

## THE BATTLE OF NAVARIN.

From the London Gazette Extraordinary of November 10.

ADMIRALTY OFFICE, NOV. 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. ship Asia, in the Port of Navarin. October 21, 1827

Sir—I have the honor of informing his Royal Highness the Lord High Admiral, that my colleagues, Count Heydon and 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 had 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 centre, 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 Russian the lee line.

The Asia led in followed by the Genoa and Albion, and anchored close along side 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 the 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 Armeide was directed to place herself alongside the outermost frigate, on the left hand entering the harbor; 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 harbor. I gave orders that no gun 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 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; this was succeeded by a cannon shot at the Rear Admiral from one of the Egyptian ships, which of course brought on a return & thus very shortly afterwards the battle became general. The Asia, although placed along side the ship of the Capitana Bey, was even nearly to that of Moharem Bey, the Commander of the Egyptian ships; and since his ships 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 mean time, 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 alongside. 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 mainmast by the board, disabled some of her guns, and killed and wounded several of the 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 Heydon 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 burnt by the fire vessels. And the Cambrian, Glasgow, and Talbot, following the fine example of Captain Hugon, of the Armeide, 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 in its determination was such as has been seldom before witnessed. As each ship of our opponents became effectually disabled, such of the crew as could escape from her, endeavored 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 were 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 Baird, 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. Henry 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 squadron; I shall therefore retain in my office. Mr. E. J. T. White, first Clerk, whom I have nominated to succeed the Purser of the Brisk. I feel much personal obligation to the Honble. Lieut. Colonel Draddock, for his readiness, during the heat of the battle, in carrying my orders and messages to different quarters after my aides-de-camp were disabled; but I will

beg permission to refer his Royal Highness for further 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 the battle was absolutely necessary for obtaining the results contemplated by the treaty, and that it was brought on entirely by our opponents.

When I found that the boasted Ottoman word of honour was made a sacrifice to wanton, savage devastation, and that a base advantage was taken of our reliance upon Ibrahim's good faith, I own I felt a desire to punish the offenders. But it was my duty to refrain, and refrain I did; and I can assure his Royal Highness, that I would still have avoided this disastrous extremity, if other means had been open to me. The Asia, Genoa and Albion, have each suffered so much, that it is my intention to send them to England as soon as they shall have received at Malta the necessary repairs for their voyage. The Falbot, being closely engaged with a double banked frigate, has also suffered considerably, as well as others of the smaller vessels, but I hope their defects are not more than can be made good at Malta. The loss of men in the Turkish Egyptian ships must have been immense, as His Royal Highness will see by the accompanying list, obtained from the Secretary of the Capitana Bey, which includes that of two out of three ships to which the English division was opposed. Captain Curzon having preferred continuing to assist me in the Asia, I have given the charge of my dispatches to Commander Lord Viscount Investre, who, besides having had a brilliant share in the action, is well competent to give His Royal Highness the Lord High Admiral any further particulars he may require.

I enclose, for his Royal Highness's further information, a letter from Captain Hamilton, descriptive of the proceedings of Ibrahim Pacha, and the misery of the country which he has devastated, a protocol of a conference which I had with my colleagues, and the plan and order for entering the port, which I gave out in consequence.

I have, &c.

(Signed) EDWD. CODRINGTON.  
Vice Admiral.

## No. I.

The Admirals commanding the squadrons of the three Powers which signed the Treaty of London, having met before Navarin, for the purpose of concerting the means of effecting the object specified in the said Treaty, viz:—an armistice definite between the Turks and the Greeks, have set forth in the present protocol the result of their conference.

Considering that after the provisional suspension of hostilities to which Ibrahim Pacha consented in his conference of the 25th September last, which the English and French admirals, acting likewise in the name of the Russian Admiral, the said Pacha did the very next day violate his engagements by causing his fleet to come out with a view of its proceeding to another point in the Morea:

Considering that since the return of that fleet to Navarin, in consequence of a second requisition addressed to Ibrahim by Admiral Codrington, who had met him near Patras, the troops of this Pacha have not ceased carrying on a species of warfare more destructive and exterminating than before, putting women and children to the sword, burning the habitations, rearing up fires by the roots, in order to complete the devastation of the country.

Considering that, with a view of putting a stop to the atrocities which exceed all that has hitherto taken place, the means of persuasion and conciliation, the representations made to the Turkish Chiefs, and the advice given to Mehemet Ali and his son, have been treated as mockeries, whilst they might, with one word, have suspended the course of so many barbarities:

Considering that there only remains to the Commanders of the allied squadrons the choice between three modes of fulfilling the intentions of their respective Courts, namely:

1st. That continuing, throughout the whole of the winter, a blockade, difficult, expensive, and perhaps useless, since a storm may disperse the squadrons, and afford to Ibrahim the facility of conveying his destroying army to different points of the Morea and the islands.

2dly. The uniting the allied squadron in Navarin itself, and securing by their permanent presence, the inaction of the Ottoman fleet; but which mode alone leads to no determination, since the Porte persists in not changing its system.

3ly. The proceeding to take a position with the squadrons in Navarin, in order to renew to Ibrahim propositions which, entering into the spirit of the Treaty, were evidently to the advantage of the Porte itself.

After having taken these three modes into consideration, we have unanimously agreed that the third mode may, without effusion of blood and without hostilities, but simply by the imposing presence of the squadrons, produce a determination leading to the desired object.

We have in consequence adopted it, and set it forth in the present protocol.

October 18, 1827.

(Signed) EDW. CODRINGTON.  
Vice Admiral and Commander in Chief of His Majesty's ships and vessels in the Mediterranean.

LOUIS COUNT DE HEIDEN.

Rear Admiral of His Imperial Majesty the Emperor of all the Russias.

Rear Admiral H. D. RIGNY,  
commanding the squadron of His Most Christian Majesty.

## No. II.

Extract of letter from Captain Hamilton, of His Majesty's ship Cambrian, to Vice Admiral Sir Edward Codrington, dated Kites, 18th Oct. 1827.

I have the honour of informing you that I arrived here yesterday morning in company with the Russian frigate Constantine, the Captain of which ship had placed himself under my orders. On entering the Gulf we observed, by clouds of fire, and smoke, that the work of devastation was still going on. The ships were anchored off the pass of Ancyro, and a joint letter from myself and the Captain was despatched to the Turkish commander, a copy of which I enclose; the Russian and English Officers, the bearers of it, were not allowed to proceed to head quarters, nor have we yet received any answer. In the afternoon, we, the two captains went on shore, to the Greek quarters, and were received with the greatest enthusiasm. The distress of the inhabitants driven from the plain, is shocking!—women and children dying every moment of absolute starvation, and hardly any having better food than boiled grass! I have promised to send a small quantity of bread to the caves in the mountains, where these unfortunate wretches have taken refuge.

It is supposed that if Ibrahim remains in Greece, more than a third of its inhabitants will die of absolute starvation.