

# AN ILLUSTRATED HISTORY OF THE PERUVIAN NAVY



**Episodes and Anecdotes  
1821-1881**

**From the Wooden Ships  
to the Pre-Dreadnoughts**

**Juan del Campo Rodriguez**

una historia ilustrada de la Florida Occidental





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*to my beloved wife Daniela and my daughters Maria Luisa,  
Alejandra and Carolina, for whom it is all about*





GREAT ADMIRAL MIGUEL GRAU  
PERU'S GREATEST NAVAL HERO



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## ACKNOWLEDGMENT

*I wish to thank Rear Admiral Frank Boyle, Director of the Office of Maritime Interests of the Peruvian Navy for his support for my Peruvian Navy History web page, which became the basis for the elaboration of this book. I also wish to express my deep gratitude to Commanders John Hopkins, Francisco Yabar and Alex Ruiz Sanchez-Salazar for the excellent graphic material that they provided. My recognition is also for my father in law Juan Gunther for those beautiful pictures of old Lima and Callao. My thanks are extended to Commander Carlos Tomasio, from the Peruvian Naval Attache Office in Washington D.C. for his support in promoting my web site and for the bibliographic material that he lent me. Recognition also to my colleague from the Foreign Service, Augusto Arzubiaga, for correcting some unavoidable grammatical mistakes made while writing in this language.*

*Lima, December 2000*

*JDCR*

## PRESENTATION

*This book was born from the intellectual unrest and careful work of Juan del Campo, Counselor in the Peruvian Diplomatic Service, and is based on his interest to promote the history of our glorious Navy at the beginning of its 180 years of institutional life. It is the happy result of an exhaustive investigation and compilation of information obtained through diverse national and foreign sources, which he placed in a web page that has been visited by more than 25,000 people worldwide. It was a task patiently accomplished thanks to his own initiative along with his duties in the Foreign Service and has been written in English, today's universal language, in order to facilitate its reading at an international level and to transmit in a didactic and pleasant form our institution's history.*

*The book shows step by step the most important aspects of the organization and development of our Navy, starting with the incorporation of the palest Sacramento as the first warship to rise a Peruvian flag months before its foundation by General Jose de San Martin. It depicts the Navy's early participation in the war with the great Colombia, the battles of the Peru-Bolivia confederation and the restoration expedition. It also refers to its years of glory and greatest development under great Marshal Ramon Castilla, which included episodes such as the presence of the brigantine Gamarra on California waters, the arrival of the first steam warships and the voyage of the frigate Amazonas around the world. It goes through the 1866 war with Spain and the establishment of the South American alliance, providing details of the battles of Abtao and Callao as well as the punitive expedition to the Philippines. It also illustrates the design and construction of a Peruvian submarine by engineer Blume, the early Peruvian presence in China and Japan and has a most interesting version of the naval battle of Pacocha against the British squadron of Rear Admiral de Horsey.*

*Other important chapters are referred to the War of the Pacific, including the naval battle of Iquique, the capture of the Chilean transport Rimac and the heroic feat of Peru's great Admiral Miguel Grau and his crew aboard the ironclad Huascar in the battle of Angamos. The defeat in that battle opened the way for the invasion of the motherland, but the surviving mariners continued the struggle by confronting the Chilean warships with smaller vessels, executing*

*adventurous raids with the corvette Union or performing actions through the so-called "Special Forces", which lead to the sinking of the enemy transport Loa, the schooner Virgen de Covadonga and other smaller warships.*

*Through the pages of this interesting historical compilation, the reader will also find detailed information about a series of aspects regarding the construction of the ships that formed our naval forces through the years, including those that participated in the naval campaign of the War of the Pacific. He will also learn about the country in which they were built, their size, weight and armament and the circumstances of their acquisition. In some cases their accidental voyages to Peruvian ports, which proved the professionalism and capabilities of the Peruvian sailor, who never backed down to adversity, crowning with success the missions bestowed upon them.*

*The book concludes with the military action of 16-17 of January 1881, in which the remainder of the Peruvian fleet was set afire and sunk in front of the port of Callao at the estuary of the Rimac river to avoid being captured by enemy forces that surrounded Lima. Previously it dedicates a chapter to the heroic defense of the capital by the naval battalions "Guarnición de Marina" and "Guardia Chalaca". Finally, the late and solitary arrival of the cruiser (gunboat) Lima in the year 1889 marks symbolically the rebirth of the Navy as the end of an era and the beginning of a new one starting in the twentieth century. It ends with a brief epilog about the Peruvian Navy of today.*

*The Peruvian Navy, through the Publication Fund of the Bureau of Maritime Interests, wishes to thank the notable and uninterested contribution of the author to the diffusion of Peruvian naval history. It also wishes to offer to all those interested in the history of Peru's Navy this important work, that we are sure, will awaken an interest from the beginning and will enrich the knowledge about our centennial glorious institution.*

*Rear Admiral  
Frank Boyle Alvarado  
Director of Maritime Interests*

## PROLOGUE

*In Peru the Navy and the Foreign Service have been united since the beginning of history. During the XIX century diplomacy was performed through the sea and in this task mariners and diplomats worked together. This affinity can be seen in different and various forms. Distinguished officers of our Navy have been Ministers of Foreign Affairs, while illustrious diplomats have been in charge of the complex negotiations for the acquisition of warships and have presided over the emotive ceremony of the "Salute to the Flag". To this we have to add that a significant number of wives of Ambassadors have been godmother of warships of our navy.*

*Quite a few members of the Foreign Service have a special predilection for the sea and all that it represents. Furthermore, an important number of diplomats have studied at the Naval Academy and remember with great affection the time spent there, still guarding some aspects of its strict discipline. Others have a special interest because of family links or because of an inclination towards nautical sports. The book of my colleague and friend Juan del Campo is another way to demonstrate unquestionably this special relationship.*

*Some years ago I learned of the initial works of Juan about world military history. I was very impressed with his knowledge. The detail in his work, which showed an important effort in investigation, should be applauded. The author allowed me to review his work aware of my interest in history and military history in particular. I must say that even if I consider myself an avid reader, I have never written, and that is another reason why I was so impressed with the versatility and clarity of his articles, which also demonstrated a special narrative capacity.*

*Peruvian naval history represents for many of us the essence of our nationality. The inner strength of the Peruvian sailors, as well as their courage and heroism beyond any personal consideration can be seen from our independence -in which the first war fleet was organized- to the actions of Dos de Mayo, Abtao, Iquique and finally Angamos. But there were also other activities that these seamen performed representing Peru. The voyages of Garcia y Garcia as a diplomatic envoy. The trip around the world of the frigate Amazonas carrying the Peruvian flag to far away, unimaginable places. The mission of a warship to San*

*Francisco to assist Peruvian nationals during the gold fever period. All were strictly diplomatic acts performed by Peruvian naval officers for the protection of national interests and Peruvian citizens abroad.*

*This work, which I have the honor to introduce, presents a series of actions and situations performed by Peruvian mariners, that really cause admiration. It demonstrate an special attraction towards the sea, which is a clear results of a rich heritage from diverse cultures, specially from our older forefathers from the north of Peru and the adventurous navigators from Spain and other parts of Europe that arrived at our coasts during the XVI century.*

*This book is not only for enthusiasts of epic episodes or naval battles, but also a great contribution to understand the Peruvian soul linked to our coasts and our sea. It tells us about the interest of the young Peruvian State to organize its Navy and the participation in such a task of Creoles, mestizos and foreigners. It allows us to proudly appreciate how our nation was built, and how a large number of her sons, willing to defend her, gave their lives for their country and affirmed the presence of the State in the most remote places of its borders. It also enhances in a special way the great geopolitical vision of Marshal Ramon Castilla and his permanent objective to provide the country with a professional Navy composed of the best men and ships.*

*We can read with special curiosity about the presence of the brigantine Gamarra in San Francisco providing protection to Peruvian citizens, follow the epic voyage of the frigate Amazonas around the world or learn about the exact description of the artillery used by our ships during the XIX Century. It may be of no less interest to read about the organization of an almost unimaginable punitive expedition against the Philippine islands as a reprisal for the attack of the Spanish squadron to Callao or to learn about the purchasing of American monitors. Other episodes are related to the presence in our navy of former naval officers of the North American Confederation and the treaties signed by Captain Garcia y Garcia with Japan and China as special diplomatic envoy of President Pardo. To all that we should add an almost cinema like version of the battles and engagements in which our brave sailors participated, with different results, but always showing the courage and chivalry of the Peruvian sea men.*

*The Peruvian Navy, as most navies in the world, opened the way for diplomacy and allowed the sending of diplomatic agents even under extreme and complex situations. It also allowed the establishment of trade with far away countries and continents. It contributed, as well, to the immigration of thousands of people from all over the world, which formed the Peruvian nationality and it held a series of geographical and cartographic works that supported the diplomats mission during the delicate negotiations for border agreements.*

*I would like to conclude this preamble congratulating my friend Juan del Campo for this work and encourage him to continue with his investigations. I will also wish to congratulate the Peruvian Navy for the initiative to publish this book, which is one more proof of this special historical and affective relationship between the Navy and the Foreign Service. Finally I want to thank the author for the honor of allowing me to express these ideas to the reader. Those who know me are aware about my special feelings towards the Peruvian Navy. My house is full of memories of my father, who dedicated all his life to the Navy as I have dedicated mine to Diplomacy.*

*Jose Antonio Bellina Acevedo  
Ambassador*



## INTRODUCTION

### THE PERUVIAN NAVY: THE XIX CENTURY MARITIME CAMPAIGNS

*Peru is mainly known in the world as the land of the Incas, which obviously connects it with the Andean world, but Peru is also a maritime nation, with one of the world longest coastlines and probably the world's richest sea. The links with the ocean have been part of our country's life since ancient times. During the pre-Inca period several cultures flourished along the vast coasts of the region and it is believed that the Incas were skilled sailors. According to legend, the great Inca Emperor Huayna Capac reached the far away Galapagos Islands with his army. With the arrival of the Spaniards Peru became the biggest Viceroyalty of America, and Callao was turned into the main port of the vast Spanish dominions. During the colony, galleons sailed from Callao to Europe and Asia and vice-versa, establishing a huge maritime traffic. Navigators and sailors began to flourish from the ranks of the Creoles and Mestizos that populated the "Kingdom of Peru". On November 19, 1567, two galleons under orders of Captains Alvaro de Mendaña and Pedro Sarmiento de Gamboa departed from Callao in search for new lands and reached the Salomon Islands, giving Peru its share in the discovery of Oceania. The colonies neither were strange to the quarrels between the motherland and other European powers, and great fortresses were built on their coasts to protect them from foreign attacks. Peruvians knew who Sir Francis Drake and Jack Hawkins were, because they fought them in several occasions.*

*Yes, Peru is a maritime nation and yet, few people in the world are aware of our strong links with the ocean and about the stories that surrounded such special relationship.*

*An interesting chapter in Peru's rich maritime history is related to the activities of the Navy during the first 70 years of the Republic and is worth remembering and studying, because it contributed to the development of modern naval warfare.*

*Among the Latin American nations, Peru has been the country to face more wars in its history, from the emancipation period to conflicts of different magnitude against the Great Colombia, Bolivia, Ecuador, Spain and Chile. This is one of the factors that had made Peru one of the few nations in the region with a strong naval tradition. During the XIX Century, great naval battles were fought in the Western Pacific shores of South America. They were not fights between small junk-style boats loaded with guns fixed with ropes, but mayor encounters fought between fleets composed of modern frigates and ironclads and whose commanders were not improvised captains but by very capable professionals.*

*Most people is not aware that Peru's XIX Century Navy had the first war-steamer in the Americas after the United States, neither that another Peruvian steam frigate was the first Latin American warship to sail around the world, or that the Peruvians designed*

*and developed the first Latin American submarine. It is also not well known that a Peruvian warship fought successfully against South America's British squadron, becoming the first ship in naval history to face an attack by locomotive torpedoes. One Peruvian ironclad for example saw more naval action than any other American ironclad during the Civil War. Peruvian sailors were also able diplomats, and following the steps of American Commodore Perry, they sailed to the Far East to sign treaties with the Emperors of Japan and China, making Peru the second country in the American continent to establish diplomatic relations and trade agreements with those Empires.*

*On the other hand, the naval campaign of the 1879 War of the Pacific between Peru and Chile gave a boost to the advocates of a strengthened U.S. Navy, among them Admiral Alfred T. Mahan. At that time, both South American countries had powerful fleets, purchasing their warships among the latest designs being produced in European shipyards, armed with breech-loading guns, torpedoes and thick armor plates. The crucial naval encounters of that war, in which corvettes, frigates, ironclads and torpedo boats were engaged, became the most spectacular in American waters equal to those of the U.S Civil War. Such battles, it must be said, became lessons for navies worldwide. They gave evidence of the continued value of strong armor, the importance of ramming and the power of armor piercing shells.*

*So this is the brief story of one of the most respectable and important institutions of the Republic, which has always been considered as the nation's first line of defense. Its ships became legendary and the men that lead them proved to be worthy of the expectations that the population placed upon them. These men made great, sometimes extraordinary sacrifices, even under the most difficult and critical circumstances, to protect the interests of the flag and country they swore to defend.*

*This book is dedicated to their memory.*



**CALLAO**

Above, an XVIII-century drawing of the busy port of Callao during colonial rule. Below, during the struggle for Independence, the squadron of Lord Thomas Cochrane attacks the Spanish fleet in its stronghold at Callao.

(Juan Gunther Collection)



## I

### THE NAVY DURING THE FIRST YEAR OF THE REPUBLIC

*The origins of the Peruvian Navy go back to 1821, when it was officially established by a decree issued by General Jose de San Martin. Scottish-born Captain Jorge Martin Guise became its first Commander in Chief while the Argentinean politician Bernardo Monteagudo was appointed as the first War and Navy Minister of the new republic.*

*The first Peruvian warship was the Sacramento, which was captured from the Spaniards on March 21, 1821(1). Over the next months Peru incorporated to its new squadron several warships and transports and renames them as Balcarce, Belgrano, Limeña, Protector, Guayas, Spano, Macedonia, Monteagudo and Cruz. They had a combined firepower of more than 170 guns. In 1826, five years after the declaration of independence, the Navy was composed of seven warships: The flagship frigate Presidente, the frigate Monteagudo, the corvettes Libertad and Limeña, the brigantine Congreso and the schooners Peruviana and Arequipeña(2).*

*In June 1828, the Great Colombia declared war on Peru. The Peruvian Government ordered the naval fleet to begin the maritime campaign. The squadron obtained victories at the naval battles of Malpelo and Cruces and attacked the port of Guayaquil, which was occupied by Peruvian forces in early 1829.*

*In 1836, Peru and Bolivia established a Confederation presided by Marshal Andres de Santa Cruz. A conflict emerged with Chile, whose Government, because of geopolitical considerations, opposed its existence. At that time, the Peruvian Navy was composed of the corvettes Libertad, Socabaya and Confederacion; the frigates Monteagudo and Santa Cruz; the brigantines Arequipeña, Fundador, Junin and General Orbegoso; and the schooners Limeña, Peruviana and Yanacocha. The squadron also had several transports and one palest.*

*During the war, the most important naval action was the combat of Islay, held on the 12 and 13 of January 1838, between the Peruvian brigantines Fundador, Socabaya and Junin, with a total of 50 guns, against five Chilean warships armed with 76 guns.*

*After the conflict however, the Peruvian fleet, in critical condition, was reduced to its minimal expression in eighteen years and only two warships remained, the small Vigilante, a 79-ton vessel with one gun and the 650-ton frigate Limeña.*

*By December 1841, the fleet was slightly increased after the purchase of the corvette Yungay, armed with 22 guns; the brigantine Constitution, with 16 guns and the schooner Libertad, armed with 3 guns, but the old days of a bigger navy seemed, for a while, over.*

*Under the Government of Marshal Ramon Castilla (1845-1851), things improved drastically. During his Administration, Peru boasted the first vessels in the region built expressly for war and the first Latin American steam warships. The technology of the time*

also became part of the Peruvian Navy. Castilla, whom many called "The Nelson of the Pacific", knew that Peru's strategic situation in the center of South America, facing the Pacific Ocean, with almost two thousand miles of coastline to protect, made it necessary to have a well organized naval force. He was aware of the importance of the new inventions and their repercussions in the economic and military aspects of the sea. He ordered the reestablishment of the Naval Academy for officers and pilots, the creation of a naval factory at the port of Callao, the invigoration of the naval power in the northern port of Paita, and the development of the merchant fleet.

Castilla's strategy included the increase of the fleet with brand new, fast, reliable warships capable of protecting the country's interests. Still fresh in the President's memory was the August 1844 incident, in which a British naval squadron composed of the frigate *Dublin* and the corvette *Cormoran*, in a typical Victorian-era action, demanded reparations "for an offense committed against Her Majesty's flag". The British blockaded the Peruvian warships *Yungay*, *Limeña*, *Jesus* and *Libertad*, which were anchored at the port of Islay and bombarded the port of Arica. The *Yungay* and the other ships of the already weakened Peruvian fleet, were no match for the British, and Castilla, who at that moment was War Minister, suggested avoiding confrontation. The Government had no choice but to sign a humiliating treaty and the incident was forgotten. But not for Castilla, who once elected President, decided to create a fleet powerful enough for the country to be respected by the great powers and their sometimes, abusive military officers.

During his first year in office Castilla bought the brigantine *Admiral Guise*, armed with ten 12-pound guns. It was the beginning of a process that would make Peru's Navy the most powerful in America after that of Brazil and the United States. One year later the 415-ton brigantine *Gamarra* armed with 16 guns was bought. In 1847, Peru acquired its first paddlewheel steam warship; the 683-ton *Rimac* armed with six guns, built for Peru by Stilman & Allen in New York, USA(3). At the end of that decade, huge revenues earned from guano fertilizer exports enabled Peru to have a world-class navy. By 1856, during Castilla's next Government, Peru managed to build a formidable fleet, composed, among other ships, by the steam-frigates *Amazonas*, *Apurimac*, *Loa* and *Tumbes*; the armed transports *Huaraz* and *Izcuchaca*; the schooners *Freedom*, *Noel*, *Jesus*, *Hector* and *Peruana*; the corvettes *Yungay*, *Guise* and *Gamarra* and the small *Vigilante*.

At that time the *Amazonas* became the first Latin American warship to sail around the world, which increased the prestige of the Peruvian navy. Under Castilla, Peru maintained naval supremacy in the South Pacific, a status that was reinforced between 1864 and 1865 with the purchase of the corvettes *Union* and *America* and the powerful ironclads *Huascar* and *Independencia*. Also, in 1864, the monitor *Victoria* became the first warship build and designed by Peruvian naval engineers.

Castilla obtained also control over Lake Titicaca with two English steamers used for commercial and military purposes. He unified the infantry, developed the local production of guns, reorganized the military school, and sent military missions to Europe to purchase heavy artillery. In the international front his Administration strongly rejected attempts by European countries to impose monarchic governments in the Americas and was willing to help the threatened countries, among them Santo Domingo, Mexico and



**PERU'S FIRST WARSHIP**

A drawing of the small palette Sacramento, which was captured from the Spaniards in the northern port of Mancora by Peruvian patriots lead by the Carcamo brothers on March 21, 1821. She was incorporated to the Republican forces and became the first armed ship of the Peruvian Navy. She was renamed "Castelli", but in practice kept her old name until her discharge from service. (Naval Museum of Peru).



**THE FATHERS OF THE PERUVIAN NAVY**

Above, Scottish-born Admiral Jorge Martín Guise, first Commander in Chief of the Peruvian Navy. Below is Marshal Ramón Castilla, President of Peru, who was known as the "Nelson of the Pacific". He was an advocate of maritime power and during his Governments the Peruvian Navy reached its peak (Maritime Museum of Peru).

*Ecuador. As an example of the Peruvian military might of those days, Castilla dispatched a warship to California to protect the interests of the Peruvian merchants who traveled to that region during the anarchic gold fever period.*

*In 1858, Peru and Ecuador faced a conflict, after the later granted to its British creditors big land extensions on the riverbanks of the Bombonaza, which were located within the Peruvian Amazon region. Castilla resorted to war to obtain the nullity of such an agreement. The powerful Peruvian squadron, under Rear Admiral Ignacio Mariategui, composed of the warships and transports Marline, Ucayali, Tumbes, Callao, Amazonas, Guise, General Plaza, Carlota, Rodrigo, Iquique, Arica and Valparaiso, did not have problems to block and to siege Ecuador's first port, Guayaquil. In early 1859 Peruvian troops disembarked and took control over it and its surroundings, including Mapasingue. Further negotiations after the easy victory, originated the Treaty of Mapasingue, by which the Ecuadorian government declared null the land concessions to the British and recognized the property of Peru over the territories between the Bombonaza and Pastaza rivers in accordance to the "Real Cedula" of July 15, 1802.*

*At the beginning of the 1860's the Peruvian Navy had two Rear Admirals, twenty-six Captains, nineteen Commanders and thirty-eight Lieutenant Commanders. Peru's best officers were quite competent and several of them had considerable service time with the merchant fleet or foreign navies or had attended naval schools abroad. By the middle of that decade, the country was ready to face its first conflict of magnitude against a European power.*

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(1) The Carcamo brothers, Andres and Victoriano, seized the Sacramento from the Spaniards. On July 7, 1821, the ship was commissioned in the Peruvian Navy with a crew of 36 men under Lieutenant D. Joseph Wickham. It was armed with one gun and renamed as Castelli in honor of Argentinean politician Juan Jose Castelli. In her first naval action she captured the Spanish brigantine Pezuela.

(2) The units incorporated to the Peruvian Navy after the Sacramento were the brigantines Pezuela and Guerrero armed with 18 and 17 guns respectively. Next the Peruvians bought the corvette Thais, armed with 20 guns. Later came the frigate Protector, armed with 17 guns, the ships Guayas and Nancy, with 4 guns each, the schooner Cruz armed with 17 guns and the frigate Monteagudo. The Pezuela and Guerrero were renamed as Belgrano and Belcarce in honor of two Argentinean politicians who played an important role in the independence movement, while the Thais was renamed "Limeña".

(3) There is a dramatic episode related to the warship Rimac. On April 1853, the Rimac towed the frigate Mercedes under command of Captain Juan Noel from Casma to Callao. The Mercedes was transporting 800 hundred passengers, including women and children. At midnight, May 1<sup>st</sup>, while crossing very dangerous reefs, the ship collided. The vessel started to sink and her commander made desperate efforts to save the passengers, among them his own wife and son. Lifeboats were not enough and only 100 people survived the worst disaster in Peruvian naval history. When at the end of the struggle the survivors plead the Captain to save himself, he replied: "The Commander of a warship should not survive her lost. His duty is to sink with his ship!" A week after the disaster, the Government, in honour of this gallant action renamed the Rimac as "Captain Noel".

## II

## THE NAVY IN ACTION: THE WAR WITH THE GREAT COLOMBIA

*In June 1828, the Great Colombia, a Confederation composed by present day Ecuador, Venezuela, Panama and Colombia, declared "a state of war" on Peru under allegations that it had fomented a rebellion against Colombian forces in Bolivia. Its leader, Simon Bolivar, also demanded the payment of several million Pesos for the debt of the war of independence, and the cession of the northern provinces of Jaen and Maynas.*

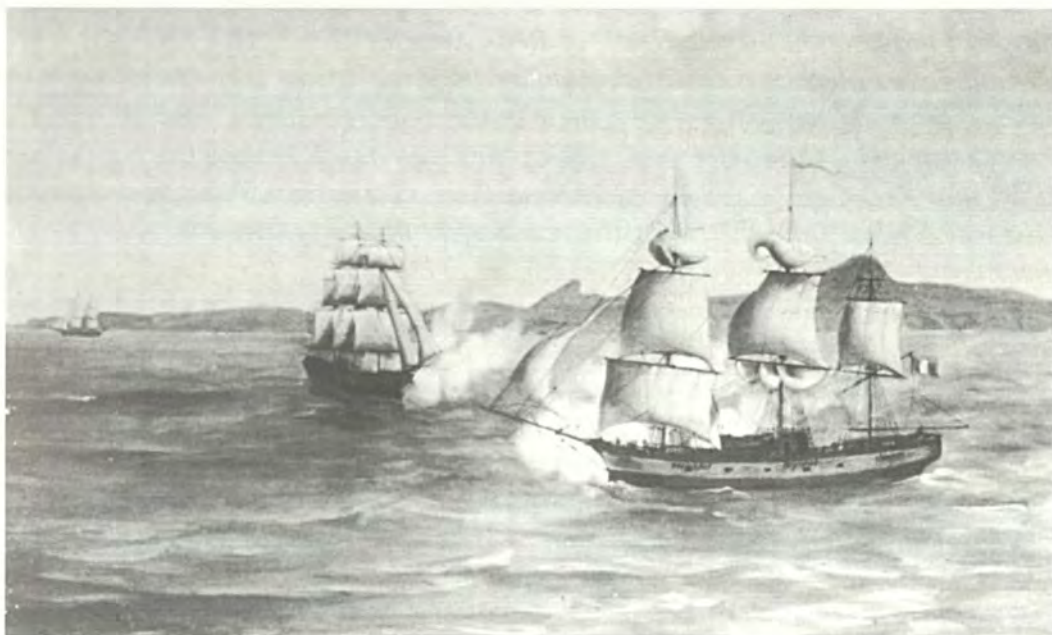
*The first stage of the war had to be fought in the sea, so under authorization of Congress, Peruvian President Jose La Mar ordered the naval squadron commanded by Rear Admiral Martin Jorge Guise -father of the Peruvian Navy- to begin the maritime campaign against Confederation forces. The Peruvian fleet composed at that time of 16 warships and transports, among them the frigates Presidente and Monteaquedo, the corvettes Libertad and Independencia, the brigantines Congreso, Primero de Febrero, Arequipeña and Peruviana, executed a brilliant naval campaign.*

*On July 2, 1828, the Peruvian corvette Libertad armed with 24 guns and a crew of 124 men under Captain Carlos García del Postigo, sailed towards Guayaquil with orders to cross the gulf and guard the entrance to the Guayaquil River.*

*In the morning of September 1, 1828, while sailing close to the Santa Clara Island, the Peruvian vessel was intercepted by two Great Colombian warships, the corvette Guayaquileña and the schooner Pichincha, which had a combined firepower of 40 guns. The Great Colombians, commanded by Irish-born Captain Tomas C. Wright, tried to encircle and capture the Peruvian corvette and a fight erupted simultaneously against the two enemy warships. As time elapsed however, the Pichincha was being left behind. The combat with the Guayaquileña lasted about an hour. At the peak of the struggle the Great Colombian corvette was not only unable of boarding the Libertad, but on the opposite, she was almost boarded by the Peruvians and got severely mauled by the their gunshots. In order to avoid the sinking of his ship, Wright had no choice but to retreat towards Guayaquil. The pursuit lasted until Punta Arenas and ceased when the victorious Libertad was forced to return to heal the wounded and bury the dead. Peruvians lost 8 men and 32 where injured -among them the valiant Captain del Postigo- while the Great Colombians had 24 dead and 37 injured. The incident would be known as the Battle of Malpelo(1).*

*On September 19, 1828, the Peruvian Government ordered a naval blockade on the Great Colombian coasts, from Machala (Ecuador) to Panama. Thanks to this action the enemy was unable to use its main ports in the Pacific. Few days later the Peruvian squadron tightened the blockade over the strategic port of Guayaquil, which was defended by the Cruces Castle, two brigantines and five gunboats. In a superb commando raid, a detachment of Peruvian sailors seized a group of small towns at the ria, with the purpose of attacking disperse Colombian coastal garrisons from the rear. Several enemy soldiers and weapons were captured during the actions.*

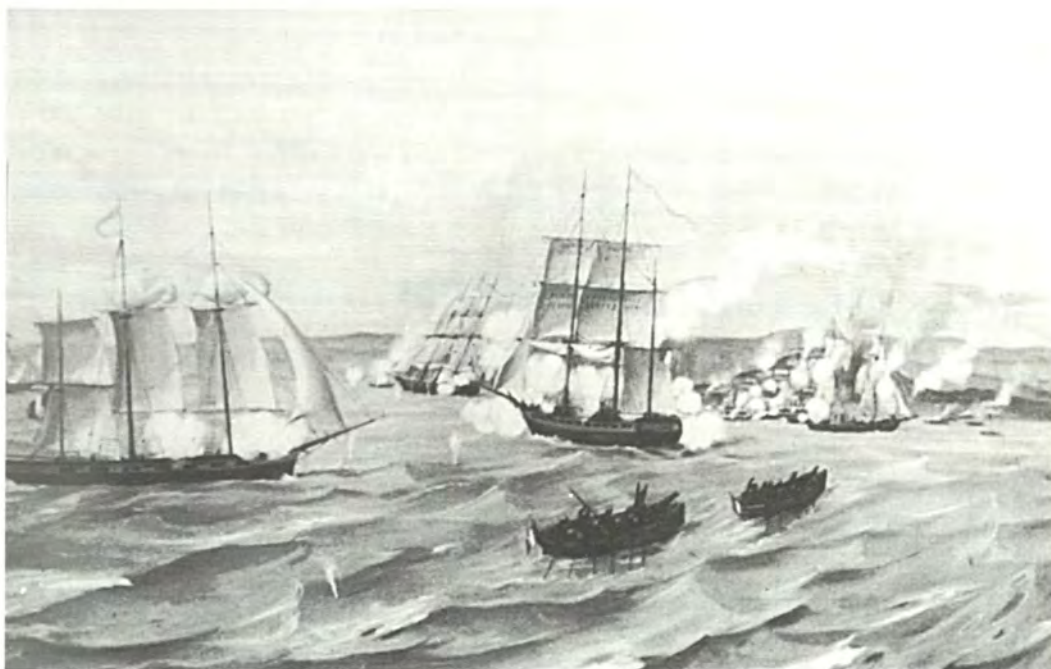
*On November 22, at a short distance from Cruces, Rear Admiral Guise, aboard*



**THE PROUD NAVY OF A YOUNG REPUBLIC IN ACTION**

Above, a painting depicts the naval battle of Malpelo, from the pictorial collection of the Naval Museum of Peru. The Peruvian corvette *Libertad*, armed with 24 guns and a crew of 124 men fights against the Great Colombian warships *Guayaquileña*, armed with twelve guns and the *Pichincha*, armed with eighteen guns. The Peruvians won the day. Below, from the same collection, the naval battle of Cruces, off the port of Guayaquil.

(Illustrations, courtesy of Commander John Hopkins, Peruvian Navy)



his flagship *Presidente*, a frigate with a crew of 259 men and armed with 52 guns, ordered his ships into attack formation. In a short time the Peruvian fleet started bombarding the port. During the first stage of the struggle Peruvian forces occupied the Cruces Castle but the battle lasted two more days. The artillery duel between the squadrons produced the heroic death of Rear Admiral Guise. His Executive Officer, Lieutenant Jose Boterin assumed command of the fleet. It was a costly victory for the Peruvians, for they had lost not only their brave and legendary Commander but also twelve other men<sup>(2)</sup>. Great Colombian casualties were much higher. During the battle, the Peruvian fleet fired a total of 3,231 gunshots. The frigate *Presidente* alone was mauled with 89 hits from the Great Colombians, while the *Libertad* received 23 shots. On February 1, 1829, after more than two months of blockading, Peruvian forces occupied Guayaquil and seized all the enemy ships.

Marshal Sucre however defeated the Peruvian Army at the battles of Saraguro (February 13, 1829) and Portete de Tarqui (February 27). Peace was achieved after the Treaty of Guayaquil was signed on September 22, 1829. Article XIII of the said Treaty established that Peru would return all the warships and vessels captured to the Great Colombians during the maritime campaign.

Few months later, during a constitutional convention held in January 1830, Simon Bolivar resigned as President of the Confederation, naming Jose Domingo Caicedo his successor.

That same year, Venezuelan and Ecuadorian portions of the Confederation seceded and that political entity ceased to exist.

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(1) The 61 Great Colombian casualties are referred only to the crew of the *Guayaquileña*. There is no information regarding the casualties on the corvette *Pichincha*. With regard to the later, it must be said that few hours after the battle the crew of that ship decided to desert to the Peruvians. They surrender their schooner to the Peruvian authorities in the port of Paita.

(2) As an officer of the Royal Navy Mr. Guise took part in one of Britain's greatest naval victories, the Battle of Trafalgar. When he heard of the wars in South America he resigned his commission, bought a ship (the *Hecate*) and set sail never to return to Britain. After independence was achieved, the new Commander in Chief of Peru's Navy became a Peruvian citizen, converted to Catholicism and married a distinguished Peruvian lady, Ms. Juana Valle Riestra.

### III A PERUVIAN WARSHIP IN CALIFORNIA

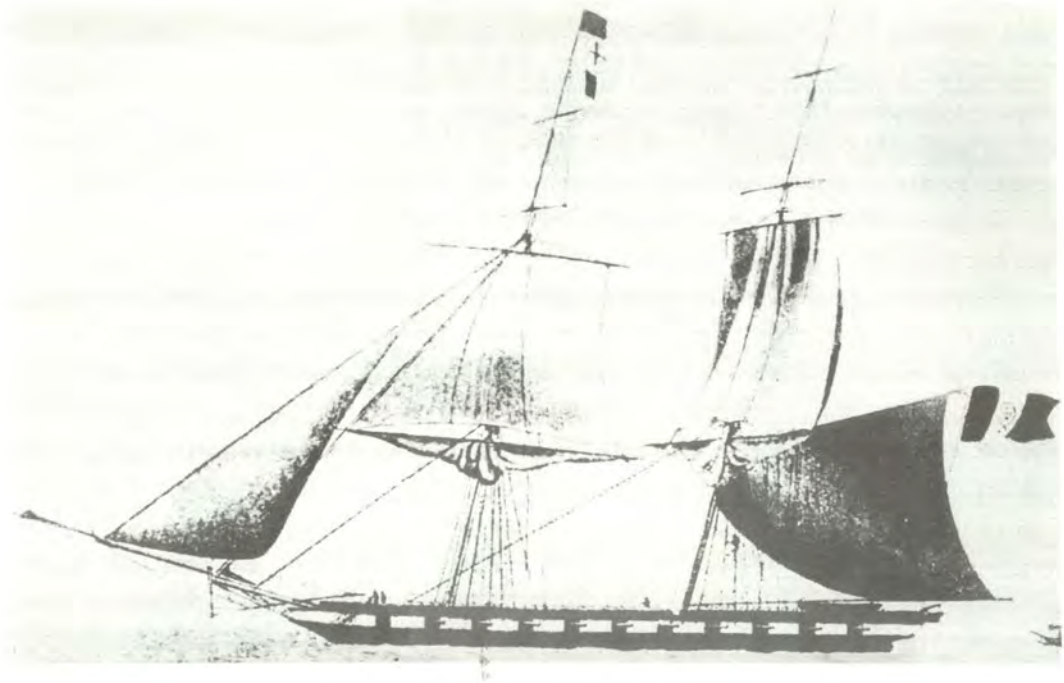
*In 1848, the gold fever in California had started. The event that was to set the world ablaze and create an empire on the shores of the Pacific was the discovery by James W. Marshall of the precious metal on the American River January 24, 1848. Thousands of men and women from the United States and other parts of the world, among them several Peruvian citizens, moved to the new territories searching for gold.*

*By the middle of that year, California had already a foreign population of 110 thousand individuals. San Francisco Bay anchored more than 650 foreign ships and during the next several months the town grew within an environment of anarchy and violence. Between the 1<sup>st</sup> of January and the 30<sup>th</sup> of June 1849, it was estimated that fifteen thousand had been added to the population of California, of which nearly ten thousand came by sea. Altogether nearly forty thousand immigrants landed at San Francisco during 1849. In the early months the arrivals were principally from countries on the Pacific coasts of America such as Chile, Mexico and Peru(1). Later in the year, an immense number of Americans came direct from the Atlantic States, around Cape Horn, or by way of Panama, while many foreigners also arrived from China and from various parts of Europe.*

*This was a period of complete recklessness in which the local authorities had to struggle for order. There were many reckless people and many criminals. In San Francisco there was much destitution, sickness, and even death. Many of the immigrants had landed in a sickly and emaciated city, ill of scurvy and other diseases which their long voyage and hardships had produced. Some three thousand or four thousand seamen deserted from the many hundred ships lying in the bay. Probably two-thirds of all these proceeded to the mines or to various parts of the interior. Others had miscalculated their own inclinations, and the nature of the place they had come to, and were either ashamed or unable to perform honest labour. Disappointed diggers, returning from the mines with broken constitutions, swelled the destitute population. They probably lived in miserable habitations, sleeping often upon the bare earth. Around them were bustle and lucrative pursuits, while they alone seemed neglected. Then they lost heart, pined, took sick and died, cursing the country and its gold, and the foolish fancies that had led them to it(2).*

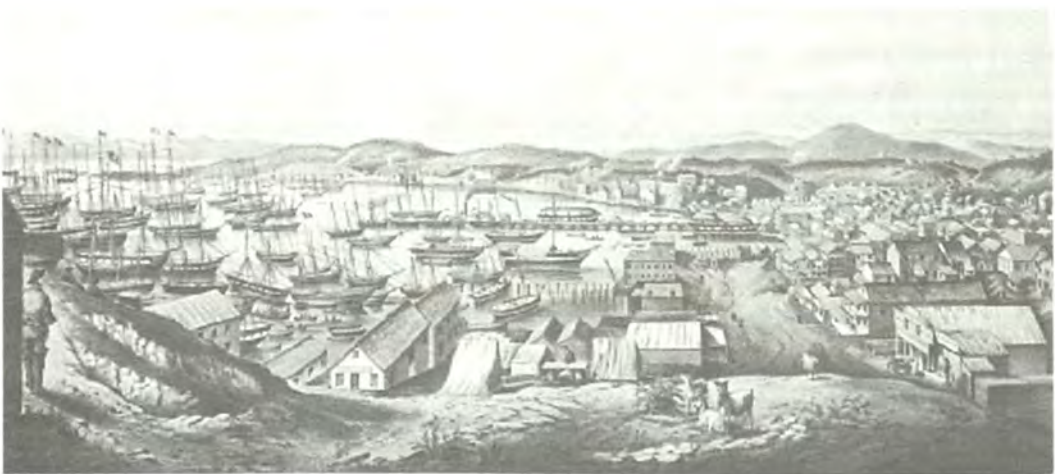
*The Peruvians living in San Francisco were not only gold seekers, but also merchants and ship owners, and their faith became an issue of interest for their countrymen. The newspaper "El Peruano" started to publish in Lima dramatic articles about their difficulties. The number of Peruvians living in California was small if compared with those of other nationalities. However their unbearable situation, mainly that of the ship owners whose crews deserted the vessels to join the gold seekers, persuaded the Government to act on their behalf. Consequently, Marshal Ramon Castilla decided to send a warship to the coasts of California to protect the merchant interests of the country, to give assistance, when requested, to any Peruvian citizen, and to recover as many ships under Peruvian flag as possible.*

*The warship chosen for this task was the brigantine General Gamarra, built for Peru in Trieste, Italy, in 1843. She displaced 415 tons, had a length of 77 feet, a 24 feet beam and a draft of 14 feet. The ship was armed with sixteen guns. She had a selected crew of 136 men, under command of Captain Jose Maria Silva Rodriguez. The ship sailed to California on*



#### THE GAMARRA

Built in Trieste in 1843, the Gamarra, named after a former Peruvian President, was among the newest and most powerful ships of the renewed Peruvian Navy. She was armed with sixteen 18-pounders, had a displacement of 415 tons, a length of 102 feet, a 32 feet beam and a draft of 18 feet. The ship was discarded from Peruvian service in 1860. Below, San Francisco Bay, from a sketch taken in 1849, the same year the Gamarra arrived into that city.



*January 25, 1849, with provisions for nine months. She arrived on San Francisco by mid March, after 45 days of navigation covering a total of 4,010 Nautical Miles(3).*

*In his first report to the Navy, Captain Silva Rodriguez informed that upon his arrival, he found the Peruvian ships Eliza, Susana, Mazzeppa, Calderon, San Jose, Volante, Andrea, Bella Angelita and Atlanta practically abandoned and without crews. During the next few weeks, the sailors from the Gamarra repaired and transported some of those ships back to Peru. The remaining vessels were auction by their owners and became passenger and cargo service vessels on the Sacramento and San Joaquin rivers. While the Peruvian warship was anchored at San Francisco Bay, violent riots erupted in the city and the local authorities, unable to control them, requested the support of the crews of some foreign vessels. The Commander of the Gamarra sent an well-armed detachment of Peruvian marines to help the law enforcement officers, and order was re-established. The city authorities commended the Peruvians for their order and discipline(4).*

*On Tuesday, May 1, 1849, the famous steamer California, under command of Captain Stephen C. Forbes, hosted an historical event: The first steamboat excursion on the Bay of San Francisco. A large number of citizens and numerous officers from the American, English and Peruvian vessels of war in port were invited for this event. In his report, Lieutenant Thomas A. Budd wrote: "As the fine ship passed down the harbor in front of the town, every person could not fail to remark the picturesque amphitheater-like situation of San Francisco, and its populous and busy appearance, as well as the astonishing evidences of increase in population, wealth and commercial importance which it presented. On passing the Peruvian brig of war General Gamarra, the American ensign was displayed at the fore, and a national salute fired, a most befitting and happy compliment".*

*Without a doubt the presence of the Peruvian warship contributed to the solution of the problems existing before her arrival. It represented as well Peru's international prestige, the evolution of its Navy, qualified among the best in Latin America, and showed the professional quality of its officers and sailors, who fulfilled their duties without difficulties in the most adverse circumstances.*

*Once the task was accomplished, on May 16, 1849, the Gamarra sailed back to Peru, arriving first at the northern port of Paita on July 7 of that year.*

*About this successful mission in California, a proud President Castilla said to Congress: "To know about the state of our Navy, you do not need intense investigations. All we need is to look at our flag in California, fulfilling with honor duties that other respectable flags have not fulfilled".*

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(1) The report presented to the President of the United States by Colonel Richard B. Mason, governor of California, was published in the principal newspapers throughout the world. There he stated that "The gold fever is on and from all parts of the world, companies are fitting out for California. From Sonora in Mexico, thousands of men came overland, while from the coasts of Chile and Peru as many more came by sea".

(2) The California, launched on May 19, 1848, was the first U.S. Mail steamer to serve on the Pacific. When she reached the Peruvian port of Callao the gold fever had set in. The California was built to accommodate sixty passengers, but only at Callao she had taken on fifty Peruvian passengers for San Francisco, finally arriving on that city on February 28, 1858.

(3) Before her trip to California, the Gamarra held other important duties such as the 1847 "Bolivian Campaign", in which during ten months she executed interdiction actions in Bolivian waters.

(4) About the law and order situation in San Francisco, Captain Folsom, military assistant quartermaster, wrote to the authorities that acts of disgraceful violence were of almost daily occurrence on the city and board the shipping in the harbor and the officials had no power to preserve order.

#### IV

### THE VOYAGE OF THE AMAZONAS, THE FIRST LATINAMERICAN WARSHIP TO SAIL AROUND THE WORLD

*The Amazonas was one of the most important ships that the Peruvian Navy had during the mid XIX century. The Government ordered her construction in 1850, at the "Money Wigram & Sons" shipyards of Blackwood, England, under supervision of Captain Valle Riestra. She was a frigate propelled by a steam engine. Her weight was 1,320 tons and was armed with twenty-six 32-inch guns and six 64-pounders. The frigate was concluded in 1852, a year in which other three warships were also being build for Peru at British shipyards: The frigate Apurímac and the steam gunboats Loa and Tumbes.*

*The Amazonas arrived at Callao in early 1853 bringing fifteen young Peruvian naval officers that were trained as cadets at the French Naval Academy. She caused admiration for her modern and majestic design. Three years later, on October 25, 1856, the frigate was sent again to London for some modifications and improvements. The ship was placed under orders of Captain Jose Boterin, who as a young Lieutenant distinguished himself during the war against the Great Colombia, when he took command of the fleet after the death of Admiral Jorge Martin Guise.*

*The frigate followed the route of the Pacific Ocean because during those days there was no Panama Canal and to cross the Strait of Magellan was a very risky task, and arrived first in Hong Kong. At that time the Chinese Empire was fighting the Lorcha Arrow War against England and France so the Amazonas had problems finding a dock, reason for which, after 20 days, she had to sail to Calcutta, under British jurisdiction.*

*During the trip the frigate suffered a heavy storm that only could have been survived thanks to the navigation skills of the crew. She crossed the Strait of Singapore, and remained in that port for a few days. Next she proceed to India. The Amazonas arrived in Calcutta on February 6, 1857, and had to remain there almost three months. The stay in that dirty and unhealthy port was mortal for the Peruvians: Thirty-eight men died from cholera and other tropical diseases, including the doctor of the ship.*

*On April 28, 1857, the frigate finally sailed to England. She had to cross the Cape of Good Hope and pass trough several storms. After seventy-four days of mixed navigation (sixteen using her engines and fifty-eight sailing) on July 10, 1857, the ship arrived at the Santa Elena Island, and her officers seized to opportunity to visit the place that became the exile of the most admired Napoleon Bonaparte.*

*From Santa Elena the Amazonas continued to England. First she made a stop at Plymouth and next continued to London. Once at the "Money Wigram" shipyards, she went trough a process of improvements that lasted 139 days and her artillery was completed.*

*From London the frigate returned to Plymouth remaining there between January 16-28, 1858. The Amazonas then sailed back home. She crossed the Atlantic Ocean and arrived at Rio de Janeiro, Brazil, on March 7, 1858. Next, under command of Captain Ignacio Mariategui, who boarded the ship at Rio, the Amazonas had to cross the Strait*



#### THE AMAZONAS

Named in honor of the great river that crosses Peru, the Amazonas became the first Latin-American ship to sail around the world (1856-58). This painting, from the Naval Museum of Peru, depicts the steam frigate facing a storm at the Strait of Formosa. The Amazonas was the second war steamer bought by Peru in the early 1850's. Built between 1850 and 1852 by Money Wigram & Sons in Blackwood, she displaced 1,320 tons and was armed with six 68-pounders and twenty-six 32-pounder guns. She sunk in 1866, few days before the combat of Abtao against the Spanish squadron. Below is a painting of Chitpur Road, in Calcutta. The Amazonas remained four months in that Indian port and thirty-eight Peruvian sailors died from cholera and other tropical diseases, including the doctor of the warship.



of Magellan, which she accomplished without problems. On May 1<sup>st</sup> she stopped briefly at the Chilean port of Talcahuano. On May 5, she sailed towards the Peruvian port of Arica and finally arrived at Callao on May 28, 1858.

The Amazonas became this way the first Latin-American warship to sail around the world. The trip lasted nineteen months and the ship had covered a total of 41,277 miles. This was a difficult task that increased the prestige of the Peruvian Navy. The voyage demonstrated the capability of Peru's pilots and sailors by crossing heavy storms in Formosa and Calcutta, as well as the discipline of its crews in the most difficult situations. Nevertheless the price was high: To the 38 crewmen who died in India, another 20 perished at sea. However the mission was accomplished.

During the next eight years the Amazonas remained along with the frigate Apurimac as Peru's best warship. When the Government of Ecuador illegally paid its British creditors with Peruvian land, the Amazonas was dispatched to blockade the port of Guayaquil. She accomplished her mission from November 1858 through August 1859.

Six years later, during the war with Spain she was commissioned to take part in the operations against the Iberian fleet. However, in January 1866, while navigating in convoy towards the South of Chile, crossing difficult straits and unknown, windy channels, the glorious ship collided against a submerged rock, shipwrecked and was lost forever, without having the chance to prove herself at battle.



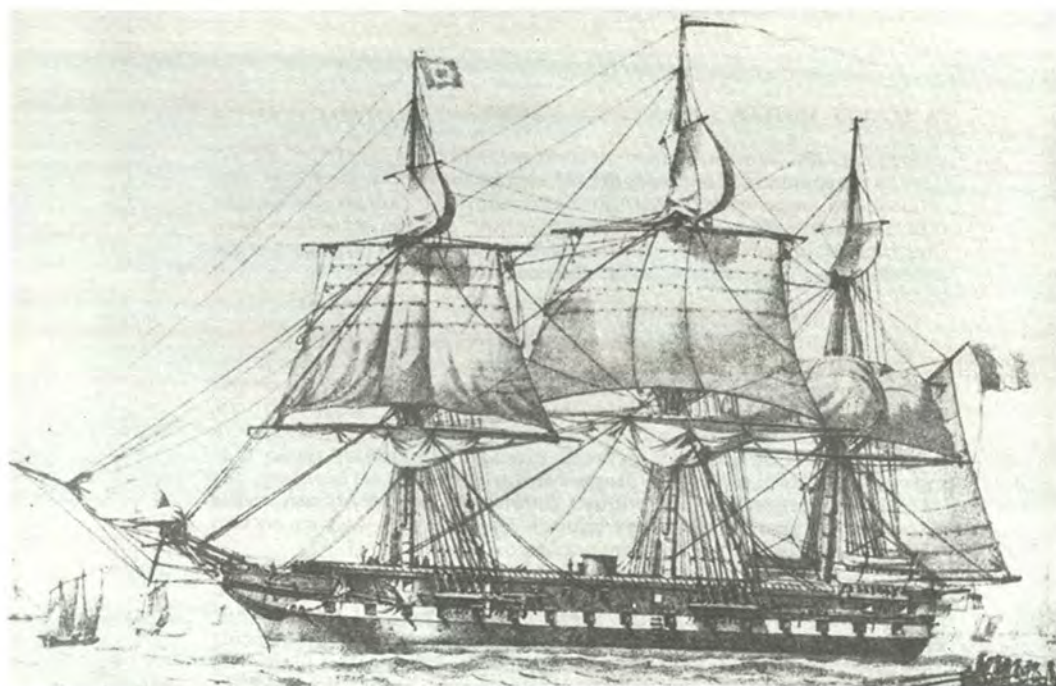
#### THE RIMAC THE FIRST WAR STEAMER

The prestigious company Brown & Bell who designed several ships for the U.S. Navy- built this paddlewheel steam frigate for Peru in New York, USA, between 1847 and 1848. She was loaded with two 68-pound and four 24-pound British guns. She had a weight of 638 tons and could reach a speed of 13 knots thanks to a 200 HP engine built by Stilman and Allen. The ship, which arrived in Peru in July 1848, had a crew of 100 officers and men, and became the first war steamer in South America. She was lost in 1855, after a collision in Punta San Juan, Ica, in which 78 men lost their lives.



#### THE APURIMAC

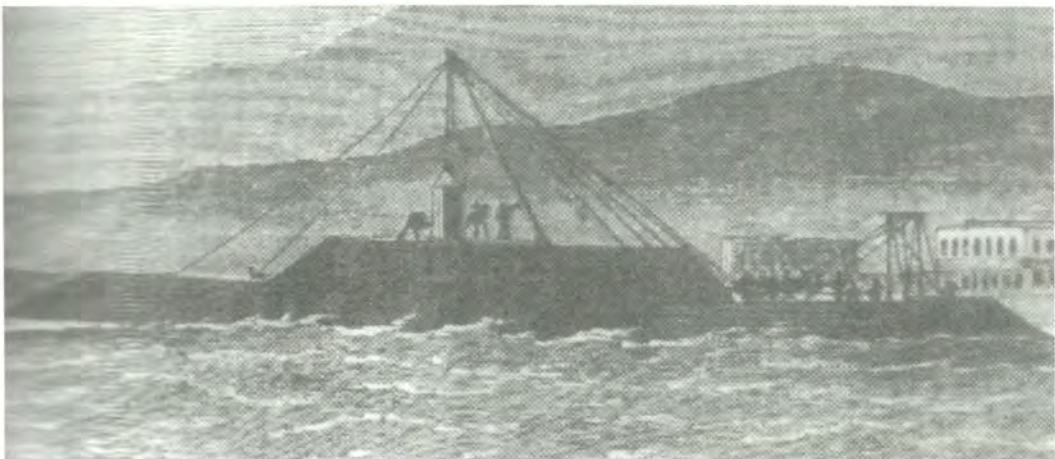
The frigate Apurimac was one of the most powerful ships of the Peruvian fleet during the decade of the 1850's. Built by the British for Peru, she was armed with 44 guns, was propelled by a 300 HP engine and had a weight of 1,666 tons. She was the flagship of President Castilla during the blockade of the Ecuadorian port of Guayaquil. In the above painting she can be seen surrounded by other warships of the squadron at the port of Callao. Below is another drawing of the war steamer, briefly renamed as "Callao". The ship fought against the Spanish squadron during the battle of Abtao, in February 1866.





**A WOODEN SHIP AND AN IRONCLAD**

Above is the wooden sailing brigantine Almirante Guise. Built in the United Kingdom in 1845, she was commissioned into Peruvian Service in 1847. The ship had a displacement of 235 tons, a length of 77 feet, a 25-foot beam and a draft of 14 feet. She was armed with fourteen 18-pounders. Her crew consisted in 54 officers and men. The brigantine was discarded from service in 1870. Below a drawing of the monitor Victoria, commissioned in the Peruvian Navy in 1864. The ship was designed, built and equipped with Peruvian technology. She displaced 300 tons, her deck, only 20 feet above the surface, was 150 feet long. This casemate ram ironclad was protected with 3-inches of armor and armed with a smoothbore 64-pounder. She had a crew of 44 men.



## V

## THE WAR WITH SPAIN OF 1865-1866

*Under the rule of Isabel the II (1843-1868) Spain faced one of the most interesting and turbulent years of its history. When the young Queen was crowned, she found a weak country that was far beyond from being the great power of the past. She also found that the formerly powerful Spanish Armada had only three main warships, all of them built during the XVIII century and a couple of frigates and steamers, which was a clear contrast with the 177 warships that the country had in 1790.*

*Isabel tried to recover the military prestige that the Kingdom had until the battle of Trafalgar, in which the British wiped out its impressive armada. She encouraged the construction of a modern and powerful fleet, which in few years turned Spain into the world's fourth naval power. Between 1859 and 1860, 170 million of pesetas, an enormous amount for those days, were allocated for the construction of new warships. The result was a mighty squadron composed of six iron-protected frigates, eleven first class frigates and twelve steam corvettes, plus dozens of transports and smaller warships. Few times in her history Spain had assembled such an important and respectable fleet.*

*Despite her internal problems, Spain became again a colonial power, and backed by her naval might, by the end of the 1850's the Kingdom was participating in several overseas interventions and internal conflicts. During the second Government of former Governor of Cuba, Leopoldo O'Donnell (1858-1863), Spain engaged in a war against Morocco (Tetuan), in a conflict in Indochina (Vietnam), in the French-lead invasion of Mexico and in the brief annexation of the Dominican Republic.*

*Soon it was the turn of South America.*

*At the end of 1862, the Spanish Queen approved the sending of a so-called "scientific expedition" to Latin American waters. The expedition was placed under command of Rear Admiral Luis Hernandez Pinzon -a direct descendant of the Pinzon brothers who accompanied Christopher Columbus in the discovery of the New World- and was escorted by three warships: The twin steam frigates Triunfo and Resolucion and the schooner Virgen de Covadonga. However, beside scientific research, one of the purposes of the trip was to support the claims of Spanish citizens living in the Americas.*

*On April 18, 1863, the Spanish fleet arrived at the Chilean port of Valparaiso. While in Chilean waters the officers and men were cordially received and the Spaniards responded in kind. But in July of that year, once in Peru, the problems started. At that time Spain did not have diplomatic relations with Peru neither had recognized its independence obtained in 1821. Despite this situation, the expedition was received with friendly demonstrations by the authorities. Unfortunately, on August 2, and for reasons still not clear, an incident occurred in the northern Hacienda of Talambo between Spanish Basques immigrants and Peruvian nationals. As a result, one Spaniard was killed and four others injured.*

*Informed about this, Pinzon, who was on his way to San Francisco, California,*

returned to Peru with his fleet. The Spanish commanding officer attempted to interfere in what many Peruvians thought was an internal affair and requested reparations for the incident. Later, the Government in Madrid also demanded the immediate solution of some pending issues, such as the payment of debts originated in the wars of independence. To negotiate these issues, a special emissary, Eusebio Salazar y Mazaredo, invested as a Royal Commissioner, was sent to deal with the Peruvian Government. Peru resented the title of Mazaredo, since a Commissioner was supposed to be a colonial officer and not an Ambassador, which was the proper title for a diplomatic envoy to a free and Sovereign State. Mazaredo arrived in Peru on March 1864 and tried unsuccessfully to reach an agreement with the Peruvian Minister of Foreign Affairs, Juan A. Ribeyro.

In response, on April 14, 1864, the Spanish squadron moved from Callao towards the islands of Chincha, the major source of Peruvian guano fertilizer. The small Peruvian garrison was forced to surrender and at 16:00 hours, a detachment of 400 Spanish marines seized the islands, raised their flag and placed Governor Ramon Valle Riestra under arrest aboard the *Resolucion*. To have an idea about the importance of those islands to Peru, it must be said that nearly 60% of the Government expenditures came from the custom duties from guano. Spain wanted to use the rich islands as a bargaining tool for their demands, and even an ambitious Spanish Minister back in Madrid proposed to swap them with the British for Gibraltar.

The Spaniards also blockaded Peru's major port and placed the country into turmoil and anger. Even if during a first stage the Spanish Government of new Prime Minister Jose Maria Narvaez did not approve the unilateral actions undertaken by Pinzon and Salazar, over the next months the Premier changed his mind and sent four more warships to reinforce the squadron. Narvaez also replaced Pinzon with the more capable Rear Admiral Juan Manuel Pareja, a former Minister of the Navy who, coincidentally, was born in Peru. His father, an army officer, was killed during the wars of independence and Pareja disliked the "rebels" for that.

Admiral Pareja arrived on Peru on December 1864 and engaged in intense diplomatic negotiations with retired General Manuel Ignacio de Vivanco, the special representative of the Peruvian President. The negotiations concluded on January 27, 1865, with a preliminary agreement signed aboard the Spanish frigate *Villa de Madrid*. However, most of the population rejected the Vivanco-Pareja Treaty because it was very humiliating for Peru. Congress did not ratify it and a revolution against the Pezet Government exploded in the city of Arequipa months later.

Meanwhile, anti-Spanish sentiments in several South American countries such as Bolivia, Chile and Ecuador were increasing. It was obvious that the Spaniards had no intention to conquer again their former colonies. Neither they had the strength, nor the resources to do it, but it was possible that the Government of Madrid, while presenting a crusade of honor in the Pacific was trying to distract attention from domestic problems. It was understandable that after what had happen in Mexico and Santo Domingo, Peru and its neighbors were suspicious about the possibility of the re-establishment of the Spanish Empire. For this reason it was not surprising that when the Spanish gunboat *Vencedora* stopped at a Chilean port for coal, the President of that country declared that coal was a war supply that could not be sold to a belligerent nation. However, from the Spanish point of view such embargo could not be taken as proof of Chilean neutrality

since two Peruvian steamers -one of them the *Lerzundi*- had left the port of Valparaiso with weapons and Chilean volunteers to fight for Peru. In consequence, Admiral Pareja took a hard line and demanded sanctions against Chile, even heavier than those imposed upon Peru. He then headed with part of his squadron composed of four wooden ships to Chile, while the *Covadonga* and the *Numancia* remained to guard Callao.

On September 17, 1865, Admiral Pareja anchored his flagship, the *Villa de Madrid*, at Valparaiso and demanded that his flag be saluted with 21 guns. Under the circumstances the proud Chileans refused to salute Pareja's Insignia and war was declared one week later. Leopoldo O'Donnell, who was again Spain's Prime Minister, backed Pareja. Since the Spanish Admiral had no troops with which to attempt a landing he decided to impose a blockade of the main Chilean ports. Even so, his plan was ridiculous, for in order to blockade Chile's 1,800 miles of coastline, Pareja would have needed a fleet several times larger than what he had at his disposal. The blockade of the port of Valparaiso, however, caused great damage to Chileans and neutrals.

On November 8, 1865, Peruvian President Juan Antonio Pezet was forced to resign from office and was replaced by his Vice President, General Pedro Diez Canseco. However, Diez Canseco also tried to avoid a collision with Spain, and on November 26 General Mariano I. Prado, leader of the nationalist movement, deposed him. Prado immediately declared his solidarity with Chile and a state of war with Her Catholic Majesty's Government in order to retribute the nation's honor and confront Pareja's insults and humiliations.

Ironically, that same day Admiral Pareja committed suicide. During the last weeks he had been suffering a series of setbacks. He could make no positive advances in his war with Chile, his blockade deteriorated and was ineffective and the crews of the ships were demoralized. The proud Admiral was unaware that the Chileans, in a brilliant naval action, had captured the gunboat *Virgen de Covadonga* and that during the fight the Spaniards had 4 men dead and 21 wounded(1). When on November 25 the American Consul casually mentioned it to him, the Admiral suffered a nervous collapse. It was too much for him. The *Covadonga* was the second warship lost by Spain in enemy waters after a fire destroyed the *Triunfo* a year ago. The next day Pareja dressed in his best uniform, laid down on his bed, and shot himself in the head.

Back in the Peninsula, the Spanish public opinion was enraged and demanded revenge. Because of the loss of the *Virgen de Covadonga*, one newspaper wrote:

**"Let our squadron perish in the Pacific if necessary, only let our honor to be saved"**

After Pareja's death, the command of the Spanish squadron went to the Captain of the *Numancia*, Commodore Casto Mendez Nuñez.

On December 5, 1865, Chile and Peru formally signed an alliance to fight against Spain. The treaty was ratified on January 12, 1866. Two days later Peru declared war on Spain. Immediately a squadron of the Peruvian navy under command of Captain Lizardo Montero, composed by the steam frigates *Amazonas* and the *Apurimac*, sailed towards Valparaiso to join the Chilean fleet. Once there the allied command was placed under orders of Chilean Admiral Manuel Blanco Encalada, an



Above is a painting of the frigate Numancia, symbol of the Spanish might. With a displacement of 7,500 tons and 40 guns, she was one of the most powerful warships of her time.



**CALLAO AND THE SPANISH ARMADA**

Above, a drawing of the busy port of Callao made before the war with Spain. Below, French drawing of the Spanish Armada in Peruvian waters before the "Dos de Mayo" Combat. (Juan Gunther Collection).



*old but capable officer.*

*Rumors spread through Europe and panic reached Spanish waters because two new powerful Peruvian ironclads had sailed from England and were said to be heading towards the port of Cadiz. The Spaniards were also afraid of hostilities against their merchant ships sailing in international waters. To prevent such actions Madrid dispatched to the Atlantic the frigate Gerona, which in time, near Madeira, would capture a 2000-ton disarmed Chilean cruiser of the "Super-Alabama" class built in England, and dispatched in secrecy under the code name "Canton". The Spaniards will rename her "Tornado"(2). On the other hand, Peruvian warships will seize three Spanish transports off the coasts of Brazil while on their way to Chile. The Chilean Government on its part sent the steamer Maipu to the Strait of Magellan to intercept the Spanish transports "Odessa" and "Vascongada".*

## THE SQUADRONS

*Most people in Spain thought that Peru and Chile were not worthy to fight against their glorious armada. Such a perception was based upon prejudices because both countries, as former colonies, were seen as inferior. Another reason was the lack of knowledge of the South American reality as well as the presumption by most Western powers of a moral and material superiority over other countries or territories of their time. For many Spaniards as most Europeans, there was no difference between Peru and Morocco or between Chile and the Dominican Republic and so they thought they could be easily defeated. That was a big mistake that would carry fatal consequences, as the lost of the Covadonga and the suicide of the gallant Admiral Pareja. Their difficulties however, were just starting.*

*The order of battle of the Spanish and the allied fleets from the arrival of the scientific expedition to Callao in July 1863 to the naval encounters of February and May 1866 will go through many changes because both navies were reinforced with new units.*

*The Spaniards had managed to assemble in South American waters a formidable squadron. It was composed of the following warships:*

### ***Iron-protected frigates***

*Numancia, at that time among the most powerful ships of the world (Built in France, 1863; Weight 7,500-tons; Speed 12 knots; Weapons thirty-four 200-mm guns; Armor five and a half iron belt; Crew 620 men).*

### ***Steam frigates***

*Villa de Madrid, (Built in 1862; Weight 4,478-tons; Speed 15 knots; Weapons thirty 200-mm guns, fourteen 160 mm-guns, two 120-mm guns, plus two 150-mm howitzers and two 80-mm guns for disembarks).*

*Resolucion, (Built in 1861; Weight 3,100-tons; Speed 11 knots; Weapons twenty 200-mm guns, fourteen 160-mm guns, one revolving 220-mm gun and two 150 mm-*

howitzers, two 120-mm guns and two 80-mm guns for disembarks).

*Almansa*, (Built in 1864; Weight 3,980-tons; Speed 12 knots; Weapons thirty 200-mm guns; fourteen 160-mm guns and two 120-mm guns. She also had two 150 mm-howitzers and two 80-mm guns for disembarks). This ship would arrive to the Pacific on April 1866, days before the *Dos de Mayo* Combat.

*Reina Blanca* and *Berenguela*, (Each weighted about 3,800-tons. The first one had 68 guns while the *Berenguela* had 36 guns).

### **Schooners**

*Virgen de Covadonga*, (Built in 1864; Weight 445-tons; Speed 8 knots; Weapons two revolving 200-mm guns at the sides and one revolving 160-mm guns at the prow). Spain however will lose the ship to the Chileans.

### **Gunboats**

*Vencedora*, (Built 1861; Weight 778-tons; Speed 8 knots; Weapons two 200-mm revolving guns and two 160-mm guns).

The squadron was reinforced with other small gunboats and transports, among them the *Marques de la Victoria* (armed with 3 guns), *Maule*, *Consuelo* and *Mataure*. It had combined artillery of 250 guns(3).

Among the two South American allies, Peru had the biggest fleet. Obviously it could not match the total tonnage and firepower of the Spanish squadron but neither it was, as some had thought, a third class flotilla that could be wiped out with a single of Mendez Nuñez ships. On the contrary, Peru had the most respectable naval squadron on the Western shores of the continent, managed by competent and professional sailors.

As Spain did in the 1850's, Peru had renewed its navy trough the purchase of last generation warships in the best European shipyards, mainly British. When the crisis with Spain deepened, the Peruvian Government decided to increase its fleet in the event of war, and bought two former Confederate cruisers built in France and ordered the construction of two seagoing ironclads in England. It also decided to build ironclad of its own. By 1866 Peru had the following warships:

### **Frigates**

*Apurimac*, (Built in UK, 1854; Weight 1,666-tons; Weapons forty four guns).

*Amazonas*, (Built in UK, 1852; Weight 1,320-tons; Weapons twenty-six 32-pounders and six 64-pounders).

### **Richmond-Class casemated ram monitors**

*Loa*, (Built in UK, 1854; redesigned in Peru in 1865; Weight 648 tons;

*Weapons one 110-pounder and one 32-pounder. Protection iron armor 3-inch thick).*

*Victoria, (Built in Peru 1864; Weight 300 tons; Weapons one smoothbore 64-pounder. Protection iron armor 3-inch thick).*

### **Cruisers**

*Union, (Built in France, 1864; Weight 1,600 tons; Speed 12.5 knots; Weapons two 100-pounder guns, two 68 pounders and 12 forty pounders)*

*America, (Built in France, 1864; Weight 1,600 tons; Speed 12.5 knots; Weapons two 100-pounder guns, two 68 pounders and 12 forty pounders)*

### **Ironclads**

*Independencia, casemate, central battery, ironclad steam frigate (Built in UK 1865; Weight 2004-tons; Speed 12.5 knots; Weapons two 150 pounders, twelve 70 pounders, four 32 pounders and four 9 pounders. Protection 4-inch armor; Crew 260 men).*

*Huascar, (Built UK 1865; Weight 1,130-tons; Engine 1,500 horse power; Speed 11.5 knots; Weapons; two 300-pound Armstrong's, two 40-pound pivots Armstrong at the sides and one 12-pounder at the stern. Protection 4.5-inch armor in the iron helmet amidships, 2.5-inches at the ends and 5.5-inches in the revolving turret. Crew 200 men).*

*Huascar was by all means an extraordinary warship. In theory, her 10-inch guns were capable of destroying any of the wooden Spanish frigates, whose most powerful guns were 68-pounders, number 2, incapable of piercing the armor of the Huascar or the Independencia.*

*Peru also had several other warships, including the Tumbes (carrying two rifled 70-pounders), Ucayali (two 32-pound guns, three 24-pounders and one 18-pounder), the Sachaca (armed with six-smoothbore 12-pounders) and the 850-ton General Lerzundi (six guns).*

*On September 1864 Peru also bought a brand new steamer in the United States, the Colon, armed with two-smoothbore 12-pounders. However, American General Irvin McDowell seized and held the Colon in San Francisco. The seizure of this ship was later approved by the U.S. Secretary of War and his additional orders provided that all war material was required for the use of the United States government, and nothing of the kind could be purchased or taken from the United States, especially on the Pacific coast. The Peruvian government protested against the seizure of the Colon and demanded that the vessel be released. The American government was slow to act and the order to release the Colon was not issued until March 14, 1865, more than six months after the seizure. In the meantime the case had been the subject of an investigation by a grand jury and an opinion rendered that there was no cause for the detention of the Colon. Nevertheless the ship was commissioned in the Peruvian Navy and arrived in time to fight against the Spaniards.*

*At the beginning of the conflict, the Chileans only had the Esmeralda, a 854 ton British-built corvette commissioned in 1854 and armed with 18 guns, and the Maipu, a 450 ton steamer built in the United Kingdom in 1855 armed with four 32 and one 68-pounder guns. Chile also was about to receive two Alabama class unarmored cruisers from the British, the Chacabuco and the O'Higgins, originally built for the navy of the "Confederate States of America". Unfortunately for the allies those ships could not join the struggle because London seized them until the end of the war. The Chilean fleet however was increased with the 412-ton Spanish iron protected schooner Virgen de Covadonga and the 850-ton steamer General Lerzundi. The first one captured from the Spaniards and the second one bought from Peru in early 1866 and renamed as Lautaro.*



**THE CONTENTENDERS**

Spanish Queen Isabel II and Peruvian President Mariano I. Prado. Isabel supported his Prime Minister's tough policy against Peru and Chile. Prado on the other hand declared a state of war on her Catholic Majesty's Government and decided to fight for his nation's honor.

(1) The Tornado was apparently launched at Clydebank in 1863. The vessel had a protective 4" armor belt surrounding her engines and boilers. She was armed with one 220mm (7.8") muzzleloading Parrott guns, two 160/15 cal. muzzleloading guns, two 120mm bronze muzzleloading guns and two 87mm/24 cal. Hontoria breechloading guns. She had a crew complement of 202 men. The Tornado has been built a commerce-raider for the North American Confederation. Seized by the British Government in 1863, and acquired in 1865, she was purchased by Chile for 75,000 Pounds through Isaac Campbell & Co. in January or February of 1866. According to some sources the vessel was renamed Pampero. Was captured off Madeira by the Spanish frigate Gerona on August 22, 1866 and renamed Tornado. Commissioned in the Spanish Navy, she was rated as screw corvette in 1870. She was converted to a torpedo-training vessel in 1886. Her hulk was sunk in Barcelona by Nationalist air raid during Spanish Civil War. She was finally broken up after 1939.

(2) St. Hubert Ch. "The Early Spanish Steam Warships 1834-1870" Warship International 1983. - # 4. -p.338-367; 1984. - #1. - p.21-44.

(3) This episode was known as the Battle of Papudo and was fought 55 miles north of Valparaiso. The Chileans, following a threat used by Admiral Lord Thomas Cochrane 45 years before, hoisted a British flag on the Esmeralda, and when they were close enough to Covadonga, they raised their own flag and unmercifully bombarded the Spanish ship until her surrender. Beside the casualties, seven Spanish officers and 115 sailors were taken prisoners.

## VI NAVAL BATTLE OF ABTAO

*On January 16<sup>th</sup> 1866, the combined Peruvian-Chilean fleet sailed in convoy from Ancud to the shipyards at the nearby Abtao, a well-protected inlet at the head of the Southern Chiloe Archipelago, whose treacherous channels winded southward to the Strait of Magellan. During the difficult voyage, the frigate Amazonas struck a submerged rock in the Chacao channel and shipwrecked. The rest of the fleet remained at Abtao with orders to wait for the arrival of the new Peruvian corvettes before starting offensive operations against the Spanish squadron. At Abtao, the Chileans had organized a naval facility that included some fortifications and a deck to repair the allied warships.*

*By the end of January 1866, Commander Mendez Nuñez, after being informed about the position of the enemy squadron, ordered the heavy frigates Villa de Madrid, under Captain Claudio Alvar Gonzalez and the Reina Blanca, under Commander Juan Topete, to lift the blockade on Valparaiso and sail towards Abtao. The idea was to intercept, destroy or cause severe damage to allied warships.*

*On February 4, the twin 1,600-ton corvettes America and Union under Lieutenants Benjamin Mariategui and Miguel Grau, respectively, joined the Chilean-Peruvian naval force at Abtao, without the Spaniards knowing about these reinforcements. (The America would be lost in a tidal wave in 1874 while the Union would serve in the 1879 naval campaign).*

*On the early morning of February 7, 1866, the Villa de Madrid and the Reina Blanca finally appeared off the inlet of Abtao but their commanders were afraid to risk their ships in shallow water and they remained at the entrance. At 10:00 hours the Covadonga, which was patrolling the area, noticed the presence of the enemy ships. The Commander of the Peruvian First Naval Division, old Captain Manuel Villar, who had assumed command of the allied force (The Apurimac, America, Union and the Covadonga) ordered a battle line to be formed in order to control the only two entrances to the facility. At 15:00 hours the Spaniards decided to advance through the widest channel, first the Reina Blanca, followed by the Villa de Madrid.*

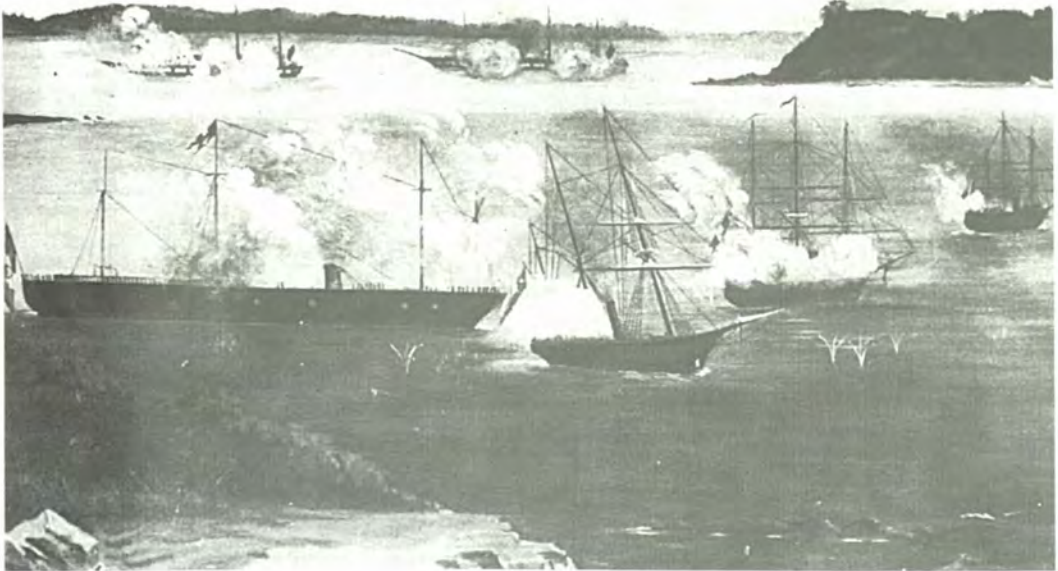
*Thirty minutes later, when the Spaniards were about one mile close to the allied positions, Commander Villar ordered the 1,660-ton frigate Apurimac to open fire. The rest of the fleet followed. The Spaniards answered and an artillery duel erupted between the Spanish combined 96 guns against the allies 57. Some Spanish projectiles reached the flotation line of the Apurimac, forcing her to move to the north. Another Spanish grenade hit the Union, and killed two of her crew. The America was also hit. The fight continued but with little effect. The Spanish gunnery was ineffective, while the allied ships, in spite of being at anchor, without steam, and some of them even with their engines under overhaul, fought with great energy and determination. The Chilean Covadonga, under Lieutenant Manuel Thomson, managed to fire over an island and scored several hits on the Reina Blanca, at a distance of only 600 meters.*

*After two hours, in which about 1,500 shots were exchanged, the Spanish ships,*



#### THE FIGHT AT ABTAO

Above, Spanish canvass describes the battle from the side of the frigates Villa de Madrid and Blanca. Below is a painting from the Peruvian side: From right to left, the 1,600-ton frigate Apurimac, flagship of Commander Villar, followed by the Chilean Covadonga and the Peruvian Union. The America, at the left, can't be seen. Behind are the two Spanish corvettes under Commander Alvar Gonzales.



which had suffered some casualties and damage, started to withdraw protected by their fire. Both sides incurred damages, but at the end the Spaniards suffered the worst. The *Reina Blanca's* waterline, near the screw, was almost destroyed. She had been hit sixteen times, while the *Villa de Madrid* received eleven impacts. Afraid of the shallow waters and realizing that a long-range gunfight could affect their ships further, the Spanish commanders retreated to Valparaiso. The battle ended indecisively without more developments. Although it had not been a decisive contest, the allies considered it a great morale-boosting victory. In their first combat exam against a European power, the South Americans had performed brilliantly, had showed great determination and had given a lesson of courage. The Spaniards on the other side, understood that their enemies had a retaliation capacity that could put in risk their military adventure. In his report to Mendez Nuñez, the Spanish Commander Claudio Alvar Gonzales wrote:

***"The most accurate and effective gunfire came from the Peruvian corvettes Union and America"***

Commander Mendez Nuñez, like his predecessor, failed in his efforts to conquer the allies. The Spanish could not attack the land forces and now they had been frustrated in engaging the allied squadron at open sea. The Spanish ships were isolated, short of supplies, and without any hope of victory. The arrogant aggressors had turned into desperate men who needed a spectacular feat to save their honor. In Spain, the government and the newspapers continue demanding revenge. The result of Abtao was incomprehensible for those who thought that the South Americans were incapable people that would panic with the sole presence of the most insignificant Spanish warship.

Upon being informed of this setback, Mendez Nuñez, in a state of rage, proceeded south, this time with the powerful *Numancia* and the *Reina Blanca*, to search for the allied squadron and force a new combat. After Abtao the allies had moved their fleet to another Chilean naval facility at Huito, which was better protected. Mendez Nuñez was not able to attack such position without risking his ships and had to abort his plans.

On March 25, the Peruvian corvettes *Union* and *America*, sailed towards the Strait of Magellan to intercept a new Spanish warship, the frigate *Almansa*, that according to intelligence sources was sent by Madrid to reinforce its Pacific squadron. The Peruvians remained in the area for almost a month but could not find her. The *Almansa* would only arrive on South American waters during the last week of April.

After this, the allied fleet remained in the Southern Chilean waters waiting for the arrival of the Ironclads, a factor that surely would change the balance of forces.

## VII THE "DOS DE MAYO" COMBAT

*After the indecisive battle of Abtao and having not found the enemy fleet for a new engagement, Mendez Nuñez decided to undertake a different course of action not only to punish his "insolent" adversaries but also to save Spain honor and prestige. He moved his fleet to bombard two main enemy cities, his first target being the Chilean port of Valparaiso.*

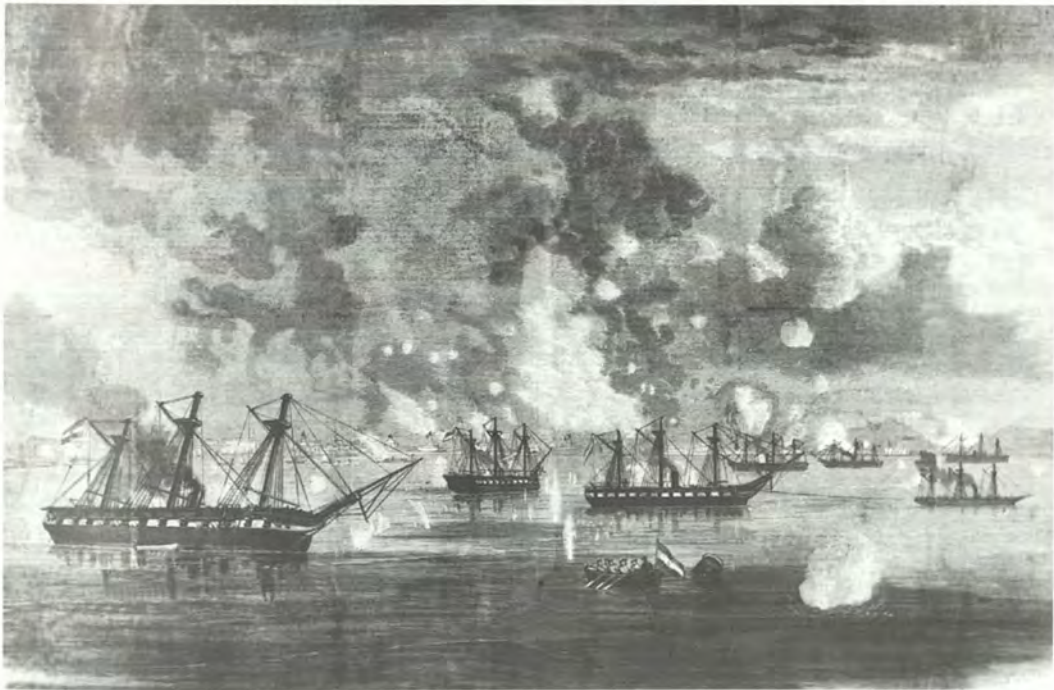
The neutral British and American naval commanders in Chilean waters, when notified on the intended plan of attack against Valparaiso, tried to avoid the destruction of the prosperous but defenseless port inhabited by 80,000 people. It was useless. In a romantic gesture, the Chileans even suggested that the two squadrons, without the mighty Numancia, meet at sea to decide once and for all the issue. Commodore John Rodgers, Commander of the American squadron offered to serve as mediator. But it seems that Mendez Nuñez did not like the idea or wanted to take the responsibility. He had been ordered by his Government to destroy the enemy squadron or a city and after failing the first option at Abtao, he chose the later. The intervention of the diplomatic and consular corps also was to no avail. Even General Hugh Judson Kilpatrick, the American Minister to Chile, demanded Rodgers to attack the Numancia. Commander Rodgers had at his disposal the powerful 3,400-ton monitor USS Monadnock armed with 2 dual turrets, each with 2x15 inch Dahlgren smoothbore guns. He also had five wooden corvettes, among them the USS Tuscarora, the USS Powhatan (flagship) and the USS Vanderbilt. However he refused any kind of engagement to avoid war between Spain and the United States. Kilpatrick insisted but Rodgers knew that the recommendations of the former Civil War federal cavalry officer, whom once General William T. Sherman branded "a damned fool", could not be taken seriously. After Mendez Nuñez learn about Kilpatrick's intentions, he said to Rodgers

*"If you move your ships to protect Valparaiso, I will be forced to sink them, because even if I have one ship left I will proceed with the bombardment. Spain, the Queen and I prefer honor without ships than ships without honor"*

*Pareja added that, "Your Monadnock may be to strong for my Numancia, but I think I could dispose of all your other ships..."*

It must be pointed out that at that time the U.S. Pacific squadron was composed of a total of seventeen vessels. The fleet was divided into the North Pacific and the South Pacific squadrons. The North Pacific squadron embraced the coast of North America and the Sandwich Islands (Hawaiian) while the limits of the South Pacific squadron extended from Panama to Cape Horn and all the way to Australia.

On March 31, 1866, the Spaniards took position in front of Valparaiso with four of their warships: Villa de Madrid, Reina Blanca, Resolucion and Vencedora, and opened fire with their combined 138 guns, several of them 68-pounders. The city, without a single gun to protect her, was mercilessly bombed. During three interminable hours the Spanish squadron discharged its heavy guns, destroying the warehouses, an old unarmed fort, the



**THE SPANISH ARMADA IN ACTION**

Contemporary paintings on the Spanish attack on Callao on May 1866. In the painting above, one Spanish warship, probably the Villa de Madrid, has been severely damaged and left disabled (left). Below we can clearly see the "V" shape of the peninsular fleet's attack formation at the beginning of the combat, and in the center, the powerful Numancia, which was hit by 51 grenades. (Juan Gunther Collection).



railroad station, and several other public buildings, with a total of 2,600 shots. Fire fighting companies from Santiago assisted the local fire brigade in putting out the fires and removing debris. Damages to Valparaiso amounted to 14 million pesos, almost half of which belonged to neutrals. There were also casualties in the local population. Before leaving Chile, Commander Mendez Nuñez set all the captured Chilean ships on fire. A total of thirty-three vessels were burned or sunk and it was the total ruin of the Chilean merchant fleet, the most important in the western shores of Latin America.

Next, the Spaniards sailed towards Peru with intention of repeating the Valparaiso action against the main port of Callao. However they were not aware that the new scenario was going to be quite different. In fact they ignored that there, they were going to meet their match. The Callao forts and batteries were of legendary power. In fact, it was considered the most powerfully protected port of the West coasts of South America. The Real Felipe fort had been kept up to date for war since colonial times and was periodically reinforced. The fort was built during the XVIII century in the same place in which previous fortifications faced and responded attacks from such legendary figures as Sir Francis Drake and John Hawkins. Alerted about Mendez Nuñez intentions, President Prado proceeded to reinforce the Callao defenses with heavy British-made guns, mostly Blakelys, recently brought from Europe.

The Spaniards finally arrived at Callao on April 25. Two days later Mendez Nuñez announced that he would bombard the port on May 1<sup>st</sup>. However, this date was changed to May 2<sup>nd</sup>, for it was a day of glory for Spain(1). For this task, Mendez Nuñez had a total force of fourteen ships including six frigates and one corvette, with nearly 250 guns of different caliber, that is to say, the Numancia, Reina Blanca, Restauracion, Berenguela, Villa de Madrid, Vencedora and the newly arrived frigate Almansa. It was by far the biggest naval force assembled by the Kingdom of Spain after the battle of Trafalgar.

The mobilization of the Peruvian military and the civilian population was massive. New defenses were built quickly with all available material. The defenses of the port, under command of the Minister of War, the brilliant liberal politician Jose Galvez, consisted in a series of batteries located from North to South. The northern batteries consisted on the Junin Tower and Fort Ayacucho. The positions in the southern sector were composed of Santa Rosa Fort, the Merced Tower and the Zepita Battery (this one armed with two 68-pounders and four 32-pounders) and the Railroad Battery. In total the Peruvians had 52 guns, including several Armstrong and Blakely dispersed in masonry forts, sand batteries and armored turrets. The warships at the harbor under Captain Lizardo Montero mounted additional thirteen guns. They consisted on the steamers Colon, Tumbes and Sachaca plus the Confederate-style casemated ram ironclads Loa and Victoria, whose duty was to reinforce the northern defenses. Infantry troops were garnished at the Chacritas and the Cavalry at Bellavista. The Minister of War set his headquarters at the Merced Tower located in the Real Felipe fortress.

At about 10:00 hours, the Spanish impressive armada was divided into two groups and formed a line of attack in a "V" shape. One side, composed of the Numancia, Resolucion and the recently arrived Almansa, with a total of 137 guns, took position at the North, and the other, composed of the Villa de Madrid, Berenguela and Reina Blanca, with a total of 122 guns, moved to the South of the port. Other ships, like the gunboat Vencedora, remained at the rear. At 12:15 hours, after the maneuver was completed, the



#### THE COMBAT

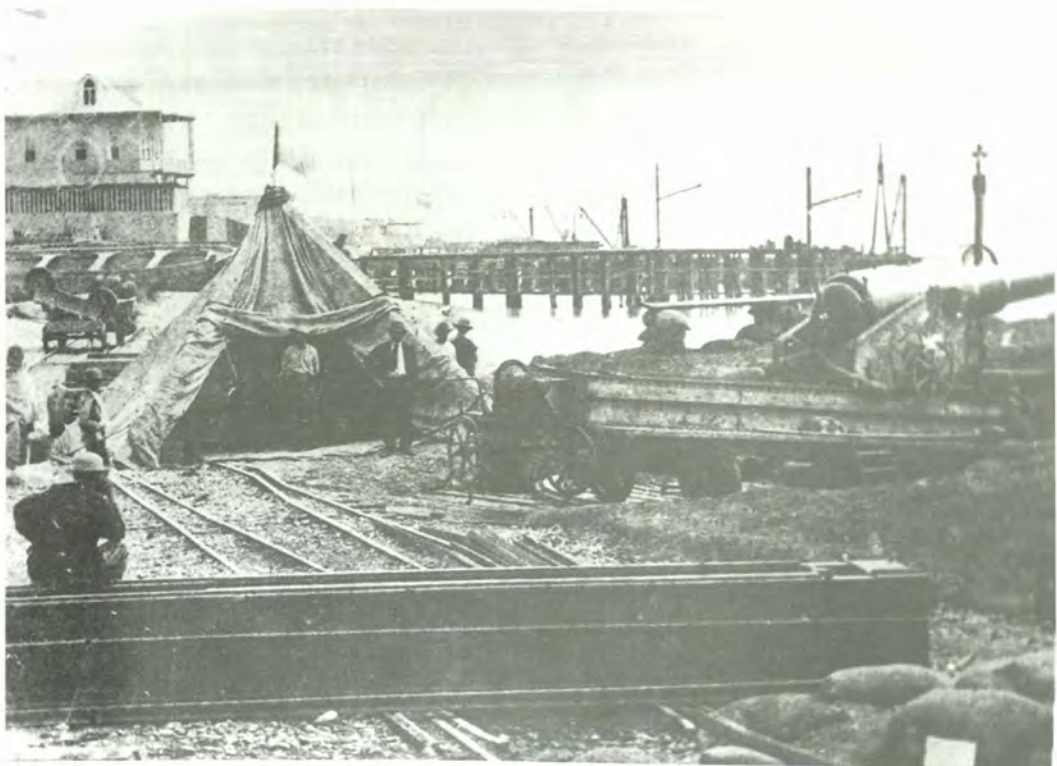
Above is a painting at the Real Felipe Museum of Callao, depicting in a romantic way part of the fight between Peruvian port defenses and the Spanish fleet. Below is an impressive picture taken during actual combat: In one of the batteries a group of Peruvian gunners are loading their cannons. Peruvians hit the Spanish ships 185 times. (Naval Museum of Peru).





**PERUVIAN ARTILLERY IN ACTION**

Peruvian gunners preparing their artillery against the Spanish squadron during the 1866 "Dos de Mayo" combat. Below is a view of the defenses at Callao.



mighty *Numancia*, flagship of Mendez Nuñez, fired the first two shots. The *Santa Rosa Fort* immediately answered and combat erupted. Ten minutes later the *Numancia* was hit by a Peruvian grenade, being forced to fire only with the guns located at the opposite band of the ship. But when making this maneuver, she was hit again by two more shots that damaged her helmet and injured Commander Mendez Nuñez. The fire was suspended for 15 minutes, and when it started again one of the Peruvian Blakelys was silenced. Another Spanish shot reached the *Merced Tower* and killed all of its occupants, including the Peruvian War Minister Jose Galvez. The fight however was not over.

The combat became heftier and in both sides prodigies of honorable courage were made. At the northern positions, the frigate *Villa de Madrid* received a Blakely 450-pound grenade, which killed 27 of her crew and disabled the steam conduction tubes. The gunboat *Vencedora* had to tow the injured ship out of the fire range. The frigate *Almansa* received a shot that killed 13 men and caused an explosion on the gunpowder deposits, also forcing her to withdraw from combat. The *Berenguela* had bad luck as well. A 300-pound Peruvian projectile ran through the ship and almost sunk the frigate. She had to retreat. It was about 17:00 hours when the fire finally ceased. Peru's guns had scored 185 hits on the enemy ships. After serious mishaps and without having silenced all the Peruvian batteries, the Spanish were forced to withdraw to the *San Lorenzo Island* with terrible damages and heavy casualties: The *Reina Blanca* was hit 30 times; the *Resolucion* 30 times; the *Numancia* 51 times; the *Almansa* 72 times; the *Berenguela* and the *Vencedora* 2 times. Nearly fifty Spanish sailors were killed. Eighty-three were wounded and sixty-eight others suffered minor contusions. Commander Mendez Nuñez was injured nine times. Two of the frigates had to be towed aground on *San Lorenzo Island*. Despite the fact that the Spanish Admiral declared victory, it was, by no doubts, a Peruvian triumph.

Peruvians suffered about 200 casualties between dead and wounded but despite the heavy Spanish fire, damages to the port were minor. The warships received a total of 13 shots. The steamer *Tumbes* lost 2 men dead and had 3 wounded.

Through this battle the former colony had assured its independence and had given a lesson of courage and honor against an imperialist power. The war however was not over.

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(1) On May 2, 1808, the Spanish people revolted against the French invasion of their country. The Napoleonic response to the uprising of the 'Dos de Mayo', was brutal and its aftermath was commemorated in Goya's painting, "The execution of 3<sup>rd</sup> May, 1808". Sparked by this uprising in Madrid, the Spaniards united against the French and fought a five-year war of independence.

## VIII PORT AND NAVAL ARTILLERY USED BY PERU

*During the conflict with Spain, Peru relied mainly on British-made guns, like the Armstrong and the Blakely. Those guns caused severe damage to the Spaniards during the combat of May 2, 1866. The port of Callao was later reinforced with American Rodmans and Dahlgrens, which were used during the war with Chile. Other guns like the Voruz, Parrot and Vavaskeur were also used. Peru had 19 of those guns at the June 1880 battle of Arica.*

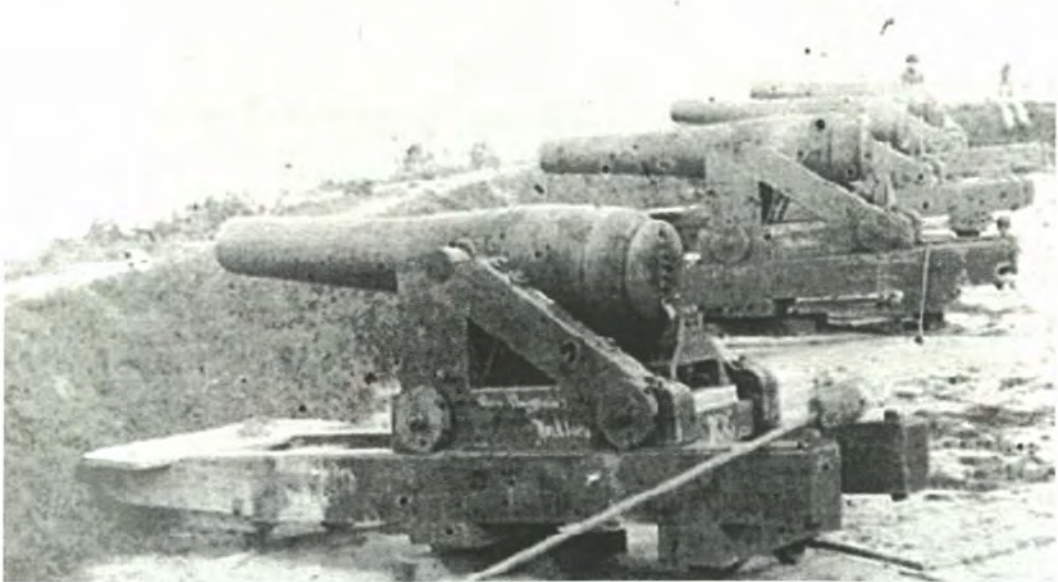
*The Armstrong was a large rifled cannon invented by an Englishman, Sir William George Armstrong in 1854. It's most noticeable feature was the series of graduated coils over a lengthwise tube, causing it to look like a giant collapsible telescope pulled out in overlapping circles. Because exploding guns were a constant problem, and potentially devastating for the man who lie the charge as well as those around him, the Armstrong design was a huge success. The compressed inner tube in the cannon enabled it to better resist the force of firing. The cannon had four-inch and 16-pounder models. It was also manufactured in the United States using Armstrong's design. It was made in both muzzle-loading and breech-loading designs and came in sizes ranging from 3 to 13.3 inches. A three-inch muzzle-loading Armstrong could fire a grooved projectile, which weighed 12 pounds out to a distance of 2,000 meters. A three-inch breech-loading Armstrong fired a 12 pound projectile out to a distance of 2,000 meters. During the battle of "Dos de Mayo", the Junin Tower, located at the northern defenses, used two 500-pound Armstrongs while the Merced Tower, at the southern ones, fired two revolving Armstrong guns. During that same battle, from a distance of 4,500 feet a 300-pound grenade from a Peruvian Armstrong hit the Numancia, piercing the protected ship from side to side.*

*English Captain Alexander Blakely invented the Blakely cannon. The most commonly used Blakelys had a bore of 3.1 to 10 inches and used a variety of ammunition, including flanged and studded projectiles. The 12-pounder Blakely was constructed of steel and iron had a bore of 3.4 inches and a tube that weighed 800 pounds. Using a one-pound charge, it fired a 10-pound projectile at a muzzle velocity of 1,250 ft/sec. The largest Blakely had a 12.75-inch bore and fired projectiles weighing 470 pounds nearly 2,000 yards (at 5 degrees of elevation). The large eight-inch Blakely was mainly for use in coastal defenses. As with its sister cannon, the Armstrong, the Blakely's rifled design helped absorb the impact of firing. However, because of its 'bucking back' when firing it did not remain as popular as the Armstrong and the Whitworth guns. When used with English ammunition, the Blakely was a good muzzle-loading gun, however, its performance deteriorated when firing shells of other manufacture In 1864, the Peruvian Government instructed its Consul in London, Mr. Enrique Kendall, to buy, among other weapons and ammunition, twelve pieces of artillery, all 11-inch Blakelys. The guns were sold through two contracts that provided six pieces each. On April of that year a Peruvian military mission lead by artillery Colonel Francisco Bolognesi was sent to England to supervise the transaction and the quality of the armament. The guns arrived in Peru in early 1865. At "Dos de Mayo", eight heavy Blakelys were used. For example, at the northern defenses, Fort Ayacucho had two 450-pound Blakelys while the Railroad Battery had a 450- pound Blakely gun. Two more 450-pound blakelys were placed at the southern defenses (Fort Santa Rosa). During the war with Chile, some changes were made. The Santa Rosa fort*



**HEAVY ARTILLERY**

Above, a Dahlgren gun. Below, a battery with four Rodmans. Peru had several of these American-made guns placed at Callao for defense purposes.



kept her two 11-inch Blakelys. The Manco Capac and Independencia turrets had two 11-inch Blakelys each while Fort Ayacucho kept one 11-inch Blakely. The Blakely gun quickly became obsolete and soon was seeing little service as more advanced gun designs were produced.

The American Navy Commander John Dahlgren designed the Dahlgren. It was a large smooth bore cannon cast in the distinctive "soda bottle" shape. This design provided extra thick walls at the breech end of the gun which allowed for larger, heavier cannon that were less likely to explode at the breech when fired. Although originally designed to fire shells against wooden ships of the era, the Dahlgren cannons proved to be strong enough to fire 170-pound solid shot which was more effective even against ironclads. The 15-inch gun weighed over 20,000 pounds and required a hoist and a two-man crew to load the 400-pound spherical solid shot. The monitor Atahualpa and Manco Capac used two 15-inch Dahlgren guns during their encounters against the Chilean fleet. The defenses at the port during the war with Chile had two XV-inch Dahlgrens each at forts Pierola and Tarapaca. Also, along the harbor's sea pier was a series of sandbagged batteries mounting five XV-inch Dahlgrens and two XI-inch Dahlgrens. Fort Ayacucho had one XV-inch Dahlgren and Fort Rimac had four XV-inch Dahlgrens.

The Rodman gun on the other side was a manufacturing process rather than a cannon, developed by Thomas Rodman in the mid-1840 for casting large iron cannon. The process made the guns stronger, longer lasting, and less likely to develop cracks. Rodman's process had the gun cast about a hollow pipe in which water was pumped during the cooling process while the outer part of the casting was kept hot by live coals. Rodman's process permitted larger guns to be manufactured than was previously possible. The 15-inch and 20-inch Rodman's were the largest used. They were bottle shaped and weighed in at 25 tons. Rodman also improved the gunpowder used in the large guns. The 15-inch Rodman guns were capable of hurling a 440-pound shot more than four miles. These guns were used in coastal defenses and fortifications and were capable of firing a large shell or ball up to several miles and were excellent defensive weapons. They were not and never meant to be, mobile, often weighing in excess of 20 tons. Peru used a big 20-inch Rodman to protect Callao against the Chilean incursions.



#### THE REAL FELIPE

A late XIX century picture of one of Real Felipe's turrets and one disabled old colonial brass gun, which probably was also used against the Spanish squadron in the "Dos de Mayo" battle. The legendary fort was the best armed in the Western coasts of South America. (Juan Gunther Collection).

## IX PERUVIAN MADE IRONCLADS

*After the seizure of the Peruvian islands of Chincha by the Spanish squadron in early 1864, it was obvious that the war was inevitable. Under this circumstances the Peruvian Government, under President Juan Antonio Pezet had no choice but to increase the country's fleet in order to fight the Spaniards.*

*Beside the purchase of warship in foreign shipyards (Union and America in France; Huascar and Independence in the United Kingdom; and the Colon in the United States), and in order to save money and resources, it was decided to build ironclads with local technology. The result was the Loa and the Victoria.*

*The Loa was originally built in the United Kingdom in 1855, but as a wooden vessel. In early 1864 Peruvian engineers began to transform her into an ironclad, similar in design to the American Confederate casemated rams of the Richmond class. The warship was finished in 1865. Under her new design, she displaced 648 tons, was 55 meters long and had a beam of eight and a half meters and a draft varying between six and a half and seven meters. She was armed with one 110-pounder and one 32-pounder. Her armor was made of railroad iron and was 3-inch thick.*

*Unfortunately, on February 5, 1866, while attempting to steam around the bay, the Loa run aground in Callao harbor.*

*On July 30, 1864, another ironclad, the monitor Victoria, was commissioned into the Peruvian Navy. She was finished in early 1866 and her construction marked the beginning of the activities of the Peruvian Navy engineering corps. This ship was designed, built and equipped with Peruvian technology by the Ramos brothers, Jose Tomas and Manuel Jose, at the shipyards of the "Maestranza Naval de Bellavista", located in the port of Callao. She displaced 300 tons and was powered by a train engine. Because of this the ship was very slow. Her deck, only 20 feet above the surface, was 50 meters long, 10 meters in beam and 4 meters in draft. She was protected with 3-inches of armor and was armed with a smoothbore 64-pound Vavasseur gun. She had a crew of 44 men under Captain Juan Antonio Valdivieso.*

*Both ships fought during the Dos de Mayo Combat. The Loa had to act as a floating battery and ten Spanish grenades hit her but the ship was unharmed. A Spanish 68-inch shell also hit the Victoria but her armor was not pierced. A young Lieutenant, Manuel Arriaga, was the only one wounded in combat.*

## X

THE ABORTED EXPEDITION TO THE PHILIPPINES  
AND THE AMERICAN ADMIRAL

*After the Dos de Mayo combat, hostilities between the Spanish Pacific squadron and the allies ceased. The state of war however, continued.*

*On May 10<sup>th</sup>, after burying their dead and healing their wounded at the San Lorenzo Island, the Spaniards divided their mauled squadron. One part of it -the Numancia and four of the wooden frigates, the most damaged ones- sailed toward the Philippines, and the other, headed by Admiral Mendez Nuñez, consisting on the remaining frigates and most of the transports, steamed around Cape Horn toward the Atlantic. The damages, casualties and lack of military equipment, convinced Mendez Nuñez not to attack other Peruvian ports -as he was previously instructed by his Government- and to suggest to his superiors in Madrid to avoid sending a new expedition to Peruvian and Chilean waters. However, anticipating a possible continuation of the conflict, the Admiral distributed his force between the neutral ports of Rio de Janeiro and Montevideo, while awaiting replacements from home.*

*The allied squadron on the other hand, was reinforced with the arrival of the two powerful ironclads built for the Peruvian Government by the British companies Samuda Brothers and Lairds of Birkenhead respectively. Both ships sailed in convoy, accompanied by the steamer Thames, which carried coal and supplies. On their way to Chile, off the coasts of Brazil, Huascar captured and destroyed three Spanish merchant ships. Both ironclads proved their sea-going qualities by navigating the Strait of Magellan in force-10 gales and reaching the West Side of South America intact. They soon joined the allied squadron at Valparaiso and were placed under orders of Admiral Manuel Blanco Encalada, Commander in chief of the joint naval force.*

*Peru and Chile decided to renew the contest, this time on the offensive, to punish the Spaniards for all the damage that they had inflicted to their ports. They were sure that the new ironclads would tie the strategic balance. Those modern vessels could easily attack ports in the Iberian Peninsula, raid Spanish colonies or challenge the Spanish fleet in the Pacific. The Chileans, afraid of an early return of the Iberians to the Pacific coasts, favored a more conservative strategy, including an attack by the entire fleet to the weakened enemy squadron in South America's Atlantic shores. However, Peru's President Mariano Prado and his advisers planed a more daring and aggressive course of action in which the allied squadron should pursue the Spaniards to one of their overseas possessions and destroy their fleet at port. Since the Iberians have come to attack their former colonies, it was the turn of the colonies to pay back. It was not an impossible task taking into account that the allied force was almost intact, that it possessed several new warships and that the Spanish fleet was damaged and demoralized, and with the exception of the mighty Numancia, most of its vessels were wooden ones. Surprise was also an important factor.*

*While the allies were discussing strategies, the Peruvian Government suggested the appointment of a new commander for the allied squadron, a man with great experience that could lead properly the new offensive. The hiring of a foreign officer to conduct the fleet was an option provided in the treaty of alliance, so Peru instructed its Minister in Washington to seek for a capable and experienced naval commander. The Peruvian Minister to the United*

States was Federico Barreda, who put a lot of effort in finding a commander for the allied fleet(1). No U.S. navy officer accepted the job, so he turned into ex Confederate naval officers. His options narrowed between two well-known Commodores: John Randolph Tucker and Robert B. Pergram. Tucker was selected. According to the agreement, the former Confederate received a commission as Rear Admiral of the Peruvian Navy, with an annual salary of US\$ 5,000, which was exactly the same amount received by a Rear Admiral on active service in the U.S. Navy. Tucker was also allowed to select a couple of American officers for his staff.

Commodore Tucker was without a doubt a celebrity. Born in Alexandria, Virginia, he served first in the U.S. Navy, and in 1855, with the rank of Commander, he became skipper of the USS *Pennsylvania*, who was the biggest pre civil war American warship. When the war erupted, Tucker resigned his commission in the federal navy, and along with other 367 fellow Southern officers he entered into the service of the newly created Navy of the Confederate States of America.

His first assignment was to command the James River Squadron. Tucker converted the vessel *Yorktown* into a lightly protected ship-of-war and renamed it as CSS *Patrick Henry*. The ship was assigned to a position near Mulberry Island in the James to protect the right flank of the Confederate Peninsula Army, and during the following months remained vigilant against possible attack by Federal vessels from Newport News. On September 13, 1861 and again on December 2, Commander Tucker took *Patrick Henry* down the river to a point about a mile and a half above Newport News and opened fire on the Federal squadron at long range hoping to draw out some of the gunboats. The lure was refused, but Tucker inflicted some minor damage.

During the battle of Hampton Roads on March 8, 1862 (when ironclad *Virginia* inflicted severe damage on the Union fleet), CSS *Patrick Henry* approached USS *Congress*, run aground with a white flag, but came under fire from other Federal ships and shore batteries. A shot went through her steam chest killing four of her crew. Towed out of action long enough to make repairs, she resumed her former position. In the engagement between CSS *Virginia* and USS *Monitor* the following day, *Patrick Henry*, under Tucker, fired long range at *Monitor* maneuvering against *Virginia*. The Confederate *Congress* later accorded special thanks to all officers and men for their gallant conduct during the 2-day battle.

During the rest of the American Civil War, Tucker performed brilliantly. A highly skilled professional, and an advocate of torpedo warfare, Tucker headed the Confederate squadron at Charleston and during the last days of the war he commanded the naval brigade of the Army of Northern Virginia. He saw action at the final battle of Saylor Creek and was the last of General Robert E. Lee's major commanders to surrender to the Federal Army.

Tucker, like several Confederate officers, became a prisoner of war of the Federal Government and during the next months he appealed unsuccessfully for clemency. After his release he was jobless and barred from resuming a career in the U.S. Navy. However, in less than a year, he got the chance to lead again a major naval force and he seized this sudden opportunity to become a Rear Admiral in the Peruvian Navy. Mr. Tucker sailed to Peru from New York and arrived in the country during the middle of June 1866. On the 17<sup>th</sup> of that month, he met with President Mariano Prado, and as a first step was appointed head of the Peruvian Naval Division. On July 22<sup>nd</sup>, the Admiral and his two American officers arrived to Valparaiso. On August 13<sup>th</sup>, he was named second chief of the joint squadron. The following day, after the

resignation of Chilean Admiral Manuel Blanco Encalada, Tucker assumed supreme command of the combined fleets of Peru and Chile and raised his insignia on the ironclad *Independencia*. For Walter Raleigh Butt, one of Tucker's American lieutenants, the first sight of the allied fleet produced quite an impression. He wrote to his relatives in the United States:

***"It is quite a respectable as well as a formidable naval force"***

Luck was however against Tucker, a 54-year old Southern Gentleman with pleasant manners. After his arrival the Admiral found out that the Peruvian naval officers, who had handled very well the encounters against the Spaniards, resented obeying a foreigner. They felt offended by their Government decision to appoint him instead of any capable local Commander. The crisis lasted several days, and it was resolved after President Prado suspended 32 Peruvian naval officers for "insubordination". After the incident, preparations for the campaign went trough, including repairs on the ships and naval maneuvers in the Juan Fernandez Island. During that period, the Peruvian Navy became the world first sea service to emphasize offensive torpedo warfare. Tucker ordered spar torpedoes mounted on the ironclads, while the wooden corvettes were fitted to receive these devices when needed. The Peruvian Navy was an enthusiastic supporter of the new modality of warfare. It had embraced it before the Dos de Mayo combat and now was building a fleet of torpedo boats for harbor defense. In addition to their own spar torpedoes, the four major vessels of the Peruvian squadron carried torpedo-mounted steam launches. By the end of November 1866 the allied fleet was ready to begin the offensive against Spain. In December, Tucker was instructed by President Prado to proceed with his fleet from Valparaiso to Coquimbo and wait for new orders.

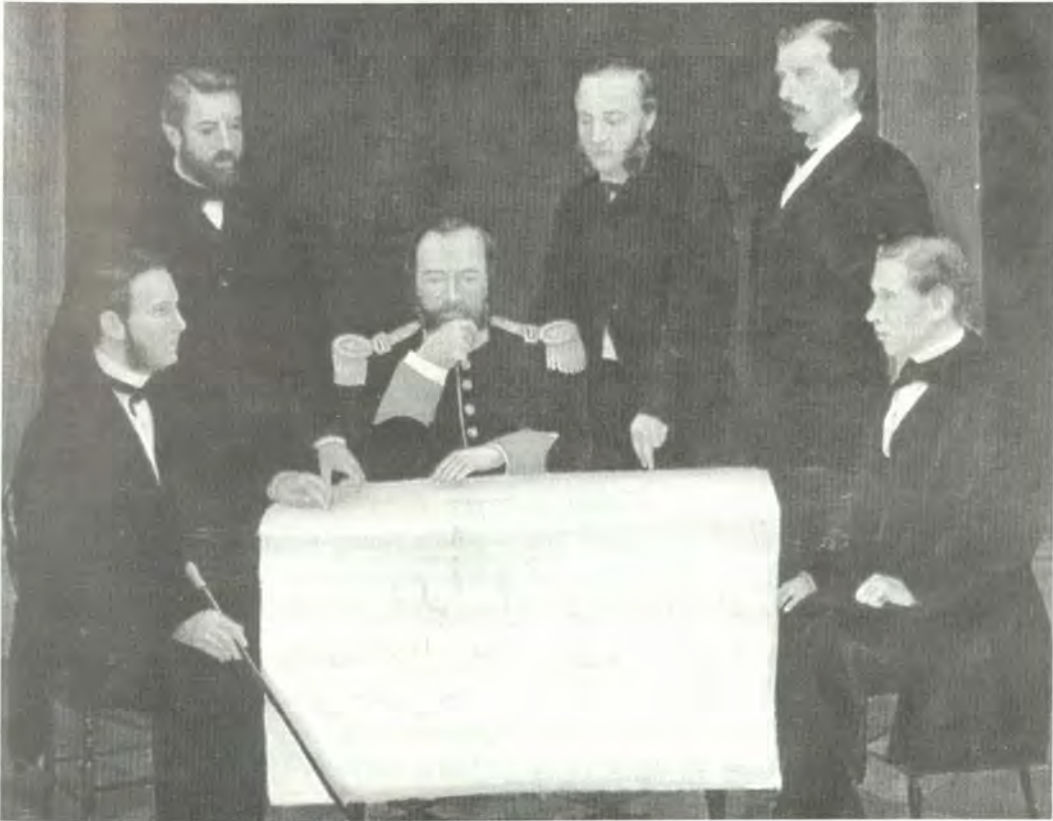
On November 27, the Commander of HMS *Topaze* reported to the Admiralty in London that:

***"The squadron being assembled here at Valparaiso is quite impressive. No one is sure which Spanish colony will be attacked, but most likely it may be the Philippines. Should this squadron sail on a hostile expedition it is most probable that whatever their own fate may be they will do considerable mischief to the enemy"***

In general terms the plan consisted in attacking by surprise the Spanish fleet in the Philippines, whose ships were supposed to be disarmed while undergoing repairs in dock, and to capture or destroy them. Should Tucker not find the Spaniards, he should bombard the city of Manila in reprisal for the attacks on Callao and Valparaiso. Peru wanted to do this using its two ironclads plus the two French built corvettes and a couple of transports. The operation, from beginning to end, would require about five months. Contrary to the Chileans, who feared a Spanish attack from the Atlantic, the Peruvians thought that Mendez Nuñez could not mount a major offensive before the end of the year. They assumed that rather than engaging the now superior allied squadron the Spaniards would remain under the safety of Brazilian and Uruguayan ports.

According to the daring plan, while the ironclad division attacked the Philippines, the remainder of the allied fleet would sail around Cape Horn, raid Spanish commerce, interdict the flow of supplies to the Mendez Nuñez ships in Brazil, and seek an opportunity to engage dispersed vessels of the Peninsular fleet. The Peruvian plan also included a provision that rested on pure luck. Depending on the success of the attack on Manila Bay, the allies planed to assault Spanish forces in Cuba and Puerto Rico. This operation, probably in conjunction with land forces sent trough Panama, might secure the independence of both colonies. As a matter of fact,

one of Presidents Prado's sons, Leoncio, would fight in the early 1870's as an officer of the Cuban revolutionaries.



#### THE PHILIPPINE EXPEDITION

Above, a painting depicts President Mariano Prado and his Ministers planning the war strategy against Spain. Minister Jose Galvez (standing at the left) died at the battle of "Dos de Mayo". After that action, Prado decided to send an allied Peruvian-Chilean squadron to the Philippines to destroy the Spanish fleet and appointed a former American Confederate Commodore to lead the expedition. Below is a picture of Manila taken during Spanish rule. The view shows a bridge crossing the Pasig River.



(1) Mr. Federico Barreda was not only an able and talented diplomat but also a very wealthy businessman who had lived for many years in the United States as a well-known importer and investor. Such was his fortune that he became part owner of the present-day "Solomon Island", a 19<sup>th</sup> century development in Maryland, that was variously known as Bourne's Island (about 1680), Somervell's Island (1740-1814), and Sandy Island (1827-1865). He bought the land in 1856 in partnership with a group of Baltimore investors who were buying sizeable tracts of land at the mouth of the Patuxent River in both Calvert and St. Mary's Counties for reasons not specified. These land purchases were in the name of Richard B. Fitzgerald who was a partner in the Baltimore firm of Fitzgerald and Booth and one-half from Federico L. Barreda, then living in New York.

## XI AMERICAN CONFEDERATES IN THE PERUVIAN NAVY

*Admiral John Randolph Tucker was not the only ex Confederate officer who served in the Peruvian squadron during the last months of the war with Spain. Ex CSN Commander David McCorkle and ex CSN Lieutenant Walter Raleigh Butt, under Mr. Tucker's request, were also commissioned into Peru's Navy, the first one as Inspector General and Chief Ordinance Officer of the allied forces and the second as Corvette Captain and Signal Officer of the fleet.*

*Excerpts Mr. McCorkle was a veteran sailor who first served in the U.S. Navy under commodore Mathew Perry during the Mexican war. Walter Butt, a native Virginian, fought under Tucker during the Civil War. A veteran from the battle of Hampton Roads, Butt was a graduated from the 1859 Class of the Annapolis Naval Academy, which included a successful group of students, many of whom become full Admirals of the U.S. Navy, including the famous maritime geo-strategist Alfred T. Mahan. From the beginning there was a positive relationship between the Peruvian authorities and the American mariners. Tucker was hailed as a first class sailor. President Mariano Prado declared that Mr. Tucker was "a complete gentleman, quiet and circumspect, with the best good faith and unlimited enthusiasm for the cause we defend". An impressed Raleigh Butt wrote to his relatives in Virginia "the warmth of our reception impressed us most favorably". Admiral Tucker also requested that another ex Confederate naval officer who served with him at the James River squadron, Captain Hunter Davidson, an expert in torpedo warfare, be commissioned in the Peruvian Navy and assigned as flag captain of the ironclad Independencia. The Peruvian authorities, however, rejected this request. Other two ex Confederate naval officers were also serving in the fellow Chilean fleet: Tucker's son, Engineer John Taleton Tucker and Lieutenant James Norris.*

*This particular relation between Peru and the Confederates did not end there. Peru never recognized the Jefferson Davis Government, and considered slavery as an abomination. It had in fact a very close relationship with Washington, and the Peruvian people were sympathetic with the Union's cause. However, there were a number of coincidences that one way or another linked Peru's Navy with that of the Confederate States of North America. During the Civil War, the Confederate Government ordered the construction of two 1,600-ton beautifully modeled wooden corvettes, armed with several 68-pounder guns, to the Vernes House in Nantes, France. They were going to be commissioned as the CSS Texas and the CSS Georgia. However the U.S. Government impeded the transaction. The French offered the twin ships to a third power, and Peru seized the opportunity, purchasing them immediately. This way, the Texas was commissioned in the Peruvian Navy as the "America" and the Georgia, sarcastically for the Confederates, became the "Union". Coincidences did not end there. When Tucker, McCorkle and Butt arrived in Valparaiso in July 1866 to assume their positions in the allied squadron, they found out that the Peruvian ironclad Independencia -Tucker's flagship- was almost identical to the USS "New Ironside", the federal flagship that menaced Charleston, defended by Tucker during the Civil War. Furthermore, Raleigh Butt, who classified the allied fleet as a formidable naval force,*

discovered that the corvette *America* was the one mend to become the *CSS Texas*, a ship that he was supposed to serve as Executive Officer during the war of the secession. Also, during the preparations for the offensive against Spain, depicted in the previous chapter, some of the technology used in the torpedo-devices of the Peruvian fleet was Confederate.

The presence of Admiral Tucker as commander of the allied squadron also was the origin of a quarrel with the U.S. Navy that almost erupted in a diplomatic incident between Peru and the United States. In October 1866, in Valparaiso, Captain Fabius Stanley, skipper of the *USS Tuscarora*, which was part of the main United States South Pacific Squadron at Callao, informed his superior, Admiral George Pearson, that Mr. Tucker had been discourteous towards him. Pearson considered that the Peruvian Admiral had violated the conduct required between naval officers of friendly nations and demanded an apology. Tucker offered his explanations from a different point of view, saying that he did not intended to offend Stanley. The truth is that both men, Tucker and Stanley detested each other. The first considered Stanley, a native of North Carolina, as a traitor to the South, while the later, saw in Tucker a traitor to the Union. The quarrel did not end with Tucker's explanations. When Tucker formally raised his flag on the *Independencia* as a Peruvian Admiral, he received courtesy calls from the Commanders of the British and French warships in Valparaiso. The Americans however did not salute him.

During the first round of diplomatic correspondence over this affair, Peru's Deputy Minister of Foreign Affairs expressed to the U.S. representative in Lima his deep concern about the matter and informed that his Government was investigating the incident. He hoped that the problem would be considered as a personal, not official matter. Some days later, Peru's Chancellor wrote to U.S. Minister Alvin P. Hovey about his hopes that the affair be put to rest, but at the same time warned that Peruvian naval officers could not initiate salutes unless they were certain that these would be returned. In September 1866, Rear Admiral John Dahlgren replaced Mr. Pearson as commander in chief of the U.S. South Pacific Squadron and things become worst. Dahlgren was a bitter man, with a deep hate towards ex Confederate officers and soldiers. For him, Admiral Tucker was just a rebel, liable still to trail for treason. In a letter to the U.S. Secretary of the Navy, he also questioned Peru for having hired "a criminal offender".

The silly controversy even become a personal matter for U.S. President Andrew Johnson, and Dahlgren was authorized to waive, at his discretion, paragraph 96 of the U.S. Navy Regulations, regarding the required exchange of courtesies with foreign officers, in his relations with Admiral Tucker. When more U.S. warships of the South Pacific Squadron arrived in Valparaiso, none of their officers paid courtesy calls on Tucker. Peru formally protested the behavior of the American officers. The Peruvian Minister of Foreign Affairs wrote that their failure to salute Admiral Tucker was not merely a discourtesy to the Admiral but also one to Peru, whose colors he showed in his pennant and to Chile too, for Tucker represented both nations. The Minister warned that the Peruvian Government would not permit the matter to continue. In this respect, Rear Admiral Dahlgren reported to the Secretary of the Navy that Mr. Tucker was succeeding very well in making his own quarrel that of the Peruvian Government.



**EX CONFEDERATE OFFICERS IN PERU'S NAVY**

Left is John Randolph Tucker, hero of the Confederate Navy, in Peruvian Rear Admiral uniform. Right is Walter Butt, formerly a Confederate Navy Lieutenant graduated from the 1859 Class of Annapolis Naval Academy together with the famous geo-strategist Alfred T. Mahan. A veteran of the battle of Hampton Roads, he was commissioned in the Peruvian Navy as a brevet Corvette Captain from July 1866 to March 1867.



**THE MAN WHO ENDED TUCKERS EXPEDITION**

Rear Admiral John Dahlgren. In September 1866 he assumed command of the United States South Pacific Squadron. The former Civil War hero and developer of the cast-iron gun that bears his name did not forgive John Randolph Tucker for being a Confederate. He even questioned Peru for having hired a "criminal offender" to lead its navy. Because of Dahlgren's bitter attitude, Tucker was forced to resign as Commander of the Peruvian Naval force that was going to attack the Philippines. Dahlgren returned to the Washington Navy Yard in 1869, where he served as commander until his death one year later.

Tucker realized that the affair was becoming a diplomatic crisis. He also saw that the Chilean-Peruvian alliance was becoming weaker each day. Peru wanted to press the war further, but the Chilean Government, under intense internal pressure started to back off. Also at that moment, the American Government was proposing a peace plan which, unlike those presented by the United Kingdom and France was preferred by Lima because it did not require an armistice. Simultaneously a court martial was being held in Lima against the naval officers that had rejected Tucker's command. It became an intense trial that divided public opinion. One officer called Tucker a "pro slaver and unknown rebel". Another branded him as a mercenary.

On February 9, 1867, during the court-martial of Captain Miguel Grau, one of the Peruvian officers who rejected Tucker's command, his lawyer, the famed Luciano Benjamin Cisneros, said about the American officer:

*"Mr. Tucker, despite his qualifications and the scientific knowledge which I recognize on him, is not superior to our sailors in the necessary skills to command a squadron. It is not my intention to offend him, on the contrary, I appreciate him because of his professionalism. But a person that not even speaks our language can't represent us in a naval conflict. And I am not only denying him that quality, but other no less important, which is fundamental for a soldier during war: I am referring to nationalism, to the love to the motherland, to that feeling that transforms men and makes them superior. Could Mr. Tucker feel the same as our naval officers for this unfortunate country that we love so much? Can he cry with us our misfortunes, enjoy our glories or have the same expectations that only we could understand? Mr. Tucker has a noble and valiant heart; but he does not have a Peruvian heart and that is what we mainly need when the time comes to fight for the honor of Peru".*

It was obvious that from a domestic and diplomatic point of view the situation was becoming unbearable, and the Admiral could not even command in battle the force he had organized with so much enthusiasm. In order to prevent a further deterioration of relations between Washington and Lima as well as internal divisions, Mr. Tucker resigned his commission. The Peruvian President accepted his resignation with regret on March 1867.

The expedition to the Philippines was aborted, the alliance was de facto broken and the Peruvian squadron lifted anchors from Valparaiso and returned to Callao(1).

Just few weeks after his resignation, Admiral Tucker was appointed by President Prado as President of the "Hydrographic Commission of the Amazon". It was a scientific commission created to explore the unknown Peruvian headwaters of the Amazon Basin and to prepare hydrographic charts of the Amazon system within the limits of the Republic. Tucker, who kept his Peruvian Naval rank, held this post until 1874, when he decided to return to the United States, after providing valuable services to Peru. He died in his native country in June 1883.

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(1) A Peace Treaty between Peru and Spain was finally signed in Paris on August 14, 1879, during the Governments of King Alfonso XIII and President M. Prado.

## XII THE AMERICAN MONITORS

*It is not quite clear why in 1868 the Peruvian Government insisted in buying two-old Civil War monitors, and who was the person that suggested to continue with the transactions.*

*Back in 1862, informed of the battle of Hampton Roads, between the CSS Virginia and the USS Monitor, the Peruvian Government instructed its Minister in Washington to contact the Monitor's designer, Swedish born engineer John Ericsson, and to express to him, the interest of buying a couple of those ships.*

*On May 29 of that year, from New York, Ericsson sent the following letter to Mr. Federico Barreda, the Peruvian representative to the United States:*

*"Agreeable to your request I have now to state that I am willing to construct for your Government two Armor Clad Iron Steam vessels of war with revolving turrets on the Monitor system. These vessels to be precisely similar to the six vessels of this class which I am now building for the United States Government. The leading dimensions are as follows: Extreme length on decks 200 feet and Extreme beams 45 feet. I agree to finish the vessels completely ready for service in all respects, except guns, ammunition coal and stores, for the sum of four hundred thousand dollars for each vessel. I further agree to have the vessels ready to this port on six months from the day of receiving orders from your Government".*

*Such a transaction however could not be concluded because the Government of Abraham Lincoln, in war with the Southern States, had forbidden the sale of weapons to foreign countries. However, by the middle of 1866, Peru tried again to get some U.S. made monitors with the purpose of using them in its war against Spain, being the immediate objective to attack the Spanish colony of Cuba sailing from American ports, probably New Orleans. But by 1868 the war was long over and there was no reason to have those ships. The Peruvians, as it has been seen, were very careful in the selection of their warships, most of them brand new, state of the art vessels, built expressly for their Navy. In this opportunity the decision to get these ironclads was made during the Government of President Jose Balta.*

*Obviously one reason was the fact that the Americans had an excellent reputation building warships, and no country in the world, except for the British and the French, could match their experience. But to buy Civil War-era old coastal monitors intended solely for operations in sheltered, calm waters, mainly rivers, to be used as seagoing ships, was something difficult to understand. It seems that no one took into account the fact that during the Civil War two monitors sunk when open ocean passages were attempted.*

*As we have seen, the first monitor -the "Monitor"- was designed by Mr. Ericsson during the American Civil War and was intended as a means to counter Confederate ships attempting to challenge the blockade of U.S. southern ports; she also saw considerable service in attacking coastal fortifications. This was the first U.S. warship fitted with a turret.*

*Most of the monitors that followed were also designed by Mr. Ericsson, and used a turret of his own design. Ericsson's monitors were built with a shoal iron hull supporting an ironclad raft, which was the only portion visible above water. The raft was of very low freeboard, and generally featured a large overhang all around, particularly at the bow and stern. The joining of the iron hull to the overhanging raft was a weak point in most designs. During the war, Ericsson and other engineers developed three kinds of monitors: Coastal; Shallow Draft Coastal and Large Coastal/Seagoing. Among these three kinds, six new models of monitors were designed. These were the Passaic, Canonicus, Milwaukee, Casco, Miantonomoh and Kalamazoo class. The Canonicus, which interest us most in this chapter, were an improved version of the Passaic class ironclads. Nine of these ships were built in different shipyards: The Canonicus, Saugus, Tecumesh, Manhattan, Mahopac, Wyandotte, Ajax, Catawaba and Oneota. Significant changes from the Passaic design, included heavier deck armor, better internal backing for the armor, uniform main batteries and heavy armor around the turret base. The Canonicus displaced 2,100 tons, had a 350-horse power engine and should reach a theoretical speed of 8 knots, which they never achieved. They were protected by a 3 inch armor which increased to 5 inches in the vital parts of the ships, and were armed each one with two XV-inch Dahlgren guns, mounted over a turret protected with a 10 inch armor. They could carry a crew of 100 officers and men.*

*Five of these nine ships saw action during the North American Civil War. The Canonicus operated in the James River, then in blockade service, and in attacks on Fort Fisher; the Saugus saw extensive service in the James River and in the assault on Wilmington; the Tecumesh operated in the James River, then in the Gulf of Mexico. It was mined in Mobile Bay on August 5, 1864 and sunk almost immediately; the Manhattan operated also in the Gulf of Mexico, including attacks on Mobile Bay; the Mahopac participated in the attacks on Charleston and Wilmington, and also operated in the James and Appomattox Rivers. The Wyandotte, the Ajax, the Catawaba and the Oneota, were never commissioned.*

*Alex Swift & Company and Niles Works built the Catawaba and the Oneota in Cincinnati, Ohio, after a contract signed with the U.S. Navy in September 1862. The Catawaba was launched on April 13<sup>th</sup>, 1864, while the Oneota was launched on May 21<sup>st</sup>, of that same year. Both were completed on June 10<sup>th</sup>, 1865, but as most of the Civil War surviving ships, they went into reserve and remained in that condition providing no additional service, before finally being disposed of. After almost two years in a deposit, the U.S. Government resold both to Alex Swift & Co and Niles Works. Almost immediately, the American Company offered the ships to any country interested in buying them, and that was the case of Peru, which officially acquired both monitors on April the 2<sup>nd</sup>, 1868. The Peruvians renamed the Oneota as Manco Capac and the Catawaba as Atahualpa, in honor of the first and the last ruler of the Inca Empire, respectively(1). Few months after the transaction, Peruvian crews, under command of Navy Captains Camilo Carrillo and Juan Guillermo More were sent to the United States to bring the ships home.*

*The monitors sailed to Peru from New Orleans in early January 1869, and had to be towed by the transports Reyes, Marañon and Pachitea, which were bought by the Peruvians for that purpose(2). After their departure, an American newspaper wrote, "There they go, the Peruvians in their iron coffins", because the surface of the ships was only 12 inches above water. It did not take long for the Peruvian sailors to realize that,*

those ships were not the best choice. The ships arrived in Peru in June 1870. The trip between New Orleans and Callao had lasted 15 long and difficult months because the monitors' travel autonomy was only five days. Many of the officers considered the long voyage inside the "coffins" as the most daring of their careers. In fact it became the longest and most dangerous towing made up to that moment by any Navy in the world. A Peruvian historian once said:

***"There has been no more risky trip in naval history"***

A Commission appointed by the U.S. Congress to investigate the case of the *Catawaba* and the *Oneota* concluded that "Alex Swift & Company" violated the neutrality laws of the United States by selling them to Peru while still in a state of War with Spain. It also concluded that the American Company made illegal profits from the transaction. A high officer from the Navy Department, Mr. William Faxon, declared to the Commission that he personally would not have boarded the monitors to make the passage through the Atlantic and said that such a trip was "very dangerous". He added that no naval officer in the world should have been appointed for that task.

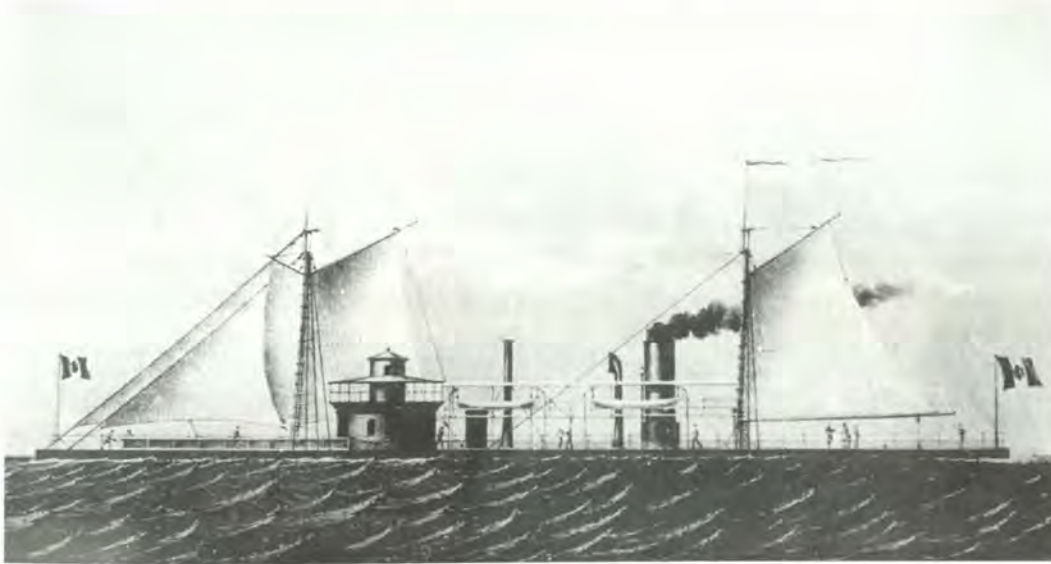
Had the monitors been used in Peru's Amazonian rivers maybe they could have performed better, but to place them in the tough coasts of the Pacific Ocean was a terrible mistake. In few years they deteriorated. When the war with Chile was declared on April 1879, both monitors were already in very bad condition. The *Atahualpa* could almost not move, and the *Manco Capac* could only reach a pathetic speed of 3.5 knots.

At the beginning of the war the Chileans feared the monitors most, but their fears had no basis, since both ships had become floating batteries for port defenses because they could not execute operations on high seas. In May 1879, the Peruvian First Naval Division, under Commander Miguel Grau sailed from Callao to the Southern Port of Arica, bringing with him the *Atahualpa* and the *Manco Capac*, which were part of the Second Naval Division. However, such was the situation of the crippled *Atahualpa* that, just few miles away, at the San Lorenzo Island, her engines collapsed and the monitor had to be towed back to Callao, where she remained until January 1881. Once in Arica, the *Manco Capac*, under Commander Jose Sanchez Lagomarsino, was turned into a mobile battery to protect the port from the attacks of the Chilean squadron. Her two fifteen inch Dahlgren smoothbore guns, which could fire 500-pound grenades, proved to be a mortal weapon.

On February 27, 1880, two Chilean warships attacked Arica: The ironclad *Huascar* and the corvette *Magallanes*. The *Manco Capac*, accompanied by the torpedo boat *Alianza*, ventured forth to do battle. Both ironclads engaged in a fierce duel, at ranges as short as 200 meters. A projectile from the *Manco Capac* hit the *Huascar*, and killed her Captain Manuel Thomson and several sailors. Such became the fear against the ship's guns that during the next four months not a single shot was exchanged between the blockading Chilean fleet and the port defenses. On June 6, 1880, the Chilean fleet once again shelled Arica and one of *Manco Capac*'s grenades hit the *Cochrane* causing severe damage and several casualties. Another of her shells hit the *Covadonga*, forcing her to withdraw. The next day, Arica was taken after a bloody infantry assault and the Commander of the monitor scuttled her to avoid capture by the Chileans. It was the end of the *Manco Capac*, whose sunken hulk reportedly still exists and is mostly intact.

*On December 11, 1880, it was the turn of the Atahualpa to get into action. The Chilean fleet off Callao started firing at the port at ranges of up to 6.5 kilometers. The Peruvian monitor, escorted by a tug, ventured out to do battle with the enemy. It was a duel using heavy long-range guns. During this action a discharge from the eight-inch Armstrong gun of the Chilean steamer Angamos caused it to slip from its carriage, killing the Captain, a Lieutenant and wounding several men.*

*However, five weeks later in January 16<sup>th</sup>, 1881, after the battles of San Juan and Miraflores and before the occupation of the capital by the Chilean army, the Peruvians had to scuttled the Atahualpa together with the rest of the fleet(3).*



#### THE MONITORS ATAHUALPA AND MANCO CAPAC

This Canonicus class monitor was built by Alex Swift & Co and Niles Works, Cincinnati, Ohio, and was launched on June 1865. They were never commissioned in the U.S. Navy and were sold to Peru on April 1868. Displacement: 2,100 tons. Dimensions: 225 x 43 x 12.5-13 feet/68.58 x 13.2 x 3.78-3.96 meters Propulsion: Ericsson VL engines, 2 boilers, 1 shaft, 320 ihp, ~8 knots. Crew: 100 men. Armor: Iron: 3-5 inch sides, 1.5 inch decks, 10 inch turret. Armament: 1 dual turret with 2x15 inch Dahlgren smoothbore. Designed by Ericsson, the Canonicus were an improved version of the Passaic class ironclads. Ten of these ships were built. Significant changes from the Passaic design included heavier deck armor, better internal backing for the armor, uniform main batteries, and heavy armor around the turret base. The Atahualpa, former USS Catawaba, was scuttled at Callao in January 16, 1881 while the Manco Capac, former USS Oneota, was sank by her crew after the battle of Arica in June 7<sup>th</sup>, 1880. Below is a drawing of the Atahualpa leaving New Orleans for Peru in January 1869.

(1) According to one source, the Manco Capac was the U.S.S. Winnebago, which was commissioned on 27 April 1864. The ironclad patrolled the Mississippi River and participated in the Battle of Mobile Bay. She was involved in the shelling of Ft. Morgan and operations against Ft. Blakely. Later served on the Tombigbee River against Confederate forces in Montgomery and Selma, Alabama. Remained in U.S. Navy service, stationed at Mobile Bay and later New Orleans. It was sold at auction to Nathaniel McKay, who supposedly sold her to the Peruvian Navy. All indicates however that the information about that ship becoming the Manco Capac is not accurate.

(2) The acquisition of the monitors cost Peru about one million dollars, including the transports to tow them plus the voyage expenses. It was the worst deal, considering that only four years later the Chilean Government would sign a contract with a British company to build two 3,500-ton state of the art ironclads for only US\$ 850,000.

(3) In his compilation "World Battleships List: U.S. Civil War Monitors", naval researcher Andrew Toppan states that the Atahualpa was raised that same year, used as hulk, finally discarded around 1910 and presumably scrapped.

### XIII

## THE MISSION TO CHINA AND JAPAN

*Since the early seventeen century, no foreigner was allowed to enter the empire of Japan. Even shipwrecked sailors were forced to remain so that no information could leak out. A strict feudal system operated and no details were available about that Asian country. The Dutch had established strong trading relations with the Japanese, but in 1641 they were forced to do all future trading via an artificial island called Decima, in Nagasaki. There, a strong Japanese guard was mounted constantly at the bridge to prevent foreigners from entering and Japanese vice versa.*

*Towards the end of the eighteen century and during the first half of the nineteenth, various European powers had made attempts to establish trade relations with Japan. But these efforts had been unsuccessful because they were not ready to use force in Japan as they had done in other countries like China. The unusual situation prevailed until 1853, when an American squadron of four ships, under the command of Commodore Mathew Perry, arrived at Edo Bay, in Tokyo, demanding Japan to open its borders to foreign commerce. Perry was successful in his mission, after presenting representatives of the emperor with the text of a proposed commercial and friendship treaty, which was signed at his return on March 31, 1854. The Treaty of Kanagawa, which provided for the opening of three ports to foreign vessels (Nagasaki, Shimoda and Hokadate), became the first formal agreement that Japan signed with a Western country.*

*In theory Commodore Perry's mission ended Japan isolation and other powers immediately followed the example of the United States. Similar treaties were signed with England in 1854, Russia in 1855 and Holland in 1857. However, the Empire of the Raising Sun still remained hostile against foreigners and was viewed as a mysterious nation by several countries in the world. By 1858 the authority of the Shogun had declined to a pitiable state and a powerful opposition had been formed against him by elements that could not be reconciled to the opening of Japan to the foreigners. On the other hand, the effect that the presence of foreigners had in the local economy intensified anti-foreign feeling in the country and the cry "Expel the barbarians" became louder than ever.*

*In the meantime attacks on foreigners became common occurrences. In less than two months after the opening of Yokohama some foreign sailors were murdered by mobs. Attacks continued through 1862, when Japanese authorities took action to stop this situation.*

*The wall of isolation, which Japan had kept around herself for 200 years was broken in 1865. Three years later the weak Emperor Komei died and a 14-year old Emperor was crowned. His name was Mutsuhito. He became the founder of the great Meiji era and his presence marked the end of the Shouguns in Japanese politics. With the opening of Japan, it could have been predicted that sooner or later the Emperor would be obliged to give audiences to foreigners. Mutsuhito decreed that the visitors would have to be treated with courtesy lest their countries be provoked into warfare. The first foreigners to catch a glimpse of the Japanese Emperor were European diplomats*

to whom Mutsuhito granted audiences in March 1868. A few weeks earlier, an announcement was made that, in keeping with universal principles, the Emperor would grant audiences to the ministers of foreign countries. His willingness to meet foreigners indicates that he had not been infected by his father's xenophobia. As a first step in improving relations with the foreigners, they were allowed to visit the city of Kyoto. On March 23 the British, French and Dutch envoys were invited to an audience with the Emperor.

Four years later, Peru decided to establish diplomatic relations with Japan and China. On November 5, 1872, Navy Captain Aurelio Garcia y Garcia, the intrepid Commander of the ironclad *Independencia*, was appointed by President Manuel Pardo as Special Envoy to Japan and China, granting him full powers to sign treaties of trade and friendship with both Asian countries. Instructions given to him on December 1872 established that he must assure that Chinese and Japanese authorities should guarantee the safety of Peruvian merchant ships and crews while in their waters. He also was instructed to appoint provisional Consuls and to decide if the establishment of a permanent mission was required in those countries. He also was instructed that the treaties must include the clauses of extraterritoriality and that of the most favored nation. Peru became this way the second country of the Americas, after the United States, to try such approach.

In the beginning the Government decided that the ironclad *Independencia* should transport the mission, but it proved to be very expensive. Finally, on December 22 of that year, Garcia y Garcia and other eleven members of the Peruvian delegation, several of them naval officers, sailed to Japan on a merchant ship, arriving at Yedo on February 27, 1873. The Japanese Government received the Peruvians with full honors, which was a deference never before granted by the Mikado to diplomatic missions of other countries. Captain Garcia y Garcia and his party were hosted at the splendid imperial palace of Hamagoten, and in less than one week, on March 3, the young Emperor and his court received them in special audience. Preliminary negotiations were focused on the *Maria Luz* Incident. The *Maria Luz* was a Peruvian ship whose captain was jailed by Japanese authorities that accused him of ill treatment of Chinese citizens aboard. The ship was also attacked by hostile mobs at Yokohama and suffered serious damages.

On June 1<sup>st</sup>, 1873, the Peruvian Captain and the Japanese Minister of Foreign Affairs signed at Yedo an agreement concerning reparations for the *Maria Luz* incident. On the 25 of that month, a Protocol was signed in which the Zar of Russia was appointed as arbiter for the solution of the *Maria Luz* affair. On August 21 the Peruvian flag was raised at the forts of Kanagarva, at the Yedo Bay and saluted by 21 guns as an apology for past offences committed against Peruvian ships. The mission concluded with the signature, that same day, of the Treaty of Peace, Friendship, Trade and Navigation between the Empire of Japan and the Republic of Peru, with very favorable clauses for the South American nation. In this way Peru became one of the first nations to establish official ties with the Mikado.

After the conclusion of his official mission in Japan, Captain Garcia y Garcia sailed to China with similar instructions. In October 1873, he met at Tensing, 85 miles from Peking, with Viceroy Li Huang Chang, appointed by the Emperor to negotiate



**OPENING TRADE AND LINKS WITH JAPAN**

Captain Aurelio Garcia y Garcia, at that time Commander of the ironclad *Independencia*, was appointed Peru's first emissary to Japan and China with full powers to sign treaties of trade and friendship with both Empires. Below is a photo of Emperor Meiji. On May 3<sup>rd</sup>, 1873, the Emperor received Garcia y Garcia in special audience.



with the Peruvians. The naval officer was received within a hostile environment. The reason was simple: The Chinese were mad as hell because Peru was one of the countries involved in the coolie trade, which plainly was traffic in human labor. The "coolie trade", as it became known, expanded during the 1840's and 1860's. After the abolition of slavery in Peru in 1854, the planters of the country could no longer get their supply of black slaves, so they looked for alternative sources. This they found in China. In the beginning, at Amoy, the British collected all the coolies recruited by the foreigners or by their Chinese agents and forced aboard the coolie ships bound for the Peruvian coasts. Also, from 1847 to 1862, most Chinese coolies bound for Cuba were shipped on American vessels, and numbered about 6,000 per year. Some of the coolies were persuaded to emigrate with false promises of rewarding labor and eventual return to their homeland. At first, the Chinese government did little for the coolies because of its disapproval of Chinese citizens leaving their ancestral country. When reports of atrocities mounted, though, the Chinese government promulgated rules to regulate labor recruitment and working conditions. Some Peruvian merchant ships also engaged in the transport of coolies from Macao. Till the late 1860's, conditions on board these ships, American, British or Peruvian were bad and some of the coolies never reached their destination. This coolie trade, like the opium traffic, was another disgraceful undertaking of the British traders, but the Peruvians and Americans also shared the guilt in this dark chapter of our history. Given the role of American shippers in the coolie trade in 1862, the U.S. Congress enacted the Prohibition of Coolie Trade Act, which forbade American shippers' participation in the illicit enterprise. The Peruvian government also wanted to correct this wrongdoing(1).

After extremely difficult talks, Garcia y Garcia went to Beijing, meeting with Prince Kung, uncle of the young Emperor Foug Chih. Finally, after a long stay of eleven months, on June 26, 1874, Peruvians and Chinese reached an agreement and signed a Treaty of Peace, Friendship, Trade and Navigation, which included the clauses of most favored nation. Another agreement was signed to protect and guarantee the rights of the hundreds of Chinese immigrants in Peru. The traffic of coolies to Peru ceased at the end of 1873 after Portugal closed Macau for such effects. However, to assure this will never happen again, the clauses of the Tientsin Treaty established that Chinese immigration to Peru would only be allowed on a free and voluntarily basis. On May 1878, four years after the signing of the Tientsin Treaty, Peru appointed its first diplomatic envoy to China, Mr. Juan Federico Elmore, who had accompany Garcia y Garcia in its mission. The Chinese on the other hand send their first representative to Peru at the end of 1883.

After the successful trip to China, the Peruvian delegation sailed via the Suez Canal to Egypt and was received in special audience by the Egyptian Khedive Ismail Pasha, which probably was the first high-level diplomatic contact between Peruvian and Egyptian authorities.

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(1) The word coolie came from a Hindi aboriginal tribal name, or from the Tamil "kuli", which means "wages". The Europeans used it in a usually pejorative way applied to unskilled labourers or porters from the Far East who were hired for low or subsistence wages.

## XIV BRITONS AND PERUVIANS FIGHT AT SEA

*In 1877, the elected Peruvian President Mariano I. Prado was facing a revolution by the politician Nicolas de Pierola, a former Finance Minister, who sought to overthrow him. On the night of May 6<sup>th</sup> of that year, the ironclad Huascar was seized at Callao port by followers of de Pierola, lead by retired Navy Captain German Astete and the brothers Bernabe and Manuel Maria Carrasco. Seventy sailors from the frigate Apurimac, anchored next to Huascar, supported the revolutionaries in this commando-style action.*

Soon the ironclad embarked into sabotage actions against Government forces. Among those actions, qualified by the own Peruvian Administration as "piracy acts", Huascar briefly intercepted two British merchant ships. One of them was the mail steamer John Elder, from the Pacific Steam Navigation Company, whose correspondence the revolutionaries tried to inspect without success. The Peruvian Government issued a decree treating the crew of the ironclad as "pirates" and immediately sent a squadron under Captain Juan Guillermo More, commander of the ironclad Independencia, to recapture her. The Independencia, the corvette Union, the monitor Atahualpa and the gunboat Pilcomayo composed the squadron of More.

Meanwhile, British businessmen vehemently protested to Her Majesty's Representative in Lima, charge d'affairs James Graham. Since President Prado's decree discarded all responsibility on the part of Peru, and taking into consideration the recommendations of the British diplomat, the Royal Navy had no option but to intervene. Thus, the British Commander-in Chief Pacific Station, Rear Admiral Algernon Frederick Rous de Horsey, after arriving in Callao from Chile, discussed with his officers the way of capturing the ironclad.

On May 16<sup>th</sup>, de Horsey sent a message to the commander of the Huascar with the following warning:

***"If any act, similar to those committed against the steamers John Elder and Santa Rosa is repeated, I will be forced to take possession of the ship and return her to the legal authorities. Such actions will be considered as a just cause for her capture by the naval forces of Her Royal Majesty".***

As in 1877, there was not a single year during British Queen Victoria's long reign in which somewhere in the world, her soldiers and sailors were not fighting for her and for the empire. It was easy to find excuses for all Victorian wars and campaigns. From 1837 until the end of the century, in Asia, Africa, Arabia and elsewhere, British troops and ships were engaged in almost constant combat. It was the price of the British world leadership and of national pride, and it was paid, usually without qualms or regrets. The incident with the Peruvians, however, was going to become an exception.

Huascar, without a doubt the most important Peruvian warship, was a low-freeboard turret ironclad, model Ericsson, built in England in 1865. She displaced 1,130 tons, was sixty-seven meters long, eleven meters wide and had a 1,500-horse power engine. A four

and a half-inch belt of armor protected her iron helmet amidships, tapering to two and a half inches at the ends. Between the helmet and the armor she possessed a wooden separation of teak of fourteen inches to reduce the impact of the projectiles. Her revolving turret with five and half inch armored plating was manually operated. Her two turret guns were ten-inch Armstrong's that could fire three hundred-pound shells. She also possessed two forty-pound pivot Armstrong guns located each one at the lateral sides of the ship, and one twelve-pounder at the stern. The ship was governed from a hexagonal three-inch armored conning tower located behind the big guns. With a single helix propelled by two horizontal alternative engines, she reached a speed of eleven knots and had a capacity of 300 tons of coal distributed in four rectangular boilers, which allowed long trips in high sea. The ironclad was so smooth that it could give a 180-degrees turn in hardly two minutes. Her crew consisted on 200 officers and men. For the standards of those times, Huascar was by all means an extraordinary warship.

On May 22<sup>nd</sup>, after picking up de Pierola at Cobija, Captain Astete sent a reply to de Horsey, telling him that:

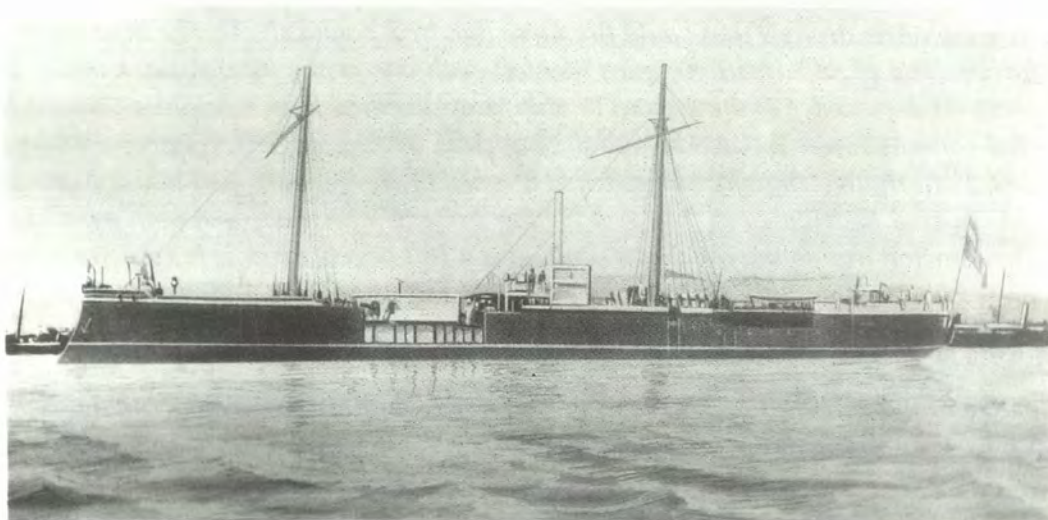
*"The forces under my command are aware of the rights and obligations that the code of the nations and the practice establishes in our coasts. We have been far from violating those laws, and thus the information on the incidents occurred with the John Elder and the Santa Rosa is not accurate. In any case, supported in my right, and prevailing above any particular interest those of the sovereignty and dignity of the Republic, I reject with calm but firm resolution, not only in my name and my crew, but in the name of Peru, the menace included in your letter. I declare, Mr. Admiral, that -God forbids- if the case comes that an aggression is committed by your command, I will fulfill my duty".*

On May 27, at the battle of Pichalo, the amazing Huascar fought against the Peruvian Naval Division that tried to capture her. Despite the fact that the Independencia was twice as big, Huascar's artillery damaged the funnel of the ironclad and killed one of her crew, escaping unharmed.

Huascar was becoming more isolated because Government forces controlled most of the ports, so despite de Horsey's warning she was forced to intercept two more British merchant ships and seize from one of them, the Inunsina, a hundred tons of coal. This prompted the British to act.

On May 29, at the southern Bay of Pacocha, on the coasts of Moquegua, after a cat and mouse chase, the squadron of de Horsey finally intercepted Huascar. The Admiral's force consisted of two ships: The unarmored iron hulled frigate HMS Shah, under Captain Frederick Bedford, of 6,250 tons and a speed of 16 knots, armed with two 9 inch, 12 ton, sixteen 7 inch, 6.5 ton, and eight 64-pounder guns, all rifled muzzle loaders, and four Whitehead locomotive torpedoes, and the 1,970-ton wooden corvette HMS Amethyst, under Captain Alfred Chatfield, armed with fourteen 64-pounders and spar torpedoes. The heavily armed Shah (named after the King of Persia, Nasir ud-Din) was at that time the Royal Navy's largest and fastest cruiser. She was one of three big frigates designed to confront, in a hypothetical war scenario, the American cruisers of the Wampanoag class.

The British Rear Admiral demanded the surrender of Huascar and sent senior First Lieutenant George Rainier with the following instructions:



#### THE CONTENDERS AT PACOCHA

A picture of the legendary ironclad Huascar, probably taken in the late 1870's. Below, an 1876 photograph of HMS Shah in Portsmouth, United Kingdom, from the archives of the National Maritime Museum of London. At Pacocha, Shah became the last wooden British ship to engage an ironclad in combat.  
(Huascar's photo from the Juan Gunther collection)



*"Tell the commander of the Huascar that I have come to take possession of the ship in Queen Victoria's name. If her flag is not lowered, I will be forced to capture her by force. Considering the absolute superiority in force and speed of the Shah, you should convince the commander of the Huascar to avoid the loss of the lives of his officers and crew, if not of the total destruction that may occur. If they surrender and the ship is immediately delivered, we shall respect the lives and personal property of all those aboard, and being such the case, we shall not return them to their Government, but will disembark them at a neutral site, which may be decided by their commander. On the contrary, if there is any kind of resistance or a single man of Her Majesty's fleet is injured, the officers and the crew of the Huascar will be treated as pirates".*

*For a small island race, the British have always produced more than their share of able and talented men, and during the Victorian era there were in many fields a superabundance. These people concealed, behind stiff manners and rigid morals, a violent, restless energy, which drove them through the entire world. Britain thus, built great armies and ships led by officers who had an unquestioning and unquenchable conviction that the British traditions, beliefs and doctrines were the best of the world, and so, among other things, sometimes they acted, like in this case, as the world's police. Those were indeed the days of the Victorian Little Wars, but de Horsey did not take under consideration a small detail: He was not in colonial Africa or Asia, but in the Americas, facing a Western country's amazing warship men to become legendary. And as talented and secure as de Horsey may have been, de Pierola, his opponent and future Peruvian President, was a stubborn and superior kind of man, and a perfect match for Victorian pride.*

*The British Rear Admiral seemed also to ignore the professionalism, determination and capability of Captain German Astete, Commander of the Peruvian ship. He also missed another detail: Even if his force had a total crew of 824 men and 40 combined guns plus several torpedoes and the Peruvians only had 4 guns and about 179 men, his were wooden ships, while the contender's was an ironclad. Under all these circumstances it is difficult to know if de Horsey's decision to attack was motivated upon a strong feeling of British superiority or if it was simply an act of stupidity or miscalculation.*

*The proud Nicolas de Pierola rejected the ultimatum considering that the Admiral's demand was not only a violation to international law but interference in a domestic affair. He replied to Rainier that the Peruvian flag on the Huascar would only be hauled down "when there is no longer a single man aboard to uphold it". He added that the threat of force was a very grave offense to the sovereignty of Peru and underlined that "the use of force will be met with force". After the British Lieutenant returned to his ship, Pierola addressed his crew with the following words:*

***"Gentlemen: Everyone to his post. Now the Pierola revolution has ended. Now we are only Peruvians to whom the destiny has fallen to defend our flag and that of all America. Viva el Peru!"***

*This was not the first incident that confronted British and Peruvian ships: On May 16<sup>th</sup>, 1830, following orders from its Vice Consuls in Lima and Callao, the British warships Sapphire, armed with 28 guns, and the frigate Tribune, armed with 42 guns, under command of Captain Henry Dundas, seized the Peruvian frigate Libertad, under Captain Garcia del Postigo. Aboard the Libertad was Peru's Vice President Juan Antonio Gutierrez de la Fuente. The British*

*demanded reparations for the previous seizure of the Hidalgo, a Mexican ship with British cargo, which the Peruvian authorities suspected of smuggling. Captain del Postigo, who just two years before fought and won the naval combat of Malpelo against Great Colombian forces, rejected the demands and decided to fight. However, Vice President la Fuente convinced him not to do so, for the 24 guns of his ship were no match against the combined 70 guns of the British. The incident was resolved. London fired its two Vice Consuls in Peru and Captain Dundas was forced into retirement from the Royal Navy. Fourteen years later, in August 1844, a British naval squadron under command of Captain John Jervis Tucker, in a typical Victorian-era action, blockaded three Peruvian warships and one transport at Islay and then bombarded the port of Arica, while requesting reparations for certain offenses committed against British interests. Peruvians again decided to avoid confrontation and signed a treaty that resolved the incident.*

*This time however things were going to be different. In consequence, at about fifteen hundred hours and at a distance of 1,700 meters, de Horsey, which was a member of this generation of Victorian-officers used to impose their will by force over weak opponents of their time, ordered to shell the Huascar.*

*Except for the final Boer War, all the military and naval actions held by the Britons were small affairs by today's standards, and the engagement with the Peruvians could be placed into that category. So, it was the beginning of a singular combat that would face the Peruvian ironclad with two ships of the most powerful navy in the world.*

*Huascar not impressed by the British might, and well directed by Captain Astete, responded the fires and showed an admirable handling that left the Britons perplexed. The Amethyst and Shah shells, even if they hit their objective, could not pierce the Huascar's armor; in fact, they caused very light or no damage at all. Worse, Huascar's Commander used his knowledge of the shoal waters and made use of his low freeboard to present to de Horsey a difficult target. At a certain moment of the combat, de Horsey ordered cease-fire, for he saw no more the Peruvian flag at the top of mast and thought Huascar finally had surrendered. But this was not the case, since one of the Shah's shells had cut it down. The Peruvians raised it again, and the combat continued. The British Rear Admiral next tried to emulate Horatio's Nelson tactics, and moved towards Huascar as close as possible in order to shell her at a short distance thinking that his guns could be more effective that way. Huascar however evaded the enemy ships with revolving maneuvers. In fact, in several opportunities she also tried to ram her opponents but without success.*

*The situation was turning difficult for the British, so de Horsey, at about seventeen hours adopted a drastic decision. Turning to his officers he said:*

***"Gentleman, certainly we are not fighting against the Khedive's Navy"(1)***

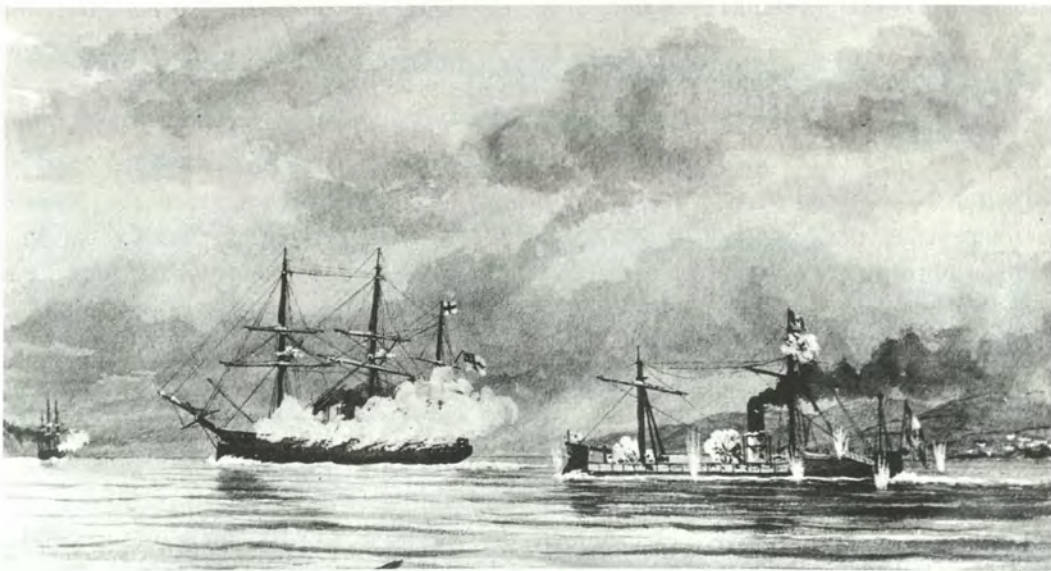
*And so, acknowledging that he could not capture the Peruvian ironclad by traditional combat tactics, the Admiral decided to end the drama and sink her using a Whitehead torpedo.*

*During the 1860's the Lancashire born engineer Robert Whitehead working for the Austrians at Fiume on the Adriatic developed an air driven mechanical 'fish' device that could deliver an underwater charge over a range of a few hundred yards at a speed of about seven knots. These early locomotive torpedoes were not very effective weapons*



#### THE HERO OF PACOCHA

Navy Captain German Astete (1832-1883) joined the Navy in 1850 and was commissioned to several warships. He participated aboard the Sachaca at the 1866 "Dos de Mayo" combat against the Spanish fleet. Astete was involved also in politics, and became a Congressman. Retired from the Navy, he befriends the famous politician Nicolas de Pierola and was convinced to join the revolutionary plot against President Prado. In the evening of May 6, 1877, together with a group of sailors from the Apurimac, he captured the ironclad Huascar, and placed the powerful warship under the revolution's cause. In May 29, Astete rejected the attempts by the British South American Squadron to seize the ship, and fought simultaneously against the Shah and the Amethyst. Below is a canvass of the battle.



but the British Admiralty showed great interest and acquired Whitehead's secret depth keeping mechanism that was the key to their design. They were added to the armament of existing ships, notably the *Shah*. In those days a 14-inch diameter Whitehead had a three-cylinder engine, a performance of 18 knots, a range of 550 yards and a total weight of 530 pounds. The torpedo carried a wet gun-cotton warhead loaded with 26 pounds of explosives. This was going to be the first time in naval history that an automotive torpedo will be fired in combat. A legend in the Royal Torpedo Branch says that *Shah's* gunnery officer requested for the order to be confirmed in writing, as the Peruvians had shown themselves to be gallant fellows and did not merit such an appalling fate. True or not, the torpedo was launched anyway. However, *Huascar's* fast engines and superb handling avoided the mortal weapon.

The British pride slowly turned into fear after being unable to damage *Huascar*. Until that moment the accuracy of the Peruvian gunners had been deficient, but as time elapsed it became better. Soon the British officers realized that at any moment both of Her Majesty's ships could be easily sent to the bottom of the sea if the precision of 10-inch Peruvian guns turned as skilful as the handling of their ship. At Twenty-one hours, in a last desperate attempt, the *Shah* fired a spar torpedo. It was of no use. Under the shadows of the night the Peruvians left the area. The *Shah* and *Amethyst* also abort the mission to avoid the possibility of mayor damages. Peruvians lost trumpeter Ruperto Bejar who was killed by a 9-pound shell while the British had some sailors injured.

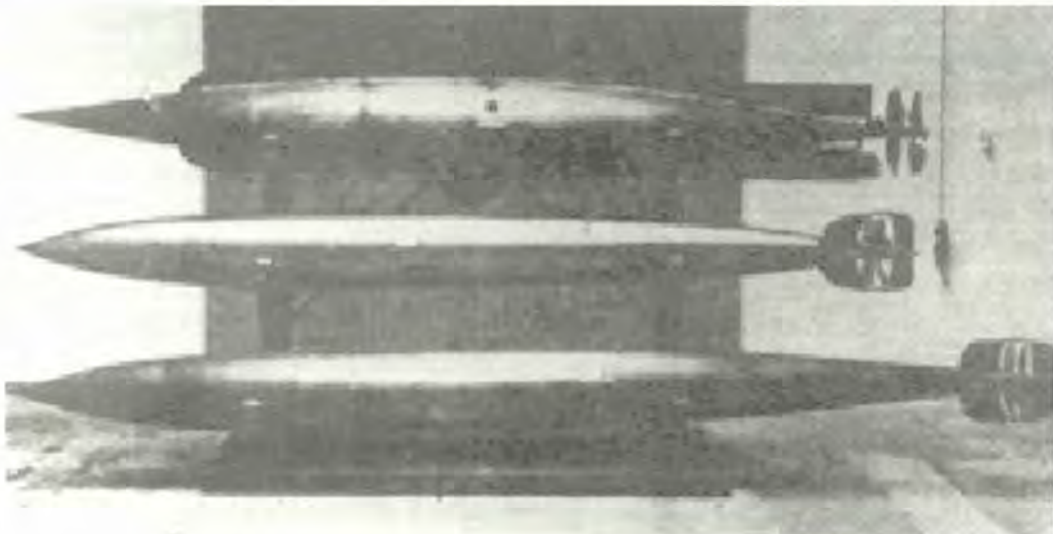
During the battle the *Shah* fired 237 grenades and the *Amethyst* 190, a total of 427 shots, including several Palliser armor-piercing shells. Around 50 projectiles hit the *Huascar*, but the ironclad was not seriously damaged and her armor was only pierced once. Two days after the battle *Huascar* finally surrendered to the legal Peruvian authorities, but before he was arrested, Pierola tried to persuade Captain More, Commander of the ironclad *Independencia* to join him to fight de Horsey's squadron for his participation in a Peruvian affair. Such a request was not consider at all. However, the Peruvian press protested vehemently against the action of the British Admiral in Peru's territorial waters and President Prado was forced to present a formal diplomatic protest to the British Government.

The combat of Pacocha was considered as a humiliating action for the Royal Navy. It caused debates in the British parliament that almost ended in the censorship of Rear Admiral de Horsey. The British Admiralty approved of de Horsey's general conduct, but disapproved of his peremptory demand that the *Huascar* surrender. The Admiralty also disapproved of the night torpedo attacks attempted on the *Huascar*, because it was a flagrant violation of Peruvian territorial waters and because the method of attack risked killing *Huascar's* entire crew. In his report to the Admiralty, which was published by *The Times* of London on August 8, 1877, the British naval officer gave *Huascar* a speed she never had and declared that "The Peruvian ironclad executed a beautiful naval action". He also confirmed that the Peruvian Ironclad tried to ram his ships several times but without success. Pacocha became the last time that British wooden ships, like the *Amethyst*, armed with muzzle-loading, trunnion-mounted guns went into combat. After that day the British Squadron in South America always would be composed of ironclads. Admiral de Horsey was replaced from his post on September 1879 and retired from the Royal Navy in 1885. Nicolas de Pierola finally became President of Peru during the war with Chile, and again in 1895, both times thanks to revolutions. He died in 1913. Captain Astete found a hero's death in June 10, 1883, while commanding the Peruvian artillery at

*the battle of Huamachuco against the Chilean Army.*

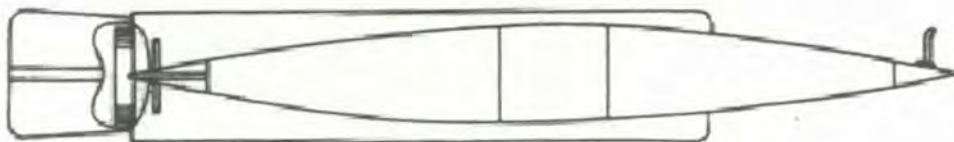
*HMS Shah was soon replaced in the British Pacific Squadron. She was sent to London and in 1879 she paid off at Portsmouth. She was not commissioned again. In May 1892, HMS Narcissus towed HMS Shah, from Portsmouth to Bermuda after she was dismantled, and everything except the lower masts taken out of her. The old frigate was taken in tow at Spithead and on the 31<sup>st</sup> of May she arrived at Bermuda. Huascar on her part became a celebrity for being the first ship in naval history to face and to avoid an attack by automotive torpedoes in combat and to be the first and last ironclad to fight British wooden ships. It was however just the start of a turbulent and heroic life for the ironclad, that would reach its peak during the War of the Pacific two years later.*

*The first successful attack using a Whitehead occurred on the night of the 25<sup>th</sup> to the 26<sup>th</sup> of January 1878, just eight months after Pacocha, when two Tsarist torpedo boats "Cesme" and "Sinope" sank the Turkish ship "Initbah" with two of those automotive torpedoes.*



#### WHITEHEAD TORPEDOES

Three models of the most popular self-propelled torpedo of the XIX century made between 1874 and 1880. Invented by Robert Whitehead, it was used for the first time in combat against the Peruvian Huascar during the May 1877 battle of Pacocha between HMS Shah and HMS Amethyst and Huascar. A legend in the Royal Torpedo Branch says that Shah's gunnery officer requested for the order to be confirmed in writing, as the Peruvians had shown themselves to be gallant fellows and did not merit such an appalling fate. True or not, the torpedo was launched anyway, but the Peruvian ironclad avoided it. Below, a sketch of an 1868 Whitehead torpedo.




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(1) Khedive is an Arab word for Viceroy. Such was the title for the ruler of Egypt, who at that time was Ismail Pasha (1863-1879). In theory the Khedive was a subject of the Ottoman Empire but had autonomy to rule his country as far as he paid his tributes to the Sultan. During his reign the Khedive became highly indebted with the Western powers, mainly Great Britain, and was incapable of paying the country's foreign debt, so the Sultan acting on the advice of the Europeans deposed him on 26<sup>th</sup> June 1879. Egyptians consider him a reformer who opened the Suez Canal on 1869, but for many, including the British, he was an example of utmost incompetence and ineptitude.

## XV PERUVIAN DIPLOMATS AND THE NAVY

*The Peruvian Foreign Service had an active participation in the purchasing of warships and provided the Navy with support for these transactions. It was a close relationship in which the members of both institutions worked closely with only the interests of the country in mind.*

When in 1864 the Government decided to buy two ironclads and six raiders to confront a possible war with Spain, the Peruvian Consul in London, Enrique Kendall, was instructed to sign the contracts. The first option, following technical suggestions of a Naval Mission led by Captain Aurelio Garcia y Garcia, was for a ship similar in design to the famed HMS Achilles. Consequently, on March 30, 1864, Consul Kendall signed a contract with J.A. Samuda Brothers to produce a casemated central battery frigate ironclad -the Independencia-, for 210 thousand Pounds, including weaponry. The lack of funds forced the Peruvians not to purchase another frigate, as it was intended, and to buy instead a smaller ironclad. Few weeks later Consul Kendall reached another agreement, this time with Lairds & Birkenhead, to build a seagoing ironclad -the Huascar-, for 90 thousand pounds with engines from J. Penn & Company. Consul Kendall provided Peru with other valuable services, such as the purchase of twelve 11-inch Blakely guns for the defenses in Callao.

That same year, another diplomat, Peru's Minister to Washington, Federico Barreda, traveled to Europe to support the negotiations for the new ships. Mr. Barreda had a wide experience in these affairs and even had negotiated with John Ericsson the possibility of buying two monitors for Peru. During the next few years Barreda would also be involved in the hiring of former Confederate naval officers to lead an expedition against the Spaniards in the Philippines.

The participation of Peru's Minister to France, Mr. Pedro Galvez, was also important, because he informed that in three French ports, Burdeus, Saint Nazaire and Nantes, laid several raiders, mostly Alabama-class cruisers, recently built for the Confederate States of North America. He reported that they were being offered to third parties because Paris, following pressures from Washington, forbid their delivery to the Confederates. Peru got interested in two of them anchored at Saint Nazaire. Minister Barreda quickly moved to France and confronted the Spanish agents whom unsuccessfully tried to sabotage the transactions and thus played an important role in the purchasing of these ships renamed Union and America respectively.

During the turbulent days that followed the war with Spain, a bitter rivalry between Peru and Chile emerged for the supremacy on the Western shores of South America. That is why once a famed Peruvian politician said, "If Chile buys a ship, Peru should buy two", and that became national policy. In 1872 Chile ordered the construction of two twin battleships in the United Kingdom. That year, Peruvian President Jose Balta decided to buy from the British two ironclads -bigger than those for Chile- plus two wooden corvettes. Unfortunately President Balta was murdered before the contracts were signed. His successor, Manuel Pardo, because of budgetary problems, approved the purchase of

*the corvettes but not of the ironclads. To make things worse, one of the corvettes, the Chanchamayo, bought to Money Wigram & Sons, shipwrecked in 1876. Two years earlier a bigger cruiser, the 1600-ton America also had shipwrecked. This situation changed the balance of forces in the region because not one Peruvian warship could match the neighbor's battleships. This way Peru lost the naval supremacy it held since the early 1850's.*

*In 1878, the possibility of a war with Chile was reaching alarming proportions and the Navy requested mayor units for the fleet, including one big armored frigate and one ironclad similar to the Huascar. The country was in Bankruptcy and since 1876 it was not paying its foreign debt so the request could not be considered.*

*During the first months of 1879, however, and thanks to a public collect, the Peruvian Government, finally was able buy some vessels to confront the Chilean battleships in combat. Peruvian diplomats had an active participation in this difficult task, which involved great determination and the proper contacts. Chilean agents were very active in Europe, trying to impede such transactions so negotiations were made in secrecy or through triangulation. Within this limited scenario the first options were two French built ironclads, one of them the legendary Gloire. However it was not the best choice because the Gloire was already two decades old. Besides, her 6.4-inch guns were not capable of piercing the 9-inch armor of the contender's battleships and her iron belt was not thick enough to protect her from the enemy's 250-pounders. In the event of combat she could have been easily destroyed. Nevertheless the transaction was cancelled after the Chilean diplomats became aware of it and based upon neutrality laws requested the French Government to forbid it.*

*Peruvian diplomats had to search other options, and they found them in Copenhagen. The Danish were selling the "Danmark", a 16-year-old iron frigate. Informed about this, Peru's Minister to Italy, Mr. Benjamin Luciano Cisneros, instructed the Peruvian Vice Consul in Hamburg to start the negotiations. It was a complicated transaction, but at the end, the lack of funds impeded it. The problem with that ship was that she only had an easy to pierce 4.5-inch armor and a slow speed of 8.5 knots. Her weapons however, which included twelve 8-inch guns were identical to those of the Chilean battleships. Peru also had the opportunity to buy a Turkish vessel, the "Fethi Bulend", which was a 2,671-ton ironclad built in the United Kingdom. It was the best choice, since it had a 9-inch armor, could reach a speed of 13 knots and was armed with 9-inch guns. Even if she was slightly smaller than the Chilean battleships she was faster and could face combat in equal conditions. Internal politics in Turkey however made it impossible to obtain the ship. Peruvian diplomats and naval officers in Europe worked hard to find other options, including the possibility of buying merchant vessels and converting them into cruisers.*

*Finally, a German company offered two 1,000-ton ships under the code names "Diogenes" and "Socrates". Peru bought them, but was not able to receive the vessels since the transaction was discovered and German authorities seized them until the end of the war. One of them, the Socrates, was finally commissioned in the navy in 1889 as a gunboat, the "Lima".*

## XVI THE WAR WITH CHILE - THE NAVAL CAMPAIGN

*In April 1879, the young South American republics of the Pacific, Peru and Chile began a long, bloody and very expensive war whose origin laid on the politics undertaken by the Chilean Government towards the territory of Atacama, then under sovereignty of Bolivia. Thirty years before the three countries had been engaged in the so-called War of the Confederation, a conflict for the commercial dominion of South America's western coasts.*

Soon after emerging as independent nations, Chile and Bolivia maintained differences on the limits that divided them in the coastal fringe. The Chilean interpretation established that its territory reached until parallel 23 of South latitude, while Bolivia sustained it was parallel 26. The situation became more complicated when important deposits of salitre -nitrate used as fertilizer and for the production of gunpowder- were discovered in the territory under dispute. In 1866 the governments of La Paz and Santiago settled their territorial differences by subscribing a treaty that established parallel 24 as their limit, and agreed the division on equal parts of the earnings from the nitrate exploded among parallels 23 and 25. However the Treaty would not be satisfactory for the new Bolivian authorities because was it signed by Mariano Melgarejo, a Dictator obviously influenced by Chilean interests. In consequence, in 1872, a revision was carried out, and in 1874 a new treaty was signed, by means of which Chile gave up the economic benefits of the exploitation of the mineral's deposits in the area between parallel 24 and 25. In exchange, Bolivia committed itself in not increasing taxes over nitrate exports during the next 25 years, until 1899.

Bolivian jurisdiction over Atacama remained however, a nominal element. The Chilean presence was overwhelming; its population overcame the Bolivian thoroughly and its companies dominated the economy of the territory. The Bolivian political authority was fictitious because of the enormous distances that divided that region from the Government's headquarters in La Paz.

In February 1878, the Bolivian Congress, trusted in the exercise of its sovereignty over Atacama, imposed over the Chilean Company "Salitres and Railroad of Antofagasta" a tax of ten cents of Pesos over each quintal of nitrate that it exported. Salitres and Railroad rejected such an imposition, considering it a violation to the 1874 treaty, and instead of appealing to a civil tribunal, it claimed through its government. This way the Chilean Chancellery requested the Bolivian authorities to repeal the tribute or to appeal to arbitration. Bolivia refused under the argument that it was an internal matter. Chile did not accept such explanation and insisted on its demands. Since Bolivia did not rectified its decision, in January 1879 the Chilean Government, after seeking unsuccessfully for an arbitration to solve the dispute, dispatched to the port of Antofagasta, by way of deterrence, the battleship Blanco Encalada. On February 1<sup>st</sup>, Bolivia, in protest for the presence of the warship in its territorial waters, announced that the Chilean companies would be confiscated and auction in two weeks.

The Chilean reaction was harsh. On February 12<sup>th</sup>, the Minister of External



#### ADMIRAL MIGUEL GRAU

Peru's greatest naval hero. Born in 1836, he joined the Peruvian Navy in 1854. His career was brilliant, and he would intercalate his duties in the war squadron with the merchant navy. As a cadet, he served in the ships Rimac, Vigilante and Ucayali. After being promoted to Second Lieutenant in 1856, he was commissioned to the best Peruvian ship in the time, the steam frigate Apurimac. In 1863, Grau was commissioned to the war steamer General Lerzundi and by the end of 1864 he traveled to France to receive the corvette Union, ship whose command he assumed in his capacity of First Lieutenant. During the 1866 war with Spain he fought at the naval combat of Abtao. In February 1868, as a Frigate Captain, Grau assumed command of the Huascar, and will keep her during the next eight years. After a brief interval (1876-79) in which he was elected Congressman for his native Piura, Grau was reinstated into active service, recovering the command of the ironclad.

Affairs sent to his General Consul in Antofagasta the following communication:

**"In few hours more, the land that belonged to us before 1866 will be occupied by maritime and land forces of the Republic and your Excellency will assume the position of political and civil Governor of that territory"**

In the date foreseen for the auction, following direct orders from the President of Chile, a force of 700 soldiers disembarked in Antofagasta. The troops didn't find organized resistance and soon extended their control to the adjacent coastal towns and claimed the territories for Chile. On March 1<sup>st</sup>, 1879, the Bolivian government denounced the occupation and ceased diplomatic and commercial relations with Chile. The war exploded. The difference between both contenders was abysmal; reason for which Bolivia requested the assistance of Peru in accordance with a defensive treaty that both powers had subscribed secretly in 1873.

It is difficult to evaluate if under the prevalent conditions at that time, Peru proceeded appropriately by involving itself in a foreign conflict to comply with an international commitment. Morally its performance was impeccable. But Peru was not prepared to face a conflict of those proportions; the ally was extremely weak and the enemy very strong, a fact that prevented to maintain a balance in the relationship of forces. Peru didn't declare war. Chile did it. But the ambiguity of Peru, who wanted to be a sincere mediator to the dispute but that on the other hand stayed stoically faithful to its military commitment with one of the involved parties, ended up generating resentments and hostilities and the collision became unavoidable(1).

It was obvious that at the beginning, the war was to develop at sea, because the maritime domain was fundamental to guarantee the success of the terrestrial operations of the contenders, including communications, displacement of troops, landings and provisioning along the extensive coasts of the South Pacific. It was not necessary to be a strategist to understand that the country that assured the domain of the sea would win the conflict. The first phase of what would be known as the War of the Pacific was going to be a maritime one.

If Chile was preparing itself for the war, may be debatable. There are indications in favor and some arguments against. In any event, that country had made an act of armed aggression supported by an organized and disciplined army based on the French military structure, and in a respectable naval force, still for European standards, organized under the parameters of the British Royal Navy.

The Chilean naval squadron -perhaps the best in Latin America after that of Brazil- was composed of two enormous twin battleships: The Admiral Cochrane and the Blanco Encalada, both designed by Sir Edward Reed and built in the navy Earle Ship Building Company of Yorkshire in 1876. These central battery ironclads had a displacement of 3,560 tons, a 4,300 horsepower engine, were twin screwed and had nine inch armor. They could reach 12.75 knots and possessed each one six 9-inch guns, four 4.7-inch guns, four 2.2-inch guns, one 20-pounder, one 7-pounder, four one-pounders, three 1-inch Nordenfeldt machine guns and four 14-inch torpedo launchers. Thanks to their design, they displaced less water, required fewer men and were less expensive than the older broadside style ironclads. A crew of 306 men handled each ship.



#### PERUVIAN NAVAL OFFICERS

The "Four Aces" of the Peruvian Navy are posing for a photo probably taken in 1878 or early 1879. From left to right, standing, Captain Miguel Grau, Rear Admiral Lizardo Montero and Captain Aurelio Garcia y Garcia. Seated is Captain Carlos Ferreyros. During the War of the Pacific Grau was the inseparable skipper of the ironclad Huascar and also Commander of the First Naval Division. Rear Admiral Montero was placed in charge of land operations with the Army. Captain Garcia y Garcia was head of the second Naval Division and later took command as skipper of the corvette Union. Captain Ferreyros on his part commanded the corvette Pilcomayo.

The Chilean fleet also had a new gunboat, the *Magallanes*, built in the British navy Raenhill & Company and in service since 1874. She had a displacement of 950 tons, a 1,040-horse power engine and a speed of 11 knots. Her armament consisted of a 7-inch cannon, a 64-pound cannon and two 4-inch guns.

The Chilean armada equally had two wooden corvettes: the *Esmeralda*, built in Northfleet, Great Britain, in 1855, with a displacement of 854 tons, a 200 horse power engine and a speed of 8 knots. She was armed with twenty 32-pound guns and two 12-pounders; and the *Abtao*, built in 1864 for the North American Confederates during the Civil War, at the Scottish shipyard of Dennis Brothers. She displaced 1,600 tons, had steel reinforcement in the hull and was armed with a 5.8 inch gun and four 4.7 inch guns. She had an 800 horsepower engine and could reach a speed of 10 knots.

Chile's Navy also had two "Alabama" type unarmored cruisers built in 1865 at the navy Ravenhill of London and commissioned as the *Chacabuco* and the *O'Higgins*. Each one displaced 1,101 tons and was armed with three 7-inch guns, two 70-pounders, four 40 pounders and four Hotchkiss machine guns. They had a 1,200 horsepower engine and could reach a maximum speed of 12.5 knots.

Additionally Chile had an old protected schooner, the *Covadonga*, former ship of the Spanish armada, built in El Ferrol in 1858. Protected with iron hull, she displaced 412 tons, had a 140-horse power engine and a speed of 7 knots. She was provided with two 70 pounders, three 40 pounders and two nine-inch guns.

Chile also had two cutters: The *Lautaro*, built in 1870, with a weight of 120 tons and armed with one 40 pound gun and two 6-inch guns, and the *Toro*, built in 1874, with a weight of 150 tons, with similar weaponry as the *Lautaro*.

It possessed as well several brand new fast torpedo boats, which weight between 10 and 35 tons, and whose number were increased in purchases made between 1879 and 1881. Those ships were the *Janaqueo*, *Colo Colo*, *Tucapel*, *Fresia*, *Tegualda*, *Recumilla*, *Glaura*, *Guale*, *Janaqueo 3*, *Vedette*, *Guacolda* (former Peruvian *Alay*) and *Quidoro*. Most of those ships could reach a speed of 18 knots were armed with two torpedoes McEvoy and a Hotchkiss gun.

The Chilean fleet also had several transports, property of the Navy or lended from private companies. Among them, the *Loa* (1,675 tons), *Lamar* (967 tons), *Copiapó* (1,337 tons), *Amazonas* (2,019 tons), *Matias Cousiño* (923 tons), *Itata* (2,232 tons), *Tolten* (317 tons), *Valdivia* (900 tons), *Chile* (1,672 tons), *Carlos Roberto* (643 tons) and the *Rimac* (1,805 tons). The *Loa*, the *Rimac*, the *Copiapó*, the *Amazonas*, the *Valdivia* and the *Carlos Roberto* were armed with guns and machine guns.

The fleet was commanded by Rear Admiral Juan Williams, who distinguished himself during the war against Spain of 1865-66. As him, the number of Chilean officers of British ancestors, such as Lieutenants Condell, Rogers, Simpson, Captain Thomson and Commander Patricio Lynch, was remarkable. This last one, son of a British citizen and a Peruvian lady, was attached as a young cadet to the Royal Navy and as such was a veteran of the second opium war between China and Great Britain.

*Bolivia only had a nominal naval fleet, composed of three old small ships, among them the gunboat Sucre, all of which were seized by the Chileans at the beginning of the conflict.*

*Contrary to Chile, the Peruvian army was a small one because of the budgetary cuttings undertaken during the Administration of the Civilista Party. The difficult economic situation of the country hindered the necessary corrections, although the elected President of the Republic at the beginning of the war was a military officer: Mariano Ignacio Prado.*

*The Peruvian fleet in such a sense, except for an exception, had not been renewed in the last ten years. It was composed of two seagoing ironclads, two coastal iron monitors, two wooden corvettes, half a dozen small gunboats, some torpedo boats and six transports.*

*The armored central casemate frigate Independencia was the biggest of the Peruvian ships. The J.A. Samuda House built her in England in 1865 at its river Thames Shipyards. She displaced 2,004 tons, possessed a 4-inch armour, had 550-horse power and could reach a speed of 12,5 knots. She was armed with one 250-pounder muzzle-loader, two 150-pounder Parrots, twelve 70-pounders, four 32-pounders and four 9-pounders.*

*The old Canonicus class monitors, the Manco Capac and the Atahualpa, named after the first and the last kings of the Inca Empire, respectively, were acquired in 1868. Built for the United States Navy by Alex Swift & Company at the navy Rivers Works of Cincinnati, Ohio, and rushed in 1865, the first under the name of USS Oneota and the later as USS Catawaba, they were never commissioned. Both displaced 2,100 tons, had a 350-horse power engine and a theoretical speed of 8 knots. They were protected by a 3-inch armor which increased to 5 inches in the vital parts of the ships, and were armed each one with two XV-inch Dahlgren guns, mounted over a turret protected with a 10-inch armor. In reality however, because of their low speed and bad condition, they were floating batteries; the Atahualpa practically could not move and the Manco Capac could hardly reach 3.5 knots.*

*The two corvettes, which were very fast vessels, were the Union, originally built as a raider for the Confederate States of North America at the Vernes House in Nantes, France, in 1864. She displaced 1,600 tons, had a 500-horse power engine and a speed of 12.5 knots. She was armed with two 100-pounders, two 68-pounder Voruz and twelve 40-pounders; and the Pilcomayo ship of smaller might, but the newest of all, built in 1873 for the Peruvian government by Money Wigram & Sons in Blackwood, Great Britain, with machinery of J. Penn & Company of Greenwich. She displaced 800 tons, reached 11 knots of speed and was armed with two 70-pounders four 40-pounders and four 12-pounders.*

*The fleet was completed by the gunboats Arno, Urcos, Capitania, Resguardo and Tumbes, which were armed with one 40-pounder, one 32-pounder and machine-guns, as well as several Torpedo boats such as the Republica, Alianza and Independencia. The Republica and the Alianza were Herreshoff-class torpedo boats built in the United States, armed with Lay torpedoes. Those torpedoes could reach a speed of 12.5 knots and had a 36-kilos warhead of TNT. The squadron also had some transports like the Limeña (1860-1,162 tons), Chalaco (1863-999 tons), Talisman (1871-310 tons), Oroya (1873-1,050 tons), Mayro (1861-671 tons) and Marañon. Some of the transports were armed. The Limeña and the Chalaco had two muzzle-loader 40-pounders each while the Marañon*

was provided with two 70-pounders and four 40-pounders. Almost all of those ships were immobilized and in the middle of a repair process.

As it can be seen, the Chilean naval squadron, including the cutters, displaced a total of 13,408 tons, while the Peruvians had about 9,500 tons. The difference increased further, considering that the Chilean transports displaced almost 20,000 tons, against no more than 6,000 tons from their contenders. Chileans had a total of 114 guns and 10 Hotchkiss at sea, while the Peruvians had only 65 guns and a couple of Gatlings. So, in number, displacement, armor, artillery power, modernity and transports, the Chileans had absolute superiority. The Peruvians however replaced this disadvantage with very capable naval officers.

Without a doubt the main Peruvian warship was the old ironclad *Huascar*, whose characteristics have been explained in previous chapters of this book. Contrary to the rest of the fleet, the *Huascar* was the only one fairly operative, but on the contrary of her officers, the crew lacked the discipline and the experience in war. Without flatteries about the warlike capacity of the ironclad, her Commander formulated to President Prado's cabinet the following warning:

**"Gentlemen, we shall not make illusions; *Huascar* is without a doubt a very strong ship, but will never be able to counteract the power of the Chilean battleships, because those have an uniform armor of nine inches and six equal guns, to that which should be added that, at the moment, *Huascar* does not have the piercing shells to penetrate their armor, neither fairly expedite seamanship, not being of little importance their advantage of having a double helix that allows them to execute their movements without losing position and with supreme speed; in spite of everything *Huascar* will fulfill her duty, still when she has the security of her sacrifice"**

*Huascar* sailed with a crew of 200 men. The naval officialdom, headed by Grau, was composed of one Frigate Captain, one Corvette Captain, three First Lieutenants and four Second Lieutenants. She had four surgeons and eight interns. *Huascar* had eight engineers, some of them British nationals, and twenty-five Non Commissioned Officers. She also had 42 gunners and two army battalions with 45 soldiers and two captains. She had as well an endowment of several sailors and cabin boys.

After the Battle of Iquique (see next chapter), Grau and the *Huascar* remained practically alone to face the powerful Chilean fleet. On May 24, 1879, *Huascar* returned to Iquique. Soon she began her loner forays and intruded into the busy Bolivian ports of Cobija, Tocopilla and Mejillones. There she destroyed seven boats and recovered the Peruvian schooner *Clorinda* previously captured by the Chileans. Two days later she engaged in a two hour combat against the port batteries of Antofagasta, destroying all of them. On May 27, she destroyed the marine cable that connected Antofagasta and Valparaiso. Later, *Huascar* sunk six other boats. On the 28<sup>th</sup>, *Huascar* recovered another captured Peruvian schooner, the *Caqueta*, and at the same time captured the Chilean transport *Emilia*, which was navigating with an important copper load. During her return to Peruvian waters, on August 29, she was pursued unfruitful by the battleship *Blanco Encalada*, then the flagship of Rear Admiral Williams. The *Huascar* had become a nightmare for the Chileans.



#### **CAPTAIN AURELIO GARCIA Y GARCIA**

He probably was the most capable Peruvian Naval officer after Miguel Grau. Born in 1834, Garcia y Garcia joined the navy in 1852. Like other sailors of his time, he served both, in the navy and in the merchant fleet. In 1856 he was part of the crew who brought to Peru the British made steam warship *Tumbes*. In 1862 he received command of the brigantine *Admiral Guise*. In 1865 he became the first Commander of the ironclad *Independencia*, and brought the ship from the United Kingdom. In 1872, Captain Garcia y Garcia was appointed as Minister of Peru to the Empires of Japan and China and signed Treaties that established diplomatic relations between Peru and both Asian powers. During the war with Chile he was appointed Commander of the Second Naval Division. During the campaign he also became skipper of the *Union*. His services to the nation during the war were invaluable. He participated as Peruvian delegate to the failed peace conversations between Peru and Chile held on the USS corvette *Lackawana*. In 1881, he was wounded in the battles of San Juan and Miraflores. He died in 1888.

On June 2<sup>th</sup>, *Huascar* sailed from Arica to the port of Pisagua, she continued for Iquique and went into a recognition mission toward the Southern coasts. The following day, between Huanillos and Punta de Lobos, she met again with the battleship *Blanco Encalada* and the corvette *Magallanes*. At 13:10 hours, *Huascar* open fire and following orders of the Naval Command started to retreat. After a brief exchange of shots, the fold continued and after 18 hours of persecution she managed to avoided her big pursuer. Later, she returned to Callao so the damages suffered during those actions could be repaired.

On July 6<sup>th</sup>, under strict orders to avoid any risks with the battleships, *Huascar* left again Callao towards the South and at day nine, at the coasts of Antofagasta, she fought simultaneously against the corvettes *Abtao* and *Magallanes*, to which she caused diverse mishaps. She was about to sunk the armed transport *Matias Cousiño*, but before the appearance of the battleship *Cochrane*, she suspended the actions and returned to Arica. During this encounter *Huascar* suffered some light damages in her armor.

July 17<sup>th</sup> marked the beginning of the fourth campaign, whose objective was to harass the enemy coasts in reprisal for the gunfire that the day before Chilean warships made against Iquique, a defenseless Peruvian port. Between the 19<sup>th</sup> and the 20<sup>th</sup>, *Huascar* captured the Chilean ships *Adelaida Rojas* and *E. Saucy Jack*, dispatching them to Callao. She also destroyed all the boats anchored at the Bay of Chanaral. The 21<sup>st</sup> *Huascar* sunk the boats anchored in Huasco. Then, on the 22<sup>nd</sup>, she captured the cargo ship *Adriana Lucia*. The following day, in a combined operation with the corvette *Union*, *Huascar* sized a valuable prey: The 1,870-ton *Rimac*, armed with four 32-pounders, one of the best Chilean transports which was carrying a complete cavalry squadron belonging to the regiment *Carabineros de Yungay*. The capture of that ship and the loss of the squadron under command of Lieutenant Colonel Manuel Bulnes -260 men with rifles, ammunition, sabres and 215 horses -, was a hard blow for the Chileans. This produced a great revolt in Chile and angry manifestations against the government caused several dead and wounded.

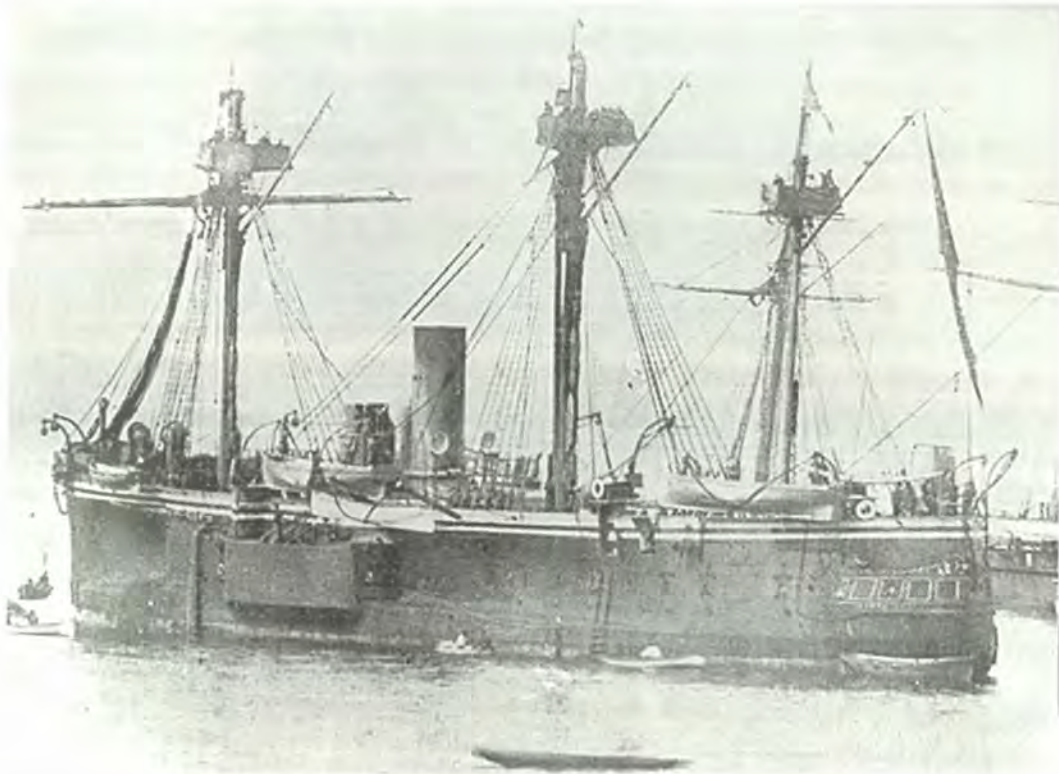
On August 1<sup>st</sup>, *Grau* undertook a new campaign in which she intruded in the ports of Coquimbo, Taltal and Tocopilla. Later on, on the 24<sup>th</sup> of that month, after finding out that the corvettes *Magallanes* and *Abtao*, the transport *Limari* and a small steamer, were anchored in Antofagasta, *Grau* decided to attack them. At dawn of the following day, by means of a skilled maneuver, *Huascar* was able to get between the Chilean warships and fourteen merchant vessels anchored in the port. Next she placed herself into attack position and fired a torpedo against the *Magallanes*. However the torpedo failed. One day later, in Taltal, *Huascar* destroyed three more enemy boats and captured other six. By then *Grau* had become already a national hero and Peruvians saw in him the figure of an invincible warrior whose abilities were demonstrated by facing alone the whole enemy fleet. On August 26<sup>th</sup>, Congress, in unanimous decision, promoted him to Rear Admiral, the highest rank for a Peruvian naval officer of those days.

On August 28<sup>th</sup> *Huascar* returned to Antofagasta and fought simultaneously in combat, once again, against the corvettes *Abtao* and *Magallanes* and several land batteries, one of which was provided with five 300 and 150-pounder guns. The encounter lasted four hours. Chilean batteries and ships fired a total of 110 projectiles against 28 of

*Huascar.* The Peruvian ironclad was hit by only one grenade, lost one officer and had one sailor wounded, but in turn she caused severe mishaps and numerous dead and wounded in both corvettes, -26 of them in the *Abtao*-, and destroyed fifteen of the terrestrial batteries. The correspondent of the newspaper "El Mercurio" in Antofagasta wrote in this respect:

***"The havocs produced in the Abtao by the shots of the Huascar were terrible"***

After being promoted, Grau gave up his Admiral's badge to keep command of the *Huascar* and requested the promotion of all his officers to the immediate superior rank. He continued his extraordinary work, bombarding only fortified ports, capturing transports without harming their crews, destroying enemy boats and keeping open the communications between Callao and the other ports of the Peruvian coast and consequently paralyzing the enemy navy and army.



#### MORTAL WEAPONS

Chile's battleships Admiral Blanco Encalada and Admiral Cochrane (above), were similar, with a displacement of 3,560 tons each, protected with strong armor and armed with several guns, Gatlings and torpedoes, were decisive in the naval campaign against Peru.

(1) When news about the Chilean occupation of Antofagasta reached Lima there was general indignation and most of the population, aroused by the press, claimed the intervention of Peru. President Prado, aware of the military weakness of the country, decided to avoid conflict by sending an emissary to mediate between Chile and Bolivia. His name was Jose Antonio de Lavalle, a very talented diplomat. The Peruvian envoy arrived in Valparaiso on March 4, 1879 and was received within a hostile environment. He presented the Chilean Government with a peace plan, which included the following provisions: 1. Chile and Bolivia would submit their territorial differences to an arbiter. 2. Bolivia would cancel the 10-cent tax over the Chilean nitrate exports. The Chilean public opinion rejected the proposal. Mobs attacked the Peruvian Consulate and Mr. Lavalle had to be escorted to a hotel for his safety. In his next meeting with the Chilean Minister of Foreign Affairs he was asked about the nature of the "secret" defense treaty between Peru and Bolivia. Things complicated after Bolivia declared war on Chile and requested Peru to fulfill its commitments according to the treaty. Through its Minister in Lima, Mr. Joaquin Godoy, Chile asked Peru to declare its neutrality in the war with Bolivia. President Prado, a man of honor -and a politician after all- concluded that it was impossible. On April 3, 1879, Chile broke diplomatic relations with Peru and two days later declared war.

## XVII NAVAL BATTLE OF IQUIQUE

*On April 2, 1879, the Government of Chile sent to Rear Admiral Juan Williams Rebolledo, Commander-in-Chief of his fleet, the following confidential message:*

*"Declaration of war with Peru imminent Godoy and Lavalle will retire tomorrow. Proceed like in campaign. Godoy says to me: Situation Peruvian squadron in Callao is bad. To attack it by surprise at dawn would be safe but preferable to attack it outside the reach of our batteries. Peruvian army consists of 6,080 men. Two thousand five hundred policemen"*

*Shortly after it sent a new message:*

*"Declaration of war already known in Lima. You should try to destroy or to disabled the Peruvian fleet, prevent the fortification of Iquique or destroy it, apprehend transport and/or, block ports..."*

*Nevertheless, the Chilean naval command, instead of taking advantage of its powerful ships to attack the Peruvian fleet anchored in Callao, limited itself to bombard the southern ports of Peru. It also imposed a blockade on Iquique, which was the closest Peruvian port to Chile.*

*On April 12<sup>th</sup>, the first naval engagement of the war took place between the Peruvian corvettes Union and Pilcomayo with the Chilean corvette Magallanes. The so-called "Battle of Chipana" ended indecisively; nevertheless the Magallanes had to escape to avoid her capture.*

*Admiral Williams's strategic mistake would cost him dearly. On May 16, when he finally decided to attack Callao, the Peruvian First Naval Division, composed of the Huascar, the Independencia and the transports Chalaco, Limeña and Oroya, plus the monitor Manco Capac had weighed anchors for Arica, escorting President Prado and the Chiefs of Staff.*

*At Arica, the Peruvians received news that the main Chilean fleet was navigating toward Callao and that three of its ships, the wooden corvette Esmeralda, the schooner Covadonga and the transport Lamar remained blockading Iquique. They also knew that an enemy convoy was transporting 2,500 soldiers from Valparaiso toward Antofagasta.*

*The situation required an immediate action, reason for which the Peruvian President ordered the Huascar and the Independencia to head towards Iquique to break the blockade and to capture or destroy the enemy ships. Next they should to attack the convoy from Valparaiso and, finally, sabotage the schemes of water filtration at Antofagasta to avoid its use by the opposing troops.*



#### THE SINKING OF THE ESMERALDA

Above is a painting by artist Thomas Somerscales describing the death of the gallant Chilean Captain Arturo Prat on the deck of Huascar after boarding her accompanied by one of his ship's crewmen. About this incident Admiral Grau wrote that he died victim of his temerity. Below is a painting at the Naval Museum of Peru, depicting the bloody naval battle of Iquique. The ram of the Huascar finally breaks the Esmeralda and the Chilean corvette, mortally wounded starts to sink. Huascar rescued all the survivors. Chileans lost 135 men dead against one Peruvian officer.



At eight in the morning of May 21<sup>st</sup>, both Peruvian ironclads reached their objective and immediately approached to demand the surrender of the Chilean ships located at the entrance of the bay. Nevertheless of their inferiority, the Chileans refused to surrender and prepared to give combat. Understanding that there was no other option than to solve the situation by force, Commander Grau addressed his crew:

**"Men of the Huascar. The time has arrived to punish the enemies of our homeland and I hope that you will bring new laurels and glory that could shine beside those of Junin, Ayacucho, Abtao and Dos de Mayo. Viva el Peru!"**

The harangue of the Chilean commander aboard the *Esmeralda* was no less emotive:

**"Boys, the odds are against us. Our flag has never been lowered in the presence of the enemy. I hope that will not be today. As long as I live that flag shall fly in its place, and, if I die, my officers will know how to do their duty"**

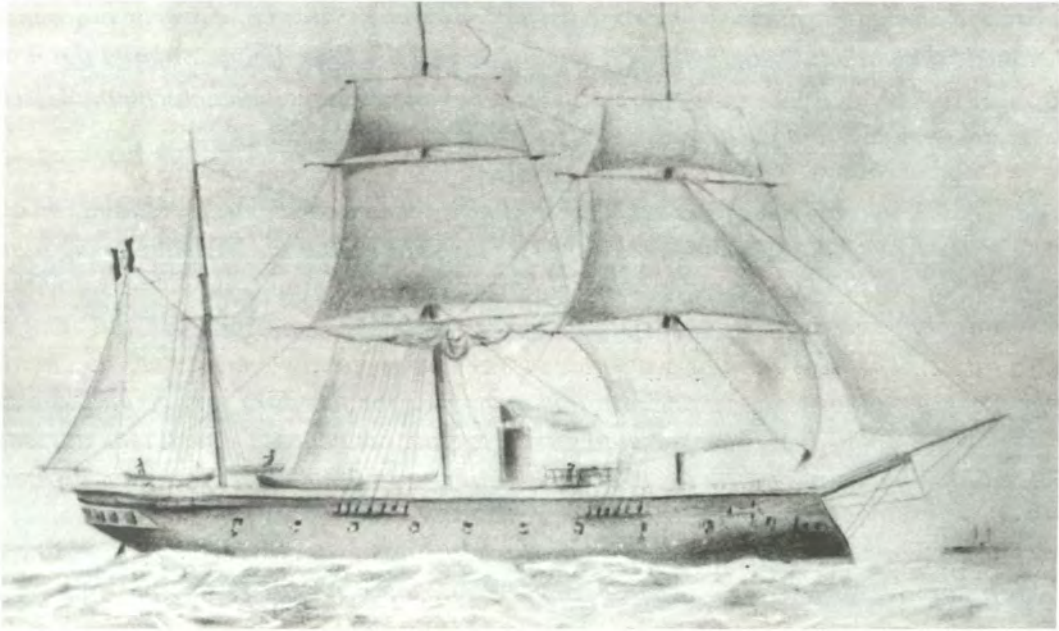
The Peruvian ironclad was placed at a short distance and prepared to discharge her guns. During the first thirty minutes she engaged alone with the two enemy warships. At the beginning the battle was fought at ranges between 800 to 2,000 meters but little was accomplished. When the *Independencia*, under Captain Juan Guillermo More approached to engage in combat, the *Covadonga*, under Lieutenant Carlos Condell, began to move away from the scenario heading for the South. It seems that Condell realized that he could escape by rounding the island at the mouth of the bay. Immediately Grau ordered More to pursue the schooner.

The *Esmeralda* was commanded by the brave Captain Arturo Prat and had a crew of 200 men, similar number to the endowment of the *Huascar*.

The corvette remained motionless but active; from her tops, rigging and decks a steady rifle fire was maintained. So strong was the fusillade that the Peruvians thought it was coming from machine guns. However, the projectiles of the corvette were unable to pierce the armor of the *Huascar*, which in turn was forced to limit the use of her artillery fearing that her projectiles could reach the population of Iquique. However, at about 10:30 hours, a shell from the *Huascar* hit the corvette in one of her vital parts (engine room) killing all of the ship's engineers. Grau then decided to finish the encounter by using the ram, but the first two intents were vain. The first one impacted to port and the second in the starboard of the Chilean ship, which did not surrender in spite of the heavy punishment she was receiving.

At the climax of the fight, the valiant Captain Prat tried to board the *Huascar* and accompanied only by a sergeant, sword in hand he hurtled over the ironclad, shot to death an officer and was killed on the deck after he tried to advance towards the bridge. A second boarding attempt by twelve crewmen under Lieutenant Serrano was also fruitless and most of them were killed. The Peruvians kept firing their guns before and after those collisions and the carnage on board the *Esmeralda* was appalling. By the second ramming, half of the Chilean crew had been killed.

Only at the third ramming, preceded by the impact of two 300-pound shells, the *Esmeralda* broke in half and collapsed with her mast on top. The dramatic combat, which



**THE DRAMA OF PUNTA GRUESA**

Above, the 2000-ton Peruvian ironclad Independencia sunk at Punta Gruesa on May 21, 1879, after her Commander, Juan Guillermo More, tried to ram the schooner Covadonga and collided with a submerged rock. There were 26 casualties between dead and injured, among them Lieutenant Guillermo Garcia y Garcia, killed in action when he raised the national flag, which had fall from the ship's pole during the fight. He was the brother of Aurelio Garcia y Garcia, Commander of the Second Naval Division.



lasted more than three hours, concluded at 12:10 noon and the Peruvian fleet had won its first victory in the war. In total *Huascar* fired forty gunshots. She lost one officer -Lieutenant Velarde- and had seven sailors wounded. The Chileans had 135 dead and dozens of wounded. Immediately the gallant *Grau*, before advancing toward the *Covadonga*, ordered the rescue of the 62 valiant survivors of the *Esmeralda*, whose last commander, Lieutenant Uribe, thanked the humanitarian gesture of the skipper of *Huascar*.

The Peruvian victory however was shadowed when the *Independencia*, after closing to the *Covadonga*, tried to ram her at a place called Punta Gruesa. During almost three hours of pursuit Commander More had tried to destroy the Chilean vessel with his ship's guns, but the fire was inaccurate. So he decided to ram her. He did it in two opportunities. The *Covadonga* was placed very near to the coast and the heavier *Independencia*, while trying to perform this maneuver for the third time, collided with a submerged rock. Immediately the ironclad started to sink. Lieutenant Condell took advantage of the situation and fired at the Peruvian ship killing and injuring 26 of her crew. Among the death was Lieutenant Guillermo Garcia y Garcia, brother of the Commander of the Peruvian Second Naval Division. This way Peru lost a two thousand tons ironclad while trying to capture an old 412-ton schooner. Being or not registered the rock on the navigation charts, Captain More had made an unforgivable mistake that he would only redeem during his brave participation, eight months later, as commanding officer of the Arica batteries, during the battle of the same name.

Since that moment, *Grau* and the *Huascar* remained alone to face the almost intact Chilean fleet. Both, ship and commander would become the last obstacle that would prevent the Chilean forces to control the seas and to begin the land campaigns against Peru.



#### CALLAO DURING THE WAR OF THE PACIFIC

A view of the Peruvian first port. The picture was taken in 1880, while Callao suffered the blockade of the Chilean Navy. (Juan Gunther Collection).

## XVIII

### NAVAL BATTLE OF ANGAMOS (Part I)

*"The Huascar now became the sole hope of Peru. While her gallant Commander out-manuevered the immensely superior forces of the enemy, and kept his ships on the seas under the Peruvian flag, the Chileans did not dare to undertake any important expedition. The coasts were safe from serious attacks. For more than five months this feat was achieved, and Peru was safe-guarded by her heroic son".*  
(From Clement R. Markham's, War of the Pacific)

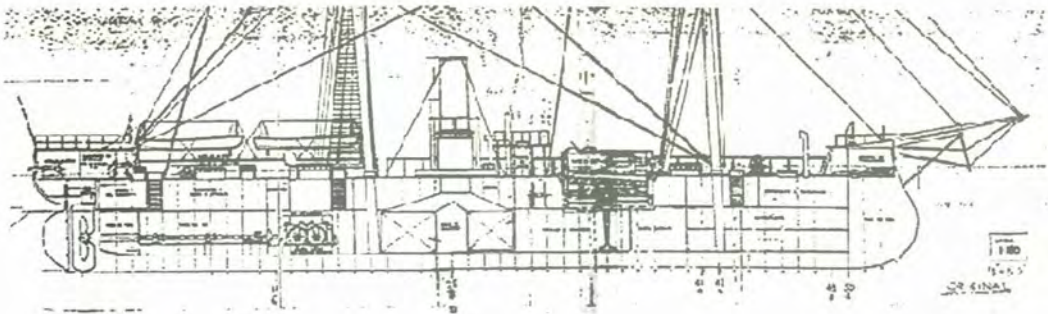
In Chile, the amazing incursions of the Peruvian ironclad, which was the center of this particular war, continued exasperating the people and the Government. Public outrage in Santiago rose to unexpected violence because the Huascar had captured or destroyed in five months a total of 17 Chilean vessels. The Minister of War was stoned as he left Congress. The Parliament bitterly attacked him and demanded changes. President Anibal Pinto reacted by appointing Rafael Sotomayor, a civilian, as the new Minister of War. Sotomayor ordered Admiral Juan Williams to lift the blockade of Iquique and to bring the ironclads, one at a time to Valparaiso to have their hulls cleaned by divers and their machinery overhauled. It was felt that Williams lacked the skills to command the squadron and he was also relieved. Commodore Galvarino Riveros was placed in command. The capable Captain Juan Jose Latorre, on the other hand, was appointed commander of the battleship Cochrane. In few weeks most of the ships were rearmed, repaired and repainted. Not only was the squadron thoroughly reorganized but also the Minister of War moved to Antofagasta to be closer to the theater of operations. The Chilean military high command, incapable of beginning the terrestrial campaign, decided that the destruction of the Huascar was, definitively, the first priority. At that moment, Chile and its navy were not at war against Peru; they were at war against Grau and the Huascar. The whole Chilean fleet, consequently, concentrated only on one objective: To hunt and annihilate the slippery ironclad. It could not be accepted that a single ship could keep an entire country in a state of siege.

On September 30<sup>th</sup>, 1879, Commodore Riveros gathered his squadron in the Bolivian port of Mejillones. After intense deliberations it was decided to chase the Huascar under a plan that provided for the conformation of two naval divisions. The first one, under his command, was composed of the battleship Blanco Escalada, the corvette Magallanes, the schooner Covadonga and the armored transport Matias Cousiño. The second called "light division" the faster of both, under orders of Captain Latorre, was composed by the battleship Cochrane, the corvettes Loa, Chacabuco and O'Higgins and the transport Amazonas. The idea was to advance toward Huascar's area of deployment, between Arica and Antofagasta, and to fence her. As a first step, the Chileans headed toward Arica, where they hoped to find the ironclad, and to bombard the port, forcing the Huascar to give combat. That same day, Admiral Grau, who indeed was in Arica, sent his last report to the Commander in Chief of the Navy reiterating the necessity to receive the Palliser piercing grenades for the guns on the Coles Turret, because those were the only ones capable of piercing the armor of the Blanco Encalada and the Cochrane in the event



#### BRITISH STATE OF THE ART IRONCLAD

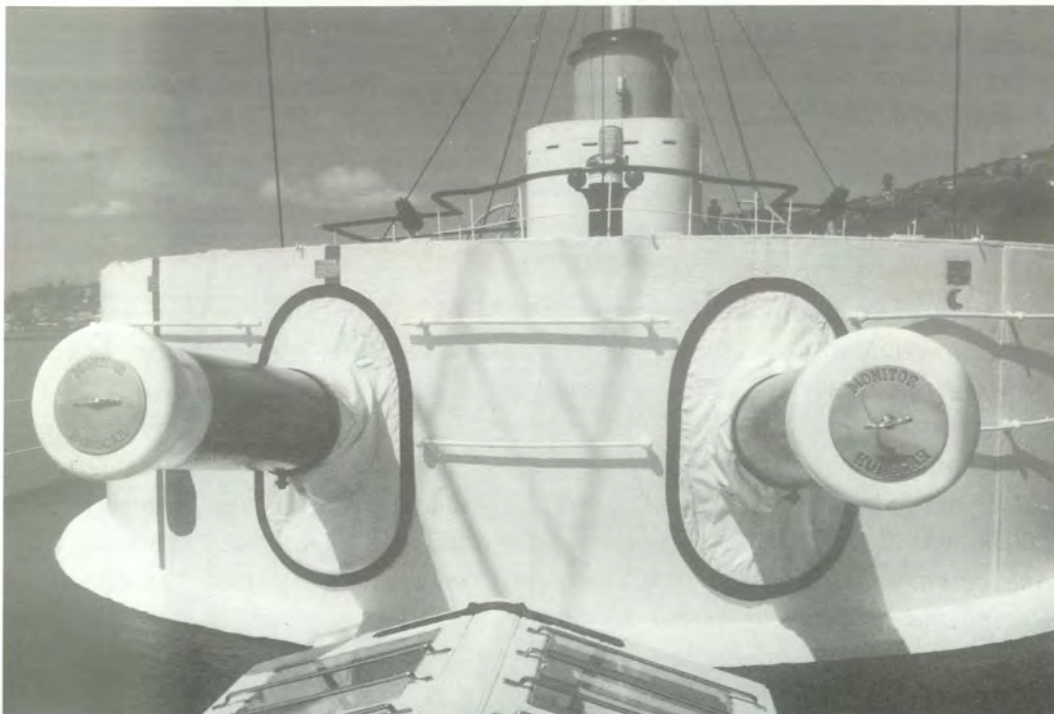
Designed by Royal Navy Officer Cowper Coles, the Huascar became one of the best ships ever built by the British Company Lairds & Birkenhead. Coles, together with the Swedish-American John Ericsson, are credited with coming up with the idea for armored turret monitors at about the same time. Both of them made suggestions during the Crimean War. Coles made further proposals during the late 1850s, including an innovative plan in 1859 for a ship with ten armored cupolas, but none were built although an experimental turret was tested on the battery Trusty in 1861. Similar ships to the Coles-designed Huascar were HMS Prince Albert, which in 1866 was completed with more ship-like characteristics than the monitors (though she too was restricted to coast defense), and the Danish Rolf Krake, with four 8-inch guns, also built in Britain according to Coles designs. Along with her Danish counterpart, Huascar was tested in battle, including fights against two unarmored British cruisers in 1877 and several Chilean corvettes, schooners and two casemate ships in 1879. (Painting by artist Saldias at the Naval Museum of Peru). Below is a copy of the original designs of the Huascar by Cowper Coles, courtesy of Mr. Gonzalo Maguiña.





#### HUASCAR'S GUNS

Pictures of the Huascar showing the two 10-inch Armstrong's on the revolving turret. The Coles turret was operated manually and could give a 360-degree turn in 15 minutes. It was protected with heavy armor. After her capture by the Chilean Navy, a steam system was adapted to make the rotation faster and smoother. The ironclad suffered several modifications in its structure and armament, including two new 10-inch Elswyck guns.



of combat. Simultaneously, Grau received orders to leave in convoy with the corvette *Union* and the transport *Rimac* towards the South, in a seventh expedition directed to sabotage the Chilean ports between *Tocopilla* and *Coquimbo*. Once more the High Command ordered him to avoid combat with the battleships in order to keep the integrity of Peru's only remaining ironclad. When Rivero's force arrived at *Arica* in the morning of October 5, they found that, once again, *Huascar* had slipped from their hands. But this time the Chilean Commodore was not going to give up, so he abandoned the port, divided his fleet according to plan, and continued the hunt for the difficult prey.

*Huascar* meanwhile, after leaving the *Rimac* in *Iquique*, arrived with the *Union* at the *Galeta de Sarco* and seized the Chilean transport *Coquimbo*. Later on, the ships arrived to the port of that same name, 702 miles South from *Arica*, and not finding any military objectives, continued towards the South, until they reach the *Galeta de Tongoy*, a town just 160 miles North of *Valparaiso*. Having accomplished the objective of the expedition, commanders Grau and Garcia y Garcia sailed back to Peru. While the Peruvians headed home, they ignored that the fence so rigorously planned was narrowing on them. The two Chilean divisions advanced from different directions, in open position, willing to fence their prey. They were sure that *Huascar* should be somewhere and this time they were not going to lose her.

At dawn of October 8<sup>th</sup>, off the coasts of *Antofagasta*, about 350 miles South from *Arica*, the Peruvians sighted three smokes advancing towards them. They were the *Blanco Encalada*, the *Covadonga* and the *Matias Cousiño*, that finally had sighted the *Huascar*. Immediately Admiral Grau prepared an evasive maneuver towards the Southwest and ordered high speed. Making prow successively to the West and the North, in three hours the *Huascar* and the *Union* were able to escape by maintaining a distance of eight miles over their pursuers. At 07:15 hours, however the Peruvian ships sighted another three smokes from the Nor-West, those belonging to the second Chilean division, precisely from the sector, toward moments before, the ironclad had put prow. Immediately, Grau ordered to veer to the East and to increase even more the speed. However, in less than one hour the *Cochrane*, faster than *Huascar* in almost two knots, shortened distances until placing herself at scarce miles of her enemy. The battleship *Blanco Encalada* and the schooner *Covadonga* on the other hand, were coming closer, while the *O'Higgins* and the *Loa* moved to intercept the *Union*.

Admiral Grau prepared to veer to the North without results. Soon he understood that his ship could not avoid what evidently was a carefully prepared trap. Immediately he ordered the faster *Union* to continue towards *Arica*. Captain Garcia y Garcia reluctantly obeyed the orders. In fact, most of his officers wanted to stay and fight, but the Commander of the II Naval Division clearly understood that his wooden corvette would be easily destroyed if she engaged in combat against the battleships(1). He knew that Grau was right by ordering this course of action as the only way of saving that ship for the country. The skilled Garcia achieved this objective despite the efforts of the *O'Higgins* and *Loa* to intercept the *Union*.

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(1) Several officers of the *Union* respectfully confronted Captain Garcia y Garcia's orders to continue to *Arica* and requested in written to hold a Council of War to decide a new course of action. The valiant but impetuous navy officers wanted to go back, fight and share the same fate as Admiral Grau.



#### HUASCAR'S INTERIORS

Above is the officer's dining room, also used for the discussions and strategic planing at sea. Below is the steering wheel of the ship. It can be noticed the inscription with the name of Jose Maria Salcedo, the Peruvian Captain who supervised its construction in London.



## XIX

### NAVAL BATTLE OF ANGAMOS (Part II)

*"The honest, loyal and brave man inspires honor and pride to his countrymen.  
The traitor and coward is the blemish and dishonor of his homeland."  
(From an inscription highlighted at the helm of the stern of the Huascar)*

*Being unavoidable the encounter, Grau ordered combat shambles, hoisted the war pavilion and with great courage he prepared to face broadly superior forces.*

*Soon his ship, armed with four guns and one Gatling, would engage in one of the most fierce and unequal naval encounters against two powerful battleships totaling a weight of almost eight thousand tons, protected by double armor and provided with a combined artillery of 42 guns, six machine-guns and eight torpedo-tubes.*

*At about 09:25 hours of October 8, 1879, Huascar majestically started the encounter and at a distance of one thousand meters her guns shot a broadside of grenades against the Cochrane, some of which reached the galley of the battleship, but without damaging her. The Blanco Encalada and the Covadonga, meanwhile, were coming closer. The Cochrane on the other hand didn't respond the shots but was shortening distance. At about 09:40 hours, when the ship was only 200 meters from Huascar, Commander Latorre ordered to shell his opponent.*

*The skillful conduction by Admiral Grau however allowed his ironclad to carry out skilled and rash maneuvers. He even tried to ram the Cochrane, but the greater speed of the battleship, provided with a double helix allowed her to avoid what could have been a mortal lunge. Then the Chilean guns began a ferocious exchange with the Peruvian Armstrong's. The Nordenfeldts also duel with the sole Huascar's Gatling and the action became general. A hail of lead pattered on the decks while the great guns hammered incessantly. Soon the Cochrane's Palliser and Shrapnel grenades caused devastating effects on the Peruvian ship. One of those pierced the armor of the helmet of the artillery turret and hurt the twelve sailors that served the Munches of the guns. This was the first time in naval history in which a shell was successfully exploded after perforating armor in action. Another grenade cut the combat wheel, which caused several casualties and a fire, and blocked the mechanisms that controlled the maneuvers. The bodies of the dead were packed around the turret.*

*Huascar however responded, and one of her 300-pound projectiles entered into the bunker of the Cochrane through an opening. It wrecked on gun and killed its entire crew. For a moment the incredible Huascar seemed to recover advantage. But the battleship Blanco Encalada and the schooner Covadonga, now only at a distance of 200 meters from the Peruvian ironclad, entered into action.*

*Huascar was contained this way between both Chilean battleships, with the step cut by the schooner. Then she directed her guns against the Blanco and also tried to charge her with the ram, but the Blanco, as the Cochrane did before, was able to*

avoid the attack. Another maneuver of the *Huascar* placed her in the center of the two battleships. The ironclad rotated her turret and start shooting towards one and the other. However, the projectiles bounced without being able to penetrate their strong armors. This position, nevertheless, impeded for a while that the *Blanco Encalada* and the *Cochrane* shoot at the *Huascar* fearing being damaged mutually. In a certain moment of the combat, a bad maneuver of the *Blanco* almost caused a collision with the *Cochrane*. It was avoided thanks to the skill of the commander of this last ship.

That situation didn't last for long. The handling difficulties didn't allow *Huascar* to keep a constant course. The battleships then changed position and continued to fire. Approximately after thirty minutes of combat, a projectile of the *Cochrane* fell into the commanding bridge and caused a horrendous explosion that killed the gallant Admiral Grau and his assistant, Lieutenant Diego Ferre. The projectile also disabled completely the governing wheel and part of the engines.

After the death of the Admiral, his second in command, Captain Elias Aguirre, assumed control of the ship. Under his orders a tenacious and sustained combat continued. However, in few minutes, Commander Aguirre followed the same fate that Grau being killed by a projectile that exploded on his body. Captain Meliton Carvajal, the third ranking officer, took command. However Carvajal soon was wounded and replaced by the next officer in hierarchy, First Lieutenant Meliton Rodriguez, who, as his predecessors died commanding the ship.

By that time the combat had turned into maritime carnage. The *Huascar*, almost without control due to the impacts on her flotation line, was left at the mercy of the enemy's guns. Inside the ironclad, the surgeon of the ship, doctor Santiago Tavera, made great efforts to save the life of the wounded crewmen. Casualties multiplied as the titanic fight continued. Even under such conditions *Huascar* kept fighting without giving up or requesting a truce, nevertheless she no longer could maneuver, neither could she rotate and was practically paralyzed due to the destruction of the apparels on the helm's chain. The number of projectiles that had hit her was endless. There was not a section of the ship that had not been damaged. Two of the Chilean grenades caused fires in the commander's room and in the officers' headquarters, destroying them completely. Another grenade penetrated into the section of the engine that was hit before by four gunshots, producing a new fire. Lieutenant Diego Garezon now was in command of the ship, whose deck, completely destroyed by the projectiles, was covered by blood, dead bodies and wounded.

At 10:10 hours the Peruvian flag fell of the mast, a fact that was interpreted by the Chileans as a symbol of surrender, but Lieutenant Enrique Palacios, among a rain of bullets -seven of which hit him- hoisted it again on the battered mast and the combat continued.

However, under the continuos and intense fire from the two battleships and other smaller ships, including the *Covadonga*, *Huascar* ended completely disabled. Garezon, in a futile gesture, attempted for the last time to use the ram, but *Huascar* didn't respond anymore.

She was transformed into a cemetery of floating steel, whose only signs of life were the survivors that with great difficulty still keep shooting at the adversary. Two



#### BATTLE OF THE IRONCLADS

A detailed description of the battle of Angamos by Peruvian painter Saldias (above) and by the English painter March Phillip de Lisle (below) which depicts with intense dramatism the difficult conditions that the Huascar faced being surrounded by several Chilean warships. To have an idea about this battle, each of the two Chilean battleships was armed with twenty diverse caliber guns, three Gatlings and four 14-inch torpedo launchers, while the schooner Covadonga had seven guns. A total of 47 guns and six Gatlings, against four guns and one Gatling of the Huascar. Despite her disadvantage, Huascar resisted for more than one and a half-hour. Both canvases are at the Naval Museum of Peru. (Cortesy Rear Admiral Frank Boyle).



other fires began one under the control turret and the other at the height of the prow. Soon the last gun of the Coles Turret was destroyed and one of the boilers exploded. It ended up covering the ship with heavy smoke, while the fire and the screams of the wounded became the last sounds of the disabled ship.

Ninety minutes of epic combat had elapsed, and without possibilities of further resistance, Garezon and the three remaining officers agreed to sink the ship. In consequence an order was given to the first engineer to open the valves, which was done immediately.

At 10:55 hours the *Cochrane*, the *Blanco Encalada* and the *Covadonga* suspended their gunfire and understanding that the *Huascar* was going to sink, two fast boats from the *Cochrane* under command of Lieutenants Rogers and Simpson were sent over. A few minutes later the detachment of Chilean marines surrender the Peruvian survivors unable to resist the boarding. At that moment *Huascar* already had four feet of water and was about to collapse from the stern. Pistols in hand, the Chileans forced the machinists to close the valves and turn off the fires that were consuming diverse parts of the ironclad. The fight had concluded and the extraordinary prey of war had been finally captured.

Few ships in naval history have sustained such terrible damage and still remained afloat. The Chilean armament had been devastating and the accuracy superb. Nearly fifty per cent of the shots had found the target. The scene on board the *Huascar* was dreadful. Dead and wounded were lying everywhere; more than a third of the crew was dead or wounded. The armor of the *Huascar* had been useless because the Chilean shots penetrated and exploded inside and sent thousands of pieces of shrapnel everywhere. During the combat the Chilean battleships fired a total of 150 gunshots against the *Huascar*, and hit her with 76 projectiles, 20 of which were 250 pound-Palliser explosive grenades that easily pierced her armor. The rest were projectiles of diverse caliber, plus an uncertain number of grapeshot bullets that didn't leave a single section of the ironclad intact. The survivors were taken to the port of Mejillones.

The first communication about the combat, directed by Commodore Riveros to the Chilean Minister of the Navy stated:

**"At 09:20 combat erupted between *Cochrane* and *Huascar*. At 10:00 the *Blanco* joined the combat. At 10:50 *Huascar*, after being turned into pieces, surrender. Miguel Grau died in combat. Also dead are the second and third in command. The crew of the Peruvian ironclad resisted with tenacity and heroism. For the condition of the ship I think she will be of no further use"**

The official report of Commander Latorre added:

**"The death of Peruvian Rear Admiral Miguel Grau, has been, Mister Major General, sadly felt in this squadron, whose officers made wide justice to the patriotism and value of that notable man"**

In turn the Chilean Government sent to Riveros the following message:

**"According to your report, Admiral Grau has died courageously in combat.**

*Take care that his remains are buried properly so that there will never be doubts about its authenticity. It will be returned to Peru when claimed. The people obeying their traditions, gives homage to value and honesty"*

In his report to the Office of Naval Intelligence, which was published in 1883 as "The War on the Pacific Coast of South America Between Chile and the Allied Republics of Peru and Bolivia", U.S. Naval South Pacific Squadron, Lieutenant Theodore B. Mason, wrote:

*"There was hardly a square yard of the Huascar's upper works that did not bear marks of having been struck with some species of projectile. Her smokestack and conning tower were nearly destroyed, her boats gone, and davits either entirely carried away or bent out of shape. Below the scene was much terrible. Everywhere was death and destruction caused by the enemy's large shells. Eighteen bodies were taken out of the cabin, and the turret was full of remains of two sets of guns' crews"(1).*

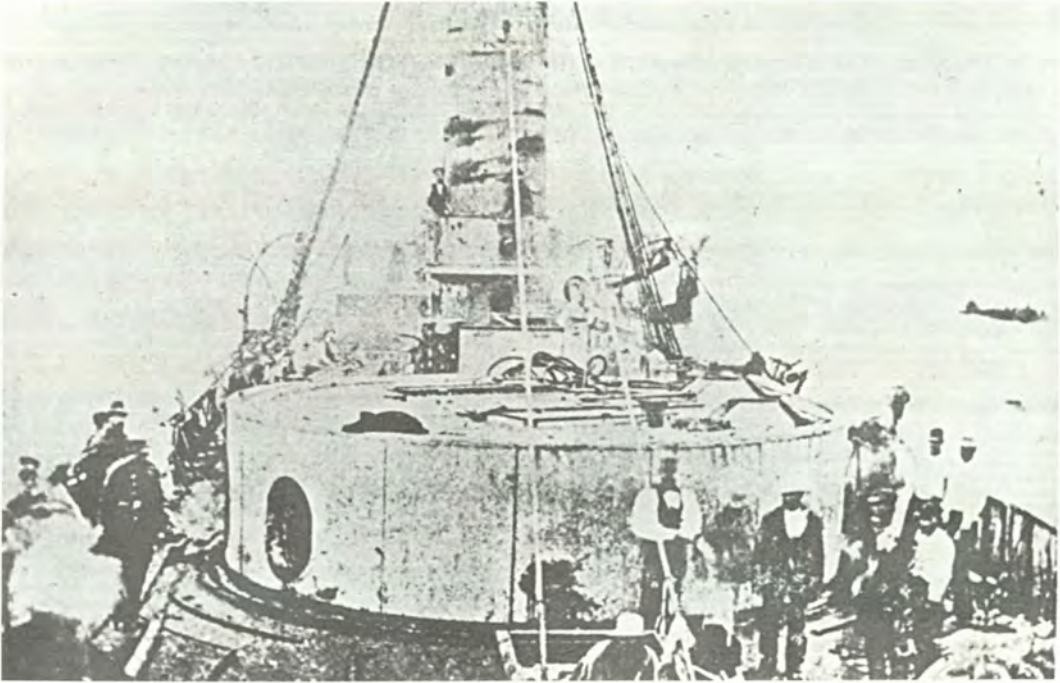
The following day the Huascar's dead were carried out for funeral honors, in presence of the Chilean Minister of War in Campaign, Rafael Sotomayor, the Commander in Chief of the squadron, Galvarino Riveros and the high ranking officers of the ships. The battalions Chacabuco and Sappers formed for the occasion and the troops of the first presented honors to Admiral Grau and to each one of the officers and men who died in combat. Next the ship went into some temporary repairs and the prisoners were taken to Valparaiso.

The capture of Huascar finally granted Chile the absolute domain of the sea, after its fleet fought for almost six months against that extraordinary ship. This allowed the beginning of land operations, whose first step would be the landings at Pisagua. Miguel Grau and the Huascar had carried out an extraordinary campaign, they had fought against adversity and a great squadron and despite their limitations they had achieved results that few have been able to equal in modern naval history. Peru, it must be said, won in Grau a great naval hero.

On October 14, U.S. Minister to Peru, Isaac Christiancy, sent to the Secretary of State a report about the combat of Angamos:

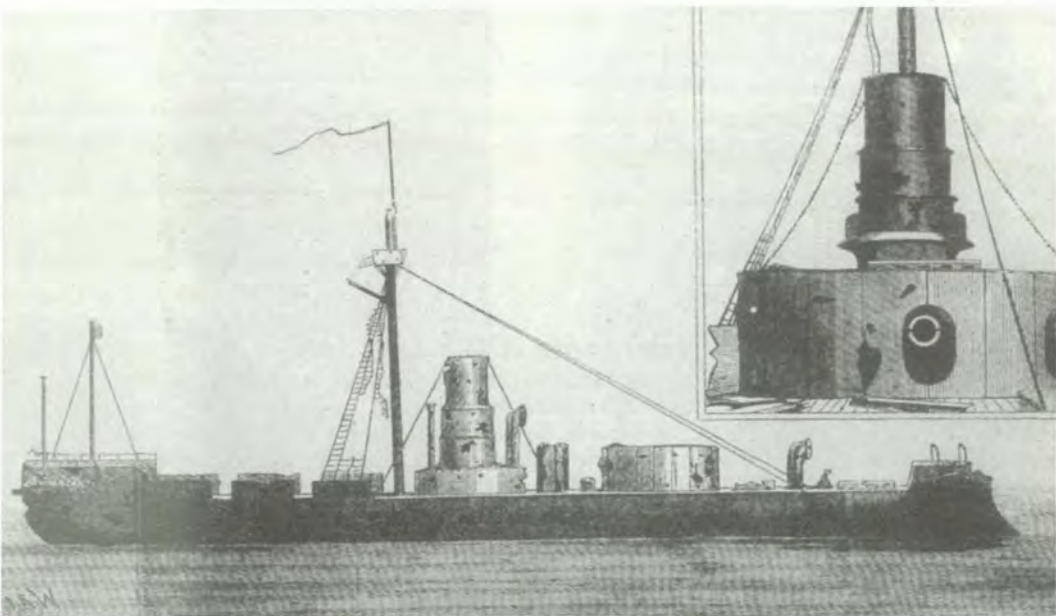
*"This small ship, under the intelligent command of Admiral Grau had for almost five months completely paralyzed the whole Chilean fleet, including two enormous battleships, and has kept open sea communications for Peruvian transports, from Paita in the north trough Arica. The disappearance of this ship changes completely the situation of the war and gives the Chileans total control of the sea... The Peruvian Government is making maximum efforts to compensate the lost of the Huascar and is trying to buy other efficient vessels, but it will be very difficult to find the man who could replace Grau. Such men are not easily find anywhere..."*

As for the Huascar, after the repairs, she was incorporated into the Chilean fleet under the same name. She participated in the naval blockade of Arica, and in February of 1880 was hit by a projectile from the Peruvian monitor Manco Capac, perishing in the action her new commander, Manuel Thomson. In 1882, the Chilean navy made some modifications on the ship: Two new 10-inch Elswick guns were added,



#### THE HUASCAR AFTER THE BATTLE OF ANGAMOS

Few ships in naval history have sustained such terrible damage and still remained afloat as the Huascar did. The Chilean guns were devastating. The scene on board the ship was dreadful. Dead and wounded were lying everywhere; more than a third of the crew was dead or wounded. Her armor had been useless against the Palliser grenades that pierced her blowing thousands of pieces of shrapnel everywhere. During the combat the Chilean battleships hit her with 76 projectiles, 20 of which were 250 pound explosive grenades. Not a single section of the ironclad remained intact. The picture above was taken in Valparaiso, few days after the combat, in which the damages clearly can be seen. Below is a charcoal drawing that shows the impacts with more detail. After the battle, officers of the USS Pensacola were allowed to board the Huascar in order to inspect the power of the Pallisers. It was the first time that such piercing shells were used in actual combat.



while a rotation steam system was incorporated to the Coles Turret. However, the legendary ship didn't see more action during the war. She participated in the Chilean civil war between president Balmaceda and Congress during the last decade of the XIX century. In 1901, after the explosion of a pipe that caused the death of fourteen crewmen, the ship was disabled. Repaired partially, she served static, in port, at the service of the Chilean force of submarines.

Since 1930 the ironclad remained anchored at the arsenal of Talcahuano. Twenty-two years later, she was transformed into a museum and together with Nelson's legendary Victory, it is one of the few ships of the world that having served in distinguished naval actions, is still preserved intact. That ship-museum today is a monument to the memory of the heroic officers that served in her. A brass badge placed by the Chilean Navy in the cabin that belonged to Admiral Grau points out:

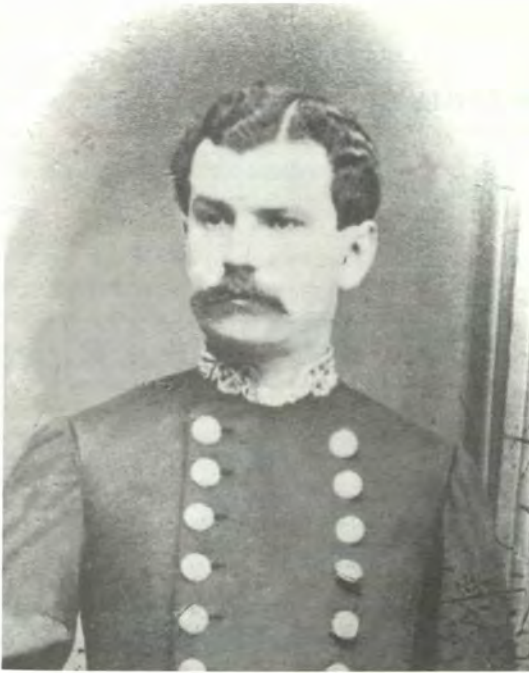
**"Miguel Grau. Hero and gentleman that died in the combat of Angamos"**



#### THE HEROES AT ANGAMOS

The Great Admiral Miguel Grau (left) was an officer and a gentleman with a humanitarian view of the war. He never attacked defenseless positions and always rescued the survivors of the ships he fought. He was feared and respected by the Chileans. Brilliant and capable, he died at Angamos fighting superior forces, after an extraordinary campaign in which he kept at bay the whole enemy fleet. Right is Captain Elias Aguirre, Executive Officer of the Huascar. After Grau's death, he assumed command and maintained a courageous fight. However, he followed the same fate as the Admiral and was killed in action.

(1) Mason, Theodorus B.M. "The War on the Pacific Coast of South America Between Chile and the Allied Republics of Peru and Bolivia" 1879-81. Washington: Office of Naval Intelligence, 1883.



**TWO PERUVIAN NAVAL HEROES**

Carlos Ferreyros (left) Captain of the corvette Pilcomayo, executed a brilliant action on Chilean waters destroying 13 boats at Tocopilla, South of Iquique. The port batteries were incapable of stopping his ship. After her task was completed, the Pilcomayo escaped the pursuit of the battleship Blanco Encalada. Commander Melitón Carbajal (right) was the third ranking officer of the Huascar at Angamos. He took command after the death of Admiral Grau and Commander Elías Aguirre and was severely injured during the fight.



**TWO YOUNG OFFICERS FROM THE HUASCAR**

First Lieutenant Diego Ferre (left) was killed together with the Admiral when a Palliser grenade from the Cochrane exploted inside the bridge. Enrique Palacios (right) was the young officer who fought like a Spartan at Angamos. He received six shots plus other eight wounds and died on October 22, 1879, two weeks after the last great naval combat of the war.

## XX THE FIRST SUBMARINE

*American readers are very much aware of the story of the CSS Hunley, the first submarine originally developed in an attempt to break the Union blockade of Charleston Harbor during the Civil War.*

*The South already had had some success with semi-submersible crafts known as Davids.*

*These steam-driven boats ran with their decks awash, each with just the turrets and a single smokestack protruding above the surface. In fact, one of the Davids was used in a successful attack on ships blockading Charleston Harbor, inflicting damage on the USS New Ironside on the night of October 5<sup>th</sup> 1863. However, the Hunley was one of the first workable submarines ever developed.*

*In 1864, the same year that the CSS Hunley attacked and sunk the USS Housatonic, a Peruvian citizen, Mr. Federico Blume (1831-1901), developed the design of the first submarine for the Peruvian Navy. Blume, a civilian engineer who participated in the construction of railroads in Peru, presented his idea after the Spanish Pacific squadron occupied the Chincha Islands (See chapter The War with Spain). His purpose was to create a device that could confront, with minimum risk, the powerful enemy fleet. The result was the "Toro Submarino" (Submarine Bull). It was a revolutionary design for the ships of those days. She could float and could dive by opening the seacock and filling the ballast tanks. It could also renew the air being submerged using the principle of the snorkel. The war with Spain however came to an end and the submarine was not built.*

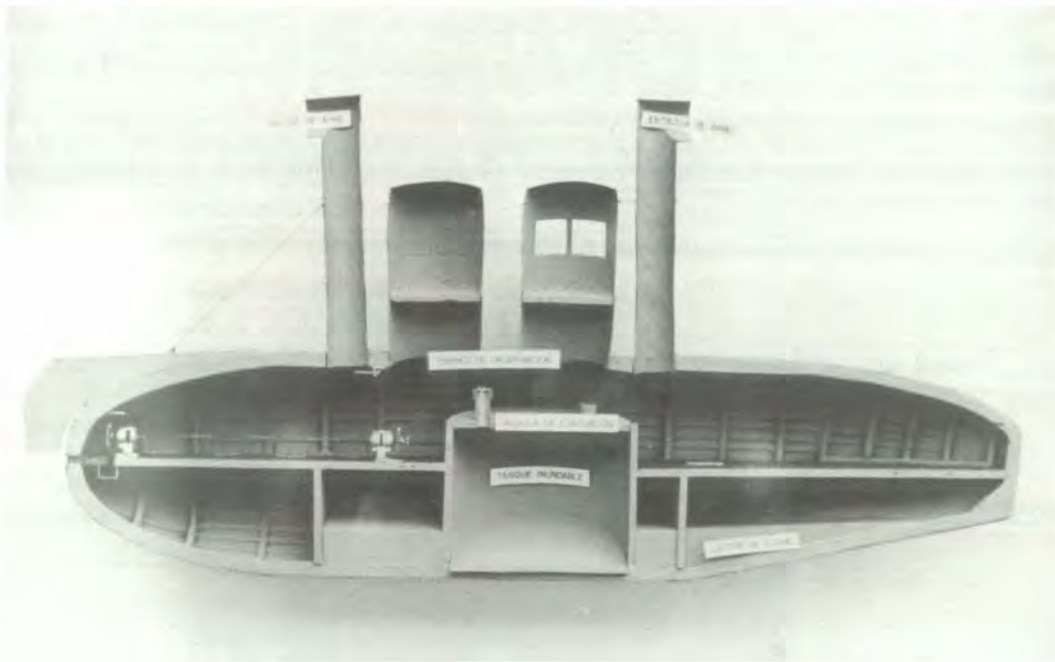
*During the war with Chile, once again Blume decided to offer his services to the Navy, presenting an improved version of his 1864 submarine. The engineer started to work on his machine in June 1879, only two months after the declaration of the war, financing the project with his own resources. The work was carried out in secrecy during four months at a factory property of the northern railroad Piura-Paita. The submarine, a 48 feet long cylindrical ¼ inch thick iron boiler bound together by iron strips and rivets, could be operated manually by eight men, from a total crew of eleven, who, at the same, time could move the air fans and the water bomb. The ventilation tubes were made of brass and they could ascend and descend through a special device. The ship also had gauges of internal pressure, depth and level of water in the tank of ballast.*

*On October 14<sup>th</sup>, 1879, Blume, together with his son and eight workers from the railroad, initiated in the seashores of the port of Paita the first tests on the submarine. The tests lasted almost 3 weeks, demonstrating that the submarine could reach a depth of 72 feet and a maximum speed of 4 knots. News about the amazing weapon reached Supreme Director Nicolas de Pierola, who became very enthusiast about the idea of using it against the Chileans, so preparations were made to show her capability to the authorities. The submarine was brought to Callao under the utmost secrecy hidden in the transport Limeña. In July 1880, under great expectation, the Toro made its first official submersion. Among the passengers was the Peruvian Minister of War. During those maneuvers, the submarine remained 30 minutes submerged without suffering any damage, which proved that it could be used as a reliable weapon. The Minister was very impressed. His report to the Government about the capabilities of the submarine was favorable and a decision was made to use it against Chilean warships(1).*

*The first task conferred upon the Toro was to advance at night towards one of the enemy battleships (Cochrane or Blanco Encalada), both anchoring at the shores of the San Lorenzo Island located few miles west of Callao, pulling two torpedoes. The submarine should deploy below one of the battleships and release the torpedoes, which, activated by a time device, would explode and sink the objective. However, when the Toro was preparing to attack, already under 36 feet of water, the Chileans, informed by their spies that the Peruvians had a "secret and powerful weapon", moved their battleships to the South and the mission was aborted.*

*On January 16<sup>th</sup>, 1881, after the battle of Lima and at the brink of the occupation of the Peruvian capital, Blume's submarine was sunk with the other ships of the Peruvian fleet to avoid capture by the enemy.*

*Peru was not only the first Latin American nation to develop a submarine. In 1911, it also bought the first submarines used in the region: The French-made Labeauf Class, "Ferre" and "Palacios" named after the heroes of the Huascar that died at the battle of Angamos.*



**THE BLUME'S SUBMARINE**

(1) This way the Peruvian Navy officially commissioned its first submarine 20 years before the United States Navy commissioned its first unit, the USS Holland, or SS-1 on April 11, 1900. That submarine was equipped with an Otto-type gasoline engine for surface running and electric motors for submerged operations.

## XXI THE INCREDIBLE BREAKING OF THE ARICA BLOCKADE

*Commander Manuel Villavisencio was not an imposing figure. At 38, he was not as handsome as Captain Elias Aguirre or Lieutenant Enrique Palacios, neither seemed as energetic as Miguel Grau or aristocratic as Captain Aurelio Garcia y Garcia. He was not considered among the aces of the Peruvian Navy and, furthermore, at the beginning of the war he did not receive a command of a warship, but of a transport, the Chalaco. But Villavisencio, despite his discreet profile, was an excellent officer who accomplished with success all the tasks requested upon him. He proved to be a first class sailor, an excellent navigator and a courageous and fearless man.*

When the Pacific War started, Commander Villavisencio had the responsibility to transport a cargo of weapons from Panama to Peru, and he succeeded with his fragile ship to deliver the valuable cargo to several ports, evading the persecution of the Chilean warships that navigated in Peruvian waters. In early 1880, in recognition of his performance, Captain Villavisencio was given command of the 1,600-ton corvette Union, which at that time was the main ship of the weakened Peruvian Navy. The Chilean fleet had almost total control of the sea, and the Peruvian garrisons in the South were isolated and blockaded by the Chilean army and navy. One of those garrisons was Arica, under command of Rear Admiral Lizardo Montero. Peru already had lost to the Chileans most of its Southern ports, such as Iquique, Ilo and Pisagua. But Arica was a strong position, defended by nineteen heavy cannons placed in land plus two XV-inch Dahlgren guns on the monitor Manco Capac. The port was suffering from a blockade by several Chilean warships, including Peru's former Huascar. American, British, German and French warships were also anchored at a prudent distance from the bay. Their task was to observe the development of the siege and the combats that may occur between the Chilean fleet and the port defenses.

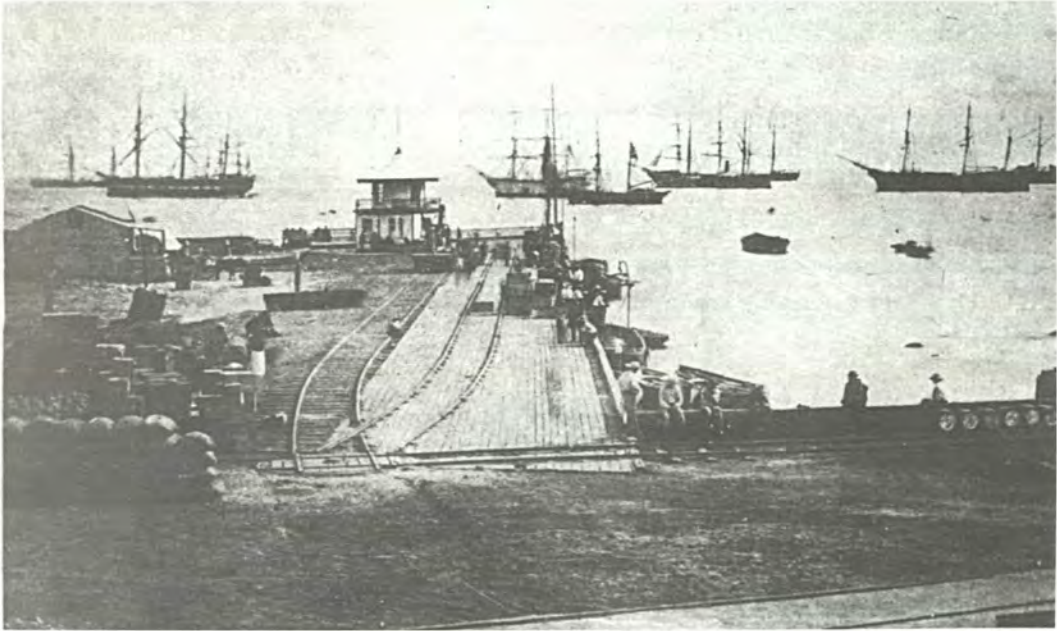
During the first days of March, 1880, President Nicolas de Pierola summoned Captain Villar and told him that he had special orders for him:

*"You know that Arica is being blockaded by the Chilean fleet, but it is imperative to break the blockade and deliver to the garrison reinforcements, weapons and supplies".*

Villavisencio replied:

*"Mr. President, during the last ten months aboard the Chalaco I have fulfilled my duties, and even if several times I have been chased by enemy warships I had been successful. Now that I am in command of a faster ship, you may rest assure that by God I will, despite the blockade, get into Arica. I can't assure you that I am coming back, but I will do what I can".*

Over the next days, Villavisencio loaded his ship with tons of supplies and even the torpedo boat Alianza, which was intended for the defense of the port. On March 12, 1880, President Pierola went to Callao to personally bid farewell to the intrepid Captain and his crew. At 11:00 hours, the Union sailed into what many thought was a suicide mission. After five days of navigation through a sea controlled by Chilean warships, at 02:00 hours of March 17, the corvette reached the waters of Arica, which at that moment was being blockaded



#### THE BREACKING OF THE ARICA BLOCKADE

Arica was an important component in the economy of the South of Peru. During the first weeks of the war it became the headquarters of the Peruvian President. The Chilean Navy blockaded the port for several months. It was there that Commander Villavisencio (below) skipper of the corvette Union executed the most daring action by breaking the naval blockade and landing valuable supplies for the besieged army without being detected by the Chilean battleships. Just as the Chileans were planning to attack on the Union, Captain Villavicencio brilliantly escaped in broad daylight, running his ship towards the South and confusing the blockading squadron. The Union's tremendous speed and Villavisencio's handling saved her from the Chilean guns.



by three ships: *The Huascar*, the *Matias Cousiño* and the *Loa*. *The Union* started her advance, slowly, straight into the port. At about 04:00 hours, from a prudent distance, Villavisencio sent a boat to inform the commander of the *Manco Capac* that his ship was going to enter port. It was 05:00 hours when Villavisencio did the impossible, by slipping his vessel through the enemy fleet and anchoring his ship side by side with the *Manco Capac*. The arrival of the ship was received with joyful manifestations not only from the Peruvians, but also from the crews of the foreign warships that witnessed the incredible incursion. The amazed Chileans only realized what was happening during the first light of the day after they saw the *Union* unloading the supplies for the Peruvian army. Immediately the commander of the *Huascar*, in a state of rage, requested reinforcements from other units of the fleet in order to attack the corvette. In a short time, the battleship *Cochrane* and the *Amazonas* arrived at Arica.

At 09:00 hours, the Chilean squadron fired simultaneously against the *Union* with the intention of blowing her into pieces. A total of 48 grenades hit the Peruvian ship, including a 250-pound projectile. The other grenades destroyed a gun, blew up the Command Bridge, sank one of the ship's charcoal-supply boats and caused severe damage to the deck. The attack also killed a sailor and left many more injured. At 16:00 hours the Chileans ceased the bombardment, considering that the corvette had suffered severe damage and was completely ruined. For the time being the Chilean commanders were satisfied. One of them wrote: "**Villavisencio has fallen into a trap and has no escape**".

But Villavisencio was a man not used to defeat. At about 16:20 hours, after realizing that the Chilean commanders were converging into the *Cochrane* for a council of war, he decided that it was time to leave. It was a very difficult decision because at that moment the port was being blockaded not by three but by five ships, including one fast battleship. To make things worst, the *Union* was left in very bad condition and the crew had suffered several casualties. Villavisencio was suspicious that at any moment the Chileans would resume their attack and if that happen this time his corvette would be completely destroyed. The Peruvian Captain was not wrong, because Chilean commander Latorre was discussing with the captains of the other four ships the maneuvers to undertake during the evening to sink once and for all the Peruvian corvette and turn her into an example of what will happen to other Peruvian ships that dare to defy a blockade.

At about 16:30 hours, the *Union's* Executive Officer asked the crew: "Men, do you want to die at land or at sea?". The unanimous answer was: "At sea!". And so the order was given to lift anchors and leave. The ship was ready in few minutes and at 17:00 hours, in broad daylight, under enthusiastic cheering from the Peruvians and the foreign sailors alike, the *Union* moved to the Alacran Island, and instead of sailing towards the North, the corvette advanced to the South, sailing deep into Chilean waters. Commander Latorre could not believe his eyes and ordered his squadron to follow the Peruvian corvette.

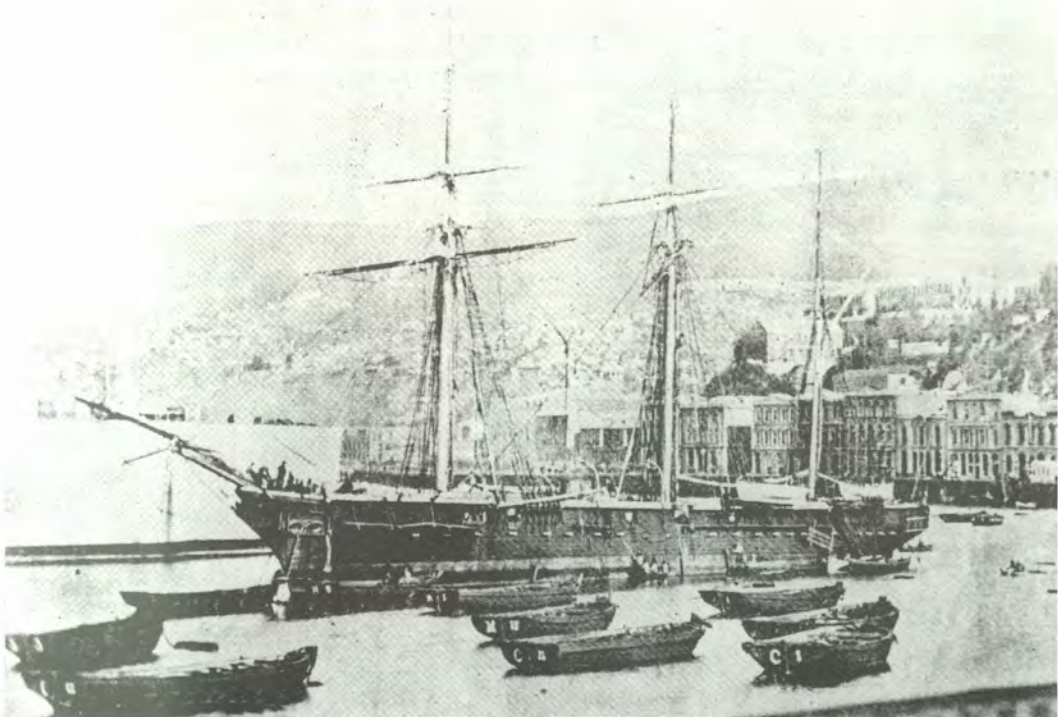
But Villavisencio was an excellent navigator, and despite a fire in his ships and other mishaps, he managed to avoid his persecutors by recurring to the most incredible maneuvers.

Villavisencio arrived in Callao on March 20 and was received with the greatest honors. He had accomplished once more a difficult mission -the most difficult of all-, and the Government in recognition of his extraordinary feat conferred upon him the "Cross of Iron".



#### PERUVIAN CORVETTES

Above is the wooden corvette Union. Originally the Confederate Government ordered her construction in France, but the financial problems of the Confederacy gave a chance to Peru to buy her in 1864. She displaced 1,600 tons, had a 500-horse power engine and reach a speed of 12.5 knots. She was armed with two 100-pounder guns, two 68-pounders and twelve 40-pounders. Below, the Pilcomayo ship of smaller might, but the newest of the Peruvian fleet during the war, built in 1874 for Peru by Money Wigram & Sons in Blackwood, Great Britain, with machinery of J.Penn & Company of Greenwich. This wooden screw corvette displaced about 800 tons, could reach 11 knots of speed and was armed with two 70-pound guns, four 40-pound guns and four 12-pounders. Among other actions, she participated together with the Union in the naval combat of Chipana in April 12<sup>th</sup> 1879.





**RELICS FROM THE INDEPENDENCIA AND THE UNION**

Above, ammunition and other relics from the Peruvian ironclad *Independencia*, found in the waters of Punta Gruesa, were the ship was sunk. Below is a picture taken in 1980 with some relics of the monitor *Manco Capac*, which was scuttled by her crew near to the Alacran Island after the battle of Arica.

(Pictures, courtesy of Mr. Felipe Keyer and Cristian Vera)



## XXII

## A NAVAL GARRISON AT THE BATTLE OF ARICA

*"I have sacred duties to fulfill, and I will fulfill them until the last cartridge has been fired.  
Tell your superiors that Arica will not surrender"  
(From the answer of the Commander of Arica to the Chilean emissary  
who proposed the surrender of the Peruvian port)*

As we have seen, after the battle of Angamos, the naval might of Peru came to an end and the Chilean fleet took control of the sea. This new scenario allowed Chile to begin the first phase of the terrestrial campaign of the War of the Pacific, whose immediate objective was to seize the Peruvian region of Tarapaca, rich in minerals and nitrate deposits.

In strategic terms and material resources, the Chilean expeditionary army proved to be superior to the allied forces. On November 2, 1879, despite a strong resistance, 10,000 Chilean soldiers supported by six warships and ten steamers, disembarked at the port of Pisagua establishing their first position in Peruvian territory. During the next days the Chilean Army moved inland and proceeded slowly towards the North. A line of provisions was assured with the valuable support of their fleet. During this process several battles and engagements were fought, all of which were favorable to the Chileans. On November 23 the invaders seized the strategic port of Iquique and in few weeks increased their number to 20,000 troops.

The decimated Peruvian forces, under orders of General Juan Buendia, retreated towards Tarapaca. The High Command of the Chilean army, informed about the difficult situation of the enemy, sent an expedition of 3,900 men with the objective of destroying it. A battle erupted on November 27. This time it was a Peruvian victory. Chileans lost 687 men between dead and wounded. Peruvians also captured all their guns. The lack of cavalry, provisions and other resources prevented the Peruvian army destroying the remainders of that Chilean force and consolidating their victory.

Tarapaca did not change the strategic results of the invasion and the Peruvians, because of a series of circumstances, were forced to undertake a new retreat towards Arica, a prosperous city of 3,000 inhabitants. The difficult march over hot and arid deserts lasted twenty days, but finally, on December 18, 1879, they arrived at their destination. General Buendia for mistakes made during the campaign was stripped of his command and Rear Admiral Lizardo Montero took control of all the Peruvian forces in the South.

After those events, the Chilean army undertook the next phase of the war, to be known as the Tacna Campaign. It would develop within a vast scenario that embraced the limits of the rivers Ilo and Moquegua to the North and the rivers Azapa and Sulfuro to the South. The plan included the seizure of all the mayor ports, including Ilo, Pacocha, Islay and Arica as well as the important department of Tacna.



**PREAMBLE TO A BLOODY BATTLE**

After the encounter with the Chilean emissary a tired but proud Colonel Bolognesi and a group of Peruvian officers, including Navy Commander More, posing for posterity. Below is a photo of the Chilean artillery deploying to shell Arica.



*The Peruvian army on the other hand remained nearly four months in Arica, until the first days of April 1880, when Rear Admiral Montero decided to move his troops further to the North to unite with Bolivian forces in Tacna, the new war scenario.*

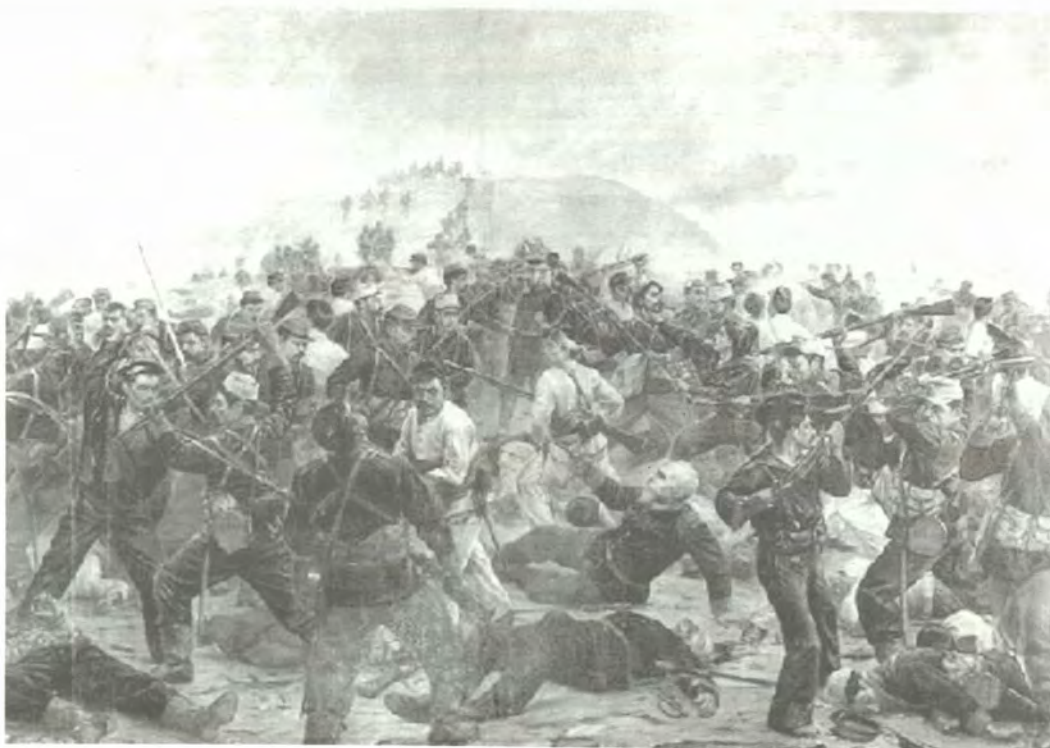
*To protect Arica, Rear Admiral Montero left a small garrison of 1,650 national guards and army regulars under command of a naval officer, Captain Camilo Carrillo, who immediately had to resign his commission due to a serious illness. The command fell then in an old retired military officer whose name, in those moments, didn't say much: Francisco Bolognesi, 64 year-old artillery Colonel. Bolognesi, the son of an Italian immigrant, was an old fashion and very patriotic officer addicted to the ordinance. His marked eye-rings, gray hair and white beard, become the frame of a tired but enthusiast man, with a great combative spirit, who had participated courageously in the battles of San Francisco and Tarapaca.*

*After assuming command, Bolognesi decided to intensify the defensive works of the port, because in spite of its strategic importance, it was not prepared to face a land assault. Arica never became the unassailable fortress that the Chilean historians have presented, but it was neither a dismantled position as some Peruvian historians argue. Definitely it was not a solid military position, but thanks to the works carried out by Bolognesi it had some important devices. By sea, the position was impenetrable and now it was adapted to contain an eventual infantry assault, always keeping in mind the difficult conditions of the land and the great extension of the areas to defend.*

*The city was protected to the East and the North through several forts and a total of 19 French-made guns plus the 2 XV-inch Dahlgrens from the ironclad Manco Capac. It had on its flanks a 200-meter high mountain, known as El Morro, which faced the ocean. In the summit of El Morro, a natural plaza of 10,000 square meters, the Peruvians had built fragile barracks and placed nine of their guns to contest the advance of the Chilean squadron. These were known as the "Morro Batteries", divided into "Upper Batteries" and "Low Batteries". The upper position had one 250-mm Vavasseur gun, two 100-mm Parrot guns and two 70-mm Voruz guns. The lower part had four 70-mm Voruz.*

*The command of the batteries at El Morro was placed in charge of the former Captain of the ill-fated ironclad Independencia. After the loss of his ship at Punta Gruesa, Juan Guillermo More was arrested, striped of his command and court-martialed. Eventually, More was cleared of all charges, but the loss of the ship that the nation conferred upon him turned the Captain into a depressive man, who almost committed suicide. Despite the fact that he was cleared and kept his naval rank, More's carrier in the Navy was over. The tormented officer, who once said to a friend that he should pay with his life for having lost his ship, requested to be posted in a high-risk position to save his honor and pay the debt with his country.*

*The son of Sir John Moore(1), a member of the Scottish nobility and the Peruvian lady Dolores Ruiz, Juan Guillermo was born in Lima in 1836 and was sent to England to complete his education when he was only 9 years old. At seventeen, he joined the Royal Navy as a cadet. Few years later, in 1854, Peruvian Commander Jose Maria Salcedo, who was supervising the construction in British Shipyards of the war steamers Apurimac, Loa and Tumbes, became acquainted with the young officer and offered him the chance to come home and join the Peruvian Navy. More did not think it twice and after a few*



#### THE BATTLE AND THE AFTERMATH

A canvass by artist Juan Lepiani depicts the last stage of the battle of the Morro: Colonel Bolognesi fires his last cartridge while Commander More rest dead at his side. The sailors from the ironclad *Independencia* can be clearly seen in naval uniforms. Below is a picture showing the heroic Peruvian soldiers who lost their lives in defense of their country.



months he was in his own country, starting a brilliant naval career, which was destroyed after Punta Gruesa.

The crew of the *Independencia*, about 240 men, was also in Arica. They arrived with their Commander aboard the *Union* on March 17, 1880, and worked with great enthusiasm. Navy Captain Manuel I. Espinoza was commissioned as Chief of Staff of El Morro batteries. Captain Adolfo King received direct command of the lower batteries and Captain Cleto Martinez of the upper ones.

The monitor *Manco Capac*, anchored at port, was under command of Captain Jose Sanchez Lagomarsino while the torpedo boat *Alianza*, was under Lieutenant Luis Davila.

On May 26, after the battle of the "Alto de la Alianza" in Tacna, which was fought between 11,000 allies and 20,000 Chileans, the Peruvian regular army ceased to exist as an operative force and the demoralized Bolivian troops retired forever toward the highlands. Arica became isolated and surrounded by land and sea and the Chilean high command decided to capture this last Peruvian position in the South. To do this, an army of 6,500 men, composed of four regiments of infantry (Third, Fourth, Bulnes and Lautaro), four battalions of cavalry, one corps of engineers and 21 Krupp guns, was sent to capture the port.

On June 5, Chilean Sargent Mayor Juan de la Cruz Salvo was sent to the Peruvian headquarters to request their surrender. The gallant Colonel Bolognesi, after a war council, replied to him that he had sacred duties to fulfill; that he was not going to leave his position and that the garrison was going to fight until the last cartridge has been fired. Among the officers who most strongly advocated for the resistance was Commander More. That same day, Chilean artillery opened fire against Arica, but caused minor effects. On June 6, 1880, the Chilean fleet, which included the battleship *Cochrane*, in a simultaneous operation with the land batteries, shelled Arica. During this action the *Manco Capac* guns performed brilliantly. One of her grenades hit the *Cochrane*, killing 27 of her crew and forcing her out of combat. Another of her projectiles hit the floating line of the schooner *Covadonga*, also forcing her to withdraw.

The next day, on June 7, Arica was attacked at dawn by 6,000 Chilean troops. After a fierce and bloody battle, the eastern forts, defended by 800 men collapsed. At the same time, the Northern forts of San Jose, Santa Rosa and Dos de Mayo were attacked by two cavalry battalions and one infantry regiment and finally were captured. The Peruvians were able to destroy most of their guns to avoid their use by the enemy.

The Chilean army next move was to the heights of El Morro, were the survivors, including the crew of the *Independencia*, prepared to give the final stand. The last defenses collapsed to the infernal attack in a Peruvian version of *The Alamo*. At the sector of the lower batteries, the Peruvian infantry and the crew of the *Independencia* tried to contain the assault, but it was useless. A new fold concentrated to move against the last defenders on the plateau of El Morro. There, virtually without trenches neither havens, and in open field, about 500 Peruvian survivors faced thousands of Chilean soldiers. It was a fierce encounter, fought with bayonets, swords, rifles and pistols. No quarrel was given nor asked.

*During the zenith of the combat Colonel Bolognesi and his officers encouraged the men not to faint, until, literally, they fired the last cartridge. The old Bolognesi was hit by a bullet in the chest and was finished off with the breech of a rifle to his head. Captain More also fall dead rejecting calls to surrender and redeeming this way the loss of his beloved Independencia.*

*When the combat ceased, about 1,000 Peruvian soldiers had lost their lives. Among the dead were most of the naval officers and men of the Independencia.*

*At 09:00 hours, after watching the Chilean flag being raised at the top of the hill that dominated Arica, Captain Sanchez Lagomarsino ordered the monitor Manco Capac to be scuttled in order to avoid her capture by the Chileans. The faster torpedo boat Alianza meanwhile managed to escape by breaking the blockade of the Chilean warships.*



#### THE HEROES OF ARICA

Colonel Francisco Bolognesi (left) was the commanding officer of the Peruvian garrison at Arica. He hold his position against all odds and rejected surrendering proposals by the Chilean Army. His immortal answer: "We will fight until the last cartridge". Righth is a photograph of Navy Captain Juan Guillermo More, commander of the upper batteries. Both men died in combat. With his death, More found the redemption he was seeking for loosing the ironclad Independencia in Punta Gruesa.

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(1) In most, peruvian accounts his surname is spelled "More".

## XXIII

## LAST NAVAL ACTIONS OF THE WAR OF THE PACIFIC

*After Angamos, Peru's Navy was left only with the two old Canonicus monitors, the wooden corvettes Union and Pilcomayo, the gunboat Arno and some torpedo boats. None of those ships however could match the strong Chilean battleships, although they gave invaluable support in delivering necessary equipment to the Peruvian garrisons in the South by breaking the dangerous blockades imposed by the Chileans.*

*For all effects the war at sea had almost concluded. In November 1879, the small corvette Pilcomayo was captured in combat by the battleship Blanco Encalada. On December 22 the torpedo boat Alay suffered the same fate. On June 7, 1880, after the battle of Arica, the monitor Manco Capac was scuttled by her crew. Although there would be no longer naval actions of importance, some particular engagements demonstrated the determination of the Peruvian naval officers to continue the struggle in spite of their disadvantage.*

*Past midnight, May 25, 1880, the modern Chilean Spar torpedo boats Guacolda and Janaqueo, armed each with two torpedo tubes, one small gun and one machinegun, discovered three Peruvian gunboats on their way to Callao and tried to stop them. The fast Janaqueo, under Lieutenant Manuel Señoret, approached the Independencia, under Lieutenant Jose Galvez -who was the son of the hero of the 1866 "2 de Mayo" combat- and fired a torpedo that almost destroyed the Peruvian boat and killed eight of her crew of thirteen. Nevertheless, Galvez injured as he was, charged with his crippled ship against the opponent and by hand and under heavy fire, with the help of another brave officer, Manuel Ugarte y Moscoso, he threw a 50-kilogram torpedo inside the Janaqueo. The explosion killed two enemy sailors and destroyed their boat. The Chileans were so impressed by Galvez courage, that few hours after he was taken prisoner to the battleship Blanco Encalada, he was returned to the Peruvian authorities in Callao. Ugarte y Moscoso died in the action.*

*Later, on December 6 of that year, a second torpedo-boat combat took place. The Peruvian gunboat Arno, armed with two guns, and the torpedo boats Capitania, Resguardo, Urcos and Republica, fought against the Chilean torpedo boats Fresia, Guacolda, Colo Colo and Tucapel, armed each with two torpedos and one Hotchkiss machinegun. As a result of the combat, the gunboat Arno sunk the 25-ton torpedo boat Fresia, under command of Lieutenant Alvaro Bianchi.*

*The Peruvians also sink the 1,657-ton steamer Loa, one of the ships that participated in the final hunt of the Huascar. The ship was destroyed off Callao on July 3, 1880, by an explosive charge hidden by the Peruvians inside a boat, which Loa's Commander, Juan Peña, imprudently order to pick up at sea. The commander and 119 crewmen died during the terrible explosion.*

*On September 13, 1880, off the coasts of Chancay, North of Lima, the old*



#### THE TORPEDO-BOATS

Below, the fleet of the Chilean torpedo boats anchored at Valparaiso. Each of those modern and fast ships weighted between 10 and 35 tons and was armed with two torpedoes and one machine gun. Following Grau's example, the Peruvian sailors fought with great determination against those ships and sunken two of them in combat. The Republica and the Alianza were Herreshoff-class torpedo boats built in the United States, armed with Lay torpedoes. Below is a contemporary picture of a Herreshoff torpedo boat in the U.S., which can give us a close idea about the design of the Peruvian ones.



*schooner Virgen de Covadonga, which also fought against Huascar in Angamos, suffered identical fate that the Loa. Her commander, Pablo Ferrari, imprudently decided to hoist up what was supposed to be a harmless small vessel. The boat was loaded with explosives. The terrible explosion sent the schooner to the bottom of the sea in a matter of minutes. From her crew of 109 men, 32, including the Captain, died during the explosion, while 29 escaped in boats and 48 become prisoners of war of the Peruvian army.*

*On January 3, 1881, however, the Chilean corvette O'Higgins would sink the torpedo boat Republica after she tried to execute a night raid against the Chilean ironclads off Callao.*

*Few days later, after the battle for Lima, to avoid the fleet falling into enemy hands, the Government ordered to destroy the remaining ships of the armada: The corvette Union, the monitor Atahualpa, the gunboat Arno, the torpedo boats, the submarine and all the transports.*

*With those actions, the Peruvian Navy would cease to exist temporarily, until her rebirth took place at the end of the decade, with the arrival of the gunboat Lima.*



The sinking of the Peruvian Fleet at Callao, done by the Peruvians to avoid the seizure of their ships by the Chileans. Drawing by Lieutenant Ernest J. Fleet, from HMS Gannet. Published in *The London illustrated news* (1881).

## XXIV THE EPIC CHARGE OF THE MARITIME BRIGATE

*The Peruvian port of Callao, West of Lima, is well known for several reasons, among them, for being, as many other ports in the world, a land of hard working, sometimes rough and tough men. And those men are, without a doubt, perfect raw material for good soldiers, military diamonds that, properly polished, can become perfect jewels in times of war.*

*It was January 10, 1880, and the war with Chile was fought in the South of the country by the army. The armed forces were small in number and more men were needed to fight. That day, President Nicolas de Pierola established, through a decree, a naval brigade whose main objective was to "provide the ships of the navy with able and talented men in the use of artillery and for actions of disembark". Nine days later the Supreme Director asked Navy Commander Juan Fanning to organize the brigade among the sailors of Callao. It was called "Guarnicion de Marina".*

*Fanning was the perfect choice for this task and indeed he did a very good job. The son of American businessman John Fanning, who contributed with his fortune to the U.S. war of independence, the young Juan, born in Lambayeque in 1824, joined the Peruvian Navy in 1844, receiving his first commission as junior officer of the warship Libertad. He fought as Corvette Captain during the 1866 war with Spain, and from April to September 1879 was posted in Arica, preparing the batteries that defended the port's garrison.*

*During those days Peru had not organized its Marine Corps like the British or the Americans did, and the creation of the naval brigade may be, at one point, considered as the nearest effort. The "Guarnicion de Marina" was composed exclusively, by citizens of Callao -known as "Chalacos"- mainly sailors that protected the Peruvian ships and boats during the siege of Callao. Combat was nothing new for these men, for they participated in several nocturnal fights against Chilean torpedo boats, becoming, in a short but intense period of time, experienced veterans.*

*The brigade was organized in six companies. The basis was an old infantry column called "Constitucion". It had a total of 524 men, from which 37 were officers. Their armament consisted in Chassepot rifles(1).*

*After their successful maritime and land campaigns the Chileans decided to capture Lima with the purpose of forcing the end of the war by means of a capitulation that will include the cession to Chile of Peru's Southern provinces.*

*The city of Lima was founded by Spanish conqueror Francisco Pizarro in 1541, between the bank of the Rimac River and the Pacific Ocean. It was called the City of Kings in honor of the king and queen of Spain and because it was the capital of the Nueva Castilla government. During the republic, the city, the "Three times crowned villa", known also as the "Pearl of the Pacific", kept her beauty and importance as Peru's cultural and economic center.*



#### THE CITY OF THE KINGS

Lima, one of the most important and beautiful Latin American capitals had invaluable architectural jewels that have been preserved to our days, giving her a touch of distinction and dominion. Its splendid plazas, churches, convents, museums, galleries, libraries and monuments will become a fascination for the Chilean invaders. Navy Captain Fanning and his "Chalacos" died in her defense. Above is a photo of the old cathedral at the Plaza Mayor and below a general view of the Plaza Mayor, circa 1880. (Pictures from the Juan Gunther Collection.).





#### THE FIRST MARINE

Born in 1824 from a wealthy American businessman and a distinguished Peruvian lady, Captain Juan Fanning was a man of courage and honor who served in the Navy since he was 15 years old. Fanning learned from his father what patriotism was, for as his mentor gave up all his fortune for the American War of Independence, he gave up his life in defense of his country. Commander Fanning lead one of the most spectacular infantry charges in the War of the Pacific, in which 400 of his 525 men from the "Guarnición de Marina", died. Below is a canvass by European artist Rudolph de Lisle, depicting the aftermath of the Miraflores Battle.



*In November of 1880, Chile disembarked in the beaches of Curayacu, at Lurin, South of Lima, an expeditionary force composed of nearly 30,000 men and one and a half month later it undertook the march on the Peruvian capital. The regular Peruvian army no longer existed and the remains of the "First Army of the South" were reinforced with units of volunteers coming from diverse parts of the country. This way, the Peruvians congregated a contingent of almost 18,000 men to defend their capital(2).*

*More than half the men were civilians with just a basic training. Most of the officers had brevet military rank. Many soldiers were peasants from the Andean regions. The rest of the ranks were composed of professionals such as lawyers, doctors, engineers, as well as traders and businessmen. Students from the universities, blue-collar workers and artisans also joined the army in order to defend their sacred soil from the invaders.*

*On early January 15, 1881, after the disastrous Battle of San Juan, the reserve battalions "Guarnicion de Marina", "Guardia Chalaca" and "Celadores del Callao", moved from the port into Miraflores, and were placed in the positions between the reduts number two and three, which protected Lima from the invasion. The Commander of that sector was army Colonel Andres Caceres, probably the best Peruvian soldier of his time.*

*That afternoon, the Chilean army attacked, and the so-called Battle of Miraflores started. The Chilean Division under Colonel Pedro Lagos was ordered to occupy the Peruvian positions at the reduts. The Aconcagua regiment, part of the Lagos force, fiercely charged against their objective. After one hour of fierce fighting, Colonel Caceres, who was very much aware that the best defense was to attack, ordered a counter-offensive, and the gallant Fanning marched with his brave men to contain the Chilean assault(3).*

*At three o'clock, Fanning, mounted on his white horse and sword in hand ordered the Chalacos to fix bayonets and charge. His mariners advanced against the enemy with great determination and courage. The attack was such that the Chilean battalions Aconcagua and Navales not only stopped their initial charge but also were forced to retreat. The proud Chilean officers ordered their men to remain in their positions and stand the Peruvian charge, but it was impossible. The soldiers run, hid or simply disbanded. In their desperation they abandoned four guns and put in risk the brigade Barcelo, whose right flank was almost surpassed by the Peruvians.*

*Famed Chilean author Benjamin Vicuña McKenna, who was a witness of the war, said that:*

***"It was never seen before and there are no words to describe the gallantry and determination of the Peruvians. Our enemies seemed like if they dropped from the clouds or as if they grew from the earth. Our bands played martial music and Colonel Lagos requested reinforces, which the Chilean high command start to send to him with desperation"***

*In vain the Chilean officers ordered the troops to regroup. They simply did not obey. Gradually however the chaos ceased with the arrival of reinforcements from the regiments Valparaiso, Caupolican and Santiago. Once reorganized, the Chileans executed another assault and the Guardia Chalaca again was sent to contain them.*



**PERUVIAN ARMY OFFICERS**

Group of Peruvian army officers posing proudly at a photo studio before the battle of Lima. Hundreds of patriotic men like these died during the two-day bloody fight. (Juan Gunther Collection).



**CHILEAN OFFICERS**

A group of high rank Chilean officers posing around their war pavilion, in a picture taken few weeks after the battle of Miraflores. (Juan Gunther Collection).



#### THE RED PRINCE

Chilean Rear Admiral Patricio Lynch, one of the highest Naval Officers, was appointed Governor of Lima in 1881. The son of a British citizen and a Peruvian lady, this Chilean officer fought as a young cadet during the second opium war between China and England. In September 1880 he was placed in charge of a 3,000 man naval raiding brigade who attacked at least ten seaports north of Callao in the Peruvian coast with the goal of destroying private property, seizing merchandise and damaging public works. (Juan Gunther Collection).

*Fanning shouted to his men:*

***Go on! Go on! Guarnicion de Marina, go on!***

*And so, the brave naval officer and his Chalacos charged like demons with the bayonet. The battle reached its peak. At about 17:00 hours the novel Peruvian defenses started to withdraw, but not the Chalacos, who kept fighting until the shadows of the night, without receiving any support. And when there was no more ammunition left the knife and the bayonet remained as the only Peruvian weapons of the bloody fight. And as the number of the Chileans increased the brave Chalacos, without other troops to back them began to fall, one by one, not giving, not asking for quarter. They remained there, in the field, fighting to the end, giving their last drop of blood, knowing that their fate was sealed.*

*From the 524 men of the "Guarnicion de Marina", 400 of them died in combat. From its thirty-seven officers, twenty-three of them perished in action, among them Captain Manuel Pino Diaz, Lieutenant Guillermo Higginson and the Richardson brothers. One of the few officers that miraculously saved his life, though severely wounded, was the brigade's deputy commander, Colonel Andres Suarez.*

*The Chileans had during the battles of San Juan and Miraflores more than 5,000 casualties, including 1,250 deaths. It is clear that the biggest percentage of those casualties was a result of the amazing charge performed by Fanning's brave marines.*

*The rich, fancy and valiant Captain Fanning was also mortally wounded. Agonizing, he was sent in an ambulance to his home, downtown Lima. The next day, January the 16, the 57 old naval officer died in the arms of his wife.*

*His last words were, "I am dying for my country!" and he expired.*

---

(1) Fanning's brigade would be incorporated into the First Army Corps under Colonel Caceres, which was composed of two divisions, reserve and artillery. The First Division was composed of the battalions Guardia Peruana, Cajamarca and 9 de Diciembre. The Second Division had the battalions Junin, Jauja, Lima, Canta, 28 de Julio, Piura, Zepita, Arica, Manco Capac, Ayacucho, Libres de Cajamarca and Columna de Guías. The reserve was composed of the batalion Artillería Volante, Guarnicion de Marina and Canta. The artillery had 2 Rodmans, 2 Parrots and 2 bronze guns. The Chief of Staff of the army was General Pedro Silva.

(2) All men between 16 and 60 years were called for arms.

(3) In this first charge the battalion Jauja supported the Guarnicion de Marina.



**THE RED CROSS**

A picture of a group of members of the Red Cross, whose dedicated job during the war, particularly after the battles of San Juan and Miraflores, helping the wounded, gave a humanitarian face to the conflict. It was people like this who help Commander Fanning and the few survivors of the "Guarnición de Marina" and probably placed the moribund naval hero in the ambulance that took him home, to die in peace. (Juan Gunther Collection).

## EPILOGUE THE PERUVIAN NAVY TODAY

*Peru shares with Argentina, Brazil and Chile the honor of having one of the most modern and professional naval forces in Latin America. Currently the Peruvian Navy has approximately 25,000 personnel, including 2,500 officers, 5,000 conscripts and 3,000 marines. The officer and non-commissioned officer corps include women.*

*The number of naval personnel increased by more than 100 percent and the marines by 150 percent during the 1980s, more rapidly than any other military service. The increase has resulted from the completion during that decade of a modernization program begun during the early 1970s. By the end of the 1980s, the Peruvian Navy had replaced that of Chile as the third largest in Latin America, behind only Brazil and Argentina.*

*The Peruvian Navy is composed of the Pacific Naval Force, the Amazon River Force and the Titicaca Lake Force. By far the most important is the Pacific fleet, with several units, including six submarines, one cruiser, two destroyers, four missile frigates and six missile attack craft.*

*Most of the ships of the fleet are based at the Callao Naval Base; there is also a base at Talara in Piura. The Amazon River Force had four river gunboats and some twenty small craft, most of them at the main base at Iquitos, with a subsidiary facility at Madre de Dios. The Lake Titicaca Patrol Force, based at Puno port, about 12,000 feet above sea level, is composed of a dozen small patrol boats plus the Hospital Ship "B.A.P. Puno", built in England in 1862, yet still in service.*

*The greatly expanded Marine Infantry of Peru includes an amphibious brigade and finally the youngest force, the FOES or Special Operation Forces, the Peruvian version of the US Navy Seals.*

*Six submarines gave Peru a very important underwater fleet in Latin America. These six modern submarines belong to the 209 class and were built for Peru in West Germany. All are conventionally powered with eight twenty one-inch torpedo tubes and had a crew of five officers and twenty-six technicians and enlisted personnel. The other submarines are U.S.-made Guppi and Mackerel class.*

*The cruiser is the former Netherlands Admiral De Ruyter purchased in 1973 and renamed as Almirante Grau. It is the flagship of the fleet. The Almirante Grau was reconditioned in the late 1980s to include eight surface-to-surface Otomat-missiles, in addition to its eight 152-mm surface guns and 57-mm and 40-mm antiaircraft guns. She has a crew of 953 men, including forty-nine officers.*

*Peru has two destroyers, the British made Ferre and Palacios, each refitted to accommodate eight Exocet missile launchers and a helicopter deck in addition to their regular armament of six 114-mm guns and two 40-mm antiaircraft guns.*



**THE REBIRTH OF A NAVY**

A group of proud Peruvian Naval officers in a photo taken at the beginning of the XX Century. Below is the protected Cruiser "Almirante Grau". She was ordered in 1905 to reinforce Peru's fleet. The ship was launched on 27 March 1906. The "Almirante Grau" and her twin ship, "Coronel Bolognesi" were well armed and protected for their time and size. (Officer's photo from the Juan Gunther Collection).



*The Navy also has four modern Lupo-type frigates: Carvajal, Villavisencio, Mariategui and Montero; six fast missile attack craft: Velarde, Santillana, De los Heros, Herrera, Larrea and Sanchez Carrion. Two of the frigates were built in Italy, while the other two sister ships were constructed at the Callao Naval Base under license to the Maritime Industrial Service (Sima-Peru) and launched in the early 1980s. Equipment and armament for each included an Agusta Bell 212 helicopter, eight Otomats, two batteries of surface-to-air missiles and a 127-mm gun. The six missile attack craft, each equipped with four Exocet missiles, were built in France for Peru. These ships are the most important component of Peru's surface navy because of their speed, versatility and recent construction.*

*There is also a Naval Air Force with sixty aircraft, fixed and rotary wing.*



**THE MODERN PERUVIAN NAVY**

Above, part of Peru's submarine force, the biggest in Latin America. Below, the cruiser BAP Almirante Grau, one of the most powerful and modern ships in Latin America, armed with precision guns and computer-operated Otomat missile systems. They reflect Admiral Grau's legacy: A proud and efficient Navy ready to protect the national integrity of the country.





## APPENDIX 1

### *The first Peruvian warships: Their characteristics*

#### Wooden sailing frigates

**Presidente:** Displacement: 1670 tons apx. Dimensions: length 176ft, beam 45ft, draft 15ft (or 53.6m x 13.7m x 4.6m). Armament: 52-guns: 32pdr. and 24pdr. Crew: 550. Commissioned in Peruvian service, 1821. Fate: lost in internal explosion, 18.5.1829.

**Guayas:** Displacement: 1200 tons apx. Dimensions: length 150ft, beam 38ft, draft 12ft (or 45.7m x 13.0m x 3.7m) Armament: 44-guns: 24pdr. Crew: 330. Commissioned: in Peruvian service, 1821. Fate: discarded, c 1830.

**Monteagudo:** No Data.

#### Wooden sailing brigantines

**Belgrano:** Displacement: 310 tons apx. Dimensions: length 101ft, beam 28ft, draft 13ft (or 30.8m x 8.5m x 4.0m). Armament: 18-guns. Crew: 80. Commissioned: in Peruvian service, 1821. Fate: mutinied, 9.12.1822

**Balcarce:** Displacement: 310 tons apx. Dimensions: length 101ft, beam 28ft, draft 13ft (or 30.8m x 8.5m x 4.0m). Armament: 18-guns. Crew: 110 apx. Commissioned in Peruvian service, 1821. Fate: discarded, c 1825.

**Spano:** Displacement: 210 tons. Dimensions: length 85ft, beam 24ft, draft 14ft (or 25.9m x 7.6m x 4.3m). Armament: 18-guns. Crew: 100 apx. Commissioned in Peruvian service: 1821. Fate: discarded, c 1825.

**Prospero:** Displacement: 251 tons. Dimensions: length 92ft, 72ft 9in, beam 25ft 6in, draft 12ft 9in (26.0m, 22.2m x 7.8m x 3.9m) Armament: 12-24pdr, 2-6pdr. Crew: 85. Commissioned in Peruvian service, c 1845. Fate: discarded, c 1870.

#### Wooden sailing Corvettes

**Limeña:** (ex *Thais*). Armament: 20 guns. Commissioned in Peruvian service: 1821.

#### Wooden schooners

**Macedonia:** Displacement: 240 tons. Dimensions: length 90ft, beam 25ft, draft 12ft (or 27.4m x 7.6m x 3.7m) Armament: 15-guns. Crew: 100 apx. Commissioned in Peruvian service, 1821. Fate: discarded, c 1825.

**Estrella:** Displacement: 240 tons apx. Dimensions: length 90ft, beam 25ft, draft 12ft (or 27.4m x 7.6m x 3.7m). Armament: 15-guns. Crew: 100 apx. Commissioned in Peruvian service, 1822. Fate: discarded, c 1825.

**Cruz:** Displacement: 240 tons apx. Dimensions: length 90ft, beam 25ft, draft 12ft (or 27.4m x 7.6m x 3.7m). Armament: 15-guns. Crew: 100 apx. Commissioned: in Peruvian service, 1821. Fate: discarded, c 1825.

**APPENDIX 2**  
*Peruvian warships during the War of the Pacific*

**Ironclads**

*INDEPENDENCIA* broadside ironclad  
*HUASCAR* turret ram ironclad  
*ATAHUALPA* monitor  
*MANCO CAPAC* monitor  
*LOA* casemate ram ironclad (disabled-not used)  
*VICTORIA* monitor (disabled-not used)

**Cruisers**

*UNION* wooden screw corvette  
*APURIMAC* wooden screw frigate (disabled-not used)  
*PILCOMAYO* wooden screw corvette

**Gunboats**

*ARNO* wooden screw gunboat  
*URCOS* wooden screw gunboat  
*CAPITANIA* wooden screw gunboat  
*RESGUARDO* wooden screw gunboat  
*TUMBES* wooden screw gunboat

**Torpedo Boats**

*ALAY* spar torpedo boat  
*REPUBLICA* Herreshoff-class  
*ALIANZA* Herreshoff-class  
*LIMA* spar torpedo boat  
*INDEPENDENCIA* spar torpedo boat

**Transports**

*OROYA* wooden screw transport  
*TALISMAN* wooden screw transport  
*CHALACO* wooden screw transport  
*LIMEÑA* wooden screw transport  
*RIMAC* wooden screw transport  
*ENRIQUETA* sailing brigantine-schooner  
*SAN RAMON* sailing sloop

**Auxiliaries**

*MARAÑON* school ship (pontoon)  
*PACHITEA* pontoon  
*CALLAO* pontoon

### APPENDIX 3

#### *Glossary of the maritime craft mentioned in this book*

##### **PADDLE STEAMER**

*A steam vessel propelled by a pair of paddle wheels amidships or a single wheel astern, driven by a reciprocating engine.*

##### **PONTOON**

*A flat bottomed boat or hollow float of which a number are used to support a temporary bridge.*

##### **SLOOP**

*A vessel with a single mast, fore and aft rigged.*

##### **GALLEON**

*Warship or trading vessel, three masted with a low forecastle.*

##### **BRIGANTINE**

*A two masted craft which is square rigged on the foremast and fore and aft rigged on the main mast.*

##### **SCHOONER**

*Two masted ship with fore and aft sails and two or more masts.*

##### **CARGO VESSEL**

*A craft used for the transportation of cargoes.*

##### **ARMED CARGO VESSEL**

*A vessel used for carrying cargoes, fitted with defensive weapons.*

##### **LIGHT CRUISER**

*Large warship with no armour and a high speed. Used for reconnaissance and raids.*

##### **BATTLESHIP**

*A capital warship, often steam driven, heavily armored with armament of large caliber guns deployed in turrets.*

##### **CORVETTE**

*A flush decked sailing warship with a single tier of guns.*

##### **FRIGATE**

*A three masted fully rigged warship armed with 24 to 38 guns on a single gundeck.*

##### **GUNBOAT**

*A small warship built to operate close to the shore or in river estuaries. Used for shore bombardment and patrol duties.*

## **IRONCLAD**

*Warships constructed of iron plate or with wooden hulls covered by iron plates. Used as a generic name for the first examples of armour plated warships.*

## **TURRET IRONCLAD**

*A warship constructed of iron plate with its main armament mounted in a revolving turret on deck.*

## **SUBMARINE**

*A vessel designed to operate below the surface of the sea.*

## **TORPEDO BOAT**

*A small warship powered by steam engines and armed with torpedo tubes and small guns. Used for coastal anti shipping patrols and warfare in coastal waters.*

### **TEXT CORRECTIONS**

*Page 10, Chapter I*

**SAY:** "THE NAVY DURING THE FIRST YEAR OF THE REPUBLIC"

**SHOULD SAY:** "THE NAVY DURING THE FIRST YEARS OF THE REPUBLIC"

*The introductory paragraph of the said chapter*

**SAY:** ".....while the Argentinean politician Bernardo Monteagudo was appointed as the first War Minister of the new republic".

**SHOULD SAY:** ".....while the Argentinean politician Bernardo Monteagudo was appointed as the first War Minister of the new Republic"

*Page 13, Note (3), second line*

**SAY:** "The Mercedes was transporting 800 hundred passengers..."

**SHOULD SAY:** "The Mercedes was transporting eight hundred passengers..."

*Page 57, Title in the photo*

**SAY:** "This Canonicus class monitor was built by Alex Swift & Co and Niles Work Cincinnati, Ohio, and was launched on June 1865".

**SHOULD SAY:** "Alex Swift & Co and Niles Work Cincinnati, Ohio built these Canonicus class monitors. The first one was launched on June 1865"

*Page 72, Chapter XVI, ninth line*

**SAY:** "However the Treaty would not be satisfactory for the new Bolivian authorities because was it signed by Mariano Melgarejo..."

**SHOULD SAY:** "However the Treaty would not be satisfactory for the new Bolivian authorities because it was signed by Mariano Melgarejo..."

*Page 99, Titles in the photos*

"TWO PERUVIAN NAVAL HEROES" corresponds to the photos on the lower part of the page while the title "TWO YOUNG OFFICERS FROM THE HUASCAR" belongs to the pictures placed on the upper part.

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"HISTORIA GENERAL DEL PERU", TOMO IX, LA REPUBLICA 1844-1879 Y TOMO X  
LA REPUBLICA 1879-1844, RUBEN VARGAS UGARTE

"EPISODIOS MARITIMOS, LAS DOS ESMERALDAS", BENJAMIN VICUÑA  
MACKENNA

### ***About the Author***

*Juan del Campo was born in Lima, Peru. He studied Law at the Catholic University and Diplomacy at the Diplomatic Academy of Peru. A graduated in Law and International Relations, he is a career diplomatic officer who has served in the Embassies of Peru in the Philippines, Israel and the United States. He has held several positions at the Office of Political Affairs of the Ministry of Foreign Affairs, including Executive Secretary of Peru's National Committee for Pacific Affairs, PERUPEC. Currently he is the U.S. Desk Officer of the Bureau for American Affairs at the M.F.A.*

*Mr. Del Campo has written several articles, essays and web pages on XIX century Military History and has been a fellow of the U.S. National Defense University. Currently he has the rank of Counselor in the Peruvian Diplomatic Service.*





From the first naval engagements of a young and inexperienced Republic, to the decisive use of such new weapons as the breech-loading rifle, piercing shells, rapid-fire cannons, ironclad warships, torpedoes and electronic mines during the 1879 War of the Pacific, here are twenty-odd thrilling accounts of the battles and other episodes that were crucial in the development of the modern Peruvian Navy.

Presented from a new and didactic perspective, the book tells us about the great commanders and officers, the strategy and tactics, the victories, disasters and defeats of one of the most important navies in Latin America. These extraordinary episodes from the annals of the Peruvian Navy forever stands as a testament to the strength of will of those brave men of the past who served the motherland under its insignia.

