

and men, themselves descending at great risk, the poor fellow's body was brought up, but life was gone.

Your Lordship will see that Colonel Lloyd expresses his obligation to Mr Deane, and the Chief Engineer of Her Majesty's ship Royal Albert, for their assistance.

The voltaic battery, we must confess, did not always succeed; it seems to require great nicety in preparation, but in those cases in which I saw it succeed the effect was perfect—ignition and its result, the shake of the ground, the heaving up of the mass, seemed to be instantaneous.

The destruction of other things will continue.

I have, &c.

W. J. CODRINGTON,  
General Commanding.

*The Lord Panmure, &c., &c., &c.*

Enclosure.

*Head-Quarters, Camp, Sevastopol,  
February 1, 1856.*

IR,

AFTER a period of three months' unceasing labour in the dockyard for the destruction of the docks, in compliance with Lord Panmure's orders, it affords me very great satisfaction to report, for your Excellency's information, the termination of our exertions in the demolition of that portion allotted to the English, which consisted of the three docks on the south side, and one half of the east and west sides of the basin.

The result of our operations has been the perfect destruction of the whole, the foundations being completely torn up. The length of time occupied in effecting the above object has, I regret, far exceeded what had been anticipated, owing to many circumstances over which no human being could have any controul. Your Excellency, I believe, is aware that on the morning of the 16th December 1855, after a very heavy and continuous fall of rain, all the shafts which had been sunk behind the revetment walls of the docks were found to have twenty feet of water in them, the shafts being thirty feet deep; and the shafts along the bottoms of the docks, which had been sunk to a depth of twelve feet, were not only quite full of water, but had 2 feet 6 inches of water above the floors of the docks themselves.

A very large party was employed day and night endeavouring to reduce the water, and effected this object but slowly, as the water continued to find its way by percolation. At this stage of the work the wet weather was suddenly succeeded by intense frost, which for some days rendered our pumps useless, thus causing a further delay, and obliged us to bale the water out of the shafts, resuming the pumping as soon as the pumps would work again, which has been continued to the very last.

It was the intention to have destroyed one entire dock at a time, but owing to the influx of water such an arrangement was obliged to be abandoned, and such charges only as could from time to time be prepared, were fired, the pumping in very many cases being kept up day and night until the last moment. The bottoms and sites were blown up before the sides were destroyed, which enabled us to be satisfied that the former were thoroughly demolished.

I must observe that as the demolition of the northern portion was carried out by the French, it is incumbent on me to explain why their operations were not subjected to as many

difficulties as fell to our lot. Their docks were four feet higher in level than ours, and in no instance had they, I understand, any water to contend against, or at least so small a quantity as to be scarcely appreciable. Their charges in the bottoms were not more than 6 ft. deep, whereas our's averaged 10 ft. 6 in. in depth.

Though the external effect of some of our explosions may not appear great, I am happy to say that every portion of the masonry is either absolutely torn down or left in so dangerous a condition that it will add very much to the difficulties of re-building.

I was extremely anxious that the facilities afforded by Her Majesty's Government for the employment of voltaic batteries on a large scale, as sent out by the Admiralty under Mr Deane, should be fairly tested under the most favourable circumstances. I applied to Vice-Admiral Sir E. Lyons, who kindly offered the services of Mr Deane, Submarine Engineer, to carry out the voltaic operations, and this gentleman had every assistance in skilled labour afforded him from the Royal Sappers and Miners.

Many failures having taken place in firing the charges by electricity, owing to different causes, I am inclined to doubt its advantages as applicable generally to military purposes.

The pair of dock gates ordered to be taken down and sent as trophies to England were removed with considerable difficulty, being so very massive and strongly put together with bolts, nuts, &c., which had become rusty.

I cannot say too much in praise of the exertions both of officers and men, including a party of 350 of the 18th and 48th Regiments, in addition to the Royal Sappers and Miners, amounting to 85, in the destruction of the docks, though they had to work for the greater part of the time day and night during the severest weather, and for having brought this service to a successful issue, after so many drawbacks, which, instead of causing despair and dispiriting those employed, only stimulated them to renewed exertions.

I should be remiss in my duty were I to omit acknowledging the very valuable assistance I have received throughout from Colonel Gordon, C.B., the Executive Officer, Major Nicholson who was the resident Engineer, and Lieutenants Cumberland, Graham, and C. Gordon, Royal Engineers; their unremitting zeal, attention, and devotion to the work, in accomplishing this troublesome task, under difficulties of no ordinary nature, claim my warmest thanks. I am also much indebted to Mr Deane, Submarine Engineer, whose valuable services in preparing and firing most of the mines by voltaic action, were kindly placed at my disposal by his Excellency Vice-Admiral Sir E. Lyons.

I must not omit to acknowledge the professional aid received from the Chief and Assistant Engineer of Her Majesty's ship Royal Albert (until that ship sailed for Malta), in the taking to pieces of the dock gates. In connection with this service, the assistance afforded by a large party of the Royal Artillery, placed at my disposal by Lieutenant-General Sir Richard Dacres, and under the superintendence and direction of Lieutenant-Colonel Bent, Royal Engineers, I cannot but greatly appreciate. I have, &c.,

EDWD. T. LLOYD,

Lieutenant-Colonel Commanding Royal Engineers.

*His Excellency General Sir Wm.  
Codrington, K.C.B., Commander  
of the Forces.*