



SUPPLEMENT
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WEDNESDAY, SEPTEMBER 6, 1854.

Admiralty, September 6, 1854.

DESPATCHES, of which the following are copies or extracts, have been received from Vice-Admiral Sir Charles Napier, K.C.B., Commander-in-Chief of Her Majesty's Ships and Vessels in the Baltic :

RECONNAISSANCE OF THE ENEMY'S GUN BOATS AND STEAMERS AT ABO.

No. 410. *Duke of Wellington, Led Sund, August 27, 1854.*

HAVING received information that Russian troops and gun boats were amongst the islands, I sent Captain Scott with a small squadron, as per margin,* to find them out, and I beg to enclose his very able report.

2. Captain Scott threaded his way through the islands in a most persevering manner, as their Lordships will see by the chart I send ; his ships were repeatedly on shore, and the Odin no less than nine times, before they discovered the enemy's gun boats and steamers lying behind a floating boom, supported on each side by batteries and a number of troops, covering the town of Abo, where they have collected a large force.

3. I take this opportunity of bringing under their Lordships' notice the very great exertions of the surveying officers, Captain Sullivan, assisted by Mr. Evans, Master of the Lightning, and Commander Otter, of the Alban ; and I have no hesitation in saying, that it is owing to their exertions this fleet have found their way, with comparatively little damage, into creeks and corners, never intended for ships-of-the-line ; day and night have they worked, and worked successfully ; Commander Otter is an old officer, and well worthy of promotion, and Captain Sullivan and his assisting surveyor, deserve the protection of their Lordships.

I have, &c.,

CHAS. NAPIER,

Vice-Admiral and Commander-in-Chief.

*The Secretary of the Admiralty,
London.*

* Odin, Alban, Gorgon, Driver.

Enclosure No. 1 in Sir Charles Napier's Letter No. 410.

*Her Majesty's ship Odin, Led Sund,
August 25, 1854.*

SIR,

I HAVE the honour to state that in pursuance of your orders, dated the 18th of August, I proceeded with Her Majesty's ships Odin, Alban, Gorgon, and Driver, under my command, towards Kumblinge, and the islands east of it.

2. Having procured a pilot at Dagerby, we felt our way on with boats and leads through a most difficult and intricate navigation, in the course of which every ship has been on shore (Gorgon and Odin frequently), but we hope with no further injury than that done to the copper in various places.

3. At Kumblinge and the adjacent islands I was unable to obtain any information of troops or gun boats, but learnt on Sunday, at Asterholm, that a small fast steamboat from Abo was in our immediate vicinity.

4. Rather than return to your flag without intelligence, I resolved to attempt a passage to Abo, and on Monday at daylight, leaving the larger ships at anchor, I took all the masters in the Alban, surveyed and buoyed off a passage for ten miles to Bergham, and then returned for the other ships, but the Gorgon grounding, delayed us for that night.

5. On Tuesday we made our way in safety into the comparatively main open track to Abo, beyond Bergham ; at two P.M. observed a small steamer watching us, and at three P.M., several gun boats moving a body of troops from the point (one and a half miles to the north-west) up to the chain across the narrow entrance to the harbour.

6. Having approached to within 3,000 yards the Alban stood in to sound. The entrance of the harbour was closed by two impediments, the one in front appeared to be a chain laid on a floating platform, the other of stakes and booms, between which the gun boats were stationed at regular intervals, and the steam vessels (four in number) were under the shelter of the points.

7. About 4 P.M. the Alban fired the first shell,