

Shipwrecks
at
Peruvian Sea
16th to 20th Century
Catalogue

By
Carlos García Granthon

Second Edition
2010

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Shipwrecks at Peruvian Sea
16th to 20th Century Catalogue
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Limafreelance@hotmail.com
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*To everyone who
ventures sailing
into the deep sea
of history*

Carlos García Granthon

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Prologue

Peruvian ports, as headquarters and political axis of the Spanish Viceroyalty in South America, since the first years of conquest became center of collection and shipping to Europe of valuable merchandise and gold from all the adjacent territories, so many treasures were shipped in overstuffed vessels exposed to the fury of the elements, pirate attacks and enemy fleets. Later from the beginning of republican age, remittances of gold and silver toward Europe ceased but new commercial wealth, like the guano and the saltpeter, prompted a more intense maritime commerce along the Peruvian coast. The war of the independence, various conflicts with Ecuador, Colombia, Chile and Spain contributed to increase the number of shipwrecks. Also the frequent earthquakes in Peru, and their consequent tsunamis, have erased from the surface of the sea in one single day more vessels than a long war.

From thousands of ships which have sailed these waters during the last 500 years, many of them did not arrive safe to port or they could not set sail from it. Hundreds of them lie down even in the bottom of the sea, asleep in the marine bed with their valuable load living the dreams of their ghostly crew.

Regarding the lost patrimony and the historic value of those preserved capsules of time, it is estimated that the cargos of gold and silver that rest in the bottom of the Peruvian sea and that even have not been found would reach as much as thirty or so of thousands of million dollars.

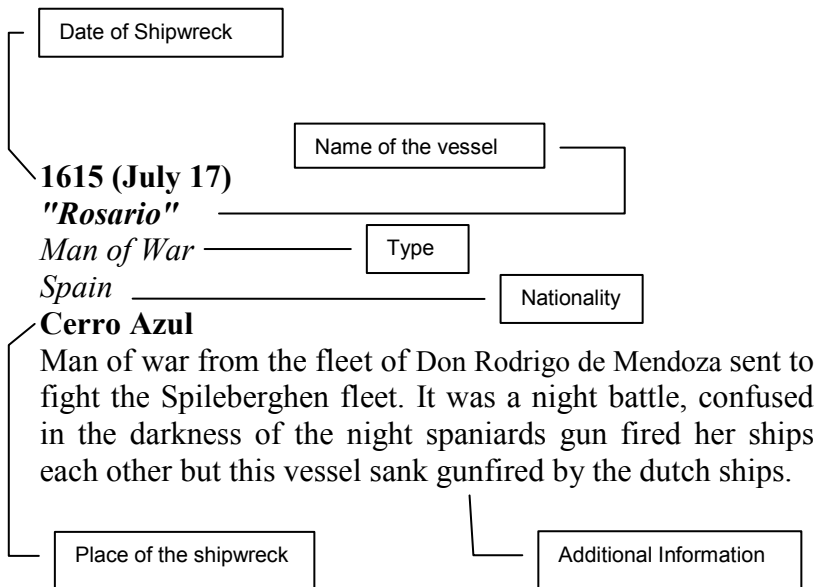
Here is for the reader in this work a listing, in a way of a catalogue, a total of 241 slips of confirmed shipwrecks, which correspond to about 271 vessels, conforming a relation of the most important sinkings since the 16th century to the 20th century, occurred in Peruvian water and/or about ships sailing in foreign water but with course toward or from Peru.

Be noticed here are not all shipwrecks occurred, only the most important ones and/or those that have been able to be corroborated by more than one different source of information, whether a historic file, a contemporary publication or verified testimonies of divers and fishermen.

Each slip of Shipwreck, here shown, has at least two of the three basic elements to identify a sinking; date of the event, name of the vessel and place of the shipwreck. Besides, when it has been possible, complementary information has been added like; class of Vessel, type of load, historic context, etc.

CGG

How to read this book



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Types of Vessels

Barque, barc, or bark.- Is a type of sailing vessel with three or more masts.

Barquentine.- (also spelled **barkentine**, or in Italian **bergantina**) Is a sailing vessel with three mast; with a square rigged foremast and fore-and-aft rigged main, mizzen and any other masts.

Brigantine.- Is a vessel with two masts, only the forward of which is square rigged.

Boat.- Is a small watercraft designed to float and to provide passage across water. Usually this water will be inland (lakes) or protected coastal areas.

Canoe.- Is a small narrow boat, typically human-powered.

Carrack.- (also spelled **Carraca, Caravela, Nao** or in french **Caravelle**) Is a three or four masted sailing ship developed in 15th century for use in the Atlantic Ocean. It had a high rounded stern with large aftcastle and forecastle and bowsprit at the stem.. They were the ships in which the

Portuguese and the Spanish explored the world in the 15th and 16th centuries.

Corvette.- Is a small, lightly armed warship. Corvettes were smaller than frigates and larger than sloops-of-war, usually with a single gun deck.

Cutter.- Cutters had a rig with a single mast more centrally located, which could vary from 50% to 70% of the length of the sailplan, with multiple headsails and a running bowsprit.

Freight liner.- Is a cargo ship sailing on a regular schedule.

Frigate.- The term has been used for warships of many sizes and roles over the past few centuries. A frigate could be any warship built for speed, these could be warships carrying their principal battery of carriage-mounted guns on a single or on two decks (with further smaller carriage-mounted guns usually carried on the forecastle and quarterdeck of the vessel).

Galleon.- Evolved from the carrak in the second half of the 16th century it was a large, multi-decked sailing ship used from the 16th to 18th centuries. Usually very large ships for their time; from 500 to 1000 tons, and the manila Galleons were to reach up to 2000 tons.

Gunboat.- Military watercraft designed for the express purpose of carrying one or more guns to bombard coastal target.

Monitor.- Is a type small warship, a turreted ironclad warships inspired by the original USS *Monitor*; which was neither fast nor strongly armoured but carried disproportionately large guns and was used by some navies from the 1860s until the end of the Second World War.

Man-of-War.- Was the most powerful type of armed ship from the 16th to the 19th centuries, she had three masts, could be up to 200 feet long and could have up to 124 guns: 4 at the front, 8 at the back, and 56 on each side. All these guns required three cannon decks to hold them, one more than any earlier ship. It had a maximum sailing speed of around eight or nine knots.

Pontoon.- Is a flat-bottomed boat, it can be used as a dock.

Schooner.- Is a type of sailing vessel characterized by the use of fore-and-aft sails on two or more masts with the forward mast being no taller than the rear masts.

Scow.- Is a little Schooner with very low boards.

Ship.- Is a big vessel which had, at least, one continuous water-tight deck extending from bow to stern.

Sloop.- A sail boat with a fore and after rig and a single mast farther forward (70% of the length of the sailplan) than the mast of a cutter.

Steamship.- Is a ship in which the primary method of propulsion is steam power, typically driving propellers or paddlewheels.

Submarine.- Is a watercraft capable of independent operation below the surface of the water.

Vessel.- Any kind of ship, boat or craft designed to move on, across or through the water.

Whaleship.- Specialized ship, designed for whaling, the catching and/or processing of whales.

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16th Century

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1578 (September)

"Marigold "

Galleon

England

Strait of Magellan

Vessel of Sir Francis Drake fleet on the way to El Callao¹ and other South Pacific ports. Sunk by a storm taking her whole crew down with her at the south of Desolation Island.

1584 (February)

"Trinidad "

Galleon

Spain

Strait of Magellan

Vessel of the fleet of Sarmiento De Gamboa on his second voyage from the Strait of Magellan sunk at the coast of Dungenes.

1586 (July 09)

"N.A. "

Galleon (03)

Spain

Callao

03 Ships, unidentified, sunk by a tsunami.

1589 (September)

"Jesús María"

Galleon

Spain

Paracas

N.A.

¹ Sir Francis Drake arrived to El Callao the night of February 13, 1579.

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17th *Century*

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1610

"N.A."

Galleon

Spain

Chiclayo

Sunk 2 leagues south of Chiclayo, fraught with 1'000,000.00 Pesos in gold, contemporary divers brought from Philippines rescued only 150,000 Pesos.

1615 (July 17)

"Rosario"

Man of War

Spain

Cerro Azul

Man of war from the fleet of Don Rodrigo de Mendoza sent to fight the Spileberghen fleet, sank gunfired by the dutch ships. It was a night battle.

1615 (July 18)

"Santa Ana"

Man of War

Spain

Cerro Azul

Man of war from the fleet of Don Rodrigo de Mendoza sent to fight the Spileberghen fleet. In the morning after the battle, seeing the admiral and vice-admiral ships were separated from the rest of the Spanish fleet, Spilbergen turned his whole fleet against them. The vice-admiral's ship commanded by Pedro Alvarez del Pulgar eventually sank.² Years later a figurehead was shored and keep in a local church as a Holly Mary statue, at present the figurehead is shown in the naval history museum in El Callao.

² Catalina de Erauso, the *lieutenant nun*, with three crew members escaped swimming of the Santa Ana. This singular woman fought for 18 years in Chile and Peru disguised as a man, under the name of Alonso Díaz Ramírez de Duran.

1624 (May – August)

"N.A."

N.A. (11 ships)

Spain

Callao

Just three days after their arrival, the admiral L'Hermite³ expeditionary force, sacked eight Spanish merchant ships and captured another two and then return to the San Lorenzo island. During the time they remained in front of El Callao, from May 8 to August 14, they sank 11 Spanish ships in combat and captured a still undetermined number of vessels.

1632 (February 17)

"N.A."

Frigate

Spain

Hormigas de Afuera isle

Coming from Panama, fraught with 1'000,000.00 Pesos in gold and 125 slaves, only survived a sailor and the captain; Martín López Caballon who was hanged for losing the vessel.

³ Tragically, on June 2, 1624, Jacques Clerk at the age of 50, died of dysentery, the next day his body is wrapped in "linen sheets" and *Tillit*, a sailor, carried the body to the island where is buried with full military honors on the highest peak of the island. After the funeral, L'Hermite flag continues in his ship to prevent the Spanish noticed of his death. The *Amsterdam* fired 9 shots, the *Delft* fired 7; the *Oramgem* and *Mack*, 5 and others 3, while on land it was thought that the Dutch were celebrating new naval battles. Some time later, when people on the coast were informed of L'Hermite's death, a mob of Spanish plunder his grave and burned his corpse.

1647

"San Nicolás "

Frigate

Spain

N.A.

N.A.

1650

"Santo Tomas de Villanueva"

Frigate

Spain

N.A.

N.A.

1654

"San Francisco de Sortas"

Frigate

Spain

N.A.

N.A.

1673

"San Bernardo "

Frigate

Spain

Chimbote

N.A.

1684

"San Juan de Dios "

Frigate

Spain

N.A.

N.A.

1685

"N.A. "

Frigate

Spain

Callao

Set on fire and sunk, coming from Panamá

1685

"N.A. "

Frigate

Spain

Paita

Fraught with gold and silver

1695

"Begoña"

Ship

Spain

Chimbote

Mouth of Santa river

18th Century

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1746 (October 28)

"San Fermín"

Frigate

Spain

Callao

The tsunami and earthquake which destroyed Lima city and the port of El Callao shored this 30 guns man of war about 1 mile in land, from the wood of her mainmast a white cross⁴ was made and it is still standing up in one corner of the market pointing the exact place of the shipwreck, also her now disappeared figurehead was placed in the Buenos Aires Ave. up to not so many years ago

1746 (October 28)

"Santo Cristo de León"

Frigate

Spain

Callao

Sunk by the tsunami and earthquake which destroyed Lima city and the port of El Callao.

1746 (October 28)

"San Antonio"

Frigate

Spain

Callao

Property of Tomas Costa, shored 2 miles inland by the tsunami and earthquake which destroyed Lima city and the port of El Callao.

⁴ There are 3 white crosses placed at El Callao, one is pointing the San Fermin wreck, other is placed at league inland, pointing the farther place the tsunami reached, the last one is placed in La Punta close to the beach, but nobody remember why.

1746 (October 28)

"Michelet"

Frigate

N.A.

Callao

Property of Adrian Corzi, shored by the tsunami and earthquake which destroyed Lima city and the port of El Callao.

1746 (October 28)

"Socorro "

Frigate

Spain

Callao

Property of Juan Bautista Baquijano, shored inland, at Chucuito beach by the tsunami and earthquake which destroyed Lima city and the port of El Callao.

1746 (October 28)

"N.A. "

N.A. (19 Vessels)

Spain

Callao

19 unidentified ships sunk by the tsunami and earthquake which destroyed Lima city and the port of El Callao.

1746 (October 28)

"San Cristóbal"

Frigate

Spain

Huacho

Sunk by the tsunami and earthquake which destroyed Lima city and the port of El Callao.

.1756

"Nazareno"

Frigate

Spain

Bajos de Rapel (Chile)

N.A.

1759 (August 28)

"Michiloth"

Frigate

Spain

Callao

Set on fire and sunk, coming from Panama.

1761 (October 24)

"San Juan"

Frigate

Spain

Mouth of Rio Bueno river (Chile)

Survivors had to eat corpses of the crew to survive⁵

1761

"Responsos"

Frigate

Spain

Chiloe (Chile)

10 survivors

⁵ See "Gaceta de Lima" May - June 1762

1786 (February)

"San Pedro de Alcántara"

Ship

Spain

Lisboa (60 miles of)

Contemporary divers from all Europe, paid by the king of Spain, recovered 3 tons of gold, 153 tons of silver and 603 tons of copper.

19th Century

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1804

"Nuestra Señora de las Mercedes"

Ship

Spain

Cape Santa Maria (Portugal)

Nuestra Senora de las Mercedes was traveling in a small fleet of four ships returning to Spain from South America, carrying enormous quantities of gold, silver and jewels. She was ordered by the British fleet to sail to England. The senior Spanish officer, Rear-Admiral Don Jose Bustamente, refused and opened fire on the British, leading to a short battle during which the Mercedes exploded. In a letter to Cornwallis, Admiral Moore stated that the four Spanish ships carried 4,436,519 gold and silver pesos, 1,307,634 of which belonged to the king of Spain. After the incident Spain declared war to England. The battle occurred off Cape Santa Maria, Portugal. Recently 17 tons of gold and silver were recovered by *Odyssey Marine Explorations*.

1806 (June)

"Lucy "

Vessel

England

Arica

N.A.

1815 (May)

"Ramoncita"

Schooner

Spain

Callao

N.A.

1819

"San Antonio"

Ship

Spain

Ancón

fraught with gold and silver.

1821 (July 16)

"San Martín"

Man of war, 64 guns, 1350 Tons., crew 456

Chile

Chorrillos

Admiral's ship of the independentist expedition fleet of General Don Jose de San Martin; built in England on 1802 as "Cumberland"; with two bridges, amounted to a total of 64 guns and 1,350 tons. In 1810 she fought with the French warship "Marengo" a 74-gun frigate. Purchased in London by the Chilean government, arrived on May 22, 1818, as part of the First National Fleet. Along with the *Lautaro* frigate captured the Spanish frigate *Reina Maria Isabel* in Talcahuano on October 28, 1818. Ran aground in Chorrillos, Agua Dulce beach, on July 16, 1821. Some objects have been recovered; cannon balls, a bronze cannon.⁶

1822 (January)

"Aguila"

Frigate, 20 cannons, 800 Tons.

Chile

Supe

Vessel of the independentist expedition fleet, soldiers and guns on board, some objects recovered.

⁶ Russian Cannon, from the O'Higgins frigate.

1823 (January 30)

"Trujillana"

Frigate

Peru

Paracas

Vessel of the independentist expedition fleet

1824 (February 25)

"Santa Rosa" (Chacabuco)

Corvette, 387 Tons.

Peru

Callao

Vessel of the independentist expedition fleet, sunk to avoid be caught by the realist forces which still control the Real Felipe fortress and the port of El Callao.

1824 (February 25)

"Venganza" (Guayas)

Frigate, 44 Guns

Peru

Callao

Vessel of the independentist expedition fleet, sunk to avoid be caught by the realist forces which still control the Real Felipe fortress and the port of El Callao.

1824 (November 11)

"General Moyano"

Brigantine

Spain

Chilca

Spanish corsary ship, fought and sunk some independentist vessels in combat.

1826 (February 06)

"Luisa"

Frigate

England

Barranco (Lima)

N.A.

1828

"Caledonia"

Frigate

England

Callao

N.A.

1829 (May 24)

"Protector" (Prueba / Presidente)

Frigate 52 Guns, Complement 257

Peru

Guayaquil (Ecuador)

In the battle of Guayaquil, the frigate Protector, received 89 gun shots on the night of november 23 to 24, 1828, and ran aground near Las Cruces, opposite the city. The next day when it was refloated, one last shot from the Grancolombian forces killed Vice Admiral Guise. Valle Riestra, his secretary on board, took command of the ship and the command of the fleet was taken by Lieutenant Jose Boterin, captain of the corvette that had received 23 gunshots. Boterin led the fleet to Punta Piedras in the mouth of the Guayas, to pay tribute to Guise and sent his body to Lima⁷. Unfortunately an accidental fire on the frigate

⁷ The city of Guayaquil, surrendered on January 19, 1829 to Lieutenant Jose Boterin, but was occupied effectively on 1st February when Captain Hipolito Bouchard commanded the fleet, General Simon Bolivar, who would not recognize a loss to the Peruvians, in a letter to Antonio Gutierrez de la Fuente of June 25, 1829, mentions that Guayaquil capitulated to the French sailor and not to Boterin.

Protector, which occurred on May 24, 1829, reaches her magazine and the ship exploded in mouth of river Guayas. As a result of fire, Bouchard was relieved as Admiral of the fleet, but retaining his grade of Captain (assets, without destination).

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1831 (July)

"Independencia"

Corvette 34 Guns, 856 Tons., Complement 214

Peru

Talcahuano (Chile)

Some people say she survived and was sunk later in El Callao being used as freight platform.

1839 (12 de January)

"Arequipeño"

Brigantine

Chile

Casma

Combat of Casma; Peru Bolivia Confederation – Chile war.
Jean Blanchet dies⁸

1840 (May 10)

"Francisca"

Schooner

Peru

Chiclayo

Port of Santa Rosa N.A.

⁸ In late 1838, the Peru Bolivia Confederation chartered a fleet commanded by the French privateer Jean Blanchet, with orders to destroy the Chilean navy for a reward of 200,000 pesos.

1843

"San Francisco"

Scow

Peru

Callao

Ran a ground at El Camotal⁹

1843 (March)

"Tescua"

Brigantine

Colombia

Gorgona Island

On the way from Trujillo (Peru) to Buenaventura

1843 (March 18)

"Rosa"

Barca

Peru

Islay

Fraught with guano

1844 (September 20)

"Manuel"

Brigantine

Chile

Lobos de Afuera Isle

N.A.

⁹ Band of shallow wather and reefs between La Punta beach (El Callao) and San Lorenzo Island.

1845

"Yungay"

Corvette, 21 Guns, 680 Tons.

Peru

Islay

Arrested by the Royal Navy and abandoned by her crew. Previously she was the merchant "General Bulnes", registered in Guayaquil. Acquired in October / December, 1841. In 1842, during the civil war in Peru, fought with the barque "Limeña" near Paita. Later, after July 9, 1843 arrived to Arica to join the naval forces for the port blockade. It was one of the four ships (with the barque "Limeña" and the schooners "Alerta" and "Paquete Peruano") which, after having supported the general Manuel Ignacio de Vivanco until July 24, 1844 and blockaded for more than a year the ports of Arica and Islay, recognized the new government. From August 14, 1844 until November 14, 1844 these four warships were "arrested" on Islay by the frigate HMS "Dublin" (which joined the frigate HMS "Fisgard" and "Talbot", and as the steamer "Cormorant"). The "Yungay" was from August 13 the flagship of brigadier general Carlos Lagomarsino, who due to successive hostile actions of the Royal Navy, protested on 14 and 21 August, after which on August 29 he landed the crews of four vessels (except two cadets and 12 sailors of the "Yungay" and a very reduced crew in the other ships). Finally, on September 16, Lagomarsino ordered to strike the colors and to abandon ships, leaving the fleet to the responsibility of the Royal Navy. In that period, their commander was Lieutenant Commander Joseph Rosendo Carreño, later replaced by Captain Juan Jose Panizo, who notes that *"The fleet remained in Islay without having taken in charge by the Peruvian authorities, and eventually lost completely. Lost in Islay in 1845"*.

1845

"Alerta"

Schooner

Peru

Islay

Arrested with the corvette “Yungay” the barque "Limeña" and the schooner "Paquete Peruano” by the Royal Navy and abandoned by her crew.

1845

"Paquete Peruano"

Schooner

Peru

Islay

Arrested with the corvette “Yungay” the barque "Limeña" and the schooner "Alerta” by the Royal Navy and abandoned by her crew.

1845

"Limeña" (Santa Cruz)

Barque, 12 guns, 650 ton.

Peru

Islay

Arrested with the corvette “Yungay” and the schooners "Paquete Peruano” and “Alerta” by the Royal Navy and abandoned by her crew.

1845

"Barbarita"

Canoe

Peru

Islay

Arrested by the Royal Navy and abandoned by her crew.

1845

"Elizabeth"

Boat

Peru

Islay

Arrested by the Royal Navy and abandoned by her crew.

1845 (July 06)

"Libertad" (Restauradora)

Frigate 24 Guns, 632 Tons., crew 124

Peru

Islay

N.A.

1846

"Místico Milagro"

Vessel

Peru

Arica

N.A.

1846

"Jose"

Boat

Peru

Cabo Blanco

N.A.

1846 (June 11)

"Carolina"

Brigantine

Peru

Chincha

N.A.

1846 (June 11)

"Pisqueña"

Schooner

Peru

Chincha

N.A.

1846 (July 11)

"Paquete de Iquique"

Schooner

Peru

Iquique

N.A.

1846 (July 26)

"Bella Carmen"

Schooner

Peru

Chincha

N.A.

1846 (July 26)

"Carmen Ligera"

Sloop

Peru

Chincha

N.A.

1846 (July 30)

"Lucia"

Schooner

Peru

Iquique

N.A.

1847 (May 24)

"Rimac"

Cutter

Peru

Bujama

N.A.

1848 (July 06)

"Joven Federico"

Brigantine

Peru

N.A.

Sailing from Realejo to El Callao.

1848 (September)

"Tres Amigos"

Brigantine

Peru

Paita

N.A.

1849

"Congreso"

Brigantine

Peru

Cerro Azul

N.A.

1849 (September 15)

"Infatigable"

Brigantine

Peru

Tumbes

Mouth of the Tumbes river

1850 (June 20)

"Rodman"

Brigantine

USA

Strait of Magellan

N.A.

1851

"Governor Davis"

Frigate

USA

Callao

N.A.

1851 (January)

"Ana"

Frigate

Chile

Chaviña

N.A.

1851 (January 13)

"Fanchon"

Frigate

USA

Sechura

N.A.

1851 (October 06)

"General Castilla"

Barque

Peru

Ballestas isles

Fraught with guano

1851 (October 13)

"Lord Wellington"

Frigate

England

San Lorenzo island

N.A.

1851 (November 16)

"Cassandra"

Frigate

England

San Jose

N.A.

1852 (January)

"Sarah Johannes"

Brigantine

Dinamarca

Callao

Ran aground at El Camotal¹⁰

1852 (June)

"Valparaíso"

Brigantine

Chile

Islay

N.A.

¹⁰ Band of shallow water and reefs between La Punta beach (El Callao) and San Lorenzo Island.

1853 (January 24)

"Brandt"

Frigate

England

Asia Isle

N.A.

1853 (April 05)

"Jowa"

Frigate

Peru

Valparaiso

San Antonio

1853 (May 21)

"Dominga"

Brigantine

Peru

Supe

N.A.

1853 (August 16)

"Leona"

Schooner

N.A.

Callao

N.A.

1854 (May 02)

"Mercedes"

Frigate

Peru

Casma

Transporting troops for the civil war between president Ramon Castilla and Echenique, over 800 casualties, her commander Juan Noel y Lastres preferred to die going down with the ship.

1854 (October 07)

"Francisca y Carlota"

Barca

Mexico

Cerro Azul

N.A.

1855 (March 01)

"Rimac"

War ship, wheel propelled, 6 guns, complement 121

Peru

Marcona

Ran aground on Pta San Juan, Leonas beach¹¹. First steam powered war ship in the Pacific coast of Sudamerica, transporting soldiers (400), logistics, and payment in gold for the troops to Mollendo; only 60 survivors. Some objects have been recovered.

¹¹ The big iron deposits of the area altered the compass and ran aground.

1855 (August 09)

"Marcial"

Schooner

Peru

Colan

N.A.

1855 (September 05)

"Terry"

Brigantine

Peru

Mazorca Island

Ran aground at Pambera banks, between Huacho and Chancay

1857 (November 14)

"Elizabeth"

Barca

England

Iquique

N.A.

1858

"Carolina"

Brigantine

Peru

Pisco

N.A.

1858 (November 11)

"Highlander"

Pontoon

N.A.

Arica

N.A.

1859 (September 26)

"Palmira"

Barque

England

Chiclayo

San Jose Cove

1861 (September 02)

"Columbus"

Whaleship

USA

Negritos

N.A.

1862 (March 19)

"Bella Victoria"

Barca

Peru

Callao

N.A.

1862 (July 31)

"Bella Isleña"

Frigate

Peru

Chincha islands

N.A.

1862 (November 12)

"Apurimac"

Brigantine

Peru

Humphrey islands

N.A.

1862 (November 12)

"Manuelita Costas"

Schooner

Peru

Humphrey islands

N.A.

1863

"Atrevida"

Schooner

Peru

Callao

N.A.

1863

"Mexico"

Steam ship

Spain

N.A.

N.A.

1863 (May 06)

"Donaire"

Schooner

Peru

Callao

N.A.

1863 (November 03)

"Ocean Pearl"

Frigate

USA

Callao

N.A.

1863 (December 31)

"Manuela"

Barque

Peru

Las Hermanas isle

N.A.

1864

"Westward Ho"

Frigate

N.A.

Callao

N.A.

1864 (January 25)

"Agustine"

Frigate

France

Chincha Islands

Fraught with guano.

1864 (June 08)

"Chañaral"

Barque

England

Arica

N.A.

1866 (January 15)

"Amazonas"

Steam Frigate, 34 Guns, 1743 Tons., Complement 200

Peru

Abtao

Ran aground at Abtao island, Pta. Quilque, when sailing to join the Peru – Chile fleet against the Spanish at Abtao. Previously, on 1858, she sailed around the world.

1868

"Unión Americana"

Barque

N.A.

Callao

Ran aground at El Camotal¹².

1868 (March 11)

"Tudor"

Frigate

England

Callao

N.A.

1868 (August 13)

"America"

Steam Corvette, 2016 Tons., 14 guns, 2,700 H.P.,

Complement 137

Peru

Arica

Formerly "Texas" but built in secrecy in Nantes as the "San Francisco" for the Confederate States on 1864. Sold to Peru the same year and renamed "America". Destroyed by a tsunami . No survivors

1868 (August 13)

"Chanarcillo"

Schooner

Peru

Arica

Destroyed by a tsunami . No survivors

¹²Band of shallow water and reefs between La Punta beach (El Callao) and San Lorenzo Island.

1868 (August 13)

"Regalon"

Schooner

Peru

Arica

Destroyed by a tsunami . No survivors

1868 (August 13)

"Wateree"

Frigate

USA

Arica

Destroyed by a tsunami . Her boilers are still inland pointing the place of the wreck.

1868 (August 13)

"Freedonia"

Frigate

USA

Arica

Destroyed by a tsunami . No survivors

1868 (August 13)

"Channacelia"

Barque

England

Arica

Destroyed by a tsunami. No survivors.

1868 (November 09)

"Mateo"

Barque

Italia

Cape Horn

N.A.

1869 (January 13)

"Arica"

Steamship

England

Pacasmayo

South of Pacasmayo

1869 (January 23)

"Santiago"

Steamship

England

Strait of Magellan

4 miles off Port Mercy

1869 (March 09)

"Reyes"

Steamship

Peru

Caribbean sea

1869 (October 29)

"John Bright"

Barque

England

Paíta

N.A.

1869 (December 10)

"Mirella"

Frigate

England

Guañape isle

Southern Isle

1869 (December 18)

"Kendrick Fish"

Frigate

USA

Callao

N.A.

1870 (March 07)

"Annie M. Palmer"

Barque

USA

Guañape Isle

Southern Isle

1870 (March 23)

"Nueva Idea"

Schooner

Peru

Cerro Azul

N.A.

1870 (June 14)

"Ecuador"

Steamship

N.A.

Supe

N.A.

1870 (July 16)

"Governor General"

Frigate

England

Talara

N.A.

1870 (November)

"Nieves Martínez"

Frigate

Guatemala

Iquique

N.A.

1870 (December 17)

"A.A. Drebert"

Barque

England

Iquique

Molle cob

1871 (January 23)

"Favorite"

Steamship

N.A.

Callao

N.A.

1871 (June)

"Benedicte"

Barque

Noruega

N.A.

N.A.

1871 (June)

"Wealth of Nations"

Frigate

England

Hormigas isle

N.A.

1872 (January)

"Cosmopolita"

Barque

Peru

Tumbes

Banks of Chupador and Tembleque

1873 (January 13)

"Siam"

Frigate

England

Strait of Maguellan

N.A.

1873 (February 04)

"Isabel"

Scow

Peru

San Lorenzo Island

SSO 40 miles off

1873 (July 24)

"Sestri Ponente"

Steamship

Italy

Guañape Isle

N.A.

1873 (October 23)

"Elvira"

Schooner

Peru

Huacho

45 miles off Huacho

1875

"Paita"

Steamship

England

N.A.

N.A.

1875

"Profesor Aire"

Barque

England

N.A.

N.A.

1875 (August 18)

"Albert Gallatin"

Barque

England

N.A.

N.A.

1875 (September)

"Camilo Cavour"

Frigate

Peru

N.A.

Sunk somewhere between Oregon and El Callao

1875 (September 01)

"New Wavemore"

Barque

England

Patagonia

N.A.

1875 (September 25)

"Nory"

Frigate

Noruega

Chiclayo

50 miles north of Pto. San Jose

1875 (October 11)

"Liguria"

Frigate

Costa Rica

N.A.

N.A.

1875 (December 01)

"Hellen Morris"

Steamship

USA

N.A.

Sunk somewhere between England and San Francisco.

1876

"N.A. "

Balandra

Peru

Ancón

N.A.

1876

"Fortuna"

Barque

Italy

Falkland Islands

N.A.

1876 (February 11)

"Etelvina"

Barque

Peru

Lobos de Tierra isle

28 miles south of isle and 31 miles north off Pto. San José

1876 (July 13)

"Chanchamayo"

Gunboat

Peru

Sechura

Close to false Pta. Aguja

1877 (March 07)

"Dos Amigos"

Scow

Peru

Macabí Island

N.A.

1877 (May 09)

"María Antonieta"

Barque

Italy

Punta Lobos

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

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1877 (May 09)

"Sham Rock"

Barque

USA

Punta Lobos

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Gabain"

Frigate

England

Pabellón de Pica

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Alida"

Frigate

England

Pabellón de Pica

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Lady Bellane"

Frigate

England

Pabellón de Pica

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Drot 1"

Steamship

Noruega

Pabellón de Pica

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Drot 2"

Steamship

Noruega

Pabellón de Pica

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Silvia B."

Barque

Italy

Pabellón de Pica

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Pietro B."

Barque

Italy

Pabellón de Pica

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Petronila"

Barque

Peru

Pabellón de Pica

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Geneva"

Frigate

USA

Guanillos

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Avon More"

Frigate

England

Guanillos

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Conference"

Frigate

England

Guanillos

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Conway Castle"

Frigate

England

Guanillos

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Garbin"

Pontoon

N.A.

Guanillos

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Garbin"

Scow

N.A.

Guanillos

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Fennos Woll"

Barque

Germany

Iquique

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Grimanesa"

Steamship

Peru

Iquique

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (May 09)

"Herman"

Scow

Holland

Iquique

One of the 19 vessels destroyed by a tsunami on that day from Pisco to Antofagasta.

1877 (October 08)

"Miguelito"

Barque

Guatemala

Cerro Azul

N.A.

1877 (November 29)

"Miami"

Barque

England

Iquique

N.A.

1878 (February 24)

"Minie Graham"

Barque

England

Hormigas de Afuera Isle

N.A.

1878 (May 14)

"Catterina Chiazzaro"

Barque

Italy

Chincha Islands

North of Island

1878 (December)

"Valle de Chincha"

Steamship

Peru

N.A.

N.A.

1878 (December)

"Nuevo Colon"

Steamship

Peru

N.A.

N.A.

1879 (May 21)

"Esmeralda"

Corvette, 854 tons. 22 Guns, Complement 199

Chile

Iquique

Sunk by gunfire of the "Huascar", monitor of the Peruvian fleet in the battle of Iquique. Her captain Arturo Pratt died.

1879 (May 21)

"Independencia"

Ironclad, 3300 Tons, 20 Guns, 1,550 H.P., Complement 375.

Peru

Iquique

After participating in the battle of Iquique, in the same day, she was ran aground in the battle of Punta Gruesa when persecuting the "Virgen de Covadonga", schooner of the Chilean navy.

1880 (May 04)

"Sofía"

Balandra

Peru

Sama

N.A.

1880 (May 10)

"Saucy Jack"

Brigantine

Peru

Callao

Sunk by gunfire from the monitor *Huascar* participating in the blockade to El Callao., now sailing under Chilean flag after being captured by the chilean navy at the battle of Angamos when her Captain Miguel Grau Seminario was killed.

1880 (May 25)

"Independencia"

Gunboat, 01 Gun and 01 machinegun

Peru

Callao

Gunboat remaining from the "Independencia" ironclad, sunk by gunfire.

A hand launched torpedo to the enemy Janequeo Chilean torpedo boat exploded to close destroying her and killing 3 occupants.

1880 (May 25)

"Janequeo"

Armored Torpedo Boat, 02 Torpedos, 2 guns

Chile

Callao

Sunk by gunfire

A hand launched torpedo from the Independencia exploded on deck, her crew, except 2, got safe on a close pontoon.

1880 (June 07)

"Manco Capac"

Monitor, 2,100 tons., 2 Guns, Compliment 85

Peru

Arica

Was scuttled after the battle of Arica to avoid be captured by the enemy.

Formerly the USS *Oneota*, a coastal monitor built at Cincinnati, Ohio, by Alexander Swift & Co., and by the Niles Works, was launched on May 21, 1864. Sold to Peru

on April 13, 1868 together with her sister-ship *Catawba* and renamed Manco Capac and Atahualpa respectively (the first and the last Inka of the empire). On October 08, 1879, the Chilean fleet caught the Peruvian monitor *Huáscar* after being riddled by Chilean gunnery in the battle of Angamos. Repaired and under Chilean command, on 27 February 1880 the *Huáscar* attacked the Peruvian forces at Arica, fighting an inconclusive duel with the *Manco Cápac*. The city fell in June 7th after a quick and short battle and the *Manco Cápac* was scuttled to prevent capture. The sunken hulk still exists and is mostly intact, being located in 2007, lying 2½ miles offshore in 100 feet of water, according to reports from the University of Tarapacá in Arica, Chile.

1880 (June 07)

"Alianza"

Torpedo boat, 2 torpedos, 7 tons., Compliment 7

Peru

Picota cob

Destroyed by her crew after the battle of Arica to avoid be captured by the enemy.

1880 (December 10)

"Loa "

Schooner, 1657 tons, 3 Guns, complement 150

Chile

Callao

Mouth of Chillón river, exploded and sunk when rising on board a captured Peruvian boat with an explosive trap, killing her commander and 117 men.

1880 (September 13)

"Virgen de Covadonga"

Schooner, 7 Guns, 630 Tons.,

Chile

Chancay

Exploded and sunk when rising on board a captured yacht with an explosive trap.

"La Virgen de Covadonga", also known as Covadonga, was a schooner built in Spain and launched in 1859. She served in the Pacific Ocean Spanish fleet. Later was captured by the Chilean corvette Esmeralda in the combat of Papudo on November 26, 1865¹³. Was commissioned into the Chilean Navy on December 4, 1865 and participated, with Chilean flag in the naval battle of Abtao against Sanish fleet. On May 21, 1879, the Covadonga involved briefly in the battle of Iquique. That same day got the Peruvian ironclad Independencia ran aground during the Naval Battle of Punta Gruesa. On October 8, the Covadonga participated in the battle of Angamos. She also participated in the blockade of Arica since April 1880. After the Battle of Arica on June 07, is sent to the blockade of El Callao, where she was commissioned on 21 August, to bombing Ancon. On September 1st she was commissioned to bombing Chancay, and to relieve the gunboat Pilcomayo. A few days later, on September 13, 1880, the Covadonga was 500 m from the beach of Chancay gunfiring to destroy a railroad bridge, but the commander, Paul de Ferrari, decided to rise on board a luxury yacht which exploded at his side. This action killed the Commander and 31 of her crew, 48 survivors were taken prisoners, and 29 others escaped in a boat that reached Ancon at 10 pm, being picked up by the Chilean gunboat Pilcomayo.

¹³ Her capture motivated the suicide of Spanish Admiral Juan Manuel Pareja.

1881 (January 01)

"Republica"

Torpedo boat, 2 torpedos, 7 tons., complement 7

Peru

Ancon

Was scuttled and destroyed by her crew after the battle of Ancon to avoid capture by the enemy.

1881 (January 16)

"Toro"

Submarine, Lenght 48', complement 11

Peru

Callao

Was scuttled with the other ships of the Peruvian fleet to avoid be captured by the enemy.

In 1864, Federico Blume Othon, designed the first submarine for the Peruvian Navy after the Spanish Pacific fleet occupied the Chincha Islands. She floated and could dive by opening the seacock and filling the ballast tanks. It could also vent the air being submerged using the principle of the snorkel. The war with Spain however ended on 1866, and the submarine was never built. During the war with Chile, Blume once again offered his services to the Peruvian Navy and, by June 1879, financed the project with his own resources at a factory property of the *Piura-Paita Railroad*. The submarine could be operated manually by eight men of a total crew of eleven who, at the same time, could move the air fans and the water pump. On October 14, 1879, the Toro was tested off the coast of Paita proving that the submarine could reach a depth of 32 feet and a maximum speed of 4 knots. She was brought to El Callao, hidden in the transport *Limeña* and, by July 1880, the Toro made her first official immersion, remained submerged for

30 minutes without any damage, The mission conferred to the *Toro* was to sail at night towards either of the enemy ironclads *Almirante Cochrane* or *Blanco Encalada*, which were anchored at the San Lorenzo Island a few kilometers off El Callao, pulling four torpedoes, which activated by a time device would explode and sink the objectives. However, meanwhile *Toro* was preparing attack and already under 36 feet of water, the Chileans, informed by their spies of a Peruvian *secret and powerful weapon*, moved their ships to the south and the mission was aborted.

1881 (January 16)

"Unión"

Corvette, 14Guns, 2,016 Tons., 2,700 H.P., Complement 137

Peru

Callao

Was scuttled and destroyed by her crew to avoid be captured by the enemy.

Formerly "Georgia" but built in secrecy in Nantes as the "Shangay" for the Confederated States on 1864. Sold to Peru the same year and renamed "Union". Was active in the rebel fleet in Peruvian civil war of 1865 and fought with the Apurimac. She participated in the battle of Abtao on February 7 and 8, 1866 against the Spanish fleet. Later in the war with Chile the Union participated in the battle of Chipana, was presented at the battle of Angamos, and in several attacks to Chilean ports and vessels. By 1880 when remaining in the port of El Callao and blockade by the Chilean fleet, the Union was disarmed and some of her guns were placed at the San Cristobal hill to protect Lima.

1881 (January 16)

"Apurímac"

Frigate, 20 Guns, 1,666 Tons., 300 H.P., Complement 200
Peru

Callao

Was scuttled and destroyed by her crew to avoid be captured by the enemy. The *Apurímac* was ordered in August, 1852 and build in the Richard & Harvey Green Shipyard in London, under the supervision of the Chilean Captain Jose Maria Salcedo, who served in the Peruvian Navy. The ship was commissioned in August, 1855 and arrived at the port of Callao on November 12, 1855. She participated in Peruvian Civil War of 1856-58; renamed *Callao* by President Castilla on April 28, 1858 the frigate participated in the blockade of Guayaquil under the command of the Admiral Ignacio Mariátegui as flagship of the Peruvian Navy. The blockade started on November 4, 1858; and lasted for a year until the assault and capturing of the port in November, 1860. After the campaign, the frigate was laid up in a floating dock near the San Lorenzo island, but on December 17, 1860 the ship sank along with the dock. On board the ship was her commander, Captain Silva Rodríguez and the entire crew, including cooks, musicians and visitors from Callao. The ship rolled to port, killing 100 people, including crew and dock operators, and leaving 88 wounded. The ship was almost raised on April 16, 1863, but she sank again. The ship was finally raised and beached in the San Lorenzo island on September 11, 1863 and was renamed *Apurímac* again. The start of the Civil War of 1865 caught the *Apurímac* without masts, nevertheless the frigate participated in the bombardment of Arica that same year. Still unmasted, she was the ship who opened fires in the battle of Abtao on February 7, 1866. After her arrival at Callao, the ship received general repairs and was finally masted, serving until 1873 when her boilers and engine became unusable and were removed, then the frigate was

recommissioned as a training vessel. The frigate continued serving in that role until the start of the War of the Pacific, when the *Apurimac* remained in Callao harbor as a hulk during the first part of the war. Later she escaped damage from the continuous attacks of the Chilean Navy during the blockade of Callao between 1880 and 1881, but after the defeat of the Peruvian Army, Captain Manuel Villar, ordered during the night of January 16, 1881 the destruction of the port defenses and the remaining ships of the Peruvian Navy.

1881 (January 16)

"Atahualpa"

Monitor, 2,100 tons., 2 Guns, Complement 85

Peru

Callao

Was scuttled and destroyed by her crew to avoid be captured by the enemy. Formerly *USS Catawba* was launched on 13 April, 1864 by Alexander Swift and Co., Cincinnati, Ohio and acquired by Peru on 2 April, 1868 and she was renamed *Atahualpa*. The monitor sailed from New Orleans in early January 1869 arriving in Peru in June 1870. The *Atahualpa* deteriorated quickly in the Pacific. When the war with Chile was declared in 1879, she was in very poor condition. In May 1879, the *Atahualpa* was to sail from Callao to Arica. However, her engines broke down a few miles out of the port and the monitor had to be towed back to Callao, where she remained. On 11 December 1880, the Chilean fleet staged off Callao and started firing at the port at ranges of up to 4.0 miles. The *Atahualpa*, escorted by a tug, carried out a long range battle with the Chilean fleet. After having defending the port so many times; on 16 January 1881, her crew was forced to scuttle the *Atahualpa* to prevent her capture by advancing Chilean forces. The *Atahualpa* was raised that same year, used as hulk, finally discarded around 1910 and presumably scrapped.

1885

"Merceditas"

Schooner

Colombia

Paita

N.A.

1886

"Nº 20"

Bote

Peru

Tambo de Mora

N.A.

1886 (April 17)

"María del Rosario"

Balandra

Peru

Mala

N.A.

1887

"Nº 2"

Boat

Peru

Salaverry

N.A.

1888 (July 05)

"Anita Garibaldi"

Schooner

Peru

San Lorenzo Island

N.A.

1889

"Santiago"

Boat

Peru

Callao

Sailing from Callao to Huacho

1890 (October 08)

"Mancora"

Barque

Peru

N.A.

N.A.

1892

"N° 21"

Boat

Peru

Ancón

N.A.

1895

N.A.

Boat

Peru

Mollendo

N.A.

1895

Italia

Steam Liner

Italy

Marcona

Ran aground on Pta San Juan, Leonas beach¹⁴

1895 (November 04)

"Mineral"

Steam Liner

England

Zorritos

N.A.

1899 (January 02)

"Bass Rock"

Barca

Noruega

N.A.

Ran aground

¹⁴ The big iron deposits of the area altered the compass and ran aground.

Carlos García Granthon

20th Century

Carlos García Granthor

1910 (July 26)

"Huallaga"

Steamliner , 3305 Tns.

Peru

Salaverry

Lost by fire at sea, south of Salaverry

1924 (August 15)

"Mario"

Barque, 04 mast, 2528 Tns

Peruvian

Lobos Island (Mexico)

Built in 1889 by Russell & Co., Port Glasgow, Yard No 200 for W.J. Fernie as the SIR ROBERT FERNIE. In 1907 she was sold to Reederei Gesellschaft "Nord" m.b.H. (Hubert Bode) Hamburg and renamed Elisabeth. On the 14th June, 1908 she was sold at auction after the bankruptcy of the company to Compañia Peruana de Vapores, Callao, Peru, and used as a storage hulk. In 1917 she was towed to San Francisco and riggered as a four mast barque. In 1922 she was renamed Mario. On the 15th August 1924 she ran aground and was wrecked at Lobos Island when chartered to load guano at Lobos de Tierra for London.

1941 (April 1)

"Friesland"

Steamliner, 6,310 tons.

Germany

Paita

Built on 1925 and property of the Hamburg-Amerikanische-Packetfahrt AG., of Hamburg, was scuttled and set on fire by her crew to avoid capture once Peru was involved into the WWII.

1941 (April 1)

"Leipzig"

Steamliner, 6,898 tons.

Germany

Callao

Built on 1938 and property of the Norddeutscher Lloyd, of Bremen, was scuttled and set on fire by her crew to avoid capture once Peru was involved into the WWII.

1941 (April 1)

"Monserrate"

Steamliner, 5578 tons.

Germany

Callao

Built on 1938 and property of the Hamburg-Amerikanische-Packetfahrt AG., of Hamburg, was scuttled and set on fire by her crew to avoid capture once Peru was involved into the WWII, captured, ran aground and repaired by the Peruvian Navy was renamed "B.A.P. Callao" and was still on duty on 1970.

1941 (April 4)

"Munchen"

Steamliner, 5,619 tons.

Germany

Callao

Built on 1936, property of the Norddeutscher Lloyd, of Bremen, was scuttled and set on fire by her crew to avoid capture once Peru was involved into the WWII.

1962 (October 29)

"Caplina"

Steamliner

Peru

Chorrillos

Ran aground in La Herradura beach¹⁵. Built on 1912 in Southhampton as the "Kyle Star", sold to Hanseatica Co. of Lima, Peru on 1950 and renamed "Caplina". The portion of the beach facing to the wreck was named after the ship.

1976 (September 10)

"Rimac" (?)¹⁶

Submarine, Balao Class

*Peru (?)*¹⁷

Valparaiso

Sunk in combat with depth charges at Marga-Marga, Viña del Mar. On September 10, 1976 when the Chilean navy

¹⁵ There is an urban legend about an unidentified old man who was found on 1990 drowned at the same beach, possibly a suicide, he was found with only a bank note issued on 1962 into his pocket, people say he was the disappeared captain of the Caplina who came to die, 26 years later, to the same place where his ship lies. Also a fiction story has been published about on 1999.

¹⁶ The name "Rimac" does not exist in the records of the Peruvian Navy since 1855, but a doubt exists about the availability of a pennant number 47 of the ships listing at the time. It has been established that during the crisis with Chile, when a submarine was not operative, another of the same class changed her name on each sailing to confuse enemy and it was very difficult to establish if one of them was missing. Years later, on 1981 when the Peru – Ecuador conflict starts; both of the two operative Peruvian Balao class submarines were seen together at port, also there was an incident when "Pacocha" rammed the "La Pedrera" binding her propeller, but Peru bought three submarines from U.S. Navy on 1975 not only two (USS Atule, USS Sea Poacher, and USS Tench).

¹⁷ Maybe Russian.

was ready to sail on, in Valparaíso, to participate in Operation Unitas with vessels of the U.S. Navy, was detected the nearby presence of two submarines. After verifying that the units were not Chileans, the order to attack the targets was given. One was identified as a nuclear submarine (Soviet apparently) and the other conventional type. The first scaped rapidly toward the west, while the second one continued northward parallel to the coast, and was attacked with depth charges. It was confirmed her sinking with all hands in a nearby stream to Viña del Mar. According to some eyewitnesses, the submarine was Peruvian, but Peru or Chile authorities never talk about it. In 1983 the Chilean navy divers covered the wreck with an steel mesh.

1988 (August 26)

"Pacocha"

Submarine, Balao Class, 1870 Tons, Complement 52

Peruvian

Callao

Formerly "USS Atule" (SS-403) launched on March 6, 1944; participating actively in WWII and credited for sinking the following Japanese ships; *Asama Maru*, *Minesweeper Number 88*, *Santos Maru*, *Taiman Maru Number 1*, *Coast Defense Vessel Number 6*, and *Coast Defense Vessel Number 16*. After war she participated in operation Nanook, NATO and Unitas operations sailing in the Pacific, Atlantic Ocean and Mediterranean Sea. On August 29, 1969 *Atule* departed Key West for Philadelphia where she was placed in commission, in reserve, on 15 September; she was decommissioned on 6 April 1970. She was sold to Peru in July 1974 and renamed "BAP Pacocha". On August 26, 1988 she was rammed by the "*Kyowa Maru*" (Japan),

when sailing into the port, forty-nine men were on board, 8 died. The ship was salvaged 11 months later and then her hulk was cannibalized for spare parts. The loss of *Pacocha* was “evidence” in the beatification of Marija Petkovic¹⁸.

¹⁸ In the sinking submarine, Lieutenant Roger Cotrina Alvarado secured the forward torpedo room watertight door and began to blow air to the compartment. He then went to the forward torpedo room hatch to secure it. Instead, however, he had to force the hatch open to free a sailor whose leg was caught as the hatch fell closed due to the 40 degree up angle PACOCHA assumed before sinking below the surface. As the PACOCHA began her slide to the bottom, water rushed in the forward hatch, washing Lieutenant Cotrina down the ladder, but fortunately, shortly afterwards, forcing the hatch closed. Cotrina credited this sequence of events to a miracle by the nun, testifying, “I saw a light and I experienced an ineffable power that allowed me to shut the hatch”. There is little doubt that if that hatch had not been shut, no one inside the submarine would have survived. Two commissions, one conducted by the Peruvian military, the other by the Vatican came to the conclusion that with the water pressure, it would have been technically impossible for anyone to close the hatch. The Roman Catholic Church's Congregation for the Causes of the Saints authenticated the miracle. This is unusual, as normally miracles in the causes of saints, are those for cures believed by the Church to be through the saint's intercession, but in this case the declaration of a miracle was the obtaining of superhuman strength by someone in a disaster situation. On 6 June 2003, Pope John Paul II celebrated Marija's beatification Mass ironically in the Croatian port city of Dubrovnik. Cotrina Alvarado received Holy Communion from the Pope on this occasion, and afterwards gave him a small replica of the *Pacocha* as a memento.

Carlos García Granthon

Non dated Shipwrecks

Carlos García Granthon

N.A.

"Corazón de Jesus"

Frigate

Spain

Paíta

Fraught of gold and jewells

N.A.

"Caridad"

Ship

Spain

Salaverry

N.A.

N.A.

"Cristo Jesús"

Ship

Spain

Huarmey

N.A.

N.A.

"Diligente"

Brigantine

Spain

Nazca

Fraught with guns and stocks, on the way from Atico to Nazca, no survivors.

N.A.

"El Cristo "

Ship

Spain

Chimbote

Fraught with coins and jewels, sunk at the mouth of Santa river

N.A.

"El Rayo "

Ship

Spain

San Lorenzo island

Fraught with gold and silver

N.A.

"Eucaristía "

Frigate

Spain

Bayovar

N.A.

N.A.

"Familia de Jesús "

Frigate

Spain

Paíta

Sunk at the mouth of Chira river.

N.A.

"Isabel de Castilla"

Frigate

Spain

Ancón

Sunk at Pta. Santa Rosa

N.A.

"Júpiter"

Ship

Spain

Callao

Sunk at Miranaves beach¹⁹

N.A.

"La Revelación"

Ship

Spain

Roca Horadada isle

N.A.

N.A.

"Omega "

Schooner

N.A.

Lobos de Tierra isle

N.A.

¹⁹ "Miranaves beach" as mentioned in contemporary records, but such a beach with that name cannot be identified in present days.

N.A.
"Río Mayon"

N.A.
Peru
Mazorca isle
N.A.

N.A.
"Sacramento"

Frigate
Spain
Chorrillos
Sunk at Pescadores isle

N.A.
"Sagrada Familia"

Ship
Spain
Supe
N.A.

N.A.
"San Anselmo"

Frigate
Spain
Huarmey
Sunk at Pta. Cabeza

N.A.

"San Esteban"

Ship

Spain

Paíta

Sunk at mouth of Chira river

N.A.

"San Fernando"

Ship

Spain

Baja Leones

N.A.

N.A.

"San Pablo de la Cruz"

Ship

Spain

Chorrillos

Ran aground at La Herradura beach

N.A.

"San Pedro de los Olivos"

Ship

Spain

Islay

N.A.

N.A.

"Santa Catalina de Sena"

Ship

Spain

Bayovar

Sunk at Pta. Aguja

N.A.

"Santa Concepción"

Frigate

Spain

Pta de Lobos

N.A.

N.A.

"Señor de los Mares"

Ship

Spain

Sechura

N.A.

N.A.

"Señora del Rosario"

Ship

Spain

Bayovar

Sunk at Pta. Aguja

N.A.

"Soberano"

Ship

Spain

Bahía Chiquita

N.A.

N.A.

"Soledad"

Frigate

Spain

Puerto Inka

Fraught with gold and silver, on the way from Ilo to Paracas.

N.A.

"Templer"

Frigate

N.A.

Marcona

N.A.

N.A.

"Trinidad"

Ship

Spain

La Pampilla

N.A.

N.A.

"Viento de Zaragoza"

Ship

Spain

Paita

Sunk at mouth of Chira river.

N.A.

"N.A. "

Frigate

N.A.

Anconsillo

N.A.

N.A.

"N.A. "

Frigate

N.A.

Cubatan

N.A.

N.A.

"N.A. "

Freight liner

China

Chorrillos

Sunk at Agua Dulce beach

N.A.

"N.A. "

Ship

Spain

Huacho

N.A.

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