



The Edinburgh Gazette.

Published by Authority.

FRIDAY, NOVEMBER 16, 1827.

LONDON GAZETTE EXTRAORDINARY.

Saturday, November 10.

Admiralty Office, November 10, 1827.

DESPATCHES, of which the following are copies, or extracts, have been this day received at this office, addressed to John Wilson Croker, Esq. by Vice-Admiral Sir Edward Codrington, K. C. B. Commander-in-Chief of his Majesty's Ships in the Mediterranean.

H. M. S. Asia, in the Port of Navarin, October 21, 1827.

SIR—I have the honour of informing His Royal Highness the Lord High Admiral, that my Colleagues, Count Heyden and the Chevalier de Rigny, having agreed with me that we should come into this port in order to induce Ibrahim Pacha to discontinue the brutal war of extermination, which he has been carrying on since his return here from his failure in the Gulf of Patras, the combined squadrons passed the batteries, in order to take up their anchorage, at about two o'clock yesterday afternoon. The Turkish ships were moored in the form of a crescent, with springs on their cables; the larger ones presenting their broadsides towards the center, the smaller ones in succession, within them, filling up the intervals.

The combined fleet was formed in the order of sailing in two columns, the British and French forming the weather or starboard line, and the Russians the lee line. The Asia led in, followed by the Genoa and Albion, and anchored close alongside a ship of the line, bearing the flag of the Capitana Bey, another ship of the line, and a large double banked frigate, each thus having their proper opponent in the front line of the Turkish fleet. The four ships to windward, part of the Egyptian squadron, were allotted to the squadron of Rear-Admiral de Rigny; and those to leeward in the bight of the crescent, were to mark the stations of the whole Russian squadron,—the ships of their line closing those of the English line, and being followed up by their own frigates. The French frigate Armide was directed to place herself alongside the outermost frigate, on the left hand entering the harbour; and the Cambrian, Glasgow, and Talbot, next to her, and abreast of the Asia, Genoa, and Albion,—the Dartmouth, and the Musquito, the Rose, the

Brisk, and the Philomel, were to look after six fire vessels at the entrance of the harbour. I gave orders that no guns should be fired, unless guns were first fired by the Turks; and those orders were strictly observed. The three English ships were accordingly permitted to pass the batteries, and to moor, as they did with great rapidity, without any act of open hostility, although there was evident preparation for it in all the Turkish ships; but upon the Dartmouth sending a boat to one of the fire vessels, Lieutenant G. W. H. Fitzroy, and several of her crew were shot with musketry. This produced a defensive fire of musketry from the Dartmouth and La Syrene, bearing the flag of Rear-Admiral de Rigny, that was succeeded by a cannon shot at the Rear-Admiral from one of the Egyptian ships, which of course brought on a return, and thus very shortly afterwards the battle became general. The Asia, although placed alongside the ship of the Capitana Bey, was even nearer to that of Moharem Bey, the Commander of the Egyptian ships; and since his ship did not fire at the Asia, although the action was begun to windward, neither did the Asia fire at her. The latter indeed sent a message, "that he would not fire at all;" and therefore no hostility took place betwixt our two ships for some time after the Asia had returned the fire of the Capitana Bey.

In the meantime, however, our excellent pilot, Mr. Peter Mitchell, who went to interpret to Moharem my desire to avoid bloodshed, was killed by his people in our boat along-side. Whether with or without his orders, I know not, but his ship soon afterwards fired into the Asia, and was consequently effectually destroyed by the Asia's fire, sharing the same fate as his brother Admiral, on the starboard side, and falling to leeward a mere wreck. These ships being out of the way, the Asia became exposed to a raking fire from vessels in the second and third line, which carried away her mizen-mast by the board, disabled some of her guns, and killed and wounded several of her crew. This narration of the proceedings of the Asia would probably be equally applicable to most of the other ships of the fleet. The manner in which the Genoa and Albion took their stations was beautiful; and the conduct of my brother Admirals, Count Heyden and the Chevalier de Rigny, throughout, was admirable, and highly exemplary.

Captain Fellowes executed the part allotted to him perfectly; and with the able assistance of his little but brave detachment, saved the Syrene from being burned by the fire

vessels. And the Cambrian, Glasgow, and Talbot, following the fine example of Capitaine Hugon of the Armide, who was opposed to the leading frigate of that line, effectually destroyed their opponents, and also silenced the batteries. This bloody and destructive battle was continued with unabated fury for four hours, and the scene of wreck and devastation which presented itself at its termination was such as has been seldom before witnessed. As each ship of our opponents became effectually disabled, such of her crew as could escape from her endeavoured to set her on fire, and it is wonderful how we avoided the effects of their successive and awful explosions. It is impossible for me to say too much for the able and zealous assistance which I derived from Captain Curzon, throughout this long and arduous contest; nor can I say more than it deserves for the conduct of Commander Baynes, and the officers and crew of the Asia, for the perfection with which the fire of their guns was directed; each vessel in, turn to which her broadside was presented became a complete wreck. His Royal Highness will be aware that so complete a victory by a few, however perfect, against an excessive number, however individually inferior, cannot be acquired but at a considerable sacrifice of life; accordingly, I have to lament the loss of Captain Bathurst of the Genoa, whose example on this occasion is well worthy the imitation of his survivors. Captain Bell, commanding the Royal Marines of the Asia, an excellent officer, was killed early in the action, in the steady performance of his duty; and I have to mourn the death of Mr. William Smith, the master, admired for the zeal and ability with which he executed his duty, and beloved by all for his private qualities as a man. Mr. H. S. Dyer, my Secretary, having received a severe contusion from a splinter, I am deprived, temporarily, of his valuable assistance in collecting and keeping up the general returns and communications of the squadrons, I shall therefore retain in my office, Mr. E. J. T. White, his first clerk, whom I have nominated to succeed the purser of the Brisk. I feel much personal obligation to the Hon. Lieut.-Col. Craddock, for his readiness, during the heat of the battle, in carrying my orders and messages to the different quarters, after my Aides-de-Camp were disabled; but I will beg submission to refer his Royal Highness for farther particulars of this sort, to the details of the killed and wounded, a subject which it is painful for me to dwell upon. When I contemplate, as I do with extreme sorrow, the extent of our loss, I console myself with the reflection that the measure which produced

