. George Thomson, that the Court will suspend their determination as to the right of building on the bottom of the late ship Earl of Dartmouth, until the event of a bill in chancery, filed against Mr. Willson, shall be known.

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

The Committee of Shipping in a report dated this day, now read, stating that the repairs of the ship Earl Talbot (being on her fitting or third voyage) will take up six weeks at least; which length





length of time the Committee apprehend, at this advanced period of the season, may make her passage to China doubtful, in which case the Company must incur a heavy loss by demorage.

That the Walpole, the next ship in turn, being likewise on her fitting voyage, should the same objection hold good respecting that ship as the Earl Talbot, she likewise will probably be too late for this season.

And that the Committee find that the Lord Macartney, the next ship in turn to the Walpole, is not upon her repairing voyage.

Resolved, That this Court do approve of the said report.

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 25th January, 1785.

The Committee having this day received a letter from John Durand, Esq. representing that from the best information he has received respecting the ship Walpole, she cannot be repaired and brought afloat in less than six weeks from the time of her going into dock, supposing no uncommon repairs may be found necessary upon the survey.

Vide App.  
No. 462.

And as this intimation agrees with the opinion the Committee submitted to the Court on the 21st inst. the Committee reported that they presume the Court will think this ship cannot be fitted in time to proceed this season to China, without running the risk of losing her passage.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 25th January, 1785.

The Committee of Shipping, in a report dated this day, now read, offering to the Court, as their opinion, that the ship Walpole cannot be fitted in time to proceed this season to China, without running the risk of losing her passage.

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

It was then moved, and

Resolved by the ballot, That the Lord Macartney being the next ship in turn, be taken up for a voyage to China direct, this season, in the room of the Earl Talbot.

#### AT A COURT OF DIRECTORS,

Held on Thursday the 27th January, 1785.

Letter from Alexander Hume, Esq. stating that as the Court have given permission to build six more ships in addition to those which have been lost or captured, he presumes that the Princess Royal is now in turn, being read,

Vide App.  
No. 463.

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

E e e

Letter

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Vide App.  
No. 464.

Letter from Captain John Oliver and Mr. Gabriel Snodgrafs, being read, stating the measurement of a keel laid for a new ship, to be built in the room of the Fortitude.

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

### AT A COURT OF DIRECTORS,

Held on Tuesday the 1st February, 1785.

Vide App.  
No. 465.

On reading the request of Mrs. Jane Willson, that the Owners of the Earl of Dartmouth may be permitted to build a new ship in her room; and that the request of Captain George Thomson, for the business to be postponed, may not be attended to by the Court.

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

### AT A COMMITTEE OF SHIPPING,

On Wednesday the 9th February, 1785.

Vide App.  
No. 464.

The Committee took into consideration the reference of Court of the 27th ult. on a letter from Messrs. Oliver and Snodgrafs, stating the dimensions of a ship building by Messrs. John and William Wells and Co. on the bottom of the Fortitude, whereby it appears, that the length of the keel for tonnage exceeds the dimensions prescribed by the order of Court on the 5th ult. about one foot eight inches; and Mr. William Wells, having attended the Committee on this business, represented, that they had laid down the keel upon speculation, previous to the above date, that the increased length is owing to the stem having a greater rake than is in general given at other yards; that although the nominal tonnage is increased by this means, it adds very little to the actual tonnage, and that it is not attended with any additional expence to the Owners. And Mr. Wells's allegations, so far as they relate to the increased rake and tonnage, being confirmed by Mr. Snodgrafs, the Committee reported to the Court, that they see no objection to the building of the ship being continued on the increased dimensions of the keel before-mentioned.

### AT A COURT OF DIRECTORS,

Held on Wednesday the 9th February, 1785.

The Committee of Shipping in a report, dated this day, now read, stating to the Court, that they see no objection to the building of the new ship in the room of the Fortitude, being continued at the increased dimensions of the keel, which exceed those prescribed by the Court on the 5th ult. about one foot eight inches.

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

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## AT A COMMITTEE OF SHIPPING,

On Friday the 11th February, 1785.

Pursuant to reference of Court of the 14th October last, the Committee enquired into the loss of the ship Earl of Dartmouth, and reported to the Court, that as Captain Thomson died on board the Chapman, on his passage to England, after the loss of the Earl of Dartmouth, and the second officer, who had charge of the watch, together with the third mate, were both drowned in attempting to land in the long boat; and as Mr. Geed, the chief mate, who is the only officer now in England, has represented to the Committee, that he was so indisposed as to be confined to his cabin from the time of their departure from Madras, till the hour of the ship being in danger, the Committee cannot possess themselves of that full information which is necessary to determine on the conduct of the Captain and officers respecting the loss of the ship; and the Committee can only report, that it appears by the copy of a letter from the deceased Captain Thomson, to the Governor-General and Council, dated 30th June, 1782, that he sailed from Madras, with the Chapman, on the 9th of that month; that being apprehensive of the enemy's fleet then at Tranquebar, he fixed, with Captain Walker's approbation, on an east and by S<sup>o</sup> coast, as far as the middle of the Bay, which coast he steered, and then hauled to the southward, to get across the enemy's track, from the Coast to Acheen Head; that hard gales of wind from the southward for three days drove them to the eastward; that they made the islands forming the north side of the Sanbrofe Channel, and would have gone within those islands, but the fear of the French and Dutch cruisers between them and Acheen Head, made him tack and stand to the westward in hopes of weathering the islands, which it was thought by himself and Captain Walker they had accomplished on the 23d; that they then tacked, and having from noon, when their observed latitude was nine degrees thirty-six minutes north, run twenty miles south by east and south, their reduced latitude at sun-set was nine degrees nineteen minutes north, that there was then no appearance of the Carnicobars, although he remarked the land is high and the north end laid down nine degrees twenty-five minutes north, and by their account at noon it bore east by south thirty leagues, so that he had not the most distant apprehension of danger. That, however, about half past three o'clock land was discovered, which they first attempted to weather by a press of sail; but this not succeeding they endeavoured to tack, but before they could get the after-fails trimmed, the ship struck at about a quarter past four o'clock, and the next morning parted.

And the Committee submitted to the determination of the Court whether, from these circumstances, the Owners of the Earl of Dartmouth are, or are not entitled to that preference of building, without waiting her turn, which is given by the 41st By-Law to ships unavoidably lost.

The Committee likewise reported, that they have only further to observe, that so far as respects the conduct of Mr. Geed and the other surviving officers, the Committee see no objection to their being again employed in the Company's service.

Vide App.  
No. 469\*





## AT A COURT OF DIRECTORS,

Held on Tuesday the 15th February, 1785.

A report from the Committee of Shipping, dated the 11th inst. being read, stating the result of their enquiry into the loss of the Earl of Dartmouth, and submitting to the Court, whether from the circumstances therein-mentioned the Owners of that ship are, or are not entitled to that preference of building, without waiting her turn, which is given by the 41st By-Law to ships unavoidably lost; also observing, that so far as respects the conduct of Mr. Geed the chief mate, and the other surviving officers, the Committee see no objection to their being again employed in the Company's service.

Ordered, That the further consideration of the said report be deferred till to-morrow.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 16th February, 1785.

The Court now, according to order of yesterday, proceeding to take into further consideration the report from the Committee of Shipping of the 11th inst. respecting the loss of the late ship Earl of Dartmouth.

The said report was approved.

It was moved, That the Owners of the Earl of Dartmouth be permitted to build, without waiting her turn.

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

## AT A COURT OF DIRECTORS,

Held on Tuesday the 22d February, 1785.

Vide App.  
No. 466.

The request of Mr. Nicholas Skottowe, for leave to build a new ship on the bottom of the Bridgewater, being read,

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

## AT A COMMITTEE OF SHIPPING,

On Thursday the 24th February, 1785.

Vide App.  
No. 457,  
463, 466.

The Committee taking into consideration which should be the seven ships allowed to build for the service of the season, 1786, under the sanction of the orders of Court of the 12th October last, 21st December, 19th and 21st January, and 16th inst. and likewise considering the several references of Court of the 21st December last, 27th January, and 22d inst. on the applications of the Owners of the Princess Royal, Bridgewater and Prime, reported, as their opinion, to the Court,

That





That John Hyndman, Esq. be permitted to build a ship on the bottom of the Latham.

Henry Boulton, Esq.	on the Hawke
William Moffat, Esq.	Duke of Athol
George Ramfay, Esq.	Fairford
John Raymond, Esq.	Duke of Kingston
Alexander Hume, Esq.	Princess Royal
John Durand, Esq.	Duke of Grafton

And it appearing to the Committee, for reasons similar to those offered in their report of the 19th last month, that it may be attended with beneficial consequences to the Company, as well as to the Owners, to determine, even at this time, what ships should be built for the service of 1787; likewise reported, as their opinion, that seven ships be built for that season, that the Bridgewater, Prime, Lord Holland, Earl of Dartmouth, Duke of Portland and Lord North be considered as six of those ships, and that leave be given accordingly, to

Nicholas Skottowe, Esq.	to build on the bottom of the
	Bridgewater
Charles Dundas, Esq.	Prime
Robert Williams, Esq.	Lord Holland
Pinson Bonham, Esq.	Duke of Portland
John Durand, Esq.	Lord North

That the consideration by whom a ship, in the room of the Earl of Dartmouth, should be built, be deferred till the Committee have an opportunity of examining into the different claims set up for building on that bottom.

That the naming of the seventh ship be likewise postponed for the present; that the several ships before-mentioned be built of the dimensions ordered on the 1st December, 1779, and 5th last month; and as it was required by the order of Court of 11th ult. that the keels of new ships should be laid within six months after permission has been granted for that purpose, and that the ships should be launched within twelve months more, or else to be subject to the condition therein stated; the Committee offered, as their opinion, that for the ships for the season 1786, leave be considered as granted from 30th April, 1785; and for those for the season, 1787, as being granted on the 31st March, 1786.

And that the same be signified by the Secretary accordingly, to the Owners of the several ships mentioned in this report.

#### AT A COURT OF DIRECTORS,

Held on Tuesday the 1st March, 1785.

A report from the Committee of Shipping, dated the 24th ult. being read,

Resolved, That the following Owners be permitted to build on the bottoms of the under-mentioned ships for the season 1786, viz.

John Hyndman, Esq.	on the Latham
Henry Boulton, Esq.	Hawke
William Moffat, Esq.	Duke of Athol

F f f

George





George Ramsay, Esq.	on the Fairford
John Raymond, Esq.	Duke of Kingston
Alexander Hume, Esq.	Princess Royal
John Durand, Esq.	Duke of Grafton

That seven ships be built for the season 1787.

That the Bridgewater, Prime, Lord Holland, Earl of Dartmouth, Duke of Portland, and Lord North be considered as six of those ships; and

That leave be accordingly given to Nicholas Skottowe, Esq. to build on the bottom of the Bridgewater,

Charles Dundas, Esq.	on the Prime
Robert Williams, Esq.	Lord Holland
Pinfon Bonham, Esq.	Duke of Portland
John Durand, Esq.	Lord North

That the consideration by whom a ship, in the room of the Earl of Dartmouth, should be built, be deferred till the Committee have an opportunity of examining into the merits of the different claims set up for building on that bottom.

That the naming of the seventh ship be likewise postponed for the present.

That the several ships before-mentioned be built of the dimensions ordered on the 1st December, 1779, and 5th of last month.

That for the ships for the season 1786, leave be considered as being granted from the 30th April, 1785, and for those for the season 1787, as being granted on the 31st March, 1786; and

That the same be signified by the Secretary accordingly, to the Owners of the several ships above-mentioned.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 2d March, 1785.

Vide App.  
No. 467.

The request of Mr. William Moffat, for leave to build a ship in the room of the Duke of Athol, for the season 1785, being read,

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

#### AT A COMMITTEE OF SHIPPING,

On Monday the 14th March, 1785.

Vide App.  
No. 467.

The Committee having taken into consideration the reference of Court of the 2d inst. on the request of William Moffat, Esq. to build a ship in the room of the Duke of Athol, for the season 1785, she being next in turn to the five already ordered to be built.

The Committee reported, that it appears the Court's first orders on the 12th October last, were for six ships to be built for the season 1785, stating, that the Earl of Dartmouth should be one of them, provided her loss appeared to have been unavoidable; that the Court, on the 16th February, resolved, that the Earl





of Dartmouth should not be permitted to build without waiting her turn, whereby the number for the year 1785 was reduced to five ships; that the Duke of Athol is one of the ships permitted to be built for the year 1786, and stands next in turn, as a lost ship, to the Earl of Dartmouth.

The Committee therefore see no objection against Mr. Moffat's request, in behalf of the Owners, being complied with.

#### AT A COURT OF DIRECTORS,

Held on Monday the 14th March, 1785.

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

Resolved, That William Moffat, Esq. have leave to build a ship in the room of the Duke of Athol, for the season 1785.

#### AT A COURT OF DIRECTORS,

Held on Monday the 22d March, 1785.

On reading the request of the Owners of the late ship Earl of Dartmouth, Vide App. No. 468.

Ordered, That Mrs. Jane Willson be permitted to build a new ship on the bottom of the late ship Earl of Dartmouth.

On reading a letter from Sir Charles Raymond, Bart. on behalf of the Owners of the Earl of Talbot, tendering that ship to the Company for a voyage to India, on the same terms as the ships already taken up for this season, engaging that she shall be ready to be dispatched by the first week in June next. Vide App. No. 469.

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

#### AT A GENERAL COURT

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

Held on Wednesday the 23d March, 1785.

The Chairman acquainted the Court, that it is appointed at this Court to consider of the propriety of repealing the 41st By-Law.

The said By-Law was read.

It was then moved, and on the question,

Resolved, That the 41st By-Law be repealed, subject to the confirmation of a future General Court. Vide App. No. 469\*.

AT





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## AT A COURT OF DIRECTORS,

Held on Tuesday the 29th March, 1785.

Vide App.  
No. 471.

No. 470.

On reading a letter from Sir Charles Raymond, Bart. dated this day, in answer to the Secretary's of the 25th inst. declining, on behalf of the Owners of the Earl of Talbot, to let that ship upon any other terms than those actually subsisting.

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

## AT A COURT OF DIRECTORS,

Held on Friday the 1st April, 1785.

On a motion,

Resolved by the ballot, That the ship Earl Talbot, Captain Robert Taylor, be taken up at the freights of the present season, and stationed for Coast and China.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 27th April, 1785.

On a motion,

Ordered, that tenders for ships to be entertained in the Company's service the ensuing season, be received on Wednesday the 11th May next, and that notice thereof be given agreeably to the draught of a publication now read and approved, viz.

“East-India House, 27th April, 1785.”

“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 11th of May next, from any persons, on what terms and conditions they are willing to let their ships to China and all parts of India for the ensuing season, to be chartered at builders 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 this Court.”

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 4th May, 1785.

Vide App.  
No. 472.

Letter from Captain Thomas Warner, in the absence of Captain Oliver, dated 3d inst. accompanying an estimate of the expences of building, outfit, and other charges of an East-India ship fit for sea, agreeable to the standing order of Court of the

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4th September, 1783, being read, the Committee made the following report to the Court, viz.

The Court having, on the 4th September, 1783, ordered, "That the Committee of Shipping do prepare an estimate of the expence of building, outfit, and other charges of an East-India ship fit for sea, and that the same be laid before the Court the first week in May every year." The Committee, in consequence thereof, do report, that an estimate has been prepared accordingly by the Master-Attendant, and that the same, upon the present prizes, amounts to £18,858. But the Committee beg leave to observe, that probably there will be a difference in several articles of the outfit of a ship, between the present period and the usual time of conferring with the Owners for the freight of their ships; the present estimate, dated the 3d instant, and signed by Captain Warner, Assistant Master-Attendant, accompanies this report, and is submitted to the consideration of the Court.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 4th May, 1785.

The Committee of Shipping by a report, dated this day, now read, offering to the Court an estimate of the expences of building, outfit, and other charges of an East-India ship fit for sea, at the present market prices, amounting to the sum of £18,858. the Committee observing, that probably there will be a difference in several articles of the outfit of a ship, between the present period and the usual time of conferring with the Owners for the freight of their ships.

The said estimate was read.

Vide App.  
No. 472.

#### AT A COMMITTEE OF SHIPPING,

On Friday the 6th May, 1785.

A report of the progress of ships building for the Company's service, dated this day, and signed by Mr. Ferguson, was laid before the Committee.

Vide App.  
No. 473.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 11th May, 1785.

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

Vide App.  
No. 474.

The Valentine

Capt. John Lewis

Berrington

John Johnston

Earl of Chesterfield

Bruce Boswell

Walpole

Henry Churchill

Contractor

William Mackintosh

Sullivan

Stephen Williams

Vanfittart

Richard Lewin, jun.

General Goddard

Thomas Foxall

G g g

The





The Middlesex

Capt. John Rogers

Europa

William Applegath

Pigot

Robert Morgan

Foulis

George Blachford

Southampton

John Lennox

Hillsborough

William Hardcastle

Lord Camden

Nathaniel Dance

Earl of Mansfield

William Frazer

Halfewell

Richard Pierce

Earl of Oxford

John White

Earl Cornwallis

Burnet Abercombie

London

John Eastabrooke

New ship in the room  
of the Fortitude }

Charles Gregorie

Ditto Earl of Hertford

Daniel Clarke

Ditto Grosvenor

George Simson

each ship being proposed to be let at builders contract tonnage,  
on the following terms of freight, viz.

China direct

Coast and China, and

Bencoolen

Bombay

Coast and Bay

} at £29. per ton.

30.

31.

demorage at 10d. per ton per 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; and also to be allowed demorage for the whole time of the ships detention at any port or place where she may be detained on the Company's account, or waiting for convoy.

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 to the Owners on the same conditions as the impress paid in England £200. per month, until dispatched for Europe, at the following rates of exchange, viz.

The current rupee - - - at 2s. 1d.

Bombay ditto - - - 2 3

Star pagoda - - - 7 4

Spanish dollar - - - 5 0

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

To pay the diet of the foldiers from the time of their first coming 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; and also to pay the passage of the foldiers after the rate of £13. per head.

In case the ship should carry any troops from one port to another in India, the Owners to be paid for those troops after the usual rate, at the place where they are landed; but in case the Company's Agents should not be able to pay the Captain there, that they do give him 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 said kintledge to be reckoned as part of the ship's





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ship's tonnage, and to be paid for by the Company at whole freight.

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

The new ship in the room of the Queen, Captain Peter Douglas, tendered upon the same terms as shall be agreed upon by the Company and the Managing Owners of the other ships, to be taken up this season. Vide App. No. 475.

The Royal Bishop, Captain William Mears, tendered on the same terms as the regular ships. Vide App. No. 474.

The Hinchinbrooke, Captain Arthur Maxwell, tendered on the same terms as the Royal Bishop.

The new ship in the room of the Duke of Athol, Captain James Rattray, tendered at the following freights, viz. Vide App. No. 476.

To China direct

Coast and China, and } at £28. per ton.

Bencoolen -

Bombay - 29.

Coast and Bay - 30.

in all other respects on the terms of the regular ships; and

The Kent, Captain James Williamson, tendered on the same terms as the new ship in the room of the Duke of Athol.

On reading two letters from Sir Richard Hotham, dated this day, one tendering a new ship building on the bottom of the York, for the Company's service. Vide App. No. 477.

The other offering the ship York, Captain J. A. Blanshard, for a fifth voyage, at £29. per ton to China direct, Coast and China, Bencoolen and China, or Bencoolen; £30. per ton to Bombay; and £31. to Coast and Bay, or what may be the price agreed on for the present year; subject in all other respects to the Charter-Party of the present year. Vide App. No. 478.

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

The request of Mr. Thomas Boddam for leave to build a new ship on the bottom of the Morfe, being also read. Vide App. No. 479.

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

#### AT A COURT OF DIRECTORS,

Held on Friday the 20th May, 1785.

On reading a letter from Mr. Nicholas Skottowe, signifying, that the new ship building on the bottom of the Bridgewater, for the season 1786, can be got ready for the season 1785, and that if the Court should want the ship for that season, the Owners will tender her upon the same terms as may be agreed upon for the other ships of the year. Vide App. No. 480.

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

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 25th May, 1785.

Vide App.  
No. 474. Tender of the ship Neptune, Captain George Scott, on the same terms as the ships tendered on the 11th inst. being opened and 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 Thursday the 26th May, 1785.

The following papers were read, viz.

Vide App.  
No. 474,  
475, 476. The several tenders of ships for the service of the ensuing season, referred by the Court on the 11th and 25th instant.

Vide App.  
No. 478. Letter from Sir Richard Hotham, dated and referred the 11th inst. offering the ship York for a fifth voyage.

Vide App.  
No. 477. Another letter from Sir Richard Hotham, dated and referred as above, intimating, that he has contracted for a ship of the Company's dimensions, to stand in her frame till the Court's order is given to build on the bottom of the York, which ship is very forward and can be launched in September next if required, but is entitled to stand on the stocks for one or two years to come.

Vide App.  
No. 480. Letter from Nicholas Skottowe, Esq. dated 12th and referred the 20th inst. signifying that the new ship building on the bottom of the Bridgewater for the year 1787, can be got ready for the year 1785, to launch in the month of December or January next.

Vide App.  
No. 472. Estimate of building, and the expence of fitting out a new ship of 755  $\frac{8}{16}$  tons burthen, signed by Captain Thomas Warner, in the absence of Captain Oliver, dated 3d, and read in Court 4th inst. and

Vide App.  
No. 481. Captain Warner's account, in the absence of Captain Oliver, of the difference in the prices of building and fitting out a new ship of 755  $\frac{8}{16}$  tons, between the years 1784 and 1785, dated the 3d instant.

Captain Oliver was called in, and examined respecting the above estimates.

And the Committee having debated some time on the subject of the freights proper to be given for the ensuing season, made the following report to the Court, viz.

Pursuant to references of Court of the 11th and 25th inst. the Committee considered the tenders of the several ships offered for the service of the ensuing season; and having had before them the estimate of the outfit of a ship prepared by the proper officer, the Committee, upon very mature deliberation, do offer, as their opinion, that the following freights are proper





to be given to the different parts, and that the ships in all other respects be taken up on the same terms as last year, viz.

To China direct - - - £26. per ton.

St. Helena and China,	}	27.
Bencoolen and China, and		
Coast and China - - -		
Bombay - - -		28.
Coast and Bay - - -		29.

The Committee further offer, as their opinion, that if the above should meet with the approbation of the Court, the same be signified to the Owners of the regular ships accordingly, and that they be desired to meet a Joint Committee of Correspondence and Shipping on this subject, on Tuesday next at twelve o'clock.

#### AT A COURT OF DIRECTORS,

Held on Friday the 27th May, 1785.

A report from the Joint Committee of Correspondence and Shipping, dated the 26th inst. being read,

Resolved, That the following freights are proper to be given for the ships to be taken up for the several parts of India and for China this season, and that the ships, in all other respects, be taken up on the same terms as last year, viz.

To China direct - - - £26. per ton.

St. Helena and China,	}	27.
Bencoolen and China, and		
Coast and China - - -		
Bombay - - -		28.
Coast and Bay - - -		29.

Ordered, That the above resolution be signified to the Owners of the regular ships accordingly, and that they be desired to meet a Joint Committee of Correspondence and Shipping on this subject, on Tuesday next, at twelve o'clock.

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

On Tuesday the 31st May, 1785.

The several Managing Owners whose names are stated in the margin, attending the Committee, agreeably to the resolution of Court of the 27th instant, represented that upon the maturest consideration of the expences of fitting out their ships, they have not the least reason to suppose they will fall short of the amount of last season; but with a view of accommodating themselves, as much as possible, to the wishes of the Directors, and to bring the subject of freights to a speedy conclusion, they agree to lett their ships, in every respect, upon the same terms as last year. And being withdrawn, the Committee reconsidered the freights which have been offered to the Owners, and after having debated thereon a considerable time, and the Committee having no reason to

H h h

alter

Donald Cameron,  
James Farquharson,  
Benjamin Hammett,  
Esquires.  
Sir Richard Hotham.  
Jeff. Jackson, David Mitchell,  
W. Moffat,  
W. Money,  
H. H. Pelly,  
Esqrs.  
and Mr. J. Parry for  
John Durand and  
W. Nixon,  
Esqrs.





alter the opinion which they submitted to the Court on the 27th instant, the Owners were again called in, and the same was signified to them accordingly; and, after a further conference, the Owners retired with an assurance of their re-considering the offer made them by the Court, and to meet the Committee again on this business next Thursday, at one o'clock.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 1st June, 1785.

The following letters were read, viz.

Vide App.  
No. 482.

From Mr. David Bristow, dated the 30th ult. signifying that the Camden cannot be at home in time for this season.

Vide App.  
No. 483.

From Mr. W. Barnard, dated this day, offering a new ship of the dimensions therein-mentioned for the Company's service; and

Vide App.  
No. 484.

From the Owners of the Tartar, tendering that ship to the Company for a voyage to India or China, upon such terms as shall be agreed on for other ships this season.

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

On Thursday the 2d June, 1785.

Donald Cameron, Esq.  
Sir Richard Hotham.  
James Farquharson,  
Jeff. Jackson, David Mitchell,  
W. Money, H.H. Pelly, Esqrs.  
and Mr. J. Parry for John Durand, and W. Nixon, Esqrs.

The Owners named in the margin now attending agreeably to the appointment of the 31st of last month, entered into a conference with the Committee on some particular articles of expence, depending on the outfit of the ships, and after some time spent therein, the Owners withdrew, and

The Committee, upon a further examination of the estimate prepared by Captain Oliver, finding that a liberal allowance had been made for the articles alluded to, saw no reason to recede from the terms recommended to the Court in their report of the 26th instant, and

The Owners being again called in and acquainted with the Committee's sentiments, they acceded thereto; and in consequence thereof the Committee made the following report to the Court, viz.

The Committee having had two conferences with the Owners on the subject of the freights proposed to be given for the ships of the ensuing season, do report that the Owners have acquiesced in the terms offered by the Court on the 27th last month; and the Committee, therefore, recommend that the ships be taken up on those terms accordingly.





## AT A COURT OF DIRECTORS,

Held on Thursday the 9th June, 1785.

On reading a letter from the Owners of the Ponsborne, tendering that ship for the Company's service, on the terms and conditions acceded to this year by the Owners in general.

Vide App.  
No. 485.

Ordered, That it 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 2d inst. that the Owners have acquiesced in the terms offered by the Court on the 27th of last month, and therefore recommending that the ships be taken up on those terms accordingly,

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

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.

Letter from Henry Boulton, Esq. tendering the new ship in the room of the Worcester, for this season, instead of the year 1786, being read,

Vide App.  
No. 486.

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

## AT A COURT OF DIRECTORS,

Held on Wednesday the 15th June, 1785.

On reading a letter from sundry Managing Owners of Shipping, requesting that the balances due to them may be paid, and signifying their hope that, in future, the balances of ships accounts may not remain so long unliquidated.

Vide App.  
No. 487.

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

Letter from Mr. William Moffat, enclosing a paper signed by the majority of the Owners of the late ship Duke of Grafton, authorizing him to build a new ship in her room, pursuant to the Court's permission given for that purpose, and praying the Court's concurrence for him to act under such authority, being read,

Vide App.  
No. 488,  
489.

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

## AT A COURT OF DIRECTORS,

Held on Wednesday the 22d June, 1785.

On reading a letter from Robert Preston, Esq. dated the 21st inst. offering to repair the ship Lord North for a voyage to India or China, in case the Court should need her service; also

Vide App.  
No. 490.

Note





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Vide App. No. 491. Note from Mr. Southcombe, tendering a ship of 1100 tons burthen for the Company's service.

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

### AT A GENERAL COURT

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

Held on Wednesday the 22d June, 1785.

Vide App. No. 469\*. It was moved, and on the question,  
Resolved, That this Court do confirm the repeal of the 41st By-Law.

### AT A COURT OF DIRECTORS,

Held on Wednesday the 29th June, 1785.

Vide App. No. 492. On reading a letter from Messrs. Timothy and William Curtis, tendering the Stormont for a voyage to India or China.

Vide App. No. 493. Letter from Sir Richard Hotham, tendering the York for a fifth voyage, on the terms of the present year; and

Vide App. No. 494, 495. Request of Mr. John Flott, for payment of the extra expences incurred by the Owners of the Tartar, in consequence of the Dutch war.

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

### AT A COURT OF DIRECTORS,

Held on Friday the 1st July, 1785.

Vide App. No. 496, 497. Tenders of the ships Ganges and Hammett, being read,

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

### AT A COMMITTEE OF SHIPPING,

On Friday the 8th July, 1785.

Vide App. No. 498. A report of the progress of ships building for the Company's service, dated the 5th inst. and signed by Mr. Ferguson, was laid before the Committee.

### AT A COURT OF DIRECTORS,

Held on Friday the 8th July, 1785.

On reading a letter from Mr. George Richardson, dated this day, signifying, that he has disposed of all his interest in the ship Ganges, and

Tender





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Tender of that ship for the Company's service; and

Vide App.  
No. 499.

Tender of the Bridgewater, being also read,

Vide App.  
No. 496.

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

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 13th July, 1785.

Tender of the ship Royal Charlotte, Captain Josiah Pryce, for a fifth voyage to India or China, and

Vide App.  
No. 500.

New ship building in the room of the York, being read,

Vide App.  
No. 501.

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

#### AT A COMMITTEE OF SHIPPING,

On Tuesday the 19th July, 1785.

The Committee pursuant to reference of Court of the 15th last month, taking into consideration the request of William Moffat, Esq. to build on the bottom of the Duke of Grafton, being so authorized by the majority of Owners, notwithstanding notice of leave to build has been transmitted to John Durand, Esq.

Vide App.  
No. 488,  
489.

Ordered, That copies of Mr. Moffat's request, and the instrument from the majority of Owners enclosed therein, be forwarded to Mr. Durand, and that he be desired to signify, if he has any objection to the same being complied with.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 20th July, 1785.

On reading tender of the ship Besborough, Captain Alexander Montgomerie,

Vide App.  
No. 502.

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

The tenders of the following ships being also read, viz.

The Calcutta                      Capt. William Thomson

Nassau                              Arthur Gore

New ship                            George Millett

Pitt (late Fortitude)            Walter Carruthers

} Vide App.  
No. 502.  
No. 503.  
No. 504.

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

On a motion,

Ordered, That it be referred to the Joint Committee of Correspondence and Shipping, to consider what number of ships may be wanted for the Company's employ, and to report.

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## AT A COURT OF DIRECTORS,

Held on Friday the 22d July, 1785.

Vide App. No. 505. Tender of the ship Britannia, Captain John Campbell, being read,

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

## AT A COURT OF DIRECTORS,

Held on Wednesday the 27th July, 1785.

Vide App. No. 506. The tender of the Sea Horse, being read; also,

Vide App. No. 507. Letter from Messrs. S. Hartley and Co. tendering a ship for the Company's service.

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

Vide App. No. 508. On reading a tender of the new ship in the room of the Rochford, to be commanded by Captain James Tod.

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 3d August, 1785.

Vide App. No. 494. Pursuant to reference of Court of the 29th June last, the Committee considered the request of John Piott, Esq. to be paid for extra expences incurred by the Owners of the Tartar, in consequence of the declaration of hostilities against the States of Holland, which he understood was to be settled with the freight; and the Committee are of opinion, that agreeably to the plan on which the accounts of other ships, in the same situation, have been settled, the Owners be allowed the difference of insurance on the outfit of the ship, estimating the amount at £13,500. which is nearly in the proportion as the tonnage of this ship is to the Blanford, at 15 guineas per cent. also for the difference in the prices of beef and pork, at 5s. per tierce; cordage at 3s. 6d. per cwt. and gunpowder £1. per barrel, amounting together as follows, viz.

Insurance on £13,500. at 15 guineas per cent.	£2126.	5.
189 tierces beef and pork, at 5s. per tierce	47.	5.
370 cwt. cordage - at 3s. 6d. per cwt.	64.	15.
10 barrels gunpowder - at £1.	10.	0.
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	£2,248.	5.

But that the extra charges in the builders bill, difference in the price of plank, and extra expences for, the hire of men, be not admitted.

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## AT A COURT OF DIRECTORS,

Held on Wednesday the 3d August, 1785.

On reading a letter from John Durand, Esq. dated the 2d inst. signifying, that on his return to London he shall reply to Mr. Coggan's letter respecting Mr. Van Millingen's claim to build a new ship on the bottom of the Duke of Grafton. Vide App. No. 509.

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

Tender of the ship Barnstaple, Capt. Robt. Davidson, being read, Vide App. No. 510.

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

## AT A COMMITTEE OF SHIPPING,

On Wednesday the 10th August, 1785.

Letter from John Fiott, Esq. stating the real amount of the outfit of the Tartar; and praying, that the Owners may receive the difference of insurance on £20,000. instead of £13,500. as ordered on the 3d inst. being read, Vide App. No. 511.

Resolved, That this Committee do abide by their former opinion respecting the Tartar, and

The Committee's sentiments on the sums to be allowed the Owners, as stated in the minutes of that day, were now reported to the Court as follows:

Pursuant to reference of Court of the 29th June last, the Committee have considered the request of John Fiott, Esq. to be paid for extra expences incurred by the Owners of the Tartar, in consequence of the declaration of hostilities against the States of Holland, which he understood was to be settled with the freight.

And are of opinion, that agreeably to the plan on which the accounts of other ships, in the same situation, have been settled, the Owners be allowed the difference of insurance on the outfit of the ship, estimating the amount at £13,500. at 15 guineas per cent. Also for the difference in the prices of beef and pork, at 5s. per tierce; cordage, at 3s. 6d. per cwt. and gunpowder, at £1. per barrel; and that a warrant be made to the Owners for the sum of £2248. 5s. being the amount thereof.

But that the extra charges in the builders bill, difference in the price of plank, and extra expence for the hire of men, be not admitted.

## AT A COURT OF DIRECTORS,

Held on Wednesday the 10th August, 1785.

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

Resolved, That the Owners of the Tartar be allowed the increased difference of insurance, on account of the Dutch war, on the outfit of the ship, estimating the amount at £13,500. at 15 guineas





guineas per cent. also for the difference in the prices of beef and pork, 5s. per tierce; cordage, 3s. 6d. per cwt. and gunpowder, at £1. per barrel; and that a warrant be made out to the Owners for £2,248. 5s. being the amount thereof; but that the extra charges in the builders bill, difference in the price of plank, and extra expence for the hire of men, be not admitted.

AT A COURT OF DIRECTORS,

Held on Wednesday the 17th August, 1785.

Vide App. No. 512. Letter from Robert Preston, Esq. dated this day, signifying, that the ship Southampton, being condemned as irreparable, he begs leave to withdraw her tender, was read.

AT A COURT OF DIRECTORS,

Held on Friday the 19th August, 1785.

Vide App. No. 513. On reading a letter from Messrs. Lucas and Spencer, dated this day, begging leave to withdraw their tender of the ship Sea Horse, but offering her in case the Company should require more ships than are tendered.

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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 24th August, 1785.

Vide App. No. 514, 515, 516. Letter from John Durand, Esq. dated the 11th instant, claiming a right to build on the bottom of the Duke of Grafton, under the consent of the majority of living Owners, was read.

AT A COURT OF DIRECTORS,

Held on Wednesday the 31st August, 1785.

Vide App. 517. On reading a letter from Mr. Robert Williams, as attorney to Captain John Baird, repeating his application for leave to build a new ship on the bottom of the Rochford, and inclosing an instrument from the majority of the Owners, authorizing Captain Baird to make such application.

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

AT A COURT OF DIRECTORS,

Held on Thursday the 1st September, 1785.

Vide App. No. 518. On reading a letter from Mr. William Moffat, stating his objections to the right claimed by Mr. Robert Williams, as attorney to Captain Baird, to build on the bottom of the Rochford.

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





## AT A COURT OF DIRECTORS,

Held on Friday the 2d September, 1785.

On reading a letter from Robert Preston, Esq. offering the ship Southampton for one voyage to India or China.

Vide App.  
No. 519.

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

## AT A COMMITTEE OF CORRESPONDENCE,

The 14th July and 6th September, 1785.

Pursuant to a reference of Court of the 9th June, the Committee took into consideration the proper number of ships to be entertained in the Company's service the ensuing season.

And the Committee offer it to the Court, as their opinion, that, for the present, thirty-seven ships be entertained for the ensuing season.

And, that the following thirty-three ships be now taken up in part of the before-mentioned thirty-seven.

Ships.		Tons.	Commanders.
New ship in the room of the } Queen		755	Capt. Peter Douglas
Ditto Worcester	-	755	
Ditto Fortitude	-	755	Charles Gregorie
Ditto Grosvenor	-	755	George Simfon
Ditto Earl of Hertford	-	755	Daniel Clarke
Ditto Duke of Athol	-	755	James Rattray
Halfewell	-	758	Richard Pierce
Walpole	-	758	Henry Churchill
Earl of Oxford	-	758	John White, jun.
General Goddard	-	755	Thomas Foxall
Ganges	-	758	John Hamilton Dempster
London	-	758	John Eastabrooke
Kent	-	755	James Williamfon
Ponfborne	-	758	William Hammett
Sullivan	-	755	Stephen Williams
Berrington	-	755	John Johnston
Middlesex	-	755	John Rogers
Foulis	-	755	George Blachford
Europa	-	755	
Besborough	-	870	Alexander Montgomerie
Vanfittart	-	758	Richard Lewin, jun.
Valentine	-	755	John Lewis
Hillsborough	-	755	William Hardcastle
Contractor	-	758	William Mackintosh
Earl of Mansfield	-	758	William Frazer
Neptune	-	758	George Scott

Ships that will be ready to launch before their appointed time.

New ship in the room of the } Bridgewater		755	William Parker
Ditto York	-	755	John Atkinson Blanchard

Ship that was sold after having performed two voyages only.

Southampton	-	758	
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Ship





Ship that was taken on her first voyage.

Ships.	Tons.	Commanders.
Pitt (late Fortitude) -	758	Capt. Walter Carruthers

Ships that have performed four voyages.

Lord North -	758	
York -	758	
Stormont -	723	George Curtis

And the Committee offer it, as their further opinion, that the five last mentioned ships be taken up on the express conditions of their being fitted, in every respect, to the satisfaction of the Company's officers.

### AT A COURT OF DIRECTORS,

Held on Wednesday the 7th September, 1785.

A report from the Committee of Correspondence, dated the 14th July last, and 6th instant, being read,

Resolved by the ballot unanimously, That, for the present, thirty-seven ships be entertained for the ensuing season; and,

That the following thirty-three ships be now taken up in part of the before-mentioned thirty-seven, viz.

Ships.	Tons.	Commanders.
New ship in the room of the } Queen	755	Capt. Peter Douglas
Ditto Worcester -	755	Charles Gregorie
Ditto Fortitude -	755	George Simfon
Ditto Grosvenor -	755	Daniel Clarke
Ditto Earl of Hertford -	755	James Rattray
Ditto Duke of Athol -	755	Richard Pierce
Halfewell -	758	Henry Churchill
Walpole -	758	John White, jun.
Earl of Oxford -	758	Thomas Foxall
General Goddard -	755	John Hamilton Dempster
Ganges -	758	John Eastabrooke
London -	758	James Williamfon
Kent -	755	William Hammett
Ponsborne -	758	Stephen Williams
Sullivan -	755	John Johnston
Berrington -	755	John Rogers
Middlesex -	755	George Blachford
Foulis -	755	
Europa -	755	Alexander Montgomerie
Besborough -	870	Richard Lewin, jun.
Vanfittart -	758	John Lewis
Valentine -	755	William Hardcastle
Hillsborough -	755	William Mackintosh
Contractor -	758	William Frazer
Earl of Mansfield -	758	George Scott
Neptune -	758	

Ships that will be ready to launch before their appointed time.

New ship in the room of the } Bridgewater	755	William Parker
Ditto York -	755	John Atkinson Blanshard

Ship that was sold after having performed two voyages only.

Southampton -	758	
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Ship

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Ship that was taken on her first voyage.

Ships.	Tons.	Commanders.
Pitt (late Fortitude)	- 755	Capt. Walter Carruthers

Ships that have performed four voyages.

Lord North	- 758	
York	- 758	
Stormont	- 723	George Curtis

And that the five last mentioned ships be taken up on the express conditions of their being fitted, in every respect, to the satisfaction of the Company's officers.

On a motion,

Ordered, That it be referred to the Committee of Shipping to consider how far it may be necessary to give the Owners leave to build a further number of ships for the service of the Company.

On reading a letter from Mr. Abel Chapman, tendering the ship Chapman, Captain William Dawson, for a voyage to India or China, at the current freight. Vide App. No. 520.

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

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 7th September, 1785.

The Committee having considered what steps are necessary to be taken to secure a proper number of ships for the exports of the season 1786, are of opinion, that twelve new ships, with those expected to arrive, will be a sufficient number, and in consequence thereof recommended to the Court, that the Owners of the six new ships which were intended to have been sent out in the year 1787, be desired to get them in readiness to be employed for the service of the next year.

#### AT A COURT OF DIRECTORS,

Held on Friday the 7th September, 1785.

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

Resolved, That for the reasons therein-mentioned, the Owners of the six new ships, which were intended to have been sent out in the year 1787, be desired to get them in readiness, to be employed for the service of next year.

#### AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th September, 1785.

The Committee taking into consideration the different claims set up by Robert Williams, Esq. [as attorney to Captain Baird] and of William Moffat, Esq. to build on the bottom of the ship Rochford, the following papers were read, viz.

Request





Vide App. Request of Mrs Jane Willson, referred 5th December, 1783.  
No. 402. Captain John Baird, 10th September, 1784.  
No. 442. Mrs. Jane Willson, — Ditto  
No. 441. William Moffat, Esq. 29th Ditto  
No. 444.

Vide App. Notification of the Owners of the Rochford, that Mr. Moffat is  
No. 443. appointed Managing Owner of that ship, referred by order of Court,  
29th September, 1784.

No. 517. Request of Robert Williams, Esq. 31st August, 1785.  
No. 518. Letter from Mr. Moffat 1st instant.

After some time spent in examining the above papers, Mr. Moffat and Mr. Williams were severally called in, when the former, in further support of his claim, laid before the Committee a bill of sale to Mrs. Jane Willson from Mr. Henry Joseph, dated 10th October, 1783, of one-eighth part of the ship Rochford; also a list of the names of the Owners, and the shares by them respectively held when the last dividend was paid.

Vide App.  
No. 521.

Vide App.  
No. 522.

Vide App.  
No. 523.

Mr. Williams delivered an account current of Captain Baird with Mr. Henry Joseph, to prove that Mr. Joseph had previously disposed of that share to Captain Baird.

And being withdrawn, the Committee agreed to adjourn the further consideration till such time as Mr. Joseph can meet the Committee, and any further papers shall be produced in support of the claims of either party.

Vide App.  
No. 488,

489.

No. 509.

No. 514,

515, 516.

The Committee likewise taking into consideration the reference of Court of the 15th of June last, on the claim of William Moffat, Esq. to build on the bottom of the Duke of Grafton; also letter from John Durand, Esq. on that subject, referred the 3d last month; and another letter from that gentleman, with two enclosures, which were read in this Committee on 24th of last month.

Ordered, That Mr. Durand be desired to transmit a list of the names of the Owners, and of the shares by them respectively held at the time the last dividend on the ship Duke of Grafton was made, and that Mr. Durand be desired to transmit the other papers alluded to in his last letter.

#### AT A COURT OF DIRECTORS,

Held on Wednesday the 14th September, 1785.

Vide App.  
No. 524.

Letter from John Clements, Esq. dated the 9th instant, requesting, that the Royal Charlotte may be taken up for a fifth voyage, was read.

#### AT A COURT OF DIRECTORS,

Held on Thursday the 15th September, 1785.

Vide App.  
No. 525.

On reading the request of the Owners of the Earl of Sandwich, for leave to build another ship on her bottom, to be commanded by Captain John Wordsworth.

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





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## AT A COMMITTEE OF SHIPPING,

On Tuesday the 20th September, 1785.

The Committee proceeding further into the consideration of the claims made for building on the bottoms of the ships Rochford and Duke of Grafton, the following papers were read, viz.

Letter from William Moffat, Esq. dated 19th inst. enclosing the following papers, in further proof of the Owners claims for building on the Rochford, viz. Vide App. No. 526.

A certificate of Richard Benyon, Esq. dated 9th October, 1783, as an Owner of one-sixteenth share, authorizing Mrs. Willson, the then Managing Owner, so far as he is concerned, to build a new ship in the room of the Rochford. Vide App. No. 527.

Opinion of council and state of the case respecting Mr. Joseph's share, dated 16th inst. and Vide App. No. 528.

Affidavit of Mr. Henry Joseph, sworn before the Lord Mayor, 17th inst. relative to his share of the Rochford. Vide App. No. 529.

An account of dividends paid to the Owners, dated 13th inst. and signed by W. Moffat, Esq. was again laid before the Committee. Vide App. No. 522.

Letter from John Durand, Esq. dated 19th inst. was read, signifying, that agreeably to the desire of the Committee, he has enclosed the following papers relative to the late ship Duke of Grafton, and stating his remarks thereon, viz. Vide App. No. 530.

List of the names of the Owners, and their respective shares, who were paid by Mr. Durand their last dividend in August, 1783. Vide App. No. 531.

Copies of letters from Mr. M. Van Millingen to John Durand, Esq. dated the 1st and 16th February, 1785, marked A and B. Vide App. No. 532, 533.

Copies of letters from Messrs. Venables, Buggin, and Bleasdale, dated 29th April, and 24th May, 1785, marked C and D, severally compared with the originals, by Messrs. William Nixon and Edward Parry. Vide App. No. 534, 535.

And the Committee having debated some time thereon, agreed to adjourn the further consideration.

## AT A GENERAL COURT

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

Held on Wednesday the 21st September, 1785.

The Deputy Chairman acquainted the Court, that it was proposed at this Court to alter, repeal or suspend the 39th By-Law for three years.

The said By-Law was read, and it was, on a motion being made, Resolved, That the 39th By-Law be suspended for three years.

## AT A COMMITTEE OF SHIPPING,

On Tuesday the 27th September, 1785.

Letter from Robert Williams, Esq. dated this day, requesting, as attorney to Captain Baird, to have a copy of Mr. Joseph's affidavit, Vide App. No. 536.