

300 Horse) should sign the Agreement. To these latter Articles I would on no Account agree, and it was not until Four P. M. when they found, from our continuing to batter, that I would admit of no Delay, that they agreed to the original Terms, which were immediately carried into full Effect, by their Evacuation of the Fort and Mountain, of which we took Possession.

If this had not taken Place I had made the necessary Arrangements for Storming both Breaches on the Morning of the 18th, and I conceive that the Garrison were intimidated from a Knowledge that, if they opposed us on our entering the Breaches, their Communication with the upper Fort would be cut off, and they had no other Way to Escape than the Road which led down by our Battery.

Could they have obtained Possession of the upper Fort, or Balla Killa, at the Top of the Mountain, I am inclined to think it utterly impregnable.

I have left Captain Cliffe of the Engineers to take a Plan and View of the Forts and Works on the Mountain, which I doubt not, from his known Abilities, will be ably executed.

It is with the greatest Pleasure, that I embrace this Opportunity of submitting for your Notice, the Merits, Zeal, and great Exertions of all Ranks on this Service.

I have the Honor to be, &c.

(Signed) H. WOODINGTON, Lieut. Col.  
*Baroda, September 21, 1803.*

Published by Command of His Excellency, the Most Noble the Governor-General in Council.  
J. LUMSDEN, Chief. Sec. to the Gov.

Admiralty-Office, April 10, 1804.

*Copy of a Letter from the Right Honorable Lord Keith, K. B. Admiral of the Blue, &c. to William Marsden, Esq; dated on board His Majesty's Ship Monarch, off Ramsgate, the 9th Instant.*

SIR,

I HEREWITH transmit, for their Lordships' Information, a Copy of a Letter which I have this Morning received from Rear-Admiral Thornbrough, inclosing one to him from Captain Hardinge, of His Majesty's Sloop the Scorpion, in which he reports the successful Issue of a most gallant and spirited Attack which was made by Captains Hardinge and Pelly with the Boats of the Scorpion and Beaver on the Dutch National Brig Atalante, at Anchor within the Vlie Roads, on the 31st of last Month.

Although the Brilliancy of this Service can receive no additional Lustre from any Commendation that it is in my Power to bestow, I obey the Dictates of both Duty and Inclination in recommending the distinguished Services of Captains Hardinge and Pelly, and of the Officers and Men employed under them on this Occasion, to the Consideration of their Lordships, who will not fail to observe the Delicacy with which Captain Hardinge refrains in his Narrative from any Mention whatever of himself, nor to recollect that Captain Pelly was promoted to the Rank of a Commander in consequence of his being most severely wounded in the Performance of his Duty before Boulogne.

I am, &c.

KEITH.

*Defence, 4th April 1804, K ykdon East 8 Leagues.*

MY LORD,

I HAVE the Honor to inform your Lordship, that I detached the Scorpion Sloop on the 25th Ultimo to cruize off the Vlie Passage, in order to watch the Motions of the Enemy in that Quarter, having previously received Information that Two Dutch National Brigs were at Anchor in the Vlie Road. I have now the Satisfaction of stating to your Lordship, that I was Yesterday Afternoon joined by the Scorpion and Beaver Sloops, bringing with them the Atalanta Dutch National Brig, One of the Vessels above alluded to, and the Commodore of a small Squadron placed there, for the Protection of that Passage and Road, which they carried in the most gallant and spirited Manner, although she was fully prepared for the Contest, having Boarding Netting triced up, and defended in the most obstinate Manner; so determined was the Captain that he refused Quarter when most generously offered him, and fell in the Defence of his Brig; she carries sixteen long Twelve-Pounders, is the largest and finest Vessel of her Class I ever saw, is only Three Years old, and, in my Opinion, will make a most complete Sloop of War.

I have the Honor of enclosing to your Lordship a Copy of Captain Hardinge's Letter to me upon the Subject, and must beg Leave to remark, that both Captains Hardinge and Pelly were personally engaged in the Enterprize, which I trust will recommend them to your Lordship's Protection.

I have the Honor to be, &c.

EDW. THORNBROUGH.

*The Right Hon. Lord Keith, K. B.*

*His Majesty's Sloop Scorpion off the Vlie, 3d April 1804.*

SIR,

HAVING reconnoitered the Position of the two Men of War Brigs in the Vlie, I resolved to attempt the Outermolt on the first favourable Opportunity.

When accidentally falling in with His Majesty's Sloop Beaver in her Way to her Station, on the 31st Ultimo, Captain Pelly very handsomely volunteered the Assistance of himself and his Boats.

The Attack was made the same Night; the Intrepidity of British Seamen overcame every Obstacle, (she being in all Respects prepared with Boarding-Netting, &c.) and after a sharp Contest we were in full Possession of her. She proves to be the Dutch National Brig Atalante, Captain Carp, mounting Sixteen long Twelve Pounders, and had on board Seventy-six Men.

She is one of the largest Brigs in the Dutch Navy, is a remarkable fine Vessel, and in my Opinion admirably calculated for His Majesty's Service.

I am happy to add, it has not been attended with the Loss of one Man on our Part, and only five wounded. I beg Leave to say how much I am indebted to the Zeal and Gallantry of Captain Pelly, Lieutenants Bluett, White, and Shields, with Messrs. Williams and Fair, Masters, and the rest of the Petty Officers and Men, for their cool, steady, and determined Conduct throughout the Whole, as from a Shift of Wind we were unable to bring her out for Three Days. I herewith return Lists of the Killed and Wounded. I have the Honor to be, &c.

(Signed)

G. N. HARDINGE.

*To Rear Admiral Thornbrough, &c. &c. &c.*