

Inflexible.

Gig—Commander John Corbett, Mr. W. Burney.  
Starboard Paddle-box Boat—Lieutenant Henry E. Bacon, Mr. C. E. Buckle, Midshipman, Mr. Magrath, Assistant-Surgeon.  
Port Paddle-box Boat—Mr. J. E. Stokes, Midshipman, Mr. R. L. Turton, Midshipman.

Fury.

Paddle-box Boat—Lieutenant E. M. Smith, Mr. Nicholas Moysey, Assistant-Surgeon, Mr. C. A. Hayes, Midshipman.  
Pinnace—Mr. N. B. Smith, Acting Mate.

Total force of boats—

With guns - - - - 9  
Cutters and gigs - - - - 5

(Signed) CHAS. M. ELLIOT,  
Commodore.

*Return of Casualties in the Force engaged in the capture and destruction of Chinese War Boats in Escape Creek, on the 25th May, 1857.*

Hornet's Pinnace (2).

Richard Warren, A.B., severely.  
Edward Roche, A.B., slightly.

*Casualties on the 27th May, at Young Kanan.*

Sybille's Boats (3).

Henry Matthews, Private, R.M., seriously.  
Thomas Macdonald, A.B., severely.  
Richard Hannaford, Private, R.M., slightly.

Raleigh's boats (8).

Mr. A. Dupuis, Midshipman, severely.  
Mr. Pilkington, Midshipman, slightly.  
William Trewin, A.B., dangerously—dead.  
James Mansell, Leading Seaman, severely.  
Edward Pepper, A.B., severely.  
William Drew, Leading Seaman, severely.  
Luke Sharp, Private, R.M., severely.  
William Fogwill, A.B., slightly.

Tribune's Boats (8).

Lieutenant Norman, bullet through right cheek.  
William Lanpidge, A.B., bullet lodged in left cheek (dangerous).  
William Nelson, Leading Seaman, bullet wound, right shoulder.  
Benfield Howe, Private, bullet wound, right hand.  
Edward Strickland, Private, bullet wound, upper lip.  
Robert Groves, Sail Maker's Mate, bullet wound, left hand and leg.  
Thomas Clark, Private, bullet wound, spine (dangerously).  
Henry Halfyer, Private, bullet wound, left thigh.

Inflexible's Boats (5).

Lieutenant Bacon, slightly.  
Mr. M. Magrath, Assistant-Surgeon, slightly.  
William Yeo, Boatswain's Mate, severely.  
Colin Grant, A.B., severely.  
Thomas Farmer, A.B., slightly.

Fury's Boats (5).

James Carey, Gunner's Mate, slightly.  
George Grogan, Corporal R.M., severely.  
Charles M'Donnell, Private, severely.  
William Keedni, A.B., severely.  
James Gibson, Leading Seaman, severely.

Total wounded, 31.

*Sybille, 2nd Bar, Canton River,  
May 24, 1857.*

GENERAL MEMORANDUM.

IT being my intention to take the gun-boats and ships' boats into Escape Creek to-morrow morning at dawn of day, to endeavour to get at the war boats lying there, the following arrangements are to be attended to :

1. The Hornet is to move down the river and anchor below Escape Creek, where I wish her to arrive by half-past three, A.M. (if the Hornet comes down before that time, she is to anchor lower down the river, but above the 2nd bar), her boats manned and armed, and provisioned for two days, under Commander Forsyth, are then (at half-past three, A.M.) to go to the Starling.

2. The Starling is to accompany the Hornet, and is to tow down the Sybille's barge, and the Niger's pinnace (if available) to where the Hornet anchors, and on meeting the Hong Kong there, the Sybille's barge is to go to her.

3. All the boats to be employed are to be provisioned for two days.

4. The Hong Kong is to tow the Sybille's boats.

The Bustard is to tow the Tribune's boats.

The Sir Charles Forbes is to tow the Raleigh's boats.

The Staunch is to tow the Inflexible's boats.

The Starling is to tow the Hornet and Fury's boats.

5. The order of sailing is as follows:

FIRST DIVISION.

Hong Kong, Starling, Bustard,

The boats of which are under the orders of Commander Forsyth.

SECOND DIVISION.

Sir Charles Forbes, Staunch,

The boats of which are under the orders of Commander Corbett.

The whole under the orders of Captain Edgell.

6. The gun-boats are to follow the Hong Kong in very open order to avoid confusion in the event of the water shoaling or a vessel getting aground, and to give time in such cases for those ahead to find the proper channel.

7. It must be recollected that the steam tenders have only Wilmot's signals, which code will be used.

8. In the event of the gun-boats getting within range of the junks, firing is not to commence generally, even if the leading vessel opens, till the signal (No. 3) is made or permission be otherwise obtained, and then great steadiness of fire must be observed, care being taken that neither shells nor rockets are fired unless all our boats and vessels are very wide of the line of fire.

9. Letter R being hoisted is the signal for the boats to shove off, and pull past the leading steamers.

10. Commander Turnour is to keep with the sternmost boats, to see that proper assistance is given to any boat that grounds or gets into difficulty, and that any heavy pulling boats, which cannot keep up, are taken in tow by the lighter ones.

11. The Commander of each gun-boat will have a copy of the plan of the entrance to Escape Creek, in order to avoid the shoals there.

12. The boats are to be alongside their respective gun-boats, ready for towing, at half past two,