

gate separated from them. Being resolved to avail myself of this Advantage, and being anxious to be in a Position for supporting the Harrier, now engaged in the Centre of the Enemy's Line, I wore close round the Frigate's Bows, raking her severely while passing; and when on the Starboard Bow, by throwing our Sails aback, we fell into the desired Position. The Cannonade from the Greyhound was now admirable, while that of the Frigate visibly slackened; and at last, after an Action of Forty Minutes, wholly ceased. On hailing to know if they had struck, they answered they had, and Lieutenant Home took immediate Possession of her. On directing her Fire on the Ships astern, they all followed her Example, except the Corvette, who, from being in the Rear, had suffered little from the Action, and now made off towards the Shore. Captain Troubridge immediately wore in Pursuit of her, sending, at the same Time, a Boat to take Possession of the large Ship, (whose Fire he had nearly silenced early in the Action.) Perceiving the Corvette sailed remarkably well, and that she could spread more Canvas than the Harrier, her Mast and Rigging being entire, I recalled the latter from a Chace which was likely to be fruitless.

The Prizes proved to be the Dutch Republican Frigate Pallas, of Thirty six Guns, commanded by N. S. Aalbers, a Captain in the Dutch Navy; the Victoria, a Two-decked Ship, of about Eight Hundred Tons, commanded by Klaas Kenkin, senior Captain in the Dutch Company's Service; and the Battavia, a Ship of about Five Hundred Tons, commanded by William De Val, a Captain in the same Service; both the Company's Ships are armed for the Purpose of War, and richly laden with the Produce of the Moluccas.

The Ship which escaped, I learn from our Prisoners, was the Republican Corvette William, mounting Twenty Two-pounders, and manned with One Hundred and Ten Men.

The Support and Assistance I have received from Captain Troubridge on every other Occasion, (through a difficult and perilous Navigation,) I attribute to the same Talents, Ability, and Zeal, which he so nobly displayed on this one.

I feel happy in an Opportunity for recommending Mr. Purvis Home, First Lieutenant of the Greyhound, a deserving good Officer, who proved that innate Courage was to be assisted by Experience, and I reaped the Benefit of that, which he had acquired at Copenhagen, by the Advice and Assistance which he gave me. The Fire from the Main Decks and the Consequences of it, is the best Eulogium on Lieutenants Andoe and Whitehead, but I beg Leave to add, that their Conduct has been as good and exemplary on every other Occasion. I have had cause to speak of Mr. Martin in the Body of this Letter, I can only add that he is a Credit to the Profession to which he belongs. The Behaviour of the Warrant Officers and Midshipmen was highly becoming; from among the latter I beg Leave to recommend Messrs. Harris, Bray, Grace, and Majoribanks, as young Officers deserving of Promotion.

The Coolness, Bravery, and good Conduct of the Petty Officers and Ship's Company, was such as would make it tedious, difficult, and perhaps invidious, to attempt to particularize their individual Merits; they have long, by their excellent Behaviour, had a Claim on my Gratitude, and they now

have one on my Admiralty; suffice it then to say, that an enthusiastic Courage reigned throughout the Ship; such as I fancy belongs to Britons alone.

Captain Troubridge speaks in the highest Terms of the Harrier; he has requested me to make known the great Assistance he received from Mr. Mitchell, the First Lieutenant, and the very exemplary Conduct of Acting Lieutenant C. Hole, and Mr. R. Quall, the Master. In expressing his Approbation of the Conduct of the Warrant and Petty Officers, he mentions Messrs. Coffin and Mitford, Midshipmen, especially; and I take the Liberty of adding, that both of them have served their Time.

For all other particulars I beg Leave to refer you to the inclosed Reports, from the Perusal of which you will perceive how much His Majesty's Ships have suffered in their Masts and Rigging; but you will participate in the Joy which I feel, that our Loss has been trifling when compared with that of the Enemy.

I have, &c.

(Signed) E. ELPHINSTONE.

Sir Thomas Troubridge, Bart. Rear-Admiral
of the White, &c. &c. &c.

List of Killed and Wounded on board His Majesty's Ships, in Action with a Dutch Squadron on the 26th of July 1806, off Macassar.

Greyhound—1 killed and 8 wounded.

Harrier—3 wounded.

Total—1 killed and 11 wounded.

Officers slightly wounded.

Greyhound—James Wood, Boatswain; George Majoribanks, Master's-Mate; and John Bradford, Clerk.

List of Killed and Wounded on board the Enemy's Ships, in Action on the 26th of July 1806, off Macassar.

Pallas—8 killed and 32 wounded.—(The Captain, Pilot, and Four Seamen, since dead.)

Victoria—2 killed.

Battavia—2 killed and 7 wounded.—(The Lieutenant and One Seaman since dead.)

Total—12 killed, 39 wounded.

Officers killed.

Pallas—Jan Hendrick Refen, Boatswain.

Battavia—P. Hulsensbos, First Lieutenant.

Officers wounded.

Pallas.

N. S. Aalbers, Captain, since dead.

W. Stander, Second Lieutenant.

E. C. Herfon, Fifth Lieutenant.

B. Valk, Pilot, since dead.

A. Andrieffe, Second Pilot.

P. Vander Wagtz, Third Pilot.

A. Edetz, Midshipman.

T. Ammban, Clerk.

Battavia.

F. H. Mammael, Lieutenant.

Genit Fredericks, ditto, since dead.

(Signed) E. ELPHINSTONE.

War-Office, April 4, 1807.

2d Regiment of Life Guards, Lieutenant James Young, from the 27th Foot, to be Lieutenant, vice Thompson, who exchanges.

6th Regiment of Dragoon Guards, Captain Thomas Forrest Fisher, from the 5th Garrison Battalion,