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third and fourth at £20. per ton each, except in case of war, when he is to be allowed the additional freight given to the other ships.

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

On reading the request of Mr. Peter Esdaile, for leave to build a new ship in the room of the Halfewell. Vide App. No. 775.

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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 6th September, 1786.

The Committee made the following reports to the Court, viz.

Pursuant to reference of Court of the 30th ult. the Committee have considered the letter from Anthony Brough, Esq. signifying that if the Court desire it, he shall fit out his three ships for China, by framing the ports upon the middle decks, but not to cut them out, and to carry light guns upon the upper decks, as the ships will be safer, and a greater quantity of surplus tonnage may be brought home; and are of opinion, that Mr. Brough's request be not complied with. Vide App. No. 772.

The Committee took into consideration the references of Court of the 23d and 30th ult. on the requests of William Moffat and Culling Smith, Esqrs. that the ships Francis and Houghton having made short voyages, the usage of stripping off all the sheathing, after the second voyage, may be dispensed with, and are of opinion, that the same be not complied with. Vide App. No. 709. No. 773.

The Committee taking into consideration what proportion of kintledge, demorage, private trade to commanders and officers, and number of men and guns are proper for the following ships taken up under 755 tons, viz.

Marquis of Lansdown

Clinton, and

Earl of Wycombe

Admiral Barrington

Lord Walsingham

Resolved, That the above ships be considered in the same proportion as other ships taken up last year, under the same predicament as the amount of each of their tonnage is to a ship of 755 tons.

AT A COURT OF DIRECTORS,

Held on Wednesday the 6th September, 1786.

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

Resolved, That the request of Mr. Anthony Brough, for leave to fit out his three ships for China, by framing the ports upon the middle decks, but not to cut them out, and to carry light guns upon the upper decks, be not complied with.

Resolved,

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Resolved, That the requests of William Moffat and Culling Smith, Esqrs. that the ships Francis and Houghton, having made short voyages, the usage of stripping off all the sheathing, after the second voyage, may be dispensed with, be not complied with.

Vide App.
No. 776,
777. On reading a letter from Mr. Thomas Larkins, dated this day, enclosing one to him from Mr. Margetson, assigning over his right in the ship Clinton to Mr. Larkins, and signifying that her name is to be altered to the Dover;

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

AT A COMMITTEE OF SHIPPING,

On Thursday the 7th September, 1786.

Vide App.
No. 488,
489.
530 to 535.
No. 741. The Committee in consequence of the several references of Court of the 15th June and 19th September, 1785, and 21st July last, considered the letters from John Durand and William Moffat, Esqrs. respectively claiming the right of building on the bottom of the ship Duke of Grafton, and enclosing several papers in support of their several pretensions, and recommended to the Court, that not any ship built on the bottom of the Duke of Grafton should be taken up for the Company's service, till it shall be determined between the parties in whom the right of building on that bottom is legally vested; and that the Secretary do signify the same to Mr. Durand and Mr. Moffat accordingly.

The Committee taking into consideration the many inconveniencies which have arisen from disputed claims to build on the bottoms of ships lost or worn out in the Company's service, recommended to the Court, that in future it should be a standing order, that previous to any Managing Owner having permission to build on the bottom of any ship worn out or lost, he be required to produce to the Court an instrument in writing from the majority of Owners, signifying their consent to his making such application.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th September, 1786.

Vide App.
No. 778. Mr. Gilbert Ferguson's report of the progress of ships building for the Company's service, dated the 8th inst. was laid before the Committee.

Vide App.
No. 779. Letter from Mr. Gilbert Ferguson and Mr. William Gillet, dated the 8th inst. reporting the progress of the ship building by Mr. Anthony Brough at Yarmouth, was read.

Vide App.
No. 776,
777. Letter from Thomas Larkins, Esq. referred by the Court the 6th inst. enclosing a letter from James Margetson, Esq. signifying that he has disposed of all his right and title to any interest in

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in the ship Clinton, lately taken up for a voyage to China, to Mr. Larkins, and that he proposes the said ship to be called the Dover, was read.

AT A COURT OF DIRECTORS,

Held on Wednesday the 13th September, 1786.

Two reports from the Committee of Shipping, dated the 7th inst. being read,

Resolved, That in future, previous to any Managing Owner having permission to build on the bottom of any ship worn out or lost, he be required to produce to the Court, an instrument in writing from the majority of the Owners, signifying their consent to his making such application.

Resolved, That no ship built on the bottom of the Duke of Grafton, be taken up for the Company's service, till it shall be determined between the parties in whom the right of building on that bottom is legally vested; and that the Secretary do signify the same to Mr. Durand and Mr. Moffat accordingly.

AT A COURT OF DIRECTORS,

Held on Wednesday the 27th September, 1786.

On reading a letter from Mr. Robert Williams, dated this day, requesting that no more of the sheathing may be stripped from the Locko; Vide App.
No. 780,
781.

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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 4th October, 1786.

Pursuant to reference of Court of the 27th last month, the Committee considered the letter from Robert Williams, Esq. enclosing one from Mr. Barnard the builder, and expressing his hopes that the Court will not think it necessary to strip off the sheathing of the Locko; and the Committee having examined Mr. Snodgrass thereon, he represented that upon the presumption of the ships going only one voyage, he had, together with Captain Oliver and Mr. Ferguson, joined in opinion with the builder and the overseer belonging to the Owners, and that they still continue in the sentiments respecting the sheathing of this ship, as stated in Mr. Barnard's letter, which is to the following effect:

“ That having carefully examined the sheathing on the bottom
“ of the ship Locko, they find the greater part thereof (which
“ was stripped and new sheathed last voyage) in perfect good
“ condition, that the remaining part under the light water-mark,
“ and the seams of the bottom under it are in a good state; in
“ consideration of which, and the sheathing being all one inch
“ thick,

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“ thick, and remarkably well filled, they are of opinion that
“ the ship may make the intended voyage with safety, without
“ stripping it, if the usual quantity of additional sheathing nails
“ are carefully drove therein.”

The Committee, for the particular reasons above-mentioned, reported to the Court, as their opinion, that Mr. Williams's request be complied with, particular attention being paid to the recommendation respecting the additional quantity of sheathing nails.

AT A COURT OF DIRECTORS,

Held on Wednesday the 4th October, 1786.

Vide App. No. 782. On reading a letter from Mr. George Brifac, dated the 3d. inst. tendering a ship for the Company's service, to be commanded by himself.

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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 11th October, 1786.

Vide App. No. 783. Mr. Gilbert Ferguson's report of the progress of ships building for the Company's service, dated the 6th inst. was laid before the Committee.

Vide App. No. 784. Letter from Captain John Oliver and Mr. Ferguson, dated the 6th inst. reporting the state of the two ships building at Itchenor for Mr. Fiott, to launch in January and March next, was read.

AT A COURT OF DIRECTORS,

Held on Wednesday the 11th October, 1786.

Vide App. No. 785. On reading a letter from Mr. Nathaniel Tanner, dated this day, renewing his offer to build a ship of 1000 tons or upwards, for the Company's service, at the freights therein-mentioned.

Ordered, That it be referred to the Committee of the whole Court.

A report from the Committee of Shipping, dated the 4th inst. being read,

Resolved, That the request of Robert Williams, Esq. that the sheathing of the Locko may not be stripped off, be complied with, particular attention being paid to Mr. Barnard's recommendation respecting the additional quantity of sheathing nails to be driven therein.

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AT A COMMITTEE OF SHIPPING,

On Tuesday the 17th October, 1786.

Pursuant to a reference of Court of the 2d August last, the Committee considered that part of the letter from Godfrey Thornton, Esq. requesting that he may be permitted to send on board the Admiral Barrington four-pounder guns instead of six-pounders, and with such reduction of men and officers consistent with safety to the Company, on account of her small size; and the Committee reported their opinion to the Court, that the Admiral Barrington be navigated by 65 men, and that she carry 18 four-pounders on the middle deck.

Vide App.
No. 748.

AT A COURT OF DIRECTORS,

Held on Wednesday the 18th October, 1786.

On reading the request of William Dent, Esq. that the ship Osterley may be permitted to proceed this voyage without further examination; also

Vide App.
No. 786.

Letter from Messrs. John and William Wells to Mr. Dent, dated the 12th inst. stating their opinion, that the Osterley may safely make her intended voyage without stripping her sheathing.

Vide App.
No. 787.

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

On reading a letter from Mr. Anthony Calvert, offering to build three ships for the Company's service for next season; also

Vide App.
No. 788.

Letters from Mr. John Munt, and Mr. Robert Thompson, each offering to build a ship for the ensuing season, on the terms therein-mentioned; and

Vide App.
No. 789.
No. 790.

Letter from Thomas Newte, Esq. and other Owners of shipping, dated this day, tendering their services to rebuild such ships as have been worn out.

Vide App.
No. 791.

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

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

Resolved, That the ship Admiral Barrington be navigated by 65 men, and carry 18 four-pounders on the middle deck.

AT A COMMITTEE OF THE WHOLE COURT,

The 19th October, 1786.

The Committee proceeding to take into consideration the present state of the Company's shipping.

The following particulars were laid before the Committee and read, viz.

List



Vide App. Lift of ships which may probably be ready for the exports of
No. 792. the season, 1787.

No. 793. Lift of ships in turn to build.

The following tenders were also read, viz.

Vide App. From Thomas Newte, John Clements, Donald Cameron and
No. 791. Henry Hinde Pelly, Esqrs. acquainting the Court they are ready
to rebuild all the ships which have been worn out, upon such
dimensions as the Court shall think fit, and to tender them upon
fair and equitable terms.

Vide App. From Mr. George Brisac, of a ship of 520 tons measurement, to
No. 782. China, for one or more voyages, at £17. per ton; and to other
parts at £19. per ton, to be fitted agreeably to the rules of the
Company's service, and to be commanded by himself.

From Gilbert Slater, Esq. requesting permission, on behalf of
the Owners, to build on the bottom of the Major.

Vide App. From Nathaniel Tanner, Esq. offering to build a ship for the
No. 785. season 1787, of 1000 tons or upwards, at £22. per ton for her
first and second voyages; and £20. per ton, for her third and
fourth voyages; and £18. per ton for a fifth voyage to all parts
of India and China alike, to be allowed a reasonable recompence
for unavoidable expences in case of a war.

Vide App. From Mr. John Munt, offering to build a ship from 700 to 800
No. 789. tons, for the ensuing season, to Madras and Bengal, at £22. per
ton for four voyages.

Vide App. From Anthony Calvert, Esq. to build three ships of 1100 tons
No. 788. each, at £22. per ton for the East-Indies, and £20. per ton for
China, to be ready next season, for four voyages; and

Vide App. From Mr. Robert Thompson, to build a ship of 1106 tons, for
No. 790. the ensuing season, to China alone, for four voyages, at £20. per
ton; to Bengal at £22. per ton.

Read a report from the Committee of Shipping, dated 8th No-
vember, 1785, relative to the number of ships necessary to be
kept up for the Company's service, and permitting the Owners
of the next eight ships in turn to build for the year 1787; also,

The resolution of the Court of Directors of the same day, con-
firming the above report.

Vide App. Read a letter from the Secretary, to the Owners of several
No. 640. ships, permitting them to build on old bottoms, dated 4th March,
1785.

It was then, on the questions being severally put,

Resolved, That it be recommended to the Court to permit
three ships to be built for the use of the Company, of the bur-
then of from 1000 to 1200 tons, to be launched on or before the
15th November, 1787.



Resolved, That a letter be written to the Owners of the following eight ships next in turn, to build for the season 1787, viz. Vide App. No. 818.

Pacific	Stormont
Rochford	Morfe
Major	Norfolk and
Royal Henry	Ceres, desiring that they

will signify to this Court on or before the 1st November next, on what terms they are willing to build the said ships for the said season; also, the tonnage, guns, and number of men to navigate the same: and that the resolution of this Court to build three ships of larger dimensions be transmitted to the Owners of the above ships for their consideration.

AT A COURT OF DIRECTORS,

Held on Thursday the 19th October, 1786.

The Chairman reported that the Committee of the whole Court had come to the following resolutions, viz.

Resolved, That it be recommended to the Court to permit three ships to be built for the use of the Company, of the burthen of from 1000 to 1200 tons, to be launched on or before the 15th November, 1787.

Resolved, That a letter be written to the Owners of the following eight ships next in turn, to build for the season 1787, viz.

Pacific	Stormont
Rochford	Morfe
Major	Norfolk and
Royal Henry	Ceres, desiring that they

will signify to this Court, on or before the 1st November next, on what terms they are willing to build the said ships for the said season; also, the tonnage, guns, and number of men to navigate the same: and that the resolutions of this Court to build three ships of larger dimensions be transmitted to the Owners of the above ships for their consideration.

It was on the question,

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

AT A COMMITTEE OF SHIPPING,

On Friday the 20th October, 1786.

Pursuant to reference of Court of the 18th inst. the Committee have considered the letter from William Dent, Esq. representing that the Osterley's sheathing was last voyage entirely stripped to light water mark, that in the present survey a very considerable part of the sheathing has been taken off below light water mark, and in those parts most liable to decay, and that the Company's officers find the seams tight, and her sheathing perfect and sound; that a letter from Messrs. John and William Wells, builders, states that "in company with Mr. Snodgrafs, Mr. Ferguson, and the "Overfeer belonging to the Owners, they have examined the "sheathing on the bottom of the ship Osterley, and find a great

Vide App. No. 786.

Vide App. No. 787.



“ part (which was new last voyage) in perfect condition, and
“ the remaining part under the light water mark, and the beams
“ of the bottom under it in so good a state, that they are of
“ opinion the ship may make her intended voyage with safety,
“ without stripping it;” and, therefore, Mr. Dent requests that
the Osterley may be permitted to proceed the voyage without
further examination.

And Mr. Snodgrafs, on being examined by the Committee,
having concurred in the above representations, the Committee re-
ported their opinion to the Court, that Mr. Dent's request be
complied with.

AT A COURT OF DIRECTORS,

Held on Wednesday the 25th October, 1786.

A report from the Committee of Shipping, dated the 20th inst.
being read,

Resolved, That agreeably to the request of Mr. William Dent,
the ship Osterley be permitted to proceed on her voyage without
further examination.

Vide App.
No. 794.

On reading a letter from Anthony Brough, Esq. dated this day,
signifying his readiness to build as many ships of 1000 or 1200 tons
as the Company may want, and upon the terms therein-mentioned.

Ordered, That it be referred to the consideration of a Com-
mittee of the whole Court.

AT A COURT OF DIRECTORS,

Held on Friday the 27th October, 1786.

Vide App.
No. 795.

On reading a letter from Mr. H. Christopher, dated the 26th
inst. offering to build a ship for the Company's service, of 1000
or 1200 tons, on the terms therein-mentioned.

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

AT A COURT OF DIRECTORS,

Held on Wednesday the 1st November, 1786.

Vide App.
No. 796.

On reading a letter from John Raymond, Esq. dated this day,
requesting that Captain Thomas Newte may be permitted to pre-
sent a tender of the ship Ceres, for him.

Vide App.
No. 797.

Letters from Capt. Thomas Newte,

No. 798.

Jeremiah Royds, Esq. and

No. 799.

Thomas Boddam, Esq.

in reply to the Secretary's letter of the 20th ultimo, stating the
terms on which they are willing to build ships from 1000 to 1200
tons, on the bottoms of the ships

Ceres,

Stormont, and

Morfe.

Letter



Letter from Gilbert Slater, Esq. in answer to the Secretary's letter of the 20th ult. requesting to know on what terms the Owners are willing to build on the bottoms of the Pacific and Major, observing that one ship is already built on the faith of the Court's resolutions, and of the dimensions last prescribed by them, which may be got ready for this season if wanted, and is already tendered; and stating the dimensions on which he proposes to build the other ship. Vide App.
No. 800.

Letters from Captain John Baird, and James Farquharson, Esq. Vide App.
No. 801.
No. 802.
observing, in reply to the Secretary's letter of the 20th ult. that ships are already built on the bottoms of the Rochford and Royal Henry, upon the faith of the Court's resolutions, and which may be ready this season, if wanted.

Letter from Henry Boulton, Esq. requesting that the ship to be built on the Norfolk's bottom may be considered as a ship for the year 1786. Vide App.
No. 803.

Letter from Mr. James Jones, tendering a new ship from 1000 to 1200 tons, for the Company's service next year; and Vide App.
No. 804.

Another letter from Mr. James Jones, stating the dimensions of the said ship. Vide App.
No. 805.

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

AT A COURT OF DIRECTORS,

Held on Friday the 3d November, 1786.

On reading a letter from Mr. Nathaniel Tanner, offering to build a ship of 1000 tons and upwards; also Vide App.
No. 806.

Letter from Mr. Thomas Hubbert, offering to build one of 800 tons, for the Company's service next season, on the terms therein-mentioned. Vide App.
No. 807.

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

Letter from Mr. T. Larkins being read, requesting that as the ship Dover appears from her construction unequal to bring home her full builders measurement of 711 tons, the Charter-Party for that ship may be made out at 700 tons only; that the number of men to navigate her may be reduced to 86; and that 20 iron guns, six-pounders, may be put on board of her instead of nine-pounders, as usual in larger ships. Vide App.
No. 808.

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

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AT A COURT OF DIRECTORS,

Held on Wednesday the 8th November, 1786.

Vide App.
No. 809.

On reading a letter from Mr. James Jones, dated the 3d inst. signifying that Messrs. Timothy and William Curtis have taken the entire management of the new ship, building at Gravesend, to be called the Nottingham.

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

AT A COMMITTEE OF SHIPPING,

On Friday the 10th November, 1786.

Vide App.
No. 810.

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

AT A COMMITTEE OF SHIPPING,

On Wednesday the 15th November, 1786.

Vide App.
No. 809.

Letter from James Jones, Esq. dated the 3d and referred by the Court the 8th inst. signifying that Messrs. Timothy and William Curtis have taken the entire management of his new ship, building at Gravesend, to be called the Nottingham, was read.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 22d November, 1786.

Vide App.
No. 811.

Letter from Mr. Snodgrafs, dated the 17th inst. stating that the Managing Owner of the Dover, has built six cabins in the cuddy for his officers, instead of building them in the steerage, being read,

The Committee approved thereof.

Vide App.
No. 808.

Pursuant to reference of Court of the 3d inst. the Committee considered the letter from Thomas Larkins, Esq. requesting that as from the particular construction of the ship Dover, he apprehends she is unequal to bring home her builders tonnage, her Charter-Party may be made out at 700 tons only, and that the number of men may be reduced to 86; and that she carry 22 iron guns, the largest, six-pounders;

And the Committee reported, as their opinion, to the Court, that the same be complied with.

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AT A COURT OF DIRECTORS,

Held on Wednesday the 22d November, 1786.

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

Resolved, That the Charter-Party of the ship *Dover* be made out at 700 tons only; that her number of men be reduced to 86; and that she do carry 22 iron guns, the largest, six-pounders; agreeably to the request of Thomas Larkins, Esq.

Letter from William Moffat, Esq. being read, enclosing sundry papers in support of his claim to build on the bottom of the ship *Duke of Grafton*. Vide App. No. 812 to 817.

Ordered, That it be referred to the Committee of Shipping, with the assistance of the Company's Standing Council and Solicitor, to examine and report.

Ordered, That the request of Mr. Anthony Brough, for the ship *Earl of Wycombe*, to be permitted to sail for China from Liverpool, without coming to London, be not complied with.

On reading a letter from Mr. John Munt, dated the 21st inst. offering to build a ship from 800 to 1200 tons burthen for the ensuing season; also Vide App. No. 819.

Letter from Mr. William Palmer, dated this day, tendering a new ship from 1000 to 1200 tons burthen for next season, on the terms therein-mentioned; and also tendering the ship *Carnatic*, if she shall arrive in time, for a voyage to China next season, at £20. per ton. Vide App. No. 820.

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

AT A COURT OF DIRECTORS,

Held on Wednesday the 29th November, 1786.

On reading a letter from John Durand, Esq. explaining his pretensions to the right of building on the bottom of the ship *Duke of Grafton*; and praying, that if any doubt on that point should remain, he may be indulged with copies of the papers presented to the Court by Mr. Moffat, on that subject, in order that he may be enabled to answer the same. Vide App. No. 821.

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

AT A COMMITTEE OF SHIPPING,

On Tuesday the 5th December, 1786.

Letter from Mr. Snodgrafs, dated the 29th ult. intimating that it is proposed to make the officers cabins of the *Admiral Barington* in the cuddy, and submitting whether the same may not Vide App. No. 822.

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be



be allowed in other ships, without troubling the Committee with fresh applications, being read,

Resolved, That the Committee approve of the officers cabins being built as proposed, on board the Admiral Barrington.

AT A COURT OF DIRECTORS,

Held on Wednesday the 6th December, 1786.

Vide App.
No. 823.

On reading a letter from Mr. Anthony Brough, dated the 5th inst. proposing to furnish eleven men to every hundred tons on board his ships, and likewise the following number of guns, viz.

To the ship Marquis of Lansdown, 22 guns	{ 16 6 pounders 6 3
Lord Walsingham, 20 guns	{ 14 6 6 3
Earl of Wycombe, 20 guns	{ 14 6 6 3

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

AT A COMMITTEE OF SHIPPING,

On Friday the 8th December, 1786.

Vide App.
No. 823.

The following report was made to the Court, viz.

Pursuant to reference of Court of the 6th inst. the Committee have considered the letter from Anthony Brough, Esq. proposing to furnish his three ships with eleven men to every hundred tons, and to provide them with the following guns:

To the ship Marquis of Lansdown, 22 guns	{ 16 6 pounders 6 3
Lord Walsingham, 20 guns	{ 14 6 6 3
Earl of Wycombe, 20 guns	{ 14 6 6 3

And are of opinion, that for the present voyage the number and nature of guns proposed by Mr. Brough are very proper, but in regard to the number of men, the Committee are of opinion, that Mr. Brough's ships should be manned in the same proportion as other ships, which is at the rate of twelve and a half for every hundred tons.

AT A COURT OF DIRECTORS,

Held on Friday the 8th December, 1786.

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

Resolved, That agreeably to the proposal of Anthony Brough, Esq. his three ships be provided with the following guns, viz.

The



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The ship Marquis of Lansdown, 22 guns	{ 16 6 pounds
	{ 6 3
Lord Walsingham, 20 guns	{ 14 6
	{ 6 3
Earl of Wycombe, 20 guns	{ 14 6
	{ 6 3

That with regard to the number of men, Mr. Brough's ships be manned in the same proportion as other ships, which is at the rate of twelve and a half for every hundred tons.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 12th December, 1786.

The Committee taking into consideration the reference of Court of the 22d last month, on the letter from William Moffat, Esq. enclosing the opinion of several counsel in support of his claim to build on the bottom of the ship Duke of Grafton; and the several resolutions of Court, and the minutes and reports of this Committee on this subject having been read, and the Company's Standing Council and Solicitor consulted thereon, the Committee reported, as their opinion, that the Court should with-hold their permission to build on that ship's bottom; and that any ship which now is, or may hereafter be built on speculation with a view of such ship being tendered in the room of the Duke of Grafton, be not accepted for the Company's service, till the disputed claim to build shall be settled between Mr. Durand and Mr. Moffat, or the other Owners of the late ship Duke of Grafton.

Vide App.
No. 812,
to 817.

The Committee having likewise consulted the Company's Law Officers, on the reference of Court of the 29th November last, on the letter from John Durand, Esq. desiring to be indulged with copies of the papers presented by Mr. Moffat, reported, as their opinion, that Mr. Durand's request be not complied with.

Vide App.
No. 821.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 13th December, 1786.

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

Vide App.
No. 824.

AT A COURT OF DIRECTORS,

Held on Wednesday the 13th December, 1786.

The Committee of Shipping in a report, dated the 12th inst. now read, submitting to the Court, as their opinion, that the Court should with-hold their permission to build on the bottom of the ship Duke of Grafton; and that any ship which now is, or may hereafter be built on speculation, with a view of such ship being tendered in the room of the Duke of Grafton, be not accepted for the Company's service, till the disputed claim to build shall be settled between Mr. Durand and Mr. Moffat, or the other Owners

of



of the late ship Duke of Grafton; also, that the request of John Durand, Esq. to be indulged with copies of the papers presented by Mr. Moffat, be not complied with;

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

AT A COURT OF DIRECTORS,

Held on Tuesday the 19th December, 1786.

Vide App.
No. 825.

Letter from G. M. Macaulay, Esq. dated this day, being read, offering to build a ship for the Company's service;

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

On reading the request of Mr. Anthony Brough, for leave to load the ship Earl of Wycombe at Liverpool;

Resolved, That the same be not complied with.

AT A JOINT COMMITTEE OF PRIVATE TRADE AND SHIPPING,

On Friday the 22d December, 1786.

Vide App.
No. 826.

Pursuant to a reference of Court of the 1st June last, the Joint Committee have, with the assistance of the Company's Council and Solicitor, taken into their consideration what alterations appear to them necessary to be made in the Charter-Party, and having entered into a minute examination of the same, and made several alterations therein, and also transposed several of the clauses, and methodized the whole, they now submit it to the Court for their approval.

Vide App.
No. 827.

The Committee think it necessary to observe, particularly to the Court, that on considering the clauses in Charter-Party, respecting damaged goods, and ship damage, an account was laid before them, shewing, by an average of twelve years, the sum charged for damage being only about £133. on each ship; this account the Committee have judged proper to accompany their present report for the Court's information; and, they also observe, that since the first introduction of the clause in Charter-Party, relating to ship damage (which was in the year 1759) the Owners have constantly submitted to pay the damage on the Company's cargo, and never disputed the same till in the action brought by Sir Richard Hotham and the other Owners of the York, in the year 1779, since which, other actions have been brought against the Company, grounded on the said clause. The Committee have, therefore, thought it expedient to make such alteration therein as appeared to them necessary to render the said clause clear and intelligible.

The Committee further remark to the Court, that the Charter-Parties have heretofore varied according to the different consignments of the ships, by the omission of some clauses and the insertion of others; but being of opinion that it would be better that one form should serve for all the ships wherever consigned, they



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they have accordingly reduced it to such form, as they have (with the advice of the Council and Solicitor) judged sufficient to answer that purpose.

AT A COURT OF DIRECTORS,

Held on Friday the 22d December, 1786.

The Joint Committee of Private Trade and Shipping, by a report dated this day, now read, stating to the Court their proceedings in altering and amending the Charter-Party, and submitting to the Court the form of a general Charter-Party for all the ships, wherever they may be consigned; also, an account of damage charged the Owners from 1771 to 1782.

Resolved, That the said general Charter-Party do lay for consideration till this day week.

AT A COURT OF DIRECTORS,

Held on Friday the 29th December, 1786.

The Court proceeding to take into consideration the general Charter-Party submitted to the Court by the Joint Committee of Private Trade and Shipping, on the 22d inst. Vide App. No. 826.

It was moved that the following words be inserted in the clause (page 4.) wherein the Owners are allowed the same power of displacing the Commander or Officers, as the Court, viz. "But allowing to the said Captain or Officer so displaced, the power of appealing to the Court of Directors."

And the question being put on the said motion,
The same passed in the negative.

It was then moved, and on the question,

Ordered, That it be referred to the Joint Committee of Private Trade and Shipping, to settle the several clauses in the Charter-Party, relative to the ship's passage to and from India, and to the demorage to be allowed to the Owners for the loss of passage and detention in India.

On another motion,

Ordered, That a copy of the intended new Charter-Party, when completed by the Joint Committee of Private Trade and Shipping, be sent to the Managing Owners by the Secretary, and that they be informed a Court of Directors will be held on Thursday next, the 4th January, finally to settle the same, and to appoint a day for receiving tenders for three new ships of from 1000 to 1200 tons, for the ensuing season, under the conditions of the said Charter-Party.

AT A COURT OF DIRECTORS,

Held on Wednesday the 3d January, 1787.

On reading a letter from Mr. James Jones, requesting a decision on his former offer to build another new ship for the Company's service; Vide App. No. 828.

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

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The Chairman acquainted the Court, that having had a conference with the Managing Owners of Shipping, on the subject of the general Charter-Party lately approved by this Court, those gentlemen had stated objections to several parts thereof, and had expressed a wish to have more time for considering the same;

Ordered, That this Court do on Thursday the 11th inst. take into consideration such observations as the Owners may think proper to offer on the general Charter-Party.

AT A COMMITTEE OF SHIPPING,

On Friday the 5th January, 1787.

Vide App. Mr. Ferguson's report of the progress of ships building for the
No. 829. Company's service, dated this day, was laid before the Committee.

AT A COURT OF DIRECTORS,

Held on Wednesday the 10th January, 1787.

Vide App. On reading a letter from Robert Preston, Esq. dated the 9th inst.
No. 830. signifying that the Managing Owners find some clauses in the general Charter-Party to which they cannot accede, and requesting to have the honor of meeting a Committee of the whole Court on the subject;

Resolved, That this Court will give the Owners a meeting, agreeably to their request, at half past eleven o'clock in the forenoon to-morrow.

AT A COMMITTEE OF SHIPPING,

On Thursday the 11th January, 1787.

Vide App. On reading a letter from Godfrey Thornton, Esq. dated the
No. 831. 4th inst. desiring, for the reasons therein-mentioned, that the guns belonging to the ship Admiral Barrington may be allowed to remain on board, notwithstanding they are not Woolwich proof;

Ordered, That Mr. Thornton be acquainted that the Committee cannot admit of any but Woolwich proof guns being sent on board any of the freighted ships in the Company's service.

AT A COMMITTEE OF THE WHOLE COURT,

The 11th January, 1787.

Vide App. Read a letter from Robert Preston, Esq. Chairman of the
No. 830. Committee of Managing Owners, dated the 9th inst. desiring a conference with the Committee.

And some of the Owners attending were called in, and acquainted the Committee, that the Owners could not agree to the clause relative to ship damage, nor for making them answerable for the conduct of the Commanders relative to the sale of their ships.

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The Chairman desired they would state their objections in writing, the Owners then withdrew, and the Committee adjourned to go into a Court of Directors.

AT A COURT OF DIRECTORS,

Held on Thursday the 11th January, 1787.

The following letters were read, viz.

From the Managing Owners of Shipping, dated this day, stating that the Owners cannot make themselves responsible for the sea damage, as mentioned in the intended new Charter-Party; and also objecting to the Owners being answerable for the conduct of the Commanders relative to the sale of their ships; Vide App. No. 832.

From Mr. H. Christopher, dated the 10th inst. repeating his former tender of a ship to be ready by the month of March, 1788, but objecting to the terms of the new Charter-Party; and Vide App. No. 833.

From Mr. James Jones, dated this day, stating his objections to the new Charter-Party, and renewing his former tender with the alteration of £18. per ton for the fifth voyage. Vide App. No. 834.

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

AT A COMMITTEE OF THE WHOLE COURT,

The 11th January, 1787.

The Committee being again met,

A letter from the Committee of Managing Owners of Shipping, dated this day, was read, stating that it is the opinion of the Owners at large, that they cannot make themselves responsible for the sea damage, as mentioned in the intended new Charter-Party; and also objecting to the Owners being answerable for the conduct of the Commanders relative to the sale of their ships. Vide App. No. 832.

And the Committee taking the said letter into consideration;

It was, on the question being put,

Resolved, That the Owners be not charged with a sum exceeding £6000. for damages received in any one ship.

The Committee then agreed to defer the further consideration of the Owners letter till to-morrow.

AT A COURT OF DIRECTORS,

Held on Thursday the 11th January, 1787.

The Chairman acquainted the Court that the Committee of the whole Court had had a conference with the Managing Owners of Shipping, on the subject of the proposed general Charter-Party, at which it was agreed upon, that the damage for any one ship should not be computed at a sum exceeding £6000.

Resolved, That this Court do approve the proceedings of the Committee as above stated.

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AT A COMMITTEE OF THE WHOLE COURT,

The 12th January, 1787.

The Committee, with the assistance of the Company's Solicitor, amended the clause of the Charter-Party, page 6, relative to the sum to be paid by the Owners for damages, by leaving out the word "but," and inserting after the word "voyage" the following words, viz. "exceeding the sum of six thousand pounds, nor " for any damage except, &c."

The Committee also took into consideration the other clause objected to by the Owners, relative to the making them accountable for the Commanders, in the sale of offices, on board the Company's ships, as inserted in page 4 of the Charter-Party, and agreed to make the following addition after the words Owners and Master, "who shall offend in the premises, and such offending party or parties only shall account for."

AT A COURT OF DIRECTORS,

Held on Friday the 12th January, 1787.

The minutes of the Committee of the whole Court, dated this day, were read.

AT A COURT OF DIRECTORS,

Held on Wednesday the 17th January, 1787.

Vide App. No. 835. Letter from Mr. Thomas Hubbert, being read, desiring to withdraw his former tender of a ship of 800 tons, and in lieu thereof tendering a ship of 1100 tons, on the terms therein-mentioned.

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

Vide App. No. 836. On reading a letter from Mr. Anthony Brough, dated the 16th inst. advising that the ship Earl of Wycombe failed from Liverpool on the 11th inst. and will probably be in the river in two or three days; that the ship Lord Walsingham is now lying off the haven's mouth at Yarmouth, ready to sail with the first fair wind; and that the ship Marquis of Lansdown is finished, and will be launched on the 20th inst.

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

AT A COURT OF DIRECTORS,

Held on Friday the 19th January, 1787.

Vide App. No. 837. Letter from Thomas Newte, Esq. dated the 17th inst. was read, signifying that the Committee of Managing Owners will attend at this house to-day, to meet a Committee of the whole Court, to give their answer to the amendments in the Charter-Party.

The Court then adjourned to go into a Committee of the whole Court.

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AT A COMMITTEE OF THE WHOLE COURT,

The 19th January, 1787.

The Committee of Managing Owners being in waiting were called in, and acquainted the Committee, that since their last meeting they had made a serious enquiry of the two public offices, and laid before them the clause relative to ship and sea damage, who were unanimously of opinion they could not cover the risk.

AT A COURT OF DIRECTORS,

Held on Friday the 19th January, 1787.

The Chairman reported from the Committee of the whole Court, that the Owners had signified they could not agree to the clause relative to paying for ship and sea damage, as the public offices would not cover the risk.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 23d January, 1787.

Letter from Anthony Brough, Esq. dated the 16th and referred the 17th inst. advising that the Earl of Wycombe failed from Liverpool on the 11th inst. that the Lord Walsingham is now lying off the haven's mouth at Yarmouth, ready to sail; and that the Marquis of Lansdown is finished, and will be launched on the 20th inst. was read.

Vide App.
No. 838.

AT A COMMITTEE OF THE WHOLE COURT,

The 23d January, 1787.

The Committee of Managing Owners being desirous of having a conference with the Committee were introduced, and acquainted the Committee, that being desirous of meeting their wishes, were willing to take part of the risk of sea and ship damage upon themselves, and therefore mentioned that the sum of £2000. should be inserted in the Charter-Party instead of £6000. but yet they were not so tenacious of their opinion as obstinately to persevere in it, if it should be contrary to the sentiments of the Court of Directors; and being withdrawn,

The Committee took the foregoing opinion of the Committee of Managing Owners into consideration.

It was then moved, and on the question,

Resolved unanimously, That the sum of £3000. be inserted in page 6 of the Charter-Party, instead of £6000. for ship and sea damage.

And the Owners being called in, were acquainted therewith, and expressed their perfect satisfaction of it, and then withdrew.



- The Committee then read the following tenders, viz.
- Vide App. No. 806. From Nathaniel Tanner, Esq. of a ship of 1000 tons or upwards, for next season, at £22. per ton, for the first and second voyages; £20. for the third and fourth voyages; and £18. for the fifth voyage to India and China, with a reasonable allowance in case of war. Also another tender from Mr. Tanner of the same ship for £20. per ton, for four voyages; and £18. for the fifth voyage, to all parts of India and China, and reasonable allowance in case of war.
- Vide App. No. 794. From Mr. A. Brough to build as many ships from 1000 to 1200 tons, as may be wanted, at £22. per ton to China; Madras and China £23. per ton; and £24 per ton to other parts, for the first and second voyages, and £21. to China, £21. to Madras and China, and £22. per ton to other parts for the third and fourth voyages.
- Vide App. No. 788. From Mr. Anthony Calvert to build three ships of 1100 tons, at £22. per ton, for the East-Indies, and £20. per ton to China for four voyages.
- Vide App. No. 795. From Mr. H. Christopher of 1000 or 1200 tons, to launch in January, 1788, for five voyages, at £20. per ton to China, and all other parts in proportion.
- Vide App. No. 833. From Mr. Christopher, repeating his former tender, except as to the fifth voyage.
- Vide App. No. 804. From Mr. James Jones, a ship from 1000 to 1200 tons, for five voyages, at £20. per ton to China, and other parts the same freights as to other ships; but in case of war, upon such reasonable terms as may be agreed on.
- Vide App. No. 805. From Mr. James Jones, proposing his ship to be 130 feet keel, 41 beam, 17 hold, and 6 feet four inches between decks, making 1162 tons.
- Vide App. No. 828. Letter from Mr. James Jones, dated the 30th December last, desiring an answer to his tender.
- Vide App. No. 834. Letter from Mr. James Jones, renewing his former tender, with £18. for a fifth voyage.
- Vide App. No. 820. From Mr. W. Palmer, a ship from 1000 to 1200 tons, to be ready by the 25th January or February, 1788, for four voyages, at £20. per ton to China, and £18. for a fifth voyage to other parts as other ships; but in case of war, on terms to be agreed upon; also the Carnatic, for next season to China, at £20. per ton.
- Vide App. No. 798. From Mr. J. Royds to build on the Stormont's bottom, on the dimensions therein-mentioned, at £22. per ton to China, and at £20. per ton to China on other dimensions therein-mentioned.
- Vide App. No. 799. From Thomas Boddam, Esq. on the bottom of the Morfe of 1021 tons and scantlings, and some observations as to the Ceres, tendered at £22. per ton to China.
- Vide App. No. 797. From Thomas Newte, Esq. to build on the bottom of the Ceres, a ship of $1021\frac{2}{3}$ tons, at £22. per ton to China, and on the dimen-



dimensions therein-mentioned; also stating his reasons and observations for proposing the said dimensions.

From Mr. Thomas Hubbert, a ship of 1000 to 1100 tons, at £22. per ton for two first voyages, for the third and fourth voyages £20. per ton, and £18. for a fifth voyage. Vide App. No. 835.

From Gilbert Slater, Esq. to build on the bottom of Pacific and Major, on the same terms as the Ceres. Vide App. No. 800.

From Mr. John Munt, a ship from 800 to 1200 tons, for the first and second voyages £20. per ton; third, fourth, and fifth voyage £19. per ton, with usual allowances in case of war. Vide App. No. 819.

From G. M. Macaulay, Esq. a ship of 130 feet keel, 41 feet 6 inches extreme breadth, and proportionable hold and height between decks, burthen 1191 tons, to be at Gravesend by 20th February, 1788, for five voyages for India and China, at £19. per ton, and other terms mentioned. Vide App. No. 825.

Ordered, That the further consideration of the size and dimensions of the three new ships intended to be built for the Company's service for China, be adjourned till Friday next, and that copies of the new Charter-Party be sent to the Owners of the before-mentioned tenders, to know if they acquiesce to let their ships upon the same terms therein-mentioned.

AT A COURT OF DIRECTORS,

Held on Tuesday the 23d January, 1787.

On reading a letter from Messrs. William Young and Alexander Mitchell, offering to build a ship for the Company's service, on the terms therein-mentioned. Vide App. No. 838.

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

AT A COURT OF DIRECTORS,

Held on Wednesday the 24th January, 1787.

Letter from Mr. Anthony Brough, advising the arrival of the ship Earl of Wycombe at Gravesend, the 23d inst. and requesting that ship may take in her lading there, being read. Vide App. No. 839.

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

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

Resolved, That the same be not complied with.

AT



AT A COMMITTEE OF SHIPPING,

On Thursday the 25th January, 1787.

Vide App.
No. 839.] The Committee having taken into consideration the reference of last Court, on the letter from Anthony Brough, Esq.

Resolved, That it does not appear necessary to this Committee, that the Earl of Wycombe should be brought higher up the river than Gravesend, but that the Company's cargo be sent down to the ship where she now lays.

AT A COURT OF DIRECTORS,

Held on Friday the 26th January, 1787.

Vide App.
No. 840.
No. 841.
No. 842.
No. 843.
No. 844.
No. 845.
No. 846.
No. 847.
No. 848.
No. 849.] On reading letters from
Messrs. Nathaniel Tanner
Thomas Hubbert
William Palmer
H. Christopher
Robert Thompson
Anthony Brough
Anthony Calvert
James Jones
John Munt and
Jeremiah Royds, severally signifying their acquiescence in the Charter-Party settled by the Court, and tendering their ships on the terms therein-mentioned;

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

Vide App.
No. 850.] On reading a letter from the Owners of the late ship Alfred, requesting leave to build a new ship in her room, appointing Messrs. James and Robert Farquharson to be the Managing Owners of the said ship, and nominating Captain James Brown to the command thereof.

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

Vide App.
No. 851.
No. 852.] On reading letters from Gilbert Slater, Esq. and Thomas Boddam, Esq. severally signifying their approval of the new Charter-Party agreed upon by the Court; also,

Vide App.
No. 853.] Letter from George M. Macaulay, Esq. renewing his former tender of a ship to be ready in February or March, 1788, subject to the conditions of the new Charter-Party.

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

AT A COURT OF DIRECTORS,

Held on Tuesday the 30th January, 1787.

Vide App.
No. 854.] On reading the request of Mr. Anthony Brough, stating, that if the Court persist in requiring him to furnish $12\frac{1}{2}$ men for every 100 tons



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tons of the burthen of his ships, he may be favored with an early interview on the subject.

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

AT A COMMITTEE OF SHIPPING,

On Thursday the 1st February, 1787.

The request of Anthony Brough, Esq. referred the 30th ult. desiring if the Court should persist in the number of men for his ships, he may be favored with an early interview on the subject; Vide App.
No. 854.

Ordered, That Mr. Brough be desired to meet this Committee to-morrow morning at eleven o'clock.

AT A COMMITTEE OF SHIPPING,

On Friday the 2d February, 1787.

The Court having on the 30th of last month, referred to this Committee the request of Anthony Brough, Esq. desiring that if the Court should still require him to furnish men for his ships in the proportion of $12\frac{1}{2}$ to 100 tons, he may be favored with an early interview on that subject. The Committee took the same into consideration, and having held a conference of some length with Mr. Brough, it was resolved, as the opinion of this Committee, that no ship under 800 tons burthen should carry a less number of men than in the proportion of $12\frac{1}{2}$ to 100 tons burthen, and the Committee made the following report to the Court, viz. Vide App.
No. 854.

Pursuant to reference of Court of the 30th ult. the Committee have considered the request of Anthony Brough, Esq. that if the Court persist in requiring him to furnish $12\frac{1}{2}$ men for every 100 tons of the burthen of his ships, he may be favoured with an early interview on the subject; and the Committee see no reason to depart from the opinion offered in their report of the 8th December last, on a former letter from Mr. Brough.

AT A COMMITTEE OF THE WHOLE COURT,

The 2d February, 1787.

The Committee proceeded to the consideration of the size and dimensions of the three new ships intended to be built for the Company's service for China.

Read minutes of Court of the 19th October last.

Mr. Snodgrafs, the Company's Surveyor of Shipping, was called in and questioned on the above subject.

Resolved, That it is the opinion of this Committee, that Jeremiah Royds, Thomas Boddam, and Thomas Newte, Esqrs. be written to by the Secretary to say whether they will, each of them, build a ship of 130 feet length of keel, 41 or 42 feet breadth of beam, and 17 feet depth of hold, to be launched on or before the 20th February, 1788, and let the same to the Company for four voyages.

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To



To China direct
Madras and China, and
Bombay and China,
at £20. per ton, and subject to the Company's regulations.

AT A COURT OF DIRECTORS,

Held on Friday the 2d February, 1787.

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

Resolved, That this Court see no reason to depart from the opinion expressed in their resolution of the 8th December last, with regard to the number of men with which Mr. Brough's ships are to be manned.

The Chairman reported, that the Committee of the whole Court, had come to the following resolution, viz.

“ Resolved, That Mr. Jeremiah Royds, Mr. Thomas Boddam, and Mr. Thomas Newte, be written to by the Secretary to say whether they will, each of them, build a ship of 130 feet length of keel, 41 or 42 feet breadth of beam, 17 feet depth of hold, to be launched on or before the 20th February, 1788, and let the same to the Company for four voyages to China direct, Madras and China, and Bombay and China, at £20. per ton, and subject to the Company's regulations.

It was on the question,

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

AT A COMMITTEE OF SHIPPING,

On Saturday the 3d February, 1787.

Mr. Coggan acquainted the Committee, that Mr. Brough desired it might be intimated to the gentlemen, that he signed the Charter-Party of the ship Marquis of Lansdown, as drawn up in the Secretary's office, with the clauses directing that the demorage should commence four months after her arrival in India, and that one month should be allowed for unloading in the river Thames; but as his agreement with the Court was that his ships should, in every part of the Charter-Party, be in the same proportion as their respective tonnages bear to other ships, he therefore hopes, notwithstanding his having signed the Charter-Party, that the above two periods will be reduced accordingly.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 6th February, 1787.

Vide App.
No. 855.

Letter from Anthony Brough, Esq. dated this day, desiring another interview with the Committee, respecting the number of men for his ships, being read,

Ordered, That Mr. Brough be acquainted, the Committee having business of consequence before them which much engages their



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their attention, and makes it extremely inconvenient to spare time for a second conference, the Committee desire, if he has any thing new to offer on this subject, he will please to communicate the same in writing.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 7th February, 1787.

Letter from Anthony Brough, Esq. dated 6th inst. being read, intimating that the object of his interview with the Committee is to adduce certain proofs, Vide App. No. 856.

Ordered, That Mr. Brough be desired to forward, under cover, to the Committee, the proofs he alludes to in the above letter.

AT A COURT OF DIRECTORS,

Held on Wednesday the 7th February, 1787.

On reading a letter from Messrs. Thomas Boddam, Jeremiah Royds, and Thomas Newte, dated this day, requesting further time to consider the Court's proposal as to their building a ship as mentioned in the Secretary's letter of the 2d inst. Vide App. No. 857.

Ordered, That those gentlemen be allowed till Wednesday next, the 14th inst. to consider the said proposal.

AT A COMMITTEE OF SHIPPING,

On Friday the 9th February, 1787.

Mr. Ferguson's report of the progress of ships building for the Company's service, dated the 7th instant, was laid before the Committee. Vide App. No. 858.

Letter from Mr. Gilbert Ferguson, dated the 7th inst. intimating that the ship Hartwell was launched at Itchenor, on the 5th inst. and referring to his report for the state of the Belvedere, was read. Vide App. No. 859.

AT A COMMITTEE OF SHIPPING,

On Saturday the 10th February, 1787.

A list of officers for each of Mr. Brough's three ships, dated the 8th inst. was laid before the Committee, and the Committee having conferred with Mr. Brough thereon, it was agreed that it would be proper to add to such list, one surgeon's mate, one cooper, and four quarter masters. Vide App. No. 860.

Letter from Mr. Brough, dated the 7th inst. was then read, wherein he represents that it will be impossible to forward certain proofs in the way desired by the Committee, therefore expressing his hopes that the Committee will not refuse him an early interview. Vide App. No. 861.

And Mr. Brough was accordingly heard, and after a conference of considerable length, on the subject of his former application for his ships being navigated with a less number of men than in the proportion of 12½ to 100 tons, he withdrew.

AT



AT A COURT OF DIRECTORS,

Held on Tuesday the 13th February, 1787.

Vide App. No. 862. On reading letter from Messrs. Thomas Boddam, Jeremiah Royds, and Thomas Newte, signifying that a Committee of the Managing Owners will be ready to attend a Committee of the whole Court to-morrow, at any hour the Court may appoint,
Ordered, That those gentlemen be informed the Court will meet the Committee of Managing Owners to-morrow at one o'clock.

Vide App. No. 863, 864. On reading a letter from Mr. Thomas Newte, dated the 8th inst. enclosing a paper containing the alterations and amendments of the By-Laws relative to Shipping, proposed by the Owners; also,

Vide App. No. 865. Letter from Mr. John Fiott, dated this day, tendering a ship for the Company's service, on the terms therein-mentioned;
Ordered, That the said letters be referred to the consideration of a Committee of the whole Court.

Vide App. No. 866. On reading a letter from Mr. Anthony Brough, dated this day, complaining of being directed to furnish 25 men to every 200 tons of his ships, while the Owners of the other new ships, on the same terms of freightage, will be required to furnish only 22 men to equal tonnage;
Ordered, That the said letter be referred to the consideration of the Committee of Shipping.

AT A COMMITTEE OF THE WHOLE COURT,

The 14th February, 1787.

A Committee of the Managing Owners attending for the purpose of having a conference with this Committee, on the subject of the Court's resolution of the 2d inst. they were called in, and stated their opinion, that the ships mentioned in the said resolution would draw too much water, and they could not replace the stores of such large ships in India. That if those ships came home without surplus tonnage, the Owners must be injured. That the large foreign ships were differently constructed. That they did not consider the offer to build at £20. per ton as a preference, because new Owners could build £6000. cheaper than they, by selling the command for that sum, which amounted to £2. per ton, but that the old Owners could not deprive their Commanders of their situations. That they considered £22. per ton a fair calculation. That they wished a Standing Order or By-Law was made for employing the Commanders according to their seniority, and, in that case, would think £20. per ton a preference; but as 52 ships were expected to be ready for the service of next season, they hoped no further steps would be taken, at present, respecting the ships in question, and that the above Order or By-Law would be first established, and extended to all ships employed in future. That the large ships proposed could

not



not be built in time, as they ought to be 18 months in their frame; but admitting they could be built for next season, it would make a difference of £3. per ton.

After repeating that they considered £20. as a preference to them, if the before-mentioned Order or By-Law was established; they withdrew.

The following letters were read, viz.

From Mr. John Fiott, tendering a ship for the Company's service at £19. per ton. Vide App.
No. 865.

From Mr. John Munt, dated the 25th ult. amending his tender of the 21st November last. Vide App.
No. 848.

From Mr. George Macaulay, dated 26th ult. renewing his tender of December last; and Vide App.
No. 853.

From Mr. Anthony Calvert, amending his tenders of the 18th October and 29th November last. Vide App.
No. 846.

Resolved, That the Committee do offer it to the Court, as their opinion, that the Secretary do forthwith write to the Committee of Managing Owners, acquainting them that the Court will meet them at this house on Wednesday the 21st inst. at one o'clock, in order to settle the freights for the ensuing season.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 14th February, 1787.

The Committee made the following reports to the Court, viz.

The Committee having considered the reference of Court of the 13th inst. on the letter from Anthony Brough, Esq. dated the same day, desiring an early decision of the several points therein-mentioned, respecting his three ships; the Committee have to observe, that having already recommended to the Court, in two reports, one dated 8th December, and the other the 2d February last, that the number of men proper to navigate his ships should be in the proportion of twelve men and a half to one hundred tons, the Committee see no reason to depart from that opinion. In regard to the article of demorage, the Committee are of opinion, that the same should commence four months after the arrival of his respective ships at their consigned ports in India or China. Vide App.
No. 866.

And it does not appear necessary, that not a less time than 30 days should be fixed for unloading each ship, on her return to the river Thames.

The Committee having taken into consideration what number of men are necessary for navigating ships of different sizes freighted by the Company, do submit the following to the determination of the Court, viz.

That ships between 750 and 800 tons, be navigated as usual by 100 men.

That ships under 750 tons do carry men in the proportion of twelve and a half to 100 tons.

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That ships between 800 and 1000 tons, do carry men in the proportion of twelve and a half per cent. as far as 800 tons, and for the exceedings beyond 800 tons, at the rate of ten men for every 100 tons.

That a ship of 1000 tons carry 120 men, and for all exceedings beyond 1000 tons, in the proportion of five men for every 100 tons; and that not more than five supernumeraries be allowed in any ship of what description soever.

On this plan the following will be the complement of different sized ships, viz.

For a ship of 750 to 800 tons	100 men
900	110
1000	120
1100	125
1200	130

AT A COURT OF DIRECTORS,

Held on Wednesday the 14th February, 1787.

The Committee of Shipping in a report, dated this day, now read, submitting to the Court as their opinion, that they see no reason to depart from the Court's former resolution; that the number of men proper to navigate Mr. Brough's ships be in the proportion of twelve men and a half to 100 tons.

That with regard to demorage, it should commence four months after the arrival of the respective ships at their consigned ports in India or China, and

That not a less time than 30 days be fixed for unloading each of Mr. Brough's ships, on her return to the river Thames.

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

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

Resolved, That ships between 750 and 800 tons, be navigated by 100 men, as usual.

That ships under 750 tons, do carry men in the proportion of twelve and a half to 100 tons.

That ships between 800 and 1000 tons, do carry men in the proportion of twelve and a half per cent. as far as 800 tons; and for the exceedings beyond 800 tons, at the rate of ten men for every 100 tons.

That a ship of 1000 tons do carry 120 men; and for all exceedings beyond 1000 tons, in proportion of five men for every 100 tons.

And that no more than five supernumeraries be allowed in any ship of what description soever.

On which plan the following will be the complement of different sized ships, viz.

For a ship of 750 to 800 tons	100 men
900	110
1000	120
1100	125
1200	130

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The Chairman, from the Committee of the whole Court, moving the Court,

Resolved, That a Committee of the whole Court be held on Wednesday next, the 21st inst. at one o'clock, for the purpose of conferring with the Managing Owners of Shipping, on the subject of the freights for the ensuing year.

AT A COURT OF DIRECTORS,

Held on Thursday the 15th February, 1787.

On reading a letter from Mr. John Fiott, dated this day, explaining his tender of the 13th inst. Vide App.
No. 867.

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

AT A COMMITTEE OF THE WHOLE COURT,

The 21st February, 1787.

The Committee being met to receive the Committee of Managing Owners to settle the rates of freight for the ensuing season, and being in waiting were called in, and

Mr. Newte, in the name of the rest of the Owners, acquainted the Committee, that at a general meeting of the Owners, held yesterday, they were unanimously of opinion they could not let their ships for China for the ensuing season at a less freight than £24. and to other parts of India in the usual proportions, and being withdrawn,

The Committee took the above resolution of the Owners into consideration.

It was moved, and on the question,

Resolved, To agree to offer the old Owners £23. 10s. per ton freight for ships to China for the next season.

Mr. Fiott's explanation of his tender made the 14th instant, was read. Vide App.
No. 867.

AT A COURT OF DIRECTORS,

Held on Wednesday the 21st February, 1787.

The Chairman, from the Committee of the whole Court, reported, that agreeably to the notice given last Wednesday, the Committee had held a conference with the Managing Owners of Shipping, who had stated that they could not let their ships for freight to China at less than £24. per ton.

It was then moved, and on the question,

Resolved, That it be agreed to offer £23. 10s. per ton to the old Owners for ships to China for next season.



AT A COMMITTEE OF SHIPPING,

On Friday the 23d February, 1787.

The following letters were read, viz.

Vide App.
No. 868
to 871.

From Captain Oliver and Mr. Snodgrafs, dated the 21st inst. enclosing accounts of the dimensions and scantlings of the principal timbers; also the dimensions of the masts and yards, and the number, weight, and size of the anchors and cables of the ships built for Mr. Brough, Mr. Fiott, and Mr. Jones.

Vide App.
No. 872.

From Mr. Snodgrafs, dated the 21st inst. signifying that in consequence of orders from the Managing Owner of the Nottingham, six cabins are built in the cuddy, for the officers, instead of the steerage; that he apprehends it will appear to this Committee, no inconvenience can result from this measure, as it may be attended with some benefit to the Company and Owners; that he considered it his duty to acquaint the Committee with the above from its being a deviation from the regulations respecting cabins.

The Committee approved thereof.

AT A COURT OF DIRECTORS,

Held on Wednesday the 28th February, 1787.

Vide App.
No. 873.

Letter from the Managing Owners of Shipping, dated the 22d inst. accepting the freights offered by the Court for the ensuing season, and requesting that the By-Laws, respecting shipping, may be revised and amended, was read.

AT A COURT OF DIRECTORS,

Held on Wednesday the 7th March, 1787.

Vide App.
No. 874.

Letter from Mr. Timothy Curtis, dated this day, being read, requesting the Court will encrease the demorage of the new ship Nottingham, in proportion to her tonnage, and the number of men she is consequently obliged to employ to navigate a ship of so large a burthen.

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

AT A COMMITTEE OF SHIPPING,

On Friday the 9th March, 1787.

Vide App.
No. 874.

Pursuant to reference of Court of the 7th inst. the Committee have considered the request of Timothy Curtis, Esq. that the demorage of the ship Nottingham may be encreased in proportion to her tonnage beyond other ships, and reported as their opinion, that the demorage be encreased in the proportion that the number of men she is to be navigated by (being 127) bears to

£20.



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£20. 16s. 8d. the usual allowance for a ship navigated by 100 men, at which rate the demorage for this ship will amount to £26. 9s. 2d. per day.

AT A COURT OF DIRECTORS,

Held on Friday the 9th March, 1787.

A report from the Committee of Shipping, dated this day, being read, stating that the Committee are of opinion, the demorage of the ship Nottingham may be encreased in proportion to her tonnage beyond other ships, the number of men she is to be navigated by being 127, bears to £20. 16s. 8d. the usual allowance for a ship navigated by 100 men, the demorage will amount to £26. 9s. 2d. per day.

Resolved, That this Court do approve of the same accordingly.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 13th March, 1787.

Letter from Mr. Ferguson, dated the 9th inst. advising his having surveyed the new ship Belvedere, building at Itchenor, and referring to the accompanying report of progress for the works done to her, was read.

Vide App.
No. 875,
876.

AT A COURT OF DIRECTORS,

Held on Wednesday the 14th March, 1787.

On reading a letter from Mr. John Fiott, requesting that the demorage of the ship Hartwell may be encreased in proportion to the number of men she is to carry.

Vide App.
No. 877.

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

AT A COMMITTEE OF SHIPPING,

On Friday the 16th March, 1787.

The Committee made the following report to the Court, viz.

The Committee having taken into consideration the reference of Court of the 14th inst. on the request of John Fiott, Esq. respecting the demorage of the ship Hartwell, do recommend that demorage be allowed for this ship at the rate of £23. 10s. 10d. per day, being the proportion for a ship navigated by 113 men, agreeably to the plan recommended to the Court in a former report from this Committee respecting the demorage of the ship Nottingham, and which proportion the Committee apprehend the Court will be pleased to adopt upon all future occasions.

Vide App.
No. 877.

The Committee have further to observe, that the Hartwell, which by agreement was to have been at Gravesend on the 2d of last month, is not yet arrived there; and as the season is now

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far advanced, the Committee submit whether there should not be a clause in this ship's Charter-Party similar to that intended for the Belvedere, to exonerate the Company from the charge of demorage, in case the ship should lose her passage.

AT A COURT OF DIRECTORS,

Held on Friday the 16th March, 1787.

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

Ordered, That the demorage of the ship Hartwell be increased in the same proportion as was allowed for the Nottingham; and that as the Hartwell is not yet at Gravesend, according to agreement, a clause be inserted in that ship's Charter-Party, to exonerate the Company from demorage, should she lose her passage.

AT A COMMITTEE OF PRIVATE TRADE,

On Wednesday the 21st March, 1787.

The Committee took into consideration the state of the proceedings respecting the dispute which has arisen with the Owners of the ships chartered at the time the treaty for the late peace was depending, whereby it was agreed, that an allowance was to be made to the Company in respect of the saving in the premiums of insurance, by means of the peace; and the Company's Solicitor having related to the Committee the communications between him and Mr. Farquharson, one of the Ship Owners, for an amicable settlement of the said disputes, and that Mr. Farquharson was now attending to confer with the Committee thereon; Mr. Farquharson was introduced, and acquainted the Committee that he was empowered, by writing under the hands of the husbands of twenty out of twenty-two ships, to settle the matter, by agreeing to such allowance as he should think fit, and that he expects the acquiescence of Sir Richard Hotham and Mr. Webb, the Owners of the other two ships. Mr. Farquharson then proposed and agreed on behalf of himself and the other Owners, that they should, amongst them, allow the Company to the amount of £50,000. in the settlement of their accounts for a saving of insurance, in such proportions as shall be ascertained by themselves; and that this offer, or any thing that has passed relative thereto, is not to prejudice either party, or ever be taken notice of, in case it shall not be agreed to by the Court; Mr. Farquharson withdrew. And the Committee deliberating on his proposal, agreed to report the above particulars to the Court, and to recommend as their opinion, that the said accommodation should be agreed to.

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AT A COURT OF DIRECTORS,

Held on Wednesday the 21st March, 1787.

The Committee of Private Trade in a report, dated this day, now read, stating that Mr. Farquharson, who is empowered by writing under the hands of the husbands of twenty out of twenty-two ships, and expects the acquiescence of the Owners of the other two ships, has proposed and agreed, on behalf of himself and the other Owners, that they shall, amongst them, allow the Company to the amount of £50,000. in the settlement of their accounts, for a saving of insurance in such proportions as shall be ascertained by themselves; and the Committee reporting to the Court, as their opinion, that the said accommodation should be agreed to.

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

On reading the request of Mr. John Fiott,

Resolved, That the Owners of the ship Belvedere be permitted to send her directly from Portsmouth to China, without her proceeding to Gravesend, provided they take upon themselves all the risk and expences that may be incurred by the Company's sending any part of the Cargo to Portsmouth, and that the Owners be not entitled to demorage should the ship lose her passage out; and it is to be clearly understood, that this indulgence is not granted as a favor to the Owners, but in the hopes of the ship's arriving in due season in China, and is not to be drawn into a precedent.

AT A COURT OF DIRECTORS,

Held on Friday the 23d March, 1787.

Letter from Mr. John Fiott, dated the 22d inst. being read, signifying the consent of the Owners of the Belvedere to the terms on which that ship has been permitted to be dispatched from Portsmouth or Spithead, and desiring leave to pay the sum of £100. for the use of Poplar hospital, as an acknowledgment of the obligation thus conferred on the Owners.

Vide App.
No. 878.

Ordered, That the said sum of £100. be received into cash for the use of Poplar hospital accordingly.

AT A COURT OF DIRECTORS,

Held on Tuesday the 27th March, 1787.

Ordered, That the Owners of the Hartwell be excused from being subjected to the insertion of the same clause as was inserted in the Charter-Party of the Belvedere, rendering the Owners liable to demorage, if the ship shall not arrive in the China seas by a certain Time.



AT A COURT OF DIRECTORS,

Held on Wednesday the 4th April, 1787.

Vide App.
No. 879.

On reading a letter from a majority of the Owners of the late ship Duke of Grafton, appointing Mr. John Hodsdon Durand to be Husband or Managing Owner, to tender a new ship built on her bottom, to be commanded by Mr. John Barkley, and revoking any power heretofore given by them to Mr. William Moffat;

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

AT A COMMITTEE OF SHIPPING,

On Friday the 6th April, 1787.

Vide App.
No. 880.

Letter from Mr. Gilbert Ferguson, dated Itchenor, the 4th inst. advising that the Belvedere in launching on the 2d inst. but stopped on the launch, that she sits very upright, and has not received the least damage; also stating that every effort has been made to get her off, without success, and the builders have applied for assistance from Portsmouth, was read.

AT A COMMITTEE OF SHIPPING,

On Tuesday the 10th April, 1787.

Vide App.
No. 881.

Letter from Mr. Ferguson, dated the 7th inst. signifying that the Belvedere still continues on the launch, and must remain there till next spring tides, was read.

AT A COURT OF DIRECTORS,

Held on Thursday the 19th April, 1787.

Vide App.
No. 882.

On reading a letter from Mr. John H. Durand, dated this day, acquainting the Court that a new ship, to be named the Hawkebury, built on the bottom of the Duke of Grafton, has been ready to be launched for some months past, and requesting that if she is not wanted before the 30th inst. she may remain on the stocks until wanted, instead of being in dock; also

Vide App.
No. 883.

The request of Mr. William Moffat, that the Court will suspend their decision on who has the right to build on the bottom of the Duke of Grafton, till a cause depending in Chancery between him and Mr. Van Millengen shall be determined,

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

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AT A COMMITTEE OF SHIPPING,

On Wednesday the 25th April, 1787.

Letters from Mr. Ferguson, dated the 18th and 20th instant, were read, advising in the former, that the Belvedere is hove off the launch; and, in the latter, that he is induced to believe she has not received any damage whatever.

Vide App.
No. 884.
No. 885.

AT A COMMITTEE OF SHIPPING,

On Wednesday the 2d May, 1787.

The Committee having taken into consideration the references of Court of the 4th and 19th ult. on the several letters from the majority of Owners; also from John Durand and William Moffat, Esqrs. respecting their different claims to build on the bottom of the ship Duke of Grafton; and having likewise considered a letter from John Hodsdon Durand, Esq. under this date, on the same subject; and Mr. Parry attending on the part of Mr. Durand was called in and produced some papers respecting Mr. Durand's pretensions, which were read, and Mr. Parry being withdrawn, and the Company's Solicitor having been consulted on this business,

Vide App.
No. 879.
No. 882.
No. 883.
No. 886.

Resolved, That the ship tendered by Mr. Durand for the Company's service, in the room of the Duke of Grafton, be accepted.

Resolved, That Mr. Durand having given notice on the 19th ult. that the above ship was ready for launching, she be not considered a lapsed bottom under the regulations of the 24th February, 1785.

And the same was reported to the Court accordingly.

AT A COURT OF DIRECTORS,

Held on Wednesday the 2d May, 1787.

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

Resolved, That the ship tendered by John Hodsdon Durand, Esq. on the bottom of the Duke of Grafton, be accepted for the Company's service, and that she be not considered as a lapsed bottom, under the Court's regulations of the 24th February, 1785.

AT A COURT OF DIRECTORS,

Held on Thursday the 10th July, 1787.

The request of Mr. Robert Williams, that the stripping off the sheathing from the ship General Coote, may be deferred till a future voyage, being read,

Vide App.
No. 887.
888.

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

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AT A COURT OF DIRECTORS,

Held on Thursday the 19th July, 1787.

Vide App. No. 889. On reading a letter from Robert Preston, Esq. dated the 20th June last, tendering the ship Southampton for a fourth voyage to India, and signifying his intention to defer requesting the Court's leave to build on her bottom, till entitled so to do under the regulations respecting ships proceeding to India, on a fourth voyage; also

Vide App. No. 890, 891. Letter from Mr. George Burnett, enclosing a letter from Mr. Robert Donald, dated at Calcutta, the 10th November, 1786, proposing to pay into the Company's Treasury at Canton, the amount of a cargo of teas, for bills of exchange on the Court, provided the Court will take up the ship Hornby, burthen 1100 tons, to bring home the tea at £20. per ton.

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

AT A COURT OF DIRECTORS,

Held on Friday the 20th July, 1787.

Vide App. No. 892. On reading a letter from Abel Chapman, Esq. dated the 19th inst. offering the ship Chapman for two or more voyages to India or China, at £20. per ton; or that, should it be more agreeable to the Court, he will build a new ship from 800 to 1000 tons, on the terms of freight therein-mentioned; also

Vide App. No. 893. Letter from Messrs. Timothy and William Curtis, dated this day, tendering the ship Stormont for another voyage to China, upon the same terms as the ships of this season.

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

AT A COMMITTEE OF THE WHOLE COURT,

The 25th July, 1787.

The Committee took into consideration the present state of the Company's shipping, the following particulars were read, viz.

The resolutions of the Court of Directors of the 21st and 28th February last, for settling the freights for the ensuing season, with the Owners agreeing thereto.

Minutes of Court of the 19th October and 1st November, 1786, relative to Mr. Slater's right to build on the bottom of the Pacific.

Vide App. No. 894. A report from Mr. Oliver, dated 20th instant, of the ships building in the river, supposed to be for the Company's service; also state of ships for the season of 1787.

Mr. Snodgrafs was called in and examined relative to the size and forwardness of the ships building in the river upon speculation.

Ordered,



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Ordered, That Messrs. Boulton, Newte, Royds, Boddam, and Slater, who are supposed to be building on the bottoms of the ships Norfolk, Ceres, Stormont, Morfe, and Pacific, be desired to attend to-morrow at eleven o'clock.

AT A COURT OF DIRECTORS,

Held on Wednesday the 25th July, 1787.

Letter from John Clements Esq. dated this day, being read, tendering the Royal Charlotte for another voyage to China, upon the same terms of freight as the ships to be taken up this season. Vide App. No. 895.

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

AT A COMMITTEE OF THE WHOLE COURT,

The 26th July, 1787.

Messrs. Cameron (for Mr. Newte) Royds, Slater, Bristow (for Mr. Boulton) attending agreeably to the Committee's resolution of yesterday, were informed, that they were summoned in consequence of their tender of the 1st November last, to know on which of the two sizes they have built their ships, and on what terms they were willing to let them; and those gentlemen not being prepared to give an answer thereto, were desired to acquaint the Court of Directors by Tuesday next, on what terms they are willing to let the ships built on the large dimensions for China, or Coast and China; and then they withdrew.

AT A COURT OF DIRECTORS,

Held on Thursday the 26th July, 1787.

Letter from Mr. Henry Boulton, dated this day, was read, signifying that he concludes the Court have acquiesced in his request for the Norfolk to be considered as a ship for the year 1788. Vide App. No. 896.

AT A COURT OF DIRECTORS,

Held on Tuesday the 31st July, 1787.

Tenders of the following ships being read, viz.
New ship in the room of the Stormont,

Morfe,

Pacific,

Ceres,

Capt. William Agnew

Capt. Thomas Price

all tendered at builders measurement on the following terms of freight, viz.

To China direct

To St. Helena and China, Bencoolen and China,

and Coast and China

To Bombay

To Coast and Bay

£22. per ton.

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and,

Vide App.No. 897.No. 898.No. 899.No. 900.

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and, in all other respects, to be taken up on the same terms and conditions as the regular ships of last season;

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

AT A COMMITTEE OF THE WHOLE COURT,

The 31st July, 1787.

Vide App.
No. 900.

Vide App.
No. 899.

Vide App.
No. 897.
No. 898.

The Committee took into consideration the following tenders, which were referred by the Court this day, viz. by Donald Cameron, Esq. for Thomas Newte, Esq. of a ship building on the bottom of the Ceres, Captain Thomas Price, burthen 1162 tons, to be launched by January next. By Gilbert Slater, Esq. on the bottom of the Pacific, Captain William Agnew, burthen 1151^{6 3}/₄. By Jeremiah Royds, Esq. on the bottom of the Stormont, burthen 967 tons, to be launched in or before November next. And by Thomas Boddam, Esq. on the bottom of the Morfe, burthen 1000 tons, each ship to carry 28 guns, and on the following freights, viz.

To China direct	-	-	-	-	£22 per ton.
St. Helena and China, Bencoolen and China,	}				
and Coast and China		-	-	-	23
Bombay	-	-	-	-	24
Coast and Bay	-	-	-	-	25

and, in all other respects, to be taken up on the same terms and conditions as the regular ships of last season; and, the Committee are of opinion, that the following freights are proper to be offered to the Owners of the under-mentioned ships, viz.

Ceres and Pacific, £22. for Coast and China
Stormont and Morfe, 23. for Ditto, and to the other parts of India in the usual proportions; the demorage to be at the rate of £20 16s. 8d. a day, provided they can be got ready in time to go to Coast and China in the proper season.

Messrs. Cameron and Slater attending, were called in and acquainted therewith, and desired to return an answer on Thursday next.

AT A COURT OF DIRECTORS,

Held on Tuesday the 31st July, 1787.

The Chairman reported from the Committee of the whole Court, that the Committee had considered the tenders made by the Owners of the ships Pacific, Ceres, Stormont, and Morfe, and had offered the Owners of the two first £22. per ton, and the other £23. per ton for Coast and China, and demorage at £20. 16s. 8d. per day, provided the ships can be got ready in a proper season to go to Coast and China.

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