

An underwater scene with a diver on the right holding a flashlight, illuminating the water. The background is filled with many small fish swimming in a deep blue environment. In the center, a golden sailing ship is integrated into the text.

# VIŠKA BITKA

## THE BATTLE OF VIS

KULTURNO POVIJESNI VODIČ



A CULTURAL-HISTORICAL GUIDE

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Naslovna fotografija: *Re d'Italia, Dražen Gorički*  
Cover photo: *Re d'Italia, Dražen Gorički*

# VIŠKA BITKA THE BATTLE OF VIS

## – KULTURNO POVIJESNI VODIČ –

*„Uzimam slobodu da izričito preporučim Vašem Gospodstvu okupiranje otoka Visa koji, kako će Vaše Gospodstvo vidjeti iz zemljovida, leži u najboljem položaju za prekidanje veza između donjeg i gornjeg dijela Jadrana. Ima jednu odličnu luku, a izgradnjom male utvrde na njezinom vrlo uskom ulazu, i s garnizonom od oko stotinu ili dvije ljudi, s našim bismo se bojnim brodom koji kruži Jadranom, mogli suprotstaviti bilo kakvoj sili kakvu bi neprijatelj mogao dovesti s mora. Obala oko otoka vrlo je visoka i nepristupačna s mora, osim po potpunoj bonaci...“*

(ulomak iz prepiske admirala Sredozemne flote Collingwooda i Admiraliteta)

## – A CULTURAL-HISTORICAL GUIDE –

*“I take the liberty of strongly recommending to your Lordship, taking possession of the island of Lissa which your Lordship will see by the Chart lays in a most excellent situation for preventing the communication between the Upper and Lower parts of the Adriatic. It has an excellent Port; by building a small Blockhouse at its entrance, which is very narrow; and with a garrison of about a hundred or two Men, would with our Men of War, cruising the Adriatic resist any force of the Enemy could easily bring against it, the land about it being very high and inaccessible from the Sea except in a perfect calm...”*

(Excerpt from a correspondence between Admiral Collingwood of the Mediterranean Fleet and the Admiralty.)



## VIŠKA BITKA - KULTURNO POVIJESNI VODIČ - THE BATTLE OF VIS – A CULTURAL-HISTORICAL GUIDE

Otok Vis predstavlja vjerojatno najznačajniji maritimni punkt na Jadranskom moru. Današnji turistički, nautički i ronilački biser svoj zasluženi status baštini zahvaljujući svom specifičnom zemljopisnom položaju i karakteristikama. Najistureniji jadranski otok, s razvedenom sjevernom obalom koja omogućava formiranje sigurne luke i visinskim kotama koja dozvoljavaju široki pregled i kontrolu svih plovnih puteva, zbog svoje važnosti prozvan je Gibraltarom Jadrana. To je mjesto gdje započinje Grčka kolonizacija Jadrana, gdje nastaje prva urbanizacija, oko čijih se obala odvijaju velike pomorske bitke i za čiju se kontrolu kroz čitavu povijest bori i pogiba.

Iz tog razloga ne čudi kako se upravo tu odvila jedna od najvećih pomorskih bitaka na Jadranu u povijesti.

U ovom će vodiču biti kratko opisan povijesni kontekst odigravanja bitke i njezin tijek te će biti predstavljeni lokaliteti koji su igrali presudnu ulogu u samoj bitci, a kao relikti vremena do dana današnjeg svjedoče o tom povijesnom događaju i posjetiteljima omogućavaju da barem na trenutak budu dio njega.

The island of Vis is perhaps one of the most important maritime points in the Adriatic. Today a tourist, nautical and diving gem, it owes this status primarily to its geographic location and characteristics. The farthest inhabited island from the Croatian mainland, its indented northern coast presented an ideal location for a safe harbor and its hills overlooking the sea allowed for the control of maritime trade routes. This strategic significance led to it being nicknamed the "Gibraltar of the Adriatic". It is an island where Greek colonization of the Adriatic began, where the first urban center was formed, around whose shores great battles were fought and for whose control many have fought and died.

It is no surprise then that one of the greatest battle in the history of the Adriatic Sea was fought near its shores.

This guide will offer a brief overview of the historical context surrounding the battle and a description of how the actual confrontation played out. It will also highlight the sites that played a pivotal role in the battle and which, as relics from this era, testify to this important historical event and offer visitors a chance to feel as though they're a part of it.



## GEOPOLITIČKA SITUACIJA U EUROPI SREDINOM 19. STOLJEĆA

Po završetku Napoleonskih ratova (1804-1815), područje Dalmacije ponovo dolazi pod Austrijsku upravu (prvi puta Dalmacija dolazi pod Austrijski vlast nakon Campoformijskog mira 1797. godine). Otok Vis, koji je zbog svog strateškog položaja i značaja kroz povijest često bio okupiran od strane različitih sila, a što je posebice bio slučaj krajem 18. i početkom 19. stoljeća, također 26. srpnja 1815. ponovo potpada pod vlast Austrije. Početkom 19. stoljeća Vis biva vojno utvrđen od strane Britanaca s brojnim utvrdama, bitnicama i izvidničkim mjestima. Te pozicije, koje sada dobivaju i zauzimaju Austrijanci, uz nove koje grade, imat će bitnu ulogu u vremenima i sukobima koji slijede.

Dva velika povijesna događaja iz vremena sredine 19. stoljeće ključna su za razumijevanje konteksta, razloga i uzroka odigravanja Viške Bitke, a to su ujedinjenje Njemačke i Italije.

Nakon pada Napoleona na području njemačkih država počela je prevladavati ideja o ujedinjenju svih teritorija koji su pripadali Svetom Rimskom Carstvu u jednu državu. Tome su pridonijeli različiti uzroci, od ideoloških, kao što je pojava njemačkog nacionalističkog romantizma, do ekonomskih i strateških, kao što je bio spor između Austrije i Pruske za preuzimanje prevlasti u središnjoj Europi. Jedan od glavnih zagovaratelja i protagonista njemačkog ujedinjenja, a ujedno i jedan od najvažnijih likova u europskoj povijesti tijekom druge polovice 19. stoljeća, bio je njemački kancelar Otto von Bismarck. S nadimkom *Željezni kancelar* bio je arhitekt *oružanog mira*, sustava europskih savezništva koji je držao napetu ravnotežu na europskom kontinentu u desetljećima sredine 19. stoljeća. Tijekom procesa ujedinjenja vodio je tri rata koja su dovela do formiranja Njemačkog Carstva. Prvu priliku za pozicioniranje Pruske u procesu ujedinjenja Njemačke Bismarck je iskoristio u sukobu s Danskom oko pokrajine Schleswig–Holstein. Pobjedom u tom ratu jasno je nametnuo Prusku kao glavnu silu u procesu ujedinjenja unatoč tome što je pobjeda izvojevana u savezništvu s Austrijancima. Druga epizoda u Bismarckovim naporima za ujedinjenje dogodila se 1866. godine. U suradnji s novonastalom Italijom, a temeljem tajnog sporazuma potpisanog u travnju iste godine koji je obavezao svaku državu potpisnicu da pomaže

## THE GEOPOLITICAL SITUATION IN EUROPE IN THE MID-19TH CENTURY

Following the end of the Napoleonic Wars (1804-1815), the region of Dalmatia once again fell under Austrian rule (it first came under Austrian control after the Treaty of Campo Formio in 1797). The island of Vis, which had due to its strategic location and importance through history been frequently occupied by foreign powers, especially during the late 18th and early 19th centuries, also once again fell under Austrian dominion on July 26th 1815. Vis had been militarily fortified by the British at the beginning of the 19th century with numerous forts, batteries and lookouts. These structures, along with new ones built by the Austrians, would play an important role in the conflicts to come.

Two important historical events in the mid-19th century are key to understanding the context, causes and reasons of the Battle of Vis – the unifications of Germany and Italy.

Following Napoleon's fall, the idea of unifying all the territories of the former Holy Roman Empire into one state started to take root in German lands. Various factors contributed to this, from ideological ones, like the birth of German nationalist romanticism, to economic and strategic ones, such as the conflict between Austria and Prussia for control of Central Europe.

One of the main proponents and chief instigators of German unification, as well as one of the most important figures in European history during the second half of the 19th century, was the German chancellor Otto von Bismarck. Nicknamed the *Iron Chancellor*, he was the architect of *armed peace*, a system of alliances which maintained the delicate balance in Europe in the mid-19th century. During the process of unification, he waged three wars which led to the formation of the German Empire. The first opportunity to position Prussia as the main actor in the unification of Germany appeared in a conflict with Denmark over the province of Schleswig-Holstein. Although victory was achieved while allied to Austria, Prussia emerged from the war as the dominant German power. The second episode in Bismarck's efforts to unify Germany took place in 1866. In cooperation with the newly-formed Kingdom of Italy, with whom Prussia had signed a secret agreement in April 1866 committing both

drugoj u ratu protiv Austrije, stvorio je političko-diplomatsko okruženje u kojem je Austrija objavila rat Pruskoj.

Ideja oslobođenja i ujedinjenja Italije dobila je veliki zamah nakon Francuske revolucije. 1815. godine (što je se godina koja se uzima kao početak *Risorgimento* odnosno ujedinjenja), Italija je, slično kao i Njemačka, bila rascjepkana na niz državnica. U sjevernoj Italiji učvrstila se vlast Austrije, u srednjoj Pape, a u južnoj španjolskih Bourbona. Revolucionarni pokreti 1820.–1821. (u Pijemontu, Napulju i na Siciliji) i 1830. ugušeni su intervencijom Austrije. Međutim, u Italiji je nacionalna ideja nadjačala političke suprotnosti te je ujedinila konzervativce i liberale, monarhiste i republikance, pa čak i one koji su vjerovali da je moguće ostvariti federaciju državnica pod vrhovništvom pape ili jedinstvo pod savojskom dinastijom.

Razlozi tome bili su društvenog, ali i ekonomskog karaktera. Naime, jakim i brzim gospodarskim razvojem prvenstveno u sjevernoj Italiji potreba za jedinstvenim tržištem, tj. za ujedinjenjem talijanskih država se pojačavala.

Za revolucionarnog vala 1848. godine vodstvo u procesu ujedinjenja Italije imao je Karlo Albert, kralj Sardinskoga Kraljevstva i savojski vojvoda, ali nakon poraza u ratu s Austrijom 1849. godine, abdicira i bježi u Portugal. Zatim vodstvo preuzima pijemontski ministar- predsjednik Camilo Cavour. U očekivanju novoga sukoba s Austrijom, našao je saveznika u Napoleonu III., i u „drugom ratu“ *Risorgimento* 1859. Pijemont od Austrije dobiva Lombardiju. Godine 1860. u Napuljskom Kraljevstvu izbija ustanak na čije čelo staje Giuseppe Garibaldi, a kojim je srušena apsolutna vlast Burbona u Napulju. Garibaldi je sa svojih „tisuću“ dragovoljaca osvojio Kraljevstvo Obiju Sicilija, državnice srednje Italije priključile su se Pijemontu, a Viktor Emanuel II. proglasio se kraljem Italije. Tako je 1861. godine stvorena Kraljevina Italija. On je u lipnju 1866. godine u savezu s Pruskom poveo protiv Austrije i treći rat za ujedinjenje (poznat još kao i Talijansko-austrijski rat).

Upravo u sklopu Prusko-austrijskog odnosno Talijansko-austrijskog rata (trećeg talijanskog rata za ujedinjenje), prilikom kojih Austrija biva izbačena iz Njemačke i Italije, odigrava se Viška bitka između austrijske flote i novostvorene talijanske države i njene mornarice, odlučne u cilju osvajanja hrvatskih prostora na istočnoj obali Jadrana.

countries to come to each other's aid in event of a war with Austria, he managed to create a political and diplomatic environment which led to Austria declaring war on Prussia.

The idea of liberating and unifying Italy gained momentum after the French Revolution. In 1815 (the year usually taken as the beginning of the Italian *Risorgimento* or Resurgence) Italy was, much like Germany, divided into numerous small states. The north of the country was ruled by Austria, the center by the Pope, and the south by the Spanish Bourbons. The revolutionary movements in Piedmont, Naples and Sicily in 1820-1821 and 1830 were quelled by Austrian forces. Nevertheless, the idea of Italian nationhood overcame political divisions and managed to unite conservatives and liberals, monarchists and republicans, and even those who believed that a federation of small states under the leadership of the Pope was possible.

The reasons for this were both social and economic. The strong and rapid industrial growth in northern Italy created the need for a single market and so the desire to unify the various Italian states into one polity quickly grew.

The lead role in the unification of Italy during the revolutionary wave that swept through Europe in 1848 was played by Charles Albert, the King of Sardinia, but following his defeat to Austria in 1849, he abdicated and fled to Portugal. This role then passed to the prime minister of Piedmont-Sardinia, Camillo Cavour. Expecting another conflict with Austria, he found an ally in Napoleon III and together they defeated the Hapsburgs in the Second Italian War of Independence in 1859, gaining Lombardy in the process. In 1860, Giuseppe Garibaldi led his Expedition of the Thousand to the Kingdom of the Two Sicilies and toppled the Bourbon Monarchy, bringing Naples and Sicily into the Kingdom of Sardinia. The other central Italian states soon followed suit in joining Sardinia and Victor Emanuel II proclaimed the creation of the Kingdom of Italy in 1861, with himself as king. Together with his Prussian ally, he declared war on Austria in July 1866, starting the Third Italian War of Independence (also known as the Austro-Italian War).

It is during the Austro-Prussian and Austro-Italian wars, when Austria is finally expelled from Italy and Germany, that the Battle of Vis plays out between the Austrian fleet and the navy of the newly-formed Kingdom of Italy, resolute in its aim to conquer Croatian lands on the eastern Adriatic coast.



Karta 1, Europa 1860. godine  
Map 1, Europe in 1861

## RAZVOJ I TRANSFORMACIJA RATNIH MORNARICA KROZ 19. STOLJEĆE

Godine 1815. završili su Napoleonski ratovi tijekom kojih je vođena bitka kod Trafalgara (1805), jedna od najznačajnijih pomorskih bitaka svih vremena i jedna od najvećih bitaka jedrenjaka u povijesti, koja je završila pobjedom engleske flote pod vodstvom admirala Nelsonom nad francusko-španjolskim snagama.

Godine 1914. započeo je Prvi svjetski rat u kojem se odigrala bitka kod Jutlanda (1916), između britanske i njemačke flote, također jedna od najznačajnijih pomorskih bitaka u svjetskoj povijesti, u kojoj su sudjelovali brodovi željezne konstrukcije.

U tih samo sto godina izrazitog industrijskog i tehnološkog razvoja svijeta, došlo je do potpune transformacije brodovlja, pomorstva, a samim time i ratnih mornarica. Razdoblje drvenih jedrenjaka ustupilo je mjesto razdoblju željeznih brodova modernog vremena. Nikada prije ni kasnije u povijesti nije došlo do tako naglih, brzih i radikalnih promjena u pomorstvu.

U takvom povijesnom kontekstu permanentnih funkcionalnih i vizualnih promjena brodovlja te trgovačkih i ratnih mornarica, njihovog izgleda, pogona, dimenzija i naoružanja, odigrava se Viška bitka. Upravo zbog toga ona predstavlja određenu prekretnicu u povijesti pomorskih sukoba, u kojoj su pojedini elementi pomorskog ratovanja korišteni po prvi, a neki i po posljednji put.

Tri osnovne promjene koje su transformirale ratne mornarice u 19. stoljeću bile su:

- Gradnja konstrukcije brodova od željeza umjesto od drva.
- Pojava parnog stroja i korištenje pogona na vijak-propeler umjesto pogona na jedra.
- Korištenje eksplozivnih granata umjesto topovskih kugli i smještaj artiljerije u okretne kule.

Budući da je došlo do promjene svih osnovnih kategorija gradnje, plovidbe i ratovanja, odnosno promijenili su se materijali i tehnika gradnje brodova te pogon

## DEVELOPMENT AND TRANSFORMATION OF NAVIES IN THE 19TH CENTURY

The year 1815 marked the end of the Napoleonic Wars, during which the Battle of Trafalgar (1805), one of the most important naval battles of all time, played out, with the British fleet under Admiral Nelson emerging victorious over the united Franco-Spanish force.

In 1914, World War I broke out and two years later, the Battle of Jutland, also one of the most significant naval engagements in history, would see the British and German navies facing off.

In the one hundred years of rapid industrial and technological development between these two events, ships and navies underwent a complete transformation. The age of wooden sail ships gave way to the age of modern iron vessels. Never before or since have there been such sudden, rapid and radical advancements in seafaring.

It was in this historical context of permanent functional and visual changes to ships and navies, to their appearance, engines, dimensions and armaments that the Battle of Vis played out. This is why it is considered a turning point of sorts in naval history, a battle in which some elements of naval warfare were used for the first and some for the last time.

The three fundamental changes that transformed navies in the 19th century:

- Ship hulls started to be constructed out of iron instead of wood
- The invention of the steam engine and the use of screw propellers instead of sails
- The use of explosive shells in place of cannonballs and the placement of guns in rotatable turrets

Seeing as major changes occurred in all the basic categories of shipbuilding, propulsion and warfare with the introduction of new construction materials, techniques, engines and armaments, it is no surprise that the visual and typological differences between



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i naoružanje, nije čudno da su vizualne i tipološke razlike među brodovljem u tih sto godina tako drastične. Drvena konstrukcija kojom su brodovi građeni kroz čitavu dotadašnju povijest prvo biva obložena željeznim pločama u funkciji oklopa, a do kraja 19. stoljeća u ratnim mornaricama biva potpuno istisnuta brodovima građanima isključivo od željeza. Pogon koji je kroz tisuće godina bio isključivo na jedra i ponekad vesla iz temelja se mijenja izumom parnog stroja i primjenom parnog pogona na vijak-propeler. Nadalje, naoružanje koje se kroz čitavi novi vijek sastojalo od topova postavljenih bočno u trupu brodova koji su ispaljivali topovske kugle mijenja se na način da se topovi postavljaju u oklopljene okretno kule, a umjesto željeznih kugli počinju se koristiti eksplozivne granate. Navedene promjene iz temelja su promijenile oblike i dimenzije, odnosno tipologiju brodova.

To je uzrokovalo i brzu promjenu taktika pomorskog ratovanja, koje su se morale prilagođavati uvijek novim i nepoznatim okolnostima, a što je rezultiralo nepredviđenim, a ponekad čak i bizarnim rezultatima.

Najbolji primjer navedenog razvoja odnosno radikalne promjene ratnih mornarica i pomorskog ratovanja u 19. stoljeću vidljiv je kroz osam najznačajnijih pomorskih bitaka koje su se odvijale u predmetnom razdoblju.

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ships in this hundred-year period are so drastic. The wooden hull which had been used since the onset of seafaring started to be sheathed in iron plating acting as armor and by the end of the 19th century, it was completely supplanted by ships built entirely out of iron. Sails and oars, which had been the main means of propulsion for millennia, gave way to steam-powered engines running on screw propellers. Furthermore, the armaments, which had since the dawn of the modern age consisted of cannons placed laterally along the hull started to be modified by placing the guns into armored rotatable turrets and by replacing cannonballs with explosive shells. These modifications fundamentally changed the shape, size and typology of warships. This precipitated a change in naval warfare tactics which had to adapt to new and unknown circumstances, often leading to unpredictable and sometimes even bizarre results.

The radical changes to warships and naval warfare are best exemplified through the prism of the eight most significant sea battles that took place during this hundred-year period.



Slika 1, *Prikaz bitke kod Trafalgara* (Clarkson Frederick Stanfield)  
Image 1, *Depiction of the Battle of Trafalgar* (Clarkson Frederick Stanfield)

### **1805. Bitka kod Trafalgara**

U sklopu Napoleonskih ratova, dana 21. listopada 1805. godine kod rta Trafalgar na jugozapadu španjolske odigrala se pomorska bitka u kojoj je engleska flota pod admiralom Nelsonom porazila francusko-španjolsku flotu. To se smatra jednom od najvećih bitaka jedrenjaka u povijesti.

### **Battle of Trafalgar – 1805**

Considered one of the largest naval engagements in the Age of Sail, the Battle of Trafalgar took place during the Napoleonic Wars, on October 21st 1805 off Cape Trafalgar in southwest Spain. The British fleet under the command of Admiral Nelson decisively defeated the combined Franco-Spanish armada.



Slika 2, Prikaz bitke kod Navarina (Ambroise Louis Garneray)  
Image 2, Depiction of the Battle of Navarino (Ambroise Louis Garneray)

### **1827. Bitka kod Navarina**

Tijekom Grčkog rata za nezavisnost dana 20. listopada 1827. godine, u zaljevu Navarino (grčki Pylos) u istočnoj Grčkoj, na Jonskom moru, združena britansko-francusko-ruska flota pobijedila je tursko-egipatsku flotu. To je bila posljednja bitka u povijesti u kojoj su sudjelovali isključivo drveni jedrenjaci i posljednja bitka u kojoj su korištene isključivo željezne topovske kugle.

### **Battle of Navarino – 1827**

Fought against the backdrop of the Greek War of Independence, the Battle of Navarino took place on October 20th 1827 in Navarino Bay (modern Pylos) in eastern Greece, in the Ionian Sea. The combined fleets of Britain, France and Russia soundly defeated the Ottoman and Egyptian forces of the west coast of the Peloponnese. This was the last battle fought entirely with wooden sailing ships and the last one fought entirely with iron cannonballs.



Slika 3, *Prikaz bitke kod Sinopa (Ivan Aivazovsky)*  
Image 3, *Depiction of the Battle of Sinop (Ivan Aivazovsk)*

### **1853. Bitka kod Sinopa**

U sklopu Krimskog rata između Rusije i Turske u kojoj su na turskoj strani sudjelovale još i Francuska, Engleska i Pijemont, dana 30. studenoga 1853. godine odigrala se bitka kod rta Sinop na sjevernoj obali Anatolije u Crnom moru.

To je bila prva velika bitka u povijesti u kojoj su sudjelovali parni brodovi iako su većinu obje flote još uvijek činili jedrenjaci. To je također bila prva bitka u kojoj su se umjesto topovskih kugli koristile eksplozivne granate. Budući su brodovi još uvijek bili drvene konstrukcije i nisu imali željezni oklop došlo je do potpunog uništenja turske flote. Direktna posljedica bitke bilo je globalno uvođenje eksplozivnih granata kao jedinih artiljerijskih punjenja, a posljedično i uvođenje oklopa i stvaranje klase oklopljenih brodova kao osnovnih dijelova flotnih sastava. Bitka kod Sinopa smatra se događajem koji je spustio zastor na razdoblje jedrenjaka u pomorskom ratovanju.

### **Battle of Sinop – 1853**

Set during the Crimean War between the Ottoman Empire and its allies France, Britain and Piedmont-Sardinia on one side and the Russian Empire on the other, the Battle of Sinop was fought on November 30th 1853 near Cape Sinop, on the northern shore of Anatolia, in the Black Sea.

It was the first major naval battle in history in which steam ships took part, though the majority of the fleets were still comprised of sailing vessels. It was also the first battle that saw cannonballs replaced by explosive shells. Since their ships still had wooden hulls without any iron armoring, the Turkish fleet was entirely destroyed. As a direct consequence of the battle, explosive shells started to be used globally as the only artillery ammunition and ships started to be sheathed in armor, creating a class of ironclad warships which would soon become commonplace in fleet formations. The Battle of Sinop marks the beginning of the decline of sailing vessels in naval warfare.



Slika 4, Prikaz bitke kod Hampton Roads (Morgan Riley)  
Image 4, Depiction of the Battle of Hampton Roads (Morgan Riley)

## 1862. Bitka kod Hampton Roads

Za vrijeme Američkog građanskog rata 9. ožujka 1862. godine na obalama Virginije odigrala se prva bitka oklopljenih brodova u povijesti. Iako su u bitci sudjelovala samo dva oklopljena broda (*Monitor* na strani Unije i *Virginia* na strani Konfederacije), riječ je o prekretnici u pomorskom ratovanju koja je pokazala svu važnost oklopa, a ujedno je demonstrirala pojedina inženjerska rješenja koja će postati osnova za razvoj konstrukcije ratnih brodova u budućnosti (kao što je razmještaj artiljerije u okretne kule). Posljedica bitke bila je prestanak gradnje drvenih ratnih brodova kao i ponovno uvođenje kljuna za probijanje suparničkog trupa.

Kuriozitet je taj da je bitka završila bez pobjednika jer su oba broda imala prejaku oklopnu konstrukciju koju granate nisu mogle probiti te je jedan od najboljih primjera neusklađenosti komponenti pomorskog ratovanja uzrokovanoj naglim i brzim razvojem tehnologije tijekom 19. stoljeća.

## Battle of Hampton Roads – 1862

The first battle between ironclad warships took place during the American Civil War, on March 9th 1862 off the coast of Virginia. Even though only two ironclads took part in the battle (the USS *Monitor* on the side of the Union and the CSS *Virginia* on the side of the Confederacy), it was nevertheless a turning point in naval warfare which highlighted the importance of armored hulls and also demonstrated some engineering solutions which would form the basis of future ship construction (such as mounting guns into rotatable turrets). As a direct consequence of the battle, warships stopped being built out of wood and rams started to be fitted to the prow again.

One interesting fact about the battle is that it ended indecisively, without either of the two ironclads sunk as their armor was too thick for cannon shells to penetrate. This is one of the best examples of how imbalanced naval warfare had become due to the rapid advances in technology during the 19th century.



Slika 5, *Prikaz Viške bitke (Carl Frederik Sørensen)*  
Image 5, *Depiction of the Battle of Vis (Carl Frederik Sørensen)*

### **1866. Viška bitka**

U sklopu Talijansko-austrijskog rata, odnosno trećeg rata za ujedinjenje Italije, 20. srpnja 1866. odigrana je pomorska bitka kod otoka Visa između talijanske i austrijske flote. To je bila prva bitka oklopljenih flota u povijesti (u bitci kod Hampton Roads sudjelovao je po jedan oklopljeni brod sa svake strane, pa ne možemo govoriti o sukobu oklopljenih flota). U njoj su sudjelovali oklopljeni brodovi kao i oni drvene konstrukcije te parni brodovi s pogonom na vijak, ali i jedrenjaci. Većina topova bila je postavljena bočno uz pramac broda ali se pojavljuju i topovi u okretnim kulama. Ujedno je bila i posljednja bitka u kojoj se za potapanje protivničkih brodova koristio proboj kljunom.

### **Battle of Vis – 1866**

Part of the Third Italian War of Independence, the Battle of Vis was fought on July 20th 1866 near the island of Vis between the Austrian and Italian fleets. This was the first battle in history between fleets of ironclads (the Battle of Hampton Roads only featured one ironclad on each side so we cannot talk about a battle between armored fleets). The Battle of Vis featured both ironclads and wooden vessels, both screw steamships and those still running on sails. Most ships had laterally placed guns, but rotatable turrets also started to be used. It was also the last major battle which saw the use of deliberate ramming as a tactic for sinking enemy ships.



Slika 6, *Prikaz bitke u Manilskom zaljevu (Fred S. Cozzens)*  
Image 6, *Depiction of the Battle of Manila Bay (Fred S. Cozzens)*

### **1898. Bitka u Manilskom zaljevu; 1904 Bitka kod Tsushime**

Tijekom Američko-španjolskog rata dana 1. svibnja 1898. godine odigrana je bitka u Manilskom zaljevu na Filipinima u kojoj je flota Sjedinjenih Američkih Država potpuno uništila španjolsku flotu, a tijekom Rusko-japanskog rata dana 27. svibnja 1904. odigrala se bitka u prolazu Tsushima u Japanskom moru u kojoj je japanska flota u potpunosti uništila rusku flotu. Te dvije bitke važne su iz razloga što su svi flotni sastavi bili već potpuno transformirani iz jedrenjaka u željezne brodove (puna željezna konstrukcija, parni pogon na vijak i eksplozivne granate), ali je unatoč tome došlo do potpunih uništenja slabijih flotnih sastava zbog neujednačenosti u gradnji i brzini implementacije svih inovacija pomorskog ratovanja, što je jedan od tipičnih obrazaca pomorskog ratovanja 19. stoljeća.

### **Battle of Manila Bay – 1898; Battle of Tsushima – 1904**

Taking place during the Spanish-American War, the Battle of Manila Bay was fought on May 1st 1898 in the Philippines with the American fleet utterly destroying the Spanish forces. A similar fate awaited the Russian fleet, crushed by the Japanese in the Battle of Tsushima fought on May 27th 1904 during the Russo-Japanese war. These two battles are important because they showcase how, even though fleets were now composed entirely out of iron steamships running on screw propellers and armed with explosive shells, the weaker sides were still almost completely wiped out because of an imbalance in the speed of implementing new technologies, which was a common occurrence in 19th century naval warfare.

## 1916. Bitka kod Jutlanda

U sklopu prvog svjetskog rata odigrana je bitka kod Jutlanda, najveća pomorska bitka u svjetskoj povijesti do tada, u kojoj su se sukobili britanski i njemački flotni sastavi sačinjeni od potpuno transformiranih brodova moderne generacije tipičnih za većinu 20. stoljeća.

Tako je u razdoblju od 100 godina završila najveća preobrazba tipologije ratnih brodova u povijesti kao i način i obrasci pomorskog ratovanja, a upravo Viška bitka koja se odigrala u sredini toga razdoblja, zbog svih tih karakteristika možda je jedna od najspecifičnijih pomorskih bitaka u europskoj i svjetskoj povijesti.

Austrijski i talijanski flotni sastavi, sastojali su se od drvenih brodova te oklopljenih jedinica, odnosno oklopnjača. Pogon većine brodova bio je na paru i pokretan motornim vijkom-propelerom, ali manji broj jedinica još je uvijek bio pokretan na jedra ili kombinacijom oba načina. Naoružanje ratnih brodova činili su topovi postavljeni bočno uz trup broda, no najmodernija jedinica talijanske flote (*Affondatore*) imala je topove postavljene u okretnim kulama. Također, veliki broj brodova imao je podvodni kljun namijenjen probijanju trupa protivničkih brodova. Ta taktika koja se upotrebljavala kroz čitavo razdoblje antike pa i kasnije u srednjem i novom vijeku bila je izašla iz upotreba zadnjih stoljeća. Upravo zbog već navedene brze i nagle promjene tehnika i materijala gradnje te načina pomorskog ratovanja, taktika probijanja kljunom sredinom 19. stoljeća biva ponovno nakratko uvedena, a Viška bitka jedno je od posljednjih bitaka u kojoj se primjenjivala.

Iz svega navedenog vidljivo je kako je Viška bitka utjelovila sve karakteristike ovog specifičnog razdoblja transformacije u pomorskoj povijesti te u sebi ima elemente tipologije brodovlja i načina ratovanja iz netom završenog doba jedrenjaka kao i one iz nadolazećeg razdoblja modernog pomorskog ratovanja koje je uz manje izmjene trajalo gotovo kroz čitavo 20. stoljeće. Upravo to Višku bitku čini posebnim, rijetkim i izuzetno značajnim povijesnim događajem, a kao takva je prepoznata i od najvećih svjetskih stručnjaka za vojnu i pomorsku povijest.

## Battle of Jutland – 1916

Fought during World War I, the Battle of Jutland was, up to that point, the largest naval battle in history and it saw the British and German navies facing off, both composed of completely transformed modern ships typical for most of the 20th century.

And so in a period of one hundred years the greatest transformation in warship design and naval warfare tactics in history was completed. This makes the Battle of Vis, which occurred right in the middle of this period, perhaps one of the most unique naval encounters in history.

The Austrian and Italian fleets in the battle comprised both wooden ships as well as ironclads. Most of the vessels were propelled by steam engines powering screw propellers, but a smaller number still relied on sails or a combination of sails and steam engines. The ships' armaments consisted mostly of cannons mounted laterally along the hulls, but the most modern ship of the Italian fleet (*the Affondatore*) was equipped with rotatable turrets. Furthermore, many ships also had rams fitted to their prows, allowing them to breach the enemy's hull. This tactic, which had been used throughout all of Antiquity and even later in the Medieval and Modern periods, had stopped being employed in recent centuries. But due to the aforementioned rapid and sudden changes in ship construction and naval warfare tactics, ramming was once again introduced as a valid tactic for a short period in the mid-19th century and the Battle of Vis was one of the last battles which saw its use.

As is evident from everything mentioned, the Battle of Vis embodied all of the properties of this unique transformative period in the history of naval warfare with ship designs and tactics having elements of both the recently ended Age of Sail and of the upcoming age of modern naval warfare which lasted, with only minor alterations, for almost all of the 20th century. This makes the Battle of Vis an especially rare and important historical event and it has been recognized as such by some of the leading experts in military and maritime history.



## VIŠKA BITKA – RATNI DNEVNIK

Austrijska mornarica formirana je 1814. godine od ostatka Venecijanske flote. Gledana kao ne baš najbitniji rod vojske, bila je u relativno lošem stanju sve do 1848. godine kada se počinje brže razvijati. Glavna ratna luka bila je Pula.

Talijanska mornarica nakon ujedinjenja sastojala se od relativno jakih flotnih sastava koji su ranije pripadali Kraljevini Sardiniji i Kraljevstvu Dviju Sicilija. Međutim, raznolikost kadra i unutarnje borbe za utjecaj negativno su se odrazili na ukupno stanje mornarice. Ratne luke bile su Genova, Napoli i Ancona.

Austrijska mornarica u Viškoj bitci brojila je ukupno 27 brodova (26 naoružanih), od toga 8 oklopnjača, 9 drvenih brodova, 10 manjih jedinica, s ukupno 7871 članova posade i 590 topova različitih kalibara.

Talijanska mornarica u Viškoj bitci brojila je ukupno 39 brodova (29 naoružanih), od toga 12 oklopnjača (brodovi drvenog trupa oklopljenog željeznim pločama s pogonom na paru i pomoćnim pogonom na jedra), 10 drvenih brodova i 16 manjih jedinica, s ukupno 10.886 članova posade i 593 topa različitih kalibara.

Obrambeni kapaciteti otoka Visa bili su ukupno 1833 vojnika raspoređena u 12 utvrda, kula i obalnih bitnica u kojima su se nalazile 82 cijevi artiljerijskog naoružanja. Nakon početka Talijansko-austrijskog rata (20. lipnja 1866.), Austrijanci su očekivali sukob s talijanskom flotom i potencijalni napad na dijelove obale u svrhu njihova osvajanja te su planirali izviđanja kako bi utvrdili snagu i kretanje talijanske flote.

## BATTLE OF VIS – WAR DIARY

The Austrian Navy was formed in 1814 from the remains of the Venetian fleet. It was not considered to be a particularly important branch of the armed forces and was in relatively poor state until 1848 when it started to develop more rapidly. The main military port was located in Pula.

Following the unification of the country, the Italian Navy inherited the relatively strong fleets that had previously belonged to the Kingdom of Sardinia and the Kingdom of the Two Sicilies. However, a heterogeneous cadre and internal struggles for influence had a negative effect on the overall state of the navy. The main military ports were Genova, Naples and Ancona.

During the Battle of Vis, the Austrian Navy comprised 27 ships (26 of them armed); 8 of them were ironclads and armored frigates, 9 had wooden hulls and 10 were smaller vessels. In total, the fleet numbered 7871 crew and 590 guns of various calibers.

The Italian fleet was composed of 39 ships (29 armed), of which 12 were ironclads or armored ships powered by steam engines and auxiliary sails, 10 were wooden ships and 16 were smaller vessels. In total, the fleet numbered 10886 crew and 593 guns of various calibers.

The island of Vis was defended by 1833 soldiers positioned in 12 forts, towers and coastal batteries armed with 82 artillery pieces.

Following the start of the Italian-Austrian War on June 20th 1866, the Austrians anticipated a confrontation with the Italian fleet and a potential invasion of the coastline so they planned reconnaissance missions to determine the strength and movement of the Italian forces.

### **- 26. lipnja 1866. godine**

Austrijska flota (13 brodova) pod admiralom Tegetthoffom isplovljava iz Fažane u smjeru Ancone u cilju utvrđivanja brojnosti i snage protivničke flote te točne lokacije na kojoj se nalazi.

### **- 27. lipnja 1866. godine**

Flota stiže pred Anconu u rano jutro. Uvidjevši da se u luci nalazi čitava talijanska flota, zapovjednik austrijske flote admiral Tegetthoff postrojava brodove u borbenu liniju. Situacija na talijanskoj strani, koja je bila u potpunosti iznenađena pojavom austrijske flote, bila je kaotična. Unatoč tome, u roku od malo više od jednog sata talijanska flota biva spremna i izlazi iz luke u susret Austrijancima. Međutim, austrijska flota već se povukla ispunivši svoj cilj, a to je bilo utvrđivanje točnog položaja, brojnosti, snage i karakteristika talijanske flote.

### **- 9. - 13. srpnja 1866. godine**

Talijanska flota pod admiralom Persanom krstari u akvatoriju otoka Visa u cilju utvrđivanja obrambenih kapaciteta otoka.

### **- 16. srpnja 1866. godine**

Talijanska flota u punom sastavu, pod admiralom Persanom isplovljava iz Ancone put Visa s ciljem da zauzme otok.

### **- 17. srpnja 1866. godine**

Dolazak talijanske flote pod Vis i izviđanje otoka. Talijani su imali relativno točne informacije o rasporedu i snazi utvrda i bitnica na otoku, ali su oklijevali i nisu izveli trenutnu invaziju. Persano planira napad za slijedeći dan na način da se prvo presječe podmorski telegrafski kabel na Hvaru kako bi onemogućio slanje informacija s Visa te da se izvede simultani napad na komiške bitnice, položaje na istočnoj strani otoka te položaje na sjevernoj strani na ulasku u Višku luku.

### **- June 26th 1866**

The Austrian fleet composed of 13 ships under the command of Admiral Tegetthoff sets sail from Fažana towards Ancona in order to determine the size and location of the enemy forces.

### **- June 27th 1866**

The fleet reaches Ancona in the early morning. After ascertaining that the entire Italian fleet was in the harbor, Admiral Tegetthoff orders his ships to form a battle line. The Italian forces, taken utterly by surprise, were in complete chaos. Nevertheless, they managed to organize themselves in a little less than an hour and the Italian fleet leaves the port to confront the Austrians. The Austrian fleet had, however, already retreated, having achieved its main objective – determining the location, size and strength of the Italian fleet.

### **- July 9th – 13th 1866**

The Italian fleet under the command of Admiral Persano sails around the island of Vis in order to ascertain the island's defensive capabilities.

### **- July 16th 1866**

The Italian fleet under Admiral Persano sets sail from Ancona in full force towards Vis with the aim of conquering the island.

### **- July 17th 1866**

The Italian fleet arrives at Vis and scouts the island. The Italians have relatively accurate information about the location and strength of the coastal forts and batteries, but they hesitate with commencing the invasion. Persano plans to attack the following day by first severing the underwater telegraph cable on Hvar to stop any information being sent from Vis and then simultaneously assaulting the batteries in Komiža, the positions on the eastern side of the island and the positions on the northern side, at the entrance to Vis harbor.

## **- 18. srpnja 1866. godine**

### **10:00 sati**

Četiri talijanske topovnjače (manje jedinice) dolaze na Hvar s ciljem pronalaska i prekidanja telegrafskog kabela koji spaja Vis s kopnom. Međutim, lokalni ribar kojeg su uhvatili pokazao im je krivi vod, odnosno onaj koji je spajao Hvar s Visom, ali ne i onaj koji je spajao Hvar s kopnom. Talijani su prekinuli vod koji je spajao Hvar s Visom misleći da su prekinuli vezu i sa Splitom i Zadrom. To nije bio slučaj te su s položaja na brdu iznad mjesta Brusje, s kojeg se pružao pogleda na akvatorij Visa, Hvarani telegrafom slali informacije na kopno.

### **10:30 sati**

Započinje napad na Vis na predjelu Komiže gdje dio talijanskog flotnog sastava pod zapovjednikom Vaccom napada artiljerijskom vatrom utvrđene položaje. Zbog nemogućnosti nanošenja veće štete bitnicama, nakon otprilike 2 sata napad se prekida.

### **11:00 sati**

Dio talijanskog flotnog sastava pod zapovjednikom Albinijem započinje napad na Rukavac na južnoj obali Visa s ciljem izvršenja desanta i napada na bitnicu Postržje. Nakon artiljerijskog odgovora s austrijskih položaja i izravnog pogotka u talijanski zapovjedni brod, napad se obustavlja te se sastav u kasno poslijepodne povlači prema glavnini flote koja se nalazi sa sjeverne strane otoka.

### **12:00 sati**

Admiral Persano s glavinom flote snažno napada utvrđene položaje uokolo i u samoj viškoj luci nanoseći ozbiljnu štetu austrijskim položajima, prije svega na bitnici Schmidt gdje je uništena barutana. Također, do večeri bivaju gađane te ozbiljno oštećene ili uništene utvrde George, Wellington i Bentinck (u kojoj je poginuo zapovjednik i trećina posade), te sve obalne bitnice. Jedino Gospina utvrda u unutrašnjosti luke i pozicije na višim kotama ostaju nedirnutе. Talijanska strana je praktički bila bez većih gubitaka.

## **- July 18th 1866**

### **10:00 AM**

Four Italian gunboats arrive at Hvar with the aim of locating and cutting the telegraph cable connecting Vis to the mainland. However, a local fisherman they captured leads them to the line connecting Hvar and Vis rather than the one connecting the islands to the mainland. The Italians severed the cable connecting the two islands thinking that they have cut off all communication with the coastal cities of Split and Zadar. This was not the case, however, and the inhabitants of Hvar were able to relay information to the mainland from an elevated position near the settlement of Busje, overlooking the maritime area around Vis.

### **10:30 AM**

The attack on Vis commences near the town of Komiža, where part of the Italian fleet under the command of Admiral Vacca opens fire on coastal fortified positions. Unable to cause any significant damage to the batteries, the attack is called off after around two hours.

### **11:00 AM**

Part of the Italian fleet under the command of Vice Admiral Albini begins their attack on Rukavac, on the southern coast of Vis, with the aim of landing troops and assaulting the coastal battery Postržje. After the command ship is hit by return artillery fire from the Austrian positions on the island, the attack is called off and the Italian squadron retreats back to the main fleet located on the northern side of Vis.

### **12:00 PM**

Admiral Persano attacks the fortified positions in and around Vis harbor with his main force, causing significant damage to the Austrian forces, especially at the Schmidt battery where the gunpowder magazine was destroyed. By nightfall all the coastal batteries and the forts George, Wellington and Bentinck are heavily damaged or destroyed with the commanding officer and a third of the crew at Bentinck killed.

20:00 sati

Persano tijekom popodneva ne iskorištava priliku za desant na otok već naređuje povlačenje i odmor te šalje u Anconu poruku da je Vis svladan.

## - 19. srpnja 1866. godine

7:00 sati

Nastavak talijanskog bombardiranja utvrđenih austrijskih položaja.

10:10 sati

Pred Vis stiže oklopnača *Affondatore* - najmodernija jedinica talijanske flote (i jedan od najmodernijih brodova tog vremena uopće, potpune željezne konstrukcije s pogonom isključivo na paru i s topovima postavljenim u okretnim kulama) izgrađena u engleskoj i tek pristigla iz Londona. To je bio jedini brod takvog tipa u Viškoj bitci u oba flotna sastava. Postoji mogućnost da Persano nije ranije izveo invaziju upravo čekajući da se floti pridruži njezina najmodernija jedinica.

13:00 sati

U Fažani gdje se nalazila austrijska flota admiral Tegetthoff nakon pristiglih izvješća o napadima na Vis, i nakon početnog oklijevanja i sumnje da se možda radi o akciji talijanske flote usmjerenoj ka odvlačenju pažnje te po zaprimljenoj zapovjedi od strane admiraliteta o postupanju na slobodnu volju i procjenu, zapovijeda isplavljanje čitave flote put Visa.

17:00 sati

Oklopnača *Formidabile* (glavni sastav talijanske flote pod Persanom) uplovljava u Višku luku gdje se sidri i započinje razmjenu artiljerijske vatre s Gospinom utvrdom. U sukobu biva oštećena te se povlači.

Zbog jakog otpora austrijskih snaga i izrazitog jačanja juga, Persano ponovno odgađa desant za slijedeći dan, što se za talijansku stranu pokazalo kao kobna odluka.

Only the fort of Our Lady's Battalion in the harbor interior and the positions located at higher elevations remain unscathed. The Italians suffered no major casualties and the island of Vis is on the verge of falling.

8:00 PM

Persano fails to take advantage of the situation during the afternoon and instead of ordering and invasion of the island he orders his forces to retreat and recuperate while also sending a message back to Ancona that Vis had been taken.

## July 19th 1866

7:00 AM

The Italians continue their bombardment of fortified Austrian positions.

10:10 AM

The ironclad *Affondatore*, the most modern ship in the Italian Navy and one of the most modern ships of that period in general, with an iron hull, steam-powered propulsion and rotatable turrets, arrives at Vis. The only ship of this type on either side of the battle, it had been built in England and only recently arrived from London. It is possible that Persano didn't want to commence the invasion before the arrival of his most modern vessel.

13:00 PM

Admiral Tegetthoff, based in Fažana with the Austrian fleet, receives reports of attacks on Vis. Initially hesitant, believing it to be diversionary tactic, he nevertheless orders the entire fleet to set sail towards Vis upon receiving notice from the Admiralty giving him free rein of the operation.

17:00 PM

The ironclad *Formidabile* (part of Persano's main fleet) sails into Vis harbor, drops anchor and begins to exchange artillery fire with Our Lady's Battalion. After sustaining

## - 20. srpnja 1866. godine

7:30 sati

Najisturenije jedinice austrijske flote opažaju prve talijanske brodove.

8:30 sati

Persano biva obaviješten o približavanju austrijske flote te zapovijeda prekid desanta, okupljanje flote i formiranje borbene linije.

Austrijska flota sastojala se od tri eskadre raspoređene jedna iza druge u formaciji klina, tako da su prvu formaciju činile oklopnjače, drugu teški drveni brodovi, a treću laki drveni brodovi. Zapovjedni brod austrijske flote na kojem se nalazio admiral Tegetthoff bio je *Erzherzog Ferdinand Max* (najmodernija jedinica austrijske flote, zajedno s oklopnjačom *Habsburg*, drvenog trupa obloženog željeznim oklopom s parnim pogonom na vijak i pomoćnim pogonom na jedra, naoružana sa 16 topova od 203 mm postavljenih bočno u trupu broda - kao kod ranijih jedrenjaka).

10:00 sati

Talijanska flota formira liniju brazde, s najmodernijom i najjačom jedinicom flote oklopnjačom *Affondatore* na začelju. Persano sa zapovjednog broda *Re d'Italia* prelazi na *Affondatore*, čime se gubi dosta vremena i dopušta austrijskoj floti da se približi. Prilikom navedenog prebacivanja s jedne jedinice na drugu Persano sa sobom nije ponio admiralski stijeg, čime je izazvao pomutnju u vlastitoj floti jer mnogi zapovjednici brodova nisu znali za prelazak te su i dalje čekali zapovijedi s broda *Re d'Italia*. Također, da bi se omogućio Persanov prelazak, dio brodova morao je usporiti što je dovelo do stvaranja procjepa u talijanskoj formaciji koji je iskoristila Austrijska eskadra i ulaskom u njega podijelila talijansku flotu na dva dijela. Ta dva čina u mnogome su odredila i odlučila tok bitke.

damage, it quickly retreats.

Due to the resilience of the Austrian resistance and the strengthening of the southern sirocco wind, Persano once again delays the invasion for the following day, a decision that would prove to be fatal for the Italians.

## July 20th 1866

7:30 AM

The Austrian vanguard sights the first Italian ships.

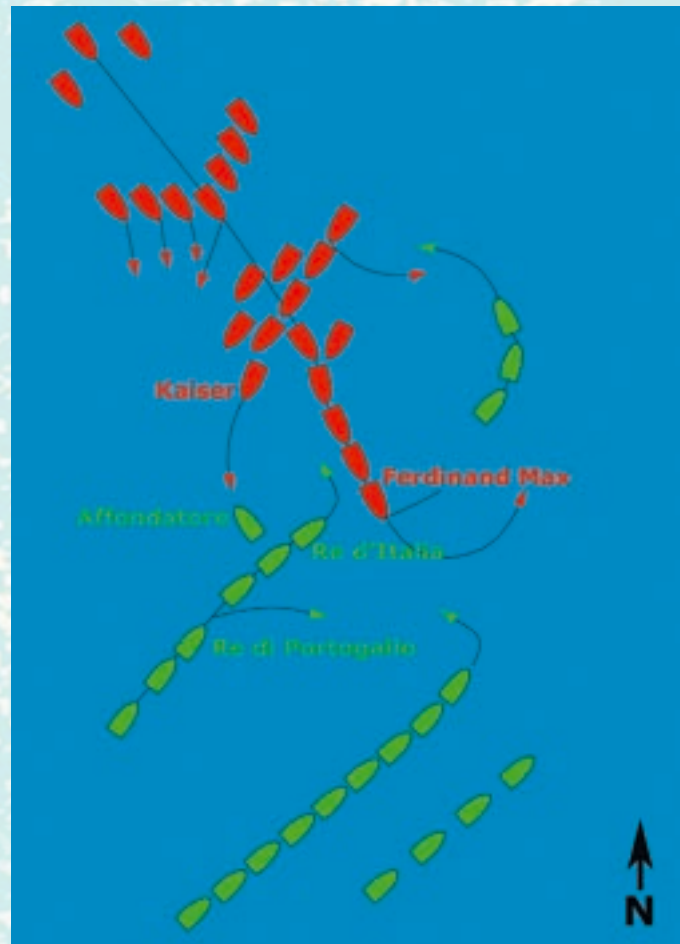
8:30 AM

Persano is informed of the Austrian fleet's arrival. He orders a stop to the invasion, gathers his ships and forms battle lines.

The Austrian fleet was made up of three divisions arranged into three consecutive arrowhead formations. The armored ironclads formed the first division, other large but unarmored wooden ships made up the second while the third consisted of smaller wooden vessels. Tegetthoff's flagship was the *Erzherzog Ferdinand Max*; along with the ironclad *Habsburg*, it was the most modern unit in the Austrian fleet with a wooden hull sheathed in iron plating, a steam-powered screw propeller and auxiliary sails, and armed with 16 203mm guns mounted laterally along the hull (as was the case with earlier sail ships).

10:00 AM

The Italian fleet assumes a line ahead formation with the strongest and most modern vessel – the *Affondatore* – at the rear. Persano transfers from his initial flagship, the *Re d'Italia*, to the *Affondatore*, wasting precious time and allowing the Austrian fleet to close the distance. Persano also fails to take his flag with him during the transfer, causing confusion among the fleet as many commanding officers, unaware of the change in flagships, still looked to the *Re d'Italia* for orders. Furthermore, in order for Persano to transfer to the *Affondatore*, some of the ships had to slow down, creating a gap in the Italian battle line which the Austrians took advantage of and split the Italian fleet in two. These two acts greatly influenced the final outcome of the battle.



Karta 2, Plan bitke, situacija oko 10:45 sati  
Map 2, Order of battle, the situation at around 10:45

10:45 sati

Flote su na udaljenosti od jedne nautičke milje te započinje razmjena artiljerijske vatre.

Oklopnača *Kaiser* sa svojom eskadrom ulazi u sukob s drugim dijelom talijanske flote u kojem se nalaze *Re d'Italia* i *Affondatore*. *Kaiser* i *Affondatore* međusobno razmjenjuju vatru s udaljenosti od stotinjak metara te oba broda pretrpljuju znatna oštećenja, iako *Affondatore* zbog svoje željezne konstrukcije to puno bolje podnosi.

11:00 sati

*Kaiser* udara kljunom u oklopnaču *Re di Portogallo* (brod bliznac *Re d'Italie*) kako bi spriječio njen napad na zapovjedni brod austrijske flote *Ferdinand Max*. *Re di Portogallo* udarom biva oštećen, ali ne i izbačen iz bitke. *Kaiseru* biva oštećen pramac te se nakon kraće razmjene vatre s brodom *Maria Pia* povlači iz bitke.

11:05 - 11:15 sati

*Ferdinand Max* udara kljunom u *Re d'Italiu*, čime najvjerojatnije oštećuje kormilo na istoj, što će se pokazati kobnim, a nakon toga i u oklopnaču *Palestro*. Nakon udara i pod topovskom paljbom *Palestro* biva oštećen i na njemu izbiva požar te ga zapovjednik povlači iz bitke.

11:30 sati

Tegetthoff uočava kako se *Re d'Italia* našla osamljena s oštećenim kormilom na oko 700 metara od *Ferdinand Maxa* te zapovijeda udar kljunom punom snagom. Uudara u *Re d'Italiu* po lijevom boku, zabivši se duboko u trup te zbog brzog prodora vode ona nestaje pod morem u nepune dvije minute.

10:45 AM

The fleets are now one nautical mile apart and begin to open fire. The armored frigate *Kaiser* and its division engage the second half of the Italian fleet containing the *Re d'Italia* and the *Affondatore*. *The Kaiser* and *the Affondatore* exchange fire at a distance of around one hundred meters and both ships suffer significant damage, although *the Affondatore* was able to better withstand it thanks to its armor.

11:00 AM

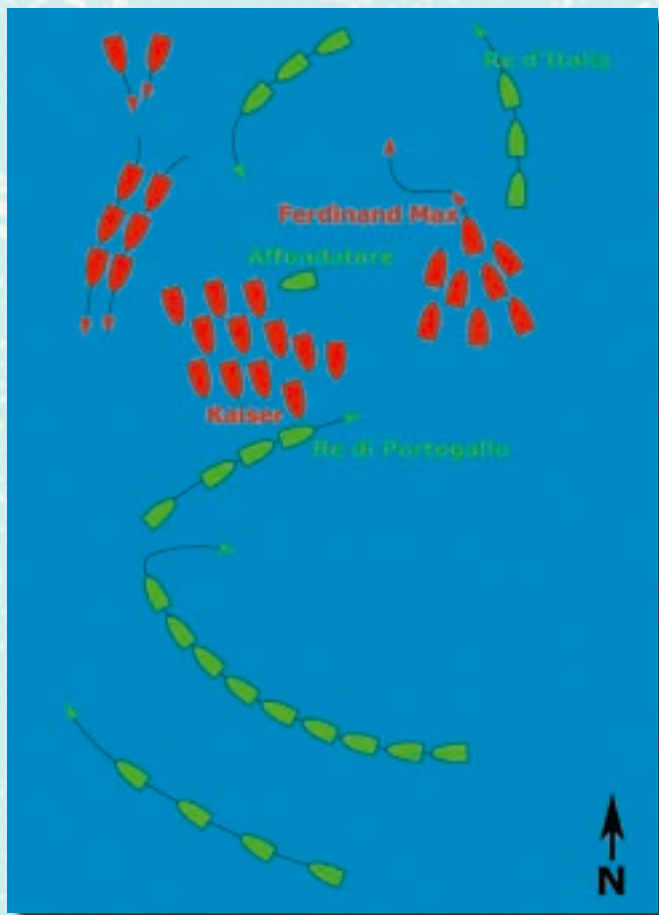
*Kaiser* rams the armored frigate *Re di Portogallo* (sister ship of the *Re d'Italia*) to prevent it attacking the Austrian flagship *Ferdinand Max*. *Re di Portogallo* is damaged but continues to fight. *The Kaiser* suffers damage to its prow and, following a short exchange of fire with *Maria Pia*, it disengages from the battle.

11:05 - 11:15 AM

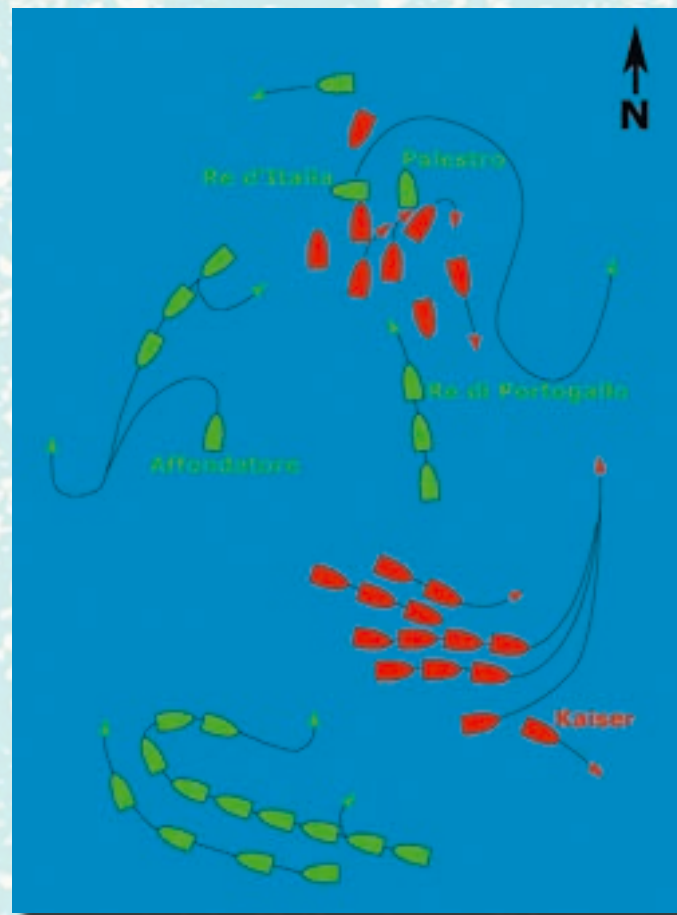
*Ferdinand Max* first rams the *Re d'Italia*, most likely damaging its rudder, which would later prove to be fatal, and then the ironclad *Palestro*. Due to the impact and heavy artillery barrages, a fire breaks out on the damaged *Palestro* and its commander orders a retreat.

11:30 AM

Tegetthoff notices the *Re d'Italia* isolated and with a damaged rudder 700 meters away from *Ferdinand Max* and orders it rammed at full speed. The blow punctures a hole in *Re d'Italia's* port side below the waterline and it sinks two minutes later.



Karta 3, Plan bitke, situacija malo nakon 11 sati  
 Map 3, Order of battle, the situation shortly after 11:00



Karta 4, Plan bitke, situacija oko 11:30 sati  
 Map 4, Order of battle, the situation at around 11:30



12:00 sati

Bitka se bliži kraju, Tegetthoff naređuje sjedinjenje brodova svoje flote te formira formaciju trostruke brazde.

12:30 sati

Persano zapovijeda formaciju brazde. Razdaljina između dvije flote iznosi već oko 5 nautičkih milja.

13:00 sati

Persano pokušava još jedan napad te usmjerava *Affondatore* na austrijsku flotu, ali ubrzo odustaje.

14:30 sati

Na *Palestru* na kojem su bjesnili požari i koji je plutao negdje na prostoru između dva flotna sastava dolazi do nekoliko manjih a zatim i do silovite velike eksplozije koja je prepolovila brod i on ubrzo tone.

Austrijska flota vidjevši da je bitka završena kreće prema viškoj Luci, dok Talijani spašavaju brodolomce do noći te se okreću prema Anconi.

12:00 PM

The battle is nearing its end; Tegetthoff orders all his ships to join up and form a triple line ahead formation.

12:30 PM

Persano also orders his fleet into a line ahead formation. The distance between the two fleets is now around 5 nautical miles.

13:00 PM

Persano attempts another attack and directs the *Affondatore* at the Austrian fleet but soon gives up.

14:30 PM

The *Palestro* is floating somewhere between the two fleets, engulfed in flames. After a series of small and one large explosion, it finally sinks.

The Austrian fleet, seeing that the battle is over, heads towards Vis harbor while the Italians pick up survivors till nightfall and then retreat back to Ancona.

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Time je završena Viška bitka, najveća pomorska bitka ikada odigrana na Jadranu, u kojoj su Austrijanci izvojevali odlučnu pobjedu prije svega zahvaljujući znanju i odlučnosti zapovjednika, primjenom i adaptacijom novih tehnologija i njihovim korištenjem u brzo mijenjajućim okolnostima te moralom i odvažnošću posada brodova od kojih su većina upravo bili Hrvati iz Istre, Hrvatskog primorja i Dalmacije

Austrijska strana brojila je 56 poginulih i 138 ranjenih, bez izgubljenih brodova s ispaljenih preko 4500 granata i primljenih oko 400 pogodaka. Talijani su izgubili dva broda, poginula su 643 mornara, ispalili su oko 1500 granata, a primili oko 500 pogodaka.

Kao epilog bitke, Talijanima nije uspjelo osvajanje Visa i drugih dijelova hrvatske obale, Tegetthoff je primio čin viceadmirala, dok je Persano zbog propusta tijekom bitke osuđen na gubitak čina i položaja.

Unatoč pobjedi u Viškoj bitci, Austrija izložena konfrontaciji istovremeno na dva fronta brzo je poražena. Austrijanci pobjeđuju Talijane u bitci kod Custoze, ali austrijskim porazom od Prusa u odlučnoj bitci kod Koniggratza (Sadove) rat završava austrijskom predajom. Pobjedom u tom ratu Pruska ostaje jedina sila u procesu ujedinjenja Njemačke, a Italija dobiva regiju Veneto, ali porazom u Viškoj bitci ne uspijeva u naumu osvajanja Dalmacije, odnosno Hrvatskih prostora na istočnoj obali Jadrana.

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And so ends the Battle of Vis, the largest naval battle ever to take place in the Adriatic. The Austrians achieved a decisive victory thanks first and foremost to the skill and decisiveness of their commander, the adoption and use of new technologies in rapidly shifting circumstances and the bravery and morale of their crews, who were mostly made up of Croats from Istria, Dalmatia and the Croatian Littoral.

The Austrians casualties amounted to 56 killed and 138 wounded. Their fleet fired around 4500 shells, took almost 400 hits, but did not lose a single ship. The Italians, on the other hand, launched 1500 shells, took around 500 hits, but lost two ships and 643 sailors.

As a result of the battle, the Italians failed to conquer Vis and rest of the Croatian coastline, Tegetthoff was raised to the rank of Vizeadmiral while Persano was stripped of his rank and command for his incompetence.

In spite of their victory in the Battle of Vis, Austria could not fight a war on two fronts. They defeated the Italians at the Battle of Custoza, but were decisively defeated by Prussia in the Battle of Königgrätz (or Sadowa) and were forced to surrender. Their victory meant that Prussia was now the only power capable of uniting Germany, a process which would be concluded five years later following France's defeat in the Franco-Prussian War. Italy, for its part, took the region of Veneto from Austria, but the defeat in the Battle of Vis meant that they couldn't achieve their goal of conquering the whole of Dalmatia.



Slika 7, Litografija Carlo Pellion di Persano (Niccolò Fontani)  
Image 7, Lithograph of Carlo Pellion di Persano (Niccolò Fontani)

### **CARLO PELLION DI PERSANO**

(Vercelli, 11. ožujka 1806. – Torino, 28. srpnja 1883.)

Bio je talijanski admiral i političar koji se iskazao tijekom Prvog rata za neovisnost Italije. Kontraadmiralom sardinijske flote postao je 1859. godine te je pomagao Garibaldijevoj akciji na Siciliji i u Napulju 1860. U Trećem ratu za neovisnost bio je zapovjednik talijanske flote u Viškoj bitci 1866. godine, gdje je, unatoč tome što je talijanska flota bila brojnija s bolje opremljenim brodovljem, bio poražen. Nakon bitke kod Visa protiv njega je pokrenut sudski postupak nakon kojeg je degradiran i umirovljen.

### **CARLO PELLION DI PERSANO**

(Vercelli, 11 March 1806 – Torino, 28 July 1883)

Carlo Pellion di Persano was an Italian admiral and politician who made his name during the First Italian War of Independence. He was made a Rear Admiral of the Sardinian Navy in 1859 and he assisted Garibaldi in his campaigns in Sicily and Naples in 1860. He commanded the Italian fleet at the Battle of Vis in the Third Italian War for Independence, but despite having a larger and better armed force, he suffered a defeat. After the battle, he was put on trial, relieved of his rank and forced to retire.

## WILHELM VON TEGETTHOFF

(Maribor, 23. prosinca 1827. - Beč, 7. travnja 1871.)

Rođen je u Mariboru kao sin Karla von Tegetthoffa, potpukovnika u austrijskoj vojsci. Pomorsku akademiju upisao je 1840. godine, a kao kadet sudjeluje u blokadi Venecije 1849. godine. U čin poručnika fregate unaprijeđen je 1851., a poručnik bojnog boda postaje 1852. godine. Svoje prvo zapovjedništvo dobio je 1854. godine na brodu *Elisabeth*, u vrijeme intenzivnog prelaska austrijske ratne mornarice na parni pogon, kojeg je bio zagovornik. Za zapovjednika parobroda *Taurus* postavljen je 1855. godine, gdje ga je zapazio nadvojvoda Ferdinand Maksimilijan Austrijski, visoki zapovjednik ratne mornarice. U kapetana korvete promaknut je 1857. godine, a zbog svojih izvanrednih diplomatskih i organizacijskih sposobnost u prosincu iste godine, postavljen je za časnika osoblja. Zapovjednikom korvete *Erzherzog Friedrich* imenovan je 1858. godine. Istaknuo se najprije u bitci kod Helgolanda 1864. u kojoj je zapovijedao fregatom *Schwarzenberg*. Zahvaljujući vojnoj taktici koju je primijenio u bitci kod Visa 1866. godine, najzaslužniji je za pobjedu puno slabije austrijske mornarice, za što je nagrađen činom viceadmirala. Do kraja života snažno se zalagao za razvoj i modernizaciju austrijske mornarice. Spomenici Tegetthoffu podignuti su u Mariboru, Beču i Puli. Spomenik u Puli, autora Karla Kundmanna, podignut je 1877. godine, a sastojao se od brončanog kipa Tegetthoffa kojeg su podupirale brončane mitološke figure. Spomenik je 1935. godine preseljen u Graz, gdje je Tegetthoff i pokopan. Njegov lik prikazan je na austrijskoj poštanskoj marki iz 1935. godine te na kovanici od 20 eura izdanoj 2004. godine. Wilhelm von Tegetthoff jedan je od najistaknutijih pomorskih zapovjednika 19. stoljeća, poznat po svojoj inovativnoj pomorskoj taktici i inspirativnom vodstvu.

## WILHELM VON TEGETTHOFF

(Maribor, 23 December 1827 – Vienna, 7 April 1871)

Born in Maribor to Karl von Tegetthoff, a Lieutenant Colonel in the Austrian Army. He entered the naval academy in 1840 and took part in the blockade of Venice in 1849 as a cadet. He was promoted to Sub Lieutenant in 1851 and Lieutenant in 1852. Tegetthoff received his first command, the naval schooner *Elisabeth*, in 1854, during a period in which the Austrian Navy was switching over to steam power, which he earnestly advocated. He was placed in command of the steamship *Taurus* in 1855, gaining the attention of Archduke Ferdinand Maximilian of Austria, the High Commander of the Navy. In 1857, he was promoted to the rank of Lieutenant Commander and, having demonstrated exemplary diplomatic and organizational abilities, he was made a staff officer in December that same year. The following year, he was appointed commander of the corvette *Erzherzog Friedrich*. He proved himself in the battle of Helgoland in 1864 while commanding the frigate *Schwarzenberg*. Thanks to the tactics he employed in the Battle of Vis in 1866, the outnumbered Austrian fleet emerged victorious, for which he was promoted to Vice Admiral. He strongly advocated the development and modernization of the Austrian Navy for the remainder of his life. Memorials to Tegetthoff were erected in Maribor, Vienna and Pula. The monument in Pula was made by Karl Kundmann in 1877 and consisted of a bronze statue in Tegetthoff's likeness supported by statues of mythological figures. In 1935, it was moved to Graz, where Tegetthoff's grave is located. He was pictured on an Austrian postage stamp from 1935 and a 20 euro commemorative coin issued in 2004. Wilhelm von Tegetthoff was one of the most prominent naval commanders in the 19th century, known for his innovative naval tactics and inspirational leadership.



Slika 8, *Wilhelm von Tegetthoff* (Wikimedia Commons)  
Image 8, *Wilhelm von Tegetthoff* (Wikimedia Commons)

## VIŠKA BITKA – KOPNENI LOKALITETI

### UTVRDE, KULE I BITNICE U GRADU VISU

Uspoređujući komiški i viški zaljev Englezi su odlučili svoje uporište smjestiti u prostranoj viškoj luci – Uvali sv. Jurja, koju je zbog zemljopisnog položaja jednostavno kontrolirati i braniti. Kao jedini nedostatak viške luke procijenjena je loša opskrba vodom budući da se otočki izvori nalaze u komiškom zaljevu, a područje naselja Vis opskrbljuje se vodom iz cisterni.

Gradnja sustava utvrda u viškoj uvali, tada zvanog lukom Sv. Jurja (po kasnoantičkoj crkvi na sjeveroistočnom rubu uvale) započela je 1811. godine podizanjem dviju mornaričkih bitnica, vojarne za smještaj posade od 40 vojnika, skladišta zaliha, glavnog skladišta municije i cisterne na otočiću Hostu. U studenom 1811. godine kraljevski inženjer kapetan 2. klase Frederick Smith izložio je projekt sustava utvrda Vrhovnom vojnom stožeru britanske kraljevske mornarice na Sredozemlju, smještenom na Siciliji. On je predložio gradnju glavne utvrde na brdu istočno od ulaza u luku, ali je kapetan Henryson predložio da se glavno utvrđenje, utvrda Kralj George III, izgradi na brdu iznad otočića Hosta, zapadno od ulaza u luku. Njegovo je mišljenje bilo da zbog svojeg geografskog položaja otočić Host i poluotočić Sv. Juraj imaju najvažniji strateški značaj za obranu viške uvale i naselja. Lokacija ostalih utvrda proizašla je iz vojno-strateških razloga kao i iz topografskih pogodnosti terena.

Glavni cilj projekta bilo je smještanje utvrda tako da neprijatelju onemoguću ulaz u luku, ali isto tako da se spriječi izlaz brodovima koji su u nju već ušli. Vis je prirodna tvrđava i dovoljno je osigurati četiri glavne točke. Glavno utvrđenje, tvrđava Kralj George III, podignuta je na zapadnom ulazu u višku luku, na susjednom brdu izgrađena je kula Bentinck, a između njih bila je smještena kula Robertson. Na suprotnoj strani, na istaknutom vrhu brda koje dominira istočnom stranom ulaza u luku, bila je smještena manja utvrda Wellington. Ulaz i izlaz iz zaljeva kontrolirao se položajima na otočiću Hostu i poluotoku sv. Jurja na istočnoj strani zaljeva, utvrdom Kralj George III na zapadnoj strani zaljeva te kulama izgrađenima na zapadnim visokim

## BATTLE OF VIS – LAND SITES

### FORTS, TOWERS AND BATTERIES IN THE TOWN OF VIS

Comparing the bays of Vis and Komiža, the English decided to place their base in the spacious Bay of Sveti Juraj (Saint George) in the town of Vis, whose geographical location makes it easy to control and defend. The only drawback of this location was poor water supply since the only sources of potable water were located in Komiža Bay, while the area around the town of Vis got its supply from water cisterns.

Work on the system of fortifications in the Bay of Saint George (so called after a church dating back to Late Antiquity located at the northeastern edge of the bay) began in 1811 with the construction of two coastal batteries, a barracks able to house 40 soldiers, a supply depot, a gunpowder magazine and a cistern on the islet of Host. In November 1811, Second Captain Frederick Smith of the Royal Engineers presented a project for a system of forts to Royal Navy Command Headquarters in the Mediterranean, based on Sicily. He proposed that the main fort be constructed on a hill east of the harbor entrance, but Captain Henryson suggested that the strongest fortification, the future Fort George, be built on a hill overlooking the islet of Host, to the west of the harbor entrance. He believed that the geographical location of the islet of Host and the peninsula of Sveti Juraj made them the most important strategic points in the defense of Vis. The locations of the other forts were decided after taking into account strategic considerations and terrain layout.

The main aim of the project was to place the forts in a configuration which would not only stop enemy ships from entering the harbor, but also prevent those ships that made it through from leaving. The island of Vis being a natural fortress, it was sufficient to fortify just four main points. The principle fort, Fort George, was constructed to the west of the harbor entrance; tower Bentinck was built on the neighboring hill and between the two stood tower Robertson. On the opposite side, atop a prominent hill overlooking the eastern entrance to the harbor stood the slightly smaller tower Wellington. The entrance and exit of the bay was controlled by fortified positions on



Karta 5, Lokacije podvodnih lokaliteta te bitnica i utvrda kod Komiza i Podstražje  
 Map 5, Location of underwater sites, forts and batteries around Komiza and Podstražje



Karta 6, Lokacije utvrda, kula i bitnica oko viške luke  
Map 6, Location of forts, towers and batteries around Vis harbor



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vrhovima (Bentinck i Robertson). S kule Wellington na istočnoj strani zaljeva bila je moguća kontrola otvorenog mora i sjevernog prilaska otoku.

Vis 1815. godine ponovno dolazi pod vlast Austrijske monarhije. Valorizirajući strateški značaj otoka i prirodne osobitosti viške luke, austrijska je uprava dvadesetih godina 19. stoljeća počela s pripremama za poboljšanje engleskih utvrda i gradnju novih te za pretvaranje viške luke u ratnu luku. Planovi su realizirani sredinom stoljeća te se na otok doseljavaju vojnici iz svih krajeva Habsburške monarhije. Rekonstruirana je utvrda Kralj George III, kule Bentinck, Robertson i Wellington, položaj na Hostu i na poluotočiću sv. Jurja. Neposredno pod utvrdom Kralj George III izgrađena je ratna bolnica i bitnica Mamula, južno od nje bitnice Robertson i Šupurina, a na poluotoku sv. Jurja bitnica Schmidt. Uz obalne bitnice viški zaljev branile su bitnice sv. Kuzma i sv. Andrija izgrađene visoko nad morem na padini koja se s juga strmo spušta prema dnu viške uvale. Kao najznačajnija fortifikacijska građevina u sklopu austrijskog obrambenog sustava ratne luke Vis u dubini zaljeva sv. Jurja, gotovo u samom središtu njegove sjeverne obale izgrađena je Gospina utvrda.

Na planovima ratne luke Vis iz 1823. godine prikazani su svi postojeći engleski položaji i vojne građevine (pa i one ruševne) i budući položaji austrijske vojske. Obnovljene i novosagrađene utvrde, kule i bitnice odigrale su značajnu ulogu u Viškoj bitci 1866. godine. Zahvaljujući njihovoj obrani s kopna spriječen je iskrcaj talijanske vojske i zauzimanje otoka Visa što bi uvelike utjecalo i na tijek same pomorske bitke. Obilaskom sačuvanih engleskih i austrijskih utvrda, kula i bitnica posjetitelju se najbolje može dočarati njihova geostrateška uloga i značaj u Viškoj bitci.

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the islet of Host and the peninsula of Sveti Juraj on the eastern end of the bay, Fort George on the western end, and by the two towers built atop high peaks to the west (Bentinck and Robertson). Tower Wellington controlled the northern approach to the island and the open sea to the north of Sveti Juraj Bay.

In 1815, Vis once again comes under Austrian control. Seeing the strategic importance of the island and the natural features of Vis harbor, the Austrians began preparations in the 1820s to improve the original English forts as well as to build new ones and to transform Vis harbor into a military port. The plans were realized in the mid-19th century and soldiers from all over the Hapsburg Monarchy started arriving on the island. The English fortifications, Fort George, towers Bentinck, Robertson and Wellington as well as the fortified positions on Host and Sveti Juraj peninsula were all improved. A military hospital and a gun battery, Mamula, were constructed immediately below Fort George. Gun batteries Robertson and Šupurina were built to the south and battery Schmidt was set up on Sveti Juraj peninsula. Along with these coastal fortifications, Vis was also defended by two batteries, Sveti Kuzma and Sveti Andrija, built high above, on the steep southern slope leading down to the bottom of the bay of Vis. The main fortress in the Austrian system of fortifications of the port of Vis is Our Lady's Battalion, built in the very middle of the bay's northern shoreline. The map of the military port of Vis from 1823 shows all the existing English military buildings (including ruins) as well as the future Austrian positions. The rebuilt and newly constructed forts, towers and gun batteries all played an important role in the Battle of Vis in 1866. They prevented the Italians from invading and occupying the island, which would have greatly impacted the outcome of the encounter. Touring the preserved English and Austrian fortifications allows visitors to see their geostrategic importance and the pivotal role they played in the battle. It is also possible to follow the course of this battle which left an indelible trace in European maritime and military history.

## Utvrd Kralj George III

Utvrd Kralj George III započeo je graditi engleski zapovjednik Visa George Duncan Robertson 1812. g. Nazvana je po tadašnjem britanskom kralju Georgeu III, a stanovnici Visa zovu je „Fortica“. Unatoč brojnim problemima vezanim za nedostatak građevnog materijala i radne snage završena je već 1813. godine. Utvrda je smještena na zaravnjenom vrhu zapadnog poluotoka viške uvale, nasuprot otočića Host. Izduženog je oblika, dimenzija 105 m dužine i 32 m širine. Perimetralni obrambeni zid na zapadnom dijelu, prosječne visine 8 m, zatvara unutrašnje dvorište u obliku nepravilnog četverokuta unutar kojeg su se nalazile vojarnje za smještaj časnika i vojnika, barutana i skladišta. U drugom dvorištu, orijentiranom prema moru i ograđenom obrambenim parapetnim zidom, nalazile su se cisterne za sakupljanje kišnice. Oko vanjskog oboda tvrđave protezao se obrambeni jarak dubok oko 2 metra. Sačuvana su dva nacrt za najveću od engleskih utvrda. Engleski nacrt iz 1811. godine te nacrt iz bečkog Ratnog arhiva iz sredine 19. stoljeća, kada je utvrda obnovljena i preuređena.

Engleski nacrt uglavnom odgovara današnjem stanju, za razliku od austrijskog koji se podudara samo u konturi obrambenog perimetralnog zida. U pismenim izvješćima časnika britanske mornarice navodi se da je tijekom radova došlo do promjene projekta i prilagodbe nacrtu uvjetima terena i karakteristikama tla. Također se navode osnovni dijelovi tvrđave: vanjski obrambeni zid, vojarna, skladište, cisterna za vodu, parapetni zid za obranu od topničke paljbe i travnati opkop. U utvrdu se ulazilo istočnom stranom preko visećeg mosta kroz široka drvena vrata, iznad kojih je na sredini luka reljefno uklesana engleska zastava i natpis Georg the third 1813.

Utvrd je ponovno obnovljena 2013. godine dobivši turističko-ugostiteljsku namjenu. Utvrda Kralj George III danas je zaštićeni spomenik kulture Republike Hrvatske u kojoj se nalazi mala zbirka radova, mapa i drugi povijesni predmeti vezanih uz bogatu povijest ove utvrde, a tijekom ljetnih mjeseci na njoj se organiziraju razni kulturno-zabavni događaji.

Za vrijeme Viške bitke 1866. godine utvrda je bila naoružana s četiri glatka topa od 140 mm, četiri olučena topa od 150 mm, četiri glatka topa od 190 mm, jednim glatkim topom od 160 mm i jednim mušarom od 205 mm te je pretrpjela znatna oštećenja.

## Fort George III

Construction of Fort George began in 1812 by order of George Duncan Robertson, the governor of Vis. It was named after the ruling king of Great Britain, George III, but the locals of Vis called it Fortica. Despite numerous problems caused by a lack of building materials and laborers, it was completed in 1813. It is located atop a flattened peak on the bay's western peninsula, opposite the islet of Host. It has an elongated shape, 105 meters long and 32 meters wide. The perimeter defense wall on its western side, with an average height of 8 meters, closes off the inner courtyard in the shape of an irregular quadrilateral, inside which were built a barracks for soldiers and officers as well as ammunition and supply depots. Inside the other courtyard, facing the sea and protected by a parapet wall, stood rainwater harvesting cisterns. A defensive ditch 2 meters deep was dug along the forts outer perimeter.

Two plans of this fort have been preserved: an English sketch from 1811 and a plan in the Military Archive in Vienna from the mid-19th century, when the fort was repaired and renovated.

The English plan mostly corresponds the present day layout of the fort, while the Austrian one only corresponds in the outline of the perimeter wall. Written reports by an officer of the Royal Navy state that the project had to be altered during construction to take into account the properties of the terrain and the conditions of the soil. They also mention the main parts of the fort: the outer wall, barracks, storehouse, water cistern, parapet wall protecting against artillery fire and a grassy trench. The entrance to the fort was on the eastern side, over a hanging bridge and through a wide wooden gateway above which was carved an English flag and the inscription Georg the third 1813.

The fort was renovated in 2013 and repurposed as a tourist destination. Today it stands as a protected cultural monument of the Republic of Croatia with a small collection of documents, charts and other historical objects linked to the rich history of this fortress. During summer months, various cultural and entertainment events are organized.

During the Battle of Vis, the fort was armed with four 140mm, four 190mm and one 160mm smoothbore gun, four 150mm rifled guns and one 205mm mortar. It was heavily damaged in the fighting.



Slika 9, *Utvrd George*  
Image 9, *Fort George*

## Gospina baterija

Gospina baterija, Gospina utvrda ili tvrđava Baterija izgrađena je na području nazvanom Levaman, u blizini crkve Uznesenja Blažene Djevice Marije (Gospe od Spilice) po kojoj je dobila ime, između tadašnjih naselja Luke i Kuta. Danas Gospina baterija predstavlja jedinstven primjer gotovo u potpunosti sačuvane kasne austrijske utvrde, s polovice 19. stoljeća, u kojem je u uzletu razvoj teškog naoružanja koje će, uz razvoj mornarice, promijeniti koncepciju ratovanja i gradnje utvrda. Gradnja je započela 1839. godine, a dovršena već 1841. godine.

Prednji dio utvrde, okrenut moru, ima polukružni tlocrt, a cijela utvrda opkoljena je jarkom dubokim oko dva metra dok su obrambeni zidovi nakošeni i izgrađeni od obrađenog kamena. Utvrda je imala bateriju od osam topova smještenih na visokom nasipu obzidanom kamenim zidom. Ispod nasipa nalazila su se skladišta i tamnice. Ulaz u utvrdu nalazi se s istočne strane, izgrađen je lučno, s bunjasto obrađenim kamenom. Preko pomičnog drvenog mosta ulazilo se u prostrano pravokutno dvorište na čijem se kraju nalazi bunar za opskrbu vodom. Sa sjeverne strane dvorišta nalazi se nasip obzidan visokim kosim zidom nad kojim su nekoć bili smješteni topovi. Ispod nasipa je lučni kameni svod sa skladišnim prostorima i tamnicom. S južne strane nalazila se glavna zgrada s prizemljem i katom u kojoj su bili smješteni zapovjedništvo otoka i vojarna za časnike i vojnike. Baterija je imala stalnu posadu koja se sastojala od sto vojnika i časnika, a imala je značajnu ulogu i u Viškom boju 1866. godine. Njezina posada je topovskom vatrom teško oštetila talijanski brod Formidabile koji je s još tri manja broda predvodio napad talijanske flote na austrijske položaje u viškoj luci. Zbog oštećenja broda naređeno je povlačenje ostatka talijanske flote iz luke što je onemogućilo desant na otok.

Za vrijeme bitke utvrda je bila naoružana s četiri olučena topa od 150 mm sa stražnjim punjenjem i četiri glatka topa od 160 mm. Teško je oštećena 18. srpnja 1866. napadima talijanskog broda Formidabile.

Nakon odluke o demilitarizaciji Visa 1873. godine, a prije napuštanja otoka, austrijski vojni položaji su srušeni ili drastično oštećeni kako bi bili vojno neupotrebljivi. Austrija

## Our Lady's Battalion

Our Lady's Battalion, Our Lady's Fort or Fort Battalion was built in an area called Levaman, between the settlements of Luka and Kut and near the Church of the Assumption of the Blessed Virgin Mary (Our Lady of Spilice), which gave the fort its name. It stands today as a unique example of an almost perfectly preserved Austrian fort from the mid-19th century when the rapid development in naval and military technology changed the concept of how forts were built. Construction began in 1839 and was completed just two years later.

The front of the fort faces the sea and has a semicircular layout while the entire fortress is surrounded by sloping defensive walls made out of cut stone and a two-meter deep trench. It boasted a battery with eight guns located atop a high mound and protected by a stone wall. Storehouses and dungeons were located beneath the mound. The entrance is an arch made out of cut stone located on the fort's eastern side. After crossing a wooden drawbridge, one would enter a large rectangular courtyard which contained a well to supply the garrison with water. On the northern end of the courtyard is another mound with a high sloping wall which once used to have cannons mounted atop it. Below the mound is a stone arch leading to storage rooms and a prison. On the southern end stood the two-storied main building which housed the command center and a barracks for soldiers and officers. The fort's regular complement was made up of one hundred soldiers and officers and it played an important role in the Battle of Vis in 1866, heavily damaging the Italian ironclad Formidabile, which had, along with three smaller vessels, been attacking the Austrian positions in Vis harbor. Due to the damage incurred, the Italian fleet retreated from the harbor and the assault on the island was prevented.

During the battle, the fort was armed with four 150mm breech-loading rifled cannons and four 160mm smoothbore cannons. It was heavily damaged by the Formidabile on July 18th 1866.

Following the decision to demilitarize Vis in 1873, the Austrians destroyed or severely damaged all military structures before abandoning the island so as to render them



Slika 10, *Gospina baterija*  
Image 10, *Our Lady's Battalion*

ova rušenja nije provodila nasumice; planove za rušenje izradili su vojni inženjeri na isti način kao i one za građenje. Gospina baterija je jedan od rijetkih austrijskih vojnih položaja koji je gotovo u potpunosti sačuvan kako bi dobila novu civilnu namjenu. Tako je od kraja 19. stoljeća pa do 2. svjetskog rata u njoj bila smještena ubožnica, a od 2. svjetskog rata do 1991. godine bila je središte političke vlasti otoka. Danas je utvrda kulturno središte otoka u kojoj se održavaju izložbe, kazališne predstave i pjesničke večeri. U njoj je od 1983. smještena Arheološka zbirka Issa, hidroarheološka zbirka amfora iz 2. stoljeća pr.n.e. s podvodnog lokaliteta Vela Svitnja te arheološko-etnografska zbirka, uključujući i eksponate iz Viške bitke

## Kula Wellington

Utvrda Wellington nalazi se na Jurjevu brdu, istočno od ulaza u višku luku. Izgrađena je početkom 19. st., za vrijeme britanske vladavine. Nazvana je po engleskom vojskovođi Arturu Wellesleyu, vojvodi od Wellingtona, pobjedniku nad Napoleonom u bitci kod Waterlooa 1815. godine, zbog čega se pretpostavlja da je dovršena nakon te čuvene pobjede. Jednostavna građevina okruglog tlocrta građena je od pravilnih kamenih blokova na čijim su zidovima vidljive puškarnice, a unutrašnjost je učvršćena s dva poprečna zida, između kojih je okruglo postolje porušenih svodova sazidanih opekom.

Naoružanje utvrde Wellington u vrijeme Viške bitke 1866. godine činile su po jedna haubica od 76 mm i 100 mm, dva topa od 160 mm i dva mužara od 205 mm. Zapovjednik talijanskog broda Maria Pia, čiji je cilj bio uništiti austrijske bitnice smještene dublje u viškoj luci, započeo je 18. srpnja 1866. godine oko 16.45 sati napad na utvrdu Wellington te ju je pritom teško oštetio. Do kule iz naselja Kut i danas vodi put sagrađen za potrebe njezine gradnje. Iako zapuštena, svakako je vrijedi posjetiti zbog prekrasnog pogleda na zapadni dio viške uvala, otočić Host i utvrdu Kralj George III.

inoperable. This was not carried out haphazardly, however. The plans for demolishing the military objects were drawn up by military engineers the same way as the original plans for constructing them. Our Lady's Battalion is one of the few Austrian forts that remained almost entirely intact due to being repurposed for civilian use. From the end of the 19th century up until World War II it served as a workhouse and from World War II up until 1991, it was the center of political power on the island. Today, it acts as a cultural center, hosting exhibitions, plays and poetry readings. Since 1983 it also hosts the Issa Archaeological Collection, a hydro-archaeological collection of amphorae dating back to the 2nd century BCE from the underwater site Vela Svitnja and an ethnoarchaeological collection containing exhibits from the Battle of Vis.

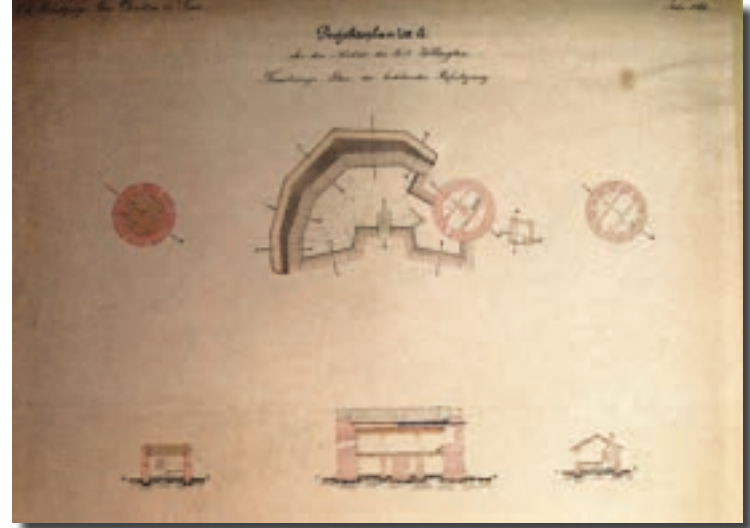
## Wellington Tower

Wellington Tower is located on Sveti Juraj hill, east of the entrance to Vis harbor. It was constructed at the beginning of the 19th century while Vis was under British control. Named after British military commander Arthur Wellesley, Duke of Wellington, who defeated Napoleon in the Battle of Waterloo in 1815, it can be assumed that the tower was completed after that famous victory. This simple circular-shaped building was constructed using rectangular stone blocks with loopholes still visible on its walls. The interior was reinforced by two cross-walls between which lies a round base of ruined brick vaults.

The armaments of the tower during the Battle of Vis in 1866 included two howitzers (76mm and 100mm), two 160mm cannons and two 205mm mortars. The commander of the Italian ship Maria Pia, whose mission was to destroy the batteries positioned deeper within Vis harbor, began the attack on Wellington Tower at 16:45 on July 18th 1866, heavily damaging it in the process. A road leading from the village of Kut, built at the same time as the tower, is still traversable today. Although abandoned and in disrepair, it's still worth visiting just to take in the magnificent view of the islet of Host, Fort George and the entire western side of Vis Bay.



Slika 11, Kula Wellington  
Image 11, Wellington Tower



Slika 12, Plan kule Wellington (izvor: M.S. Hardy)  
Image 12, Layout of Wellington Tower (source: M.S. Hardy)



Slika 13, Kula Bentinck  
Image 13, Bentinck Tower

### Kula Bentinck (Terjun)

Južno od utvrde Kralj George III, na uzvisini između viške luke i uvale Mala Svitnja nalaze se ostaci ruševne okrugle dvokatne kule. Mještani Visa zovu je Terjun, a u vrijeme izgradnje Britanci su je nazvali Bentinck prema lordu Williamu Cavendishu Bentincku, tadašnjem zapovjedniku britanskih snaga na Siciliji. S Terjuna se pruža odličan pogled na višku luku, akvatorij otoka i utvrde Wellington i Kralj George III. Do danas je ostalo sačuvano samo četvrtina nekadašnje kule koja je u prizemlju imala kamenu kupolu. Oko nje su ostaci niskog zakošenog bedema rađenog poput bastiona. Nakon austrijske obnove britanskih kula bila je naoružana s jednim olučenim topom sa stražnjim punjenjem od 120 mm, dvije haubice i četiri glatka topa od 120 mm. U napadu talijanskih brodova na višku luku 1866. godine skoro je u potpunosti bila uništena topovskim udarima, a poginuli su zapovjednik utvrde i trećina posade.

### Bentinck Tower

The ruins of this round two-story tower are located south of Fort George, on a hill between Vis harbor and the bay of Mala Svitnja. The locals of Vis call it Terjun, but the British originally named it Bentinck, after Lord William Cavendish Bentinck, the commander of British forces on Sicily. The tower offers an excellent view of the harbor, the waters around the island as well as forts Wellington and George. Only a fourth of the original building, which had a dome on the ground floor, remains standing today. Around it stand the remains of a low sloping rampart built like a bastion. Following the Austrian restoration of the tower, it was equipped with one 120mm breech-loading rifled gun, two howitzers and four 120mm smoothbore cannons. It was almost entirely destroyed by Italian artillery fire during their attack on Vis harbor and the fort commander as well as a third of the garrison perished in the conflict.

Slika 14, Plan kule Bentinck (izvor: M. S. Hardy)  
Image 14, Layout of Bentinck Tower (source: M.S. Hardy)



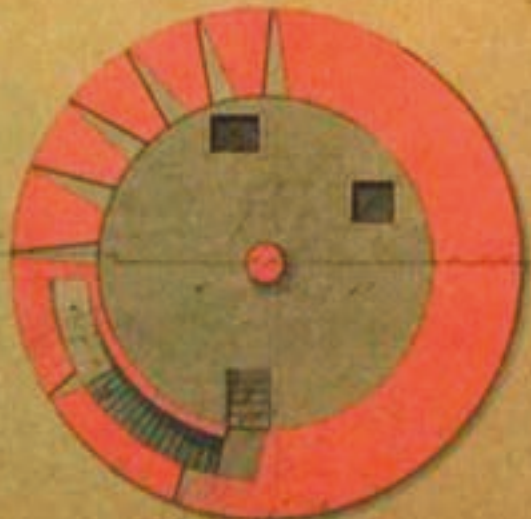
Grundriss und Querschnitt  
des Turms Pentels auf der Insel Sefra



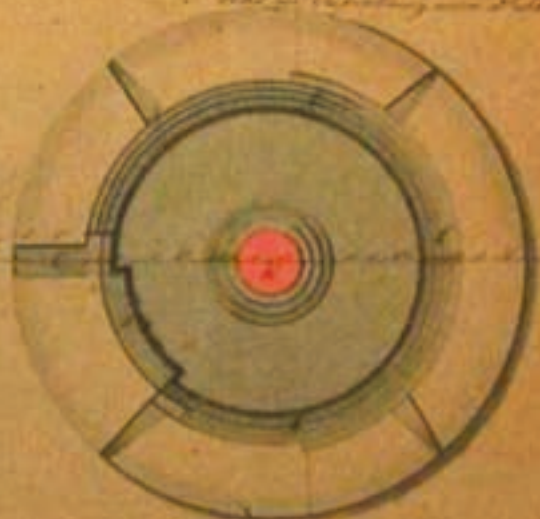
- 1. Eingang in den Turm
- 2. kleine Kuppel im Innern
- 3. Kuppel im Innern
- 4. Kuppel
- 5. Kuppel im Innern
- 6. Kuppel im Innern
- 7. Kuppel im Innern
- 8. Kuppel im Innern
- 9. Kuppel im Innern
- 10. Kuppel im Innern
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- 15. Kuppel im Innern
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- 17. Kuppel im Innern
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- 19. Kuppel im Innern
- 20. Kuppel im Innern



Ursprüngliche Ansicht



Ursprüngliche Ansicht



Ursprüngliche Ansicht



Slika 15, *Ostaci kule Robertson*  
Image 15, *Remains of Robertson Tower*

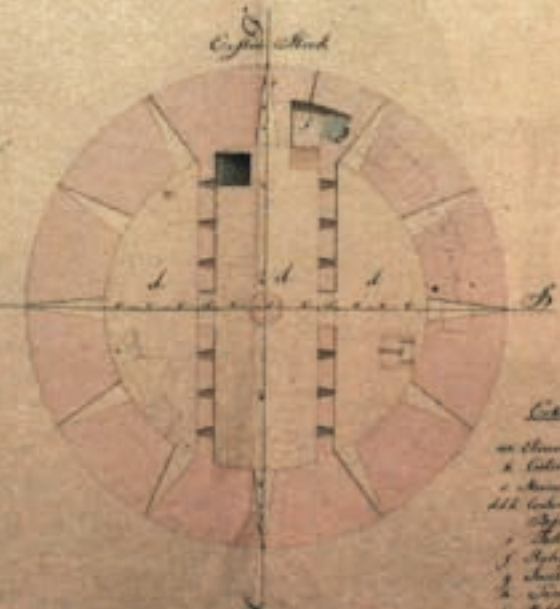
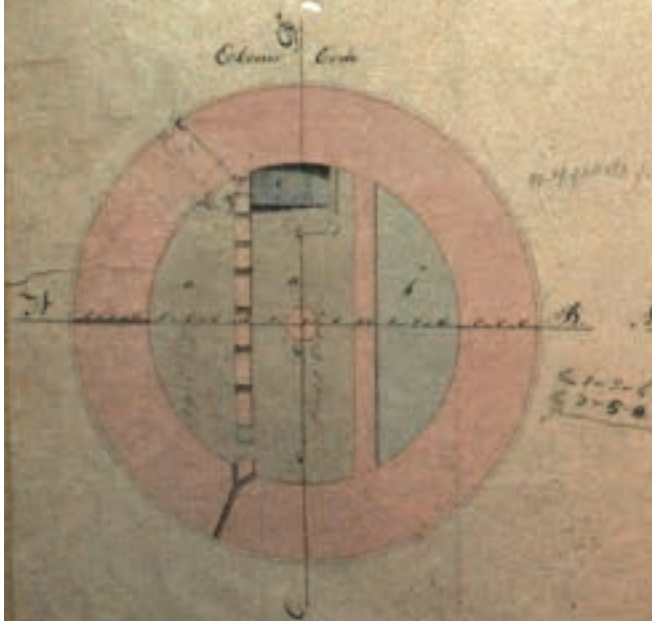
## Kula Robertson

Kula Robertson sagrađena je u sklopu engleskog utvrđivanja viške luke početkom 19. stoljeća. Smještena je između utvrda Kralj George III i Terjun na zapadnoj strani viške uvale. Građena je od klesanih kamenih blokova kao jednodimenzionalna građevina kružnog tlocrta promjera oko 15 m, a bila je nadsvođena plitkom kupolom. Naoružanje utvrde Robertson tijekom Viške bitke bio je jedan olučni top od 120 mm sa stražnjim punjenjem. U napadima talijanskog brodograditelja 18. srpnja 1866. godine skoro je u potpunosti porušena. Silina tih napada vidljiva je i danas budući da je utvrda Robertson najlošije očuvana od svih viških utvrda te nikada nije bila obnovljena niti je dobila novu namjenu.

## Robertson Tower

Robertson Tower was built as part of the British effort to fortify Vis harbor in the early 19th century. It is located at the western end of the bay, between Fort George and Bentinck Tower. It was designed as a single-room domed tower constructed out of cut stone blocks in a circular layout, 15 meters in diameter. During the Battle of Vis, it was armed with a single 120mm breech-loading rifled cannon. It was almost completely destroyed by the Italian fleet on July 18th 1866. The intensity of their attacks can still be witnessed today as Robertson Tower is the worst preserved of all the forts on Vis and the only one that has never been restored or repurposed.

Slika 16, *Plan kule Robertson* (izvor: M. S. Hardy)  
Image 16, *Layout of Robertson Tower* (source: M.S. Hardy)



- Erklärung**
- 1. Obere Ebene - Oberteil
  - 2. Untere
  - 3. Aussen Seite in dem Thurm
  - 4. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

April - 1771

## Utvrdna na otočiću Host

Na ulazu u luku grada Visa nalazi se otočić Host, dug 120 i širok 36 metara. Staro pučko ime za ovaj otočić bilo je Sveti Juraj, a za vrijeme britanske vladavine na otoku dobiva ime Host po Sir William Hosteu, mladom kapetanu i zapovjedniku britanske flote u Jadranu. On je 1811. godine podigao malu topničku utvrdu koja je bila dio obrambenog sustava na liniji utvrda Kralj George III – utvrda Wellington. Kao miljenik velikog admirala lorda Nelsona poslan je u Jadran sa samo četiri broda. S obzirom da je kroz dva mjeseca 1810. godine Francuzima zarobio ili potopio 40-ak brodova, 13. ožujka 1811. godine kod Visa ga je napala francuska eskadra od 11 brodova pod zapovjedništvom Bernarda Dubourdieu. Francuski zapovjednik je tijekom napada pokušao oponašati Nelsonovu taktiku kod Trafalgara što se pokazalo neuspješnim protiv britanskih brodova. Na kraju su uništena ili zarobljena četiri francuska i venecijanska broda, a Dubourdieu je poginuo tijekom bitke. Ova i druge pobjede donijeli su iznimnu popularnost mladome britanskom časniku. Na mjestu nekadašnje utvrde Host nakon demilitarizacije otoka Visa 1873. godine sagrađena je svjetioničarska zgrada.

Bitnice koje je Austrijska monarhija sagradila uz obalu za potrebe prenamijenjene uvale sv. Jurja u ratnu luku sastojale su se od zemljanog branika koji je s unutarnje strane podzidan kamenom, a unutar same bitnice nalazilo se pokretno postolje za topove.

**Bitnica Mamula** nalazi se jugozapadno od utvrde Kralj George III, a bila je opremljena s dva topa od 150 mm sa stražnjim punjenjem, četiri haubice i jednim mužarom od 160 mm.

**Bitnica Šepurina** izgrađena je 1866. godine za vrijeme austrijske vlasti na zapadnoj strani viške uvale, a 19. srpnja iste godine potpuno je uništena topovskom paljbom s broda Formidabile. Bila je naoružana s četiri olučena topa od 150 mm sa stražnjim punjenjem.

**Bitnice sv. Kuzme i sv. Andrija** nalazile su se sjeverno od grada Visa, poviše Gospine utvrde, a bile su naoružane s četiri topa. Zbog svog položaj ovo su jedine austrijske bitnice koje nisu stradale u napadu talijanskih brodova 1866. godine.

## Fort on the islet of Host

At the entrance to Vis harbor stands the 120 meter long and 36 meter wide islet of Host. The old local name for it was Sveti Juraj (Saint George), but it was renamed Host during British rule after Sir William Hoste, the young captain and commander of the British forces in the Adriatic. In 1811, he ordered the construction of a small artillery fort as part of the defensive line between forts George and Wellington. A protégé of Admiral Horatio Nelson, he was sent to the Adriatic with only four ships. Over the course of two months in 1810, he managed to capture or sink over 40 French ships. The French reply came on March 13th 1811 when a squadron of 11 ships under the command of Bernard Dubourdieu attacked Hoste near Vis. The French commander attempted to imitate Nelson's tactics from the Battle of Trafalgar, but his strategy proved unsuccessful against the British. By the battle's end, Dubourdieu had been killed and four French and Venetians ships had been sunk or captured. This victory, as well as others in his career, brought fame and popularity to the young British commander. Following the demilitarization of Vis in 1873, a lighthouse was built in the place of the former fort.

The batteries built by the Austrians in their efforts to repurpose the bay of Sveti Juraj into a military port consisted of earthen ramparts lined with stones on the interior and a rotatable cannon mount inside.

**Mamula Battery** is located to the southwest of Fort George. It was armed with two 150mm breech-loading cannons, four howitzers and one 160mm mortar.

**Šepurina Battery** was built by the Austrians in 1866 on the western end of the bay of Vis. On July 19th of that year, it was completely destroyed by artillery fire from the Italian ship Formidabile. It was armed with four 150mm breech-loading rifled cannons.

**Sveti Kuzma (Saint Cosmas) and Sveti Andrija (Saint Andrew) batteries** were located north of the town of Vis, above Our Lady's Battalion and were armed with four cannons. Due to their position, they were the only Austrian batteries that weren't damaged during the Battle of Vis in 1866.



*Slika 17, Ostaci bitnice Mamula*  
*Image 17, Remains of Mamula Battery*

## UTVRDE I BITNICE U KOMIŽI

Napad na Vis započeo je 18. srpnja 1866. godine u 10.30 sati s komiške strane otoka gdje je kapetan Vacca otvorio paljbu na austrijske položaje. Međutim, shvativši da ne može nanijeti veću štetu austrijskim bitnicama odlučio je napustiti komiški zaljev i krenuti prema uvali Rukavac gdje ga je čekao kapetan Albini.

**Bitnica Podstražje** nalazi se poviše uvale Rukavac. Za napad na ovu bitnicu 18. srpnja 1866. godine bio je zadužen Albini koji je iz uvale Rukavac oko 11 sati otvorio paljbu prema austrijskom kopnenom položaju. Međutim, odmah na početku napada njegov brod je pogoden i lakše oštećen te je Albini odustao od daljnjih napada na bitnicu Podstražje i pridružio se Persanu na sjevernoj obali Visa. Bitnica je bila naoružana s dva olučena topa od 120 mm sa stražnjim punjenjem i četiri glatka topa od 140 mm. Ostaci bitnice Podstražje nalaze se istočno od sela Marinje Zemlje u unutrašnjosti otoka Visa. S loše očuvanih ostataka bitnice pruža se predivan pogled na otočić Ravnik i uvalu Rukavac.

**Utvrda Ferdinand Max** sagrađena je sredinom 19. stoljeća u vrijeme austrijske vlasti na otoku Visu. Nalazila se na uzvisini sjeverno od grada Komiže, u neposrednoj blizini crkve sv. Mihovila. S ovog položaja mogao se nadzirati cijeli akvatorij Komiže, uključujući otoke Biševo, Svetac i Brusnik. Utvrda je bila naoružana s dva topa od 150 mm i dva topa od 76 mm. Nažalost, utvrda danas nije sačuvana; ostali su vidljivi tek ostaci nekadašnje cisterne za vodu. Međutim, zbog crkve sv. Mihovila i predivnog pogleda na grad Komižu te otoke Biševo, Svetac i Brusnik svakako vrijedi posjetiti položaj nekadašnje utvrde Ferdinand Max.

## FORTS AND BATTERIES IN KOMIŽA

The attack on the island of Vis began at 10:30 AM on July 18th 1866 near the town of Komiža. Captain Vacca opened fire on the Austrian positions, but realizing that his attack was ineffective at damaging the batteries, he decided to leave the bay of Komiža and go toward the bay of Rukavac, where captain Albini was waiting for him.

**Podstražje Battery** is located above the bay of Rukavac. Commanding the attack on this battery on July 18th 1866 was captain Albini who opened fire at the Austrian positions at around 11:00 AM. However, his ship was hit and lightly damaged immediately after the start of combat causing Albini to call off the attack and join Admiral Persano off the northern coast of Vis. The battery was armed with two 120mm breech-loading rifled cannons and four 140mm smoothbore cannons. The remains of Podstražje Battery are located east of the village of Marinje Zemlje in the island's interior and offer a magnificent view of the islet of Ravnik and the bay of Rukavac.

**Fort Ferdinand Max** was built in the middle of the 19th century while Vis was under Austrian control. It was located on a hill north of the town of Komiža, near the church of Sveti Mihovil (Saint Michael). This position offers a commanding view of the entire sea area around Komiža, including the islands of Biševo, Svetac and Brusnik. The fort was armed with two 150mm and two 76mm cannons. Unfortunately, the fort did not survive to the present day and only the remains of the water cistern are still visible. Nevertheless, the church of Saint Michael and the magnificent view of the town Komiža and the islands of Biševo, Svetac and Brusnik still make this location well worth visiting.



Slika 18, Lokacija bitnice Podstražje  
Image 18, Location of Podstražje Battery



Slika 19, Pretpostavljena pozicija utvrde Ferdinand Max  
Image 19, Presumed location of Fort Ferdinand Max



Slika 20, *Ostaci bitnice Manjarema*  
Image 20, *Remains of Manjarema Battery*

**Bitnica Knez Rot (Manjarema)** sagrađena na sjevernim padinama komiškog zaljeva. Tijekom napada 18. srpnja 1866. godine bila je naoružana s četiri olučena topa od 120 mm i četiri glatka topa od 150 mm sa stražnjim punjenjem. Zbog brzog povlačenja talijanske flote iz komiškog zaljeva bitnica je ostala neoštećena nakon Viške bitke, ali su je uništili Austrijanci prilikom demilitarizacije otoka Visa 1873. godine.

**Knez Rot Battery (Manjarema)** was built on the southern slopes of the bay of Komiža. During the Battle of Vis, it was armed with four 120mm rifled cannons and four 150mm breech-loading smoothbore cannons. Due to the Italian fleet's hasty retreat, it was not damaged during the battle, but the Austrians demolished it when they demilitarized the island in 1873.



## GROBLJE I SPOMENIK NA PRIROVU

Austrijski vojnici koji su izgubili život u Viškoj bitci 1866. godine pokopani su u parku ispred samostana na poluotoku Prirovu, a već iduće godine na istom mjestu u čast im je podignut spomenik. Mramorni spomenik izradio je Leon Botticelli, a na njemu je urezan slijedeći natpis:

ONIMA  
KOJI U MORSKOME BOJU KOD VISA  
DNE XX. SRPNJA MDCCCLXVI  
ZA CESARA I AUSTRIJU  
SLAVNO POGINUŠE  
KAO MILU USPOMENU  
SUDRUGOVI

Spomenik je pravokutnog oblika na čijem vrhu se nalazi lav glavom okrenut prema gradu Visu. Na bočnim stranama urezana su imena poginulih u Viškoj bitci. Oko podnožja na četiri ugla bila su postavljena četiri stupića u obliku topova spojena lancima. Dio lanca pripadao je lancu sidra talijanskog broda Formidabile, kojeg je ostavio pri bijegu iz viške luke 19. srpnja 1866. godine nakon što je bio pogođen topovima s Gospine baterije. Spomenik je ubrzo postao središnje mjesto obilježavanja velike pobjede i sjećanja na poginule. Kada Vis krajem Prvog svjetskog rata dolazi pod upravu Italije (1918.-1921.) talijanske vlasti postavljaju na spomenik ploče s natpisima: ITALIA VINCITRICE (Italija pobjednica) i NOVEMBRE 1918 (studen 1918.) pokušavajući promijeniti povijesne činjenice. Talijanske vlasti su 1919. godine rastavile spomenik i prenijele ga u Livorno, gdje je na njemu dodan još jedan natpis: LISSA, UNA SCONFITA - VITTORIO VENETO, UNA PIU GRANDE VITTORIA (Vis, poraz - Vittorio Veneto, još veća pobjeda).

## CEMETERY AND MEMORIAL ON PRIROVO

The Austrian soldiers who lost their lives in the Battle of Vis in 1866 are buried in a park next to a monastery on Prirovo peninsula. The following year, a monument was erected on that same spot to honor their sacrifice. The marble memorial was made by Leon Botticelli, with the following inscription engraved on it:

TO THOSE  
WHO AT THE BATTLE OF VIS  
ON XX JULY MDCCCLXVI  
FOR KAISER AND AUSTRIA  
DIED GLORIOUSLY  
IN LOVING MEMORY  
THEIR COMRADES

The memorial is rectangular in shape with a lion on top facing the town of Vis. On its sides are engraved the names of all who died during the battle. Four cannon-shaped columns were placed at the four corners of the pedestal and linked together with chains. Part of the chain belonged to the anchor chain of the Italian ship Formidabile which it left there when fleeing from Vis harbor on July 19th 1866 after being hit by artillery fire from Our Lady's Battalion. The monument quickly became the central location for commemorating this great victory and remembering the fallen. When, following World War I, Vis came under Italian control (1918 – 1921), the Italian authorities tried to alter historical fact by placing two plaques on the memorial: ITALIA VINCITRICE (Italy victorious) and NOVEMBRE 1918. In 1919, the Italians dismantled the monument and transported it to Livorno where another inscription was added: LISSA, UNA SCONFITA – VITTORIO VENETO, UNA PIU GRANDE VITTORIA (Vis, a defeat – Vittorio Veneto, an even greater victory).



Slika 21, Spomenik poginulima u Viškoj bitci na poluotoku Prirovo  
Image 21, Memorial to the fallen in the Battle of Vis on Prirovo peninsula

## VIŠKA BITKA - PODVODNI LOKALITETI

Tri podvodna lokaliteta koja se nalaze sjeverno od Visa daleko na pučini u akvatoriju odigravanja same bitke svjedoče nam o Viškom boju. To su olupine dvaju brodova potopljenih u Viškoj bitci (oklopnjače Re d'Italia i Palestro) te olupina broda Radetzky, austrijske fregate koja je sudjelovala u bitci ali u istoj nije potopljena, već je igrom ili ironijom sudbine potopljena prilikom eksplozije vlastitih skladišta municije tri godine poslije na istom mjestu gdje se Viška bitka odigravala.

Svi lokaliteti nalaze se na velikim dubinama te su pronađeni tek u posljednjih 20 godina primjenom novih tehnologija. Iako još uvijek teško dostupni zbog ekstremnih dubina na kojima se nalaze, razvoj tehničkog ronjenja čini ih ipak dostupnijim te je planirano njihovo otvaranje za turistička ronjenja čim budu završene sve istraživačke i konzervacijske radnje koje se na njima još uvijek provode.

### OKLOPNJAČA RE D'ITALIA

Jedan od najvažnijih i ujedno zapovjedni talijanski brod u prvom dijelu Viške bitke bila je oklopnjača Re d'Italia. Brod je bio drvene konstrukcije sa željeznim oklopom od 114 mm i pogonom na paru (i pomoćnim na jedra), maksimalne brzine 12 čvorova. Sagrađen je u New Yorku 1864. godine. Dužina mu je iznosila 84 metra, širina 17 metara, gaz 6 metara, a bio je naoružan s 38 topova od 164 i 203 mm postavljenih bočno u trupu, ukupne nosivosti 5700 BRT. Potonuo je za vrijeme Viške bitke 20. srpnja 1866. godine nakon udara kljunom austrijskog broda Erzherzog Ferdinand Max. Teško oštećen, potonuo je u samo 2,5 minute odnijevši sa sobom 419 vojnika i časnika te kapetana Emillia Faà di Bruna.

U zajedničkoj francusko-hrvatskoj ekspediciji 2005. godine na dubini od 120 m, lociran je i identificiran brod Re d'Italia. Za pretraživanje podmorja korišteni su sonari istraživačkog broda Janus II francuske tvrtke Comex, a zbog velike dubine za njegovo je istraživanje korištena mini podmornica. Od 2016. godine nadalje poduzimaju su daljnja istraživanja i dokumentiranja u suradnji MORH-a, Obalne straže RH i Ministarstva kulture RH.

## BATTLE OF VIS – UNDERWATER SITES

Three underwater sites located in the offing north of Vis, where the battle took place, serve as testaments to this historical event. The first two sites contain the wrecks of the Re d'Italia and the Palestro which were sunk during the battle, while the third contains the Austrian frigate Radetzky which survived the battle but, by a twist of fate, sank three years later at the same place after an explosion tore through its powder magazine.

All the sites lie deep underwater and were only located in the past 20 years using new technologies. Although their depth still makes them difficult to reach, developments in technical diving mean that they are becoming ever more accessible as time goes by. The wrecks will be opened to tourist divers upon completion of all research and conservation activities currently being undertaken.

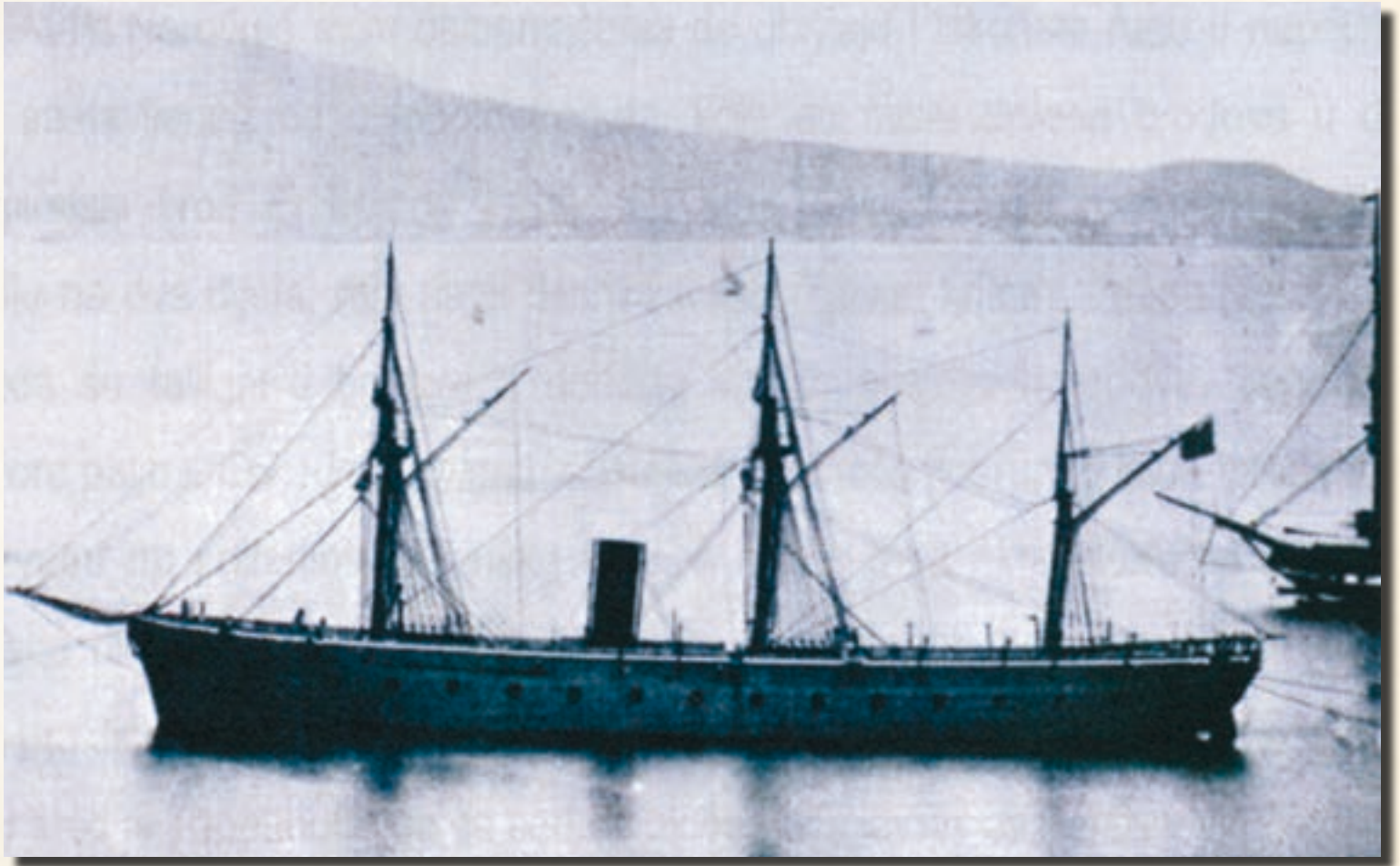
### IRONCLAD RE D'ITALIA

The Re d'Italia was the lead ship of the Italian fleet during the Battle of Vis. It was built in New York in 1864 and had a wooden hull that was sheathed in 114mm wrought iron armor. The ship was 84 meters long with a beam of 16 meters and a draft of 7 meters. It displaced 5700 tons and was armed with 164mm and 203mm guns. It sank in the Battle of Vis on July 20th 1866 only two and a half minutes after being rammed by the Austrian ironclad Erzherzog Ferdinand Max. The captain, Emilio Faà di Bruno, and 419 sailors and officers perished along with the ship.

The wreck of the Re d'Italia was located in 2005 by a joint French-Croatian expedition 120 meters below the sea surface. Scanning of the seabed was done with sonars onboard the Janus II oceanographic vessel owned by French company Comex while a mini submarine had to be used to explore the wreck due to it being located at such a great depth. Starting in 2016, further research and recording of the site has been undertaken in cooperation with the Ministry of Defense, the Croatian Coast Guard and the Ministry of Culture.



Slika 22, Pramac oklopjače Re d'Italia na dubini od 120 metara  
Image 22, Prow of the ironclad Re d'Italia at a depth of 120 meters



Slika 23, *Re d'Italia*  
Image 23, *Re d'Italia*

## OKLOPNJAČA PALESTRO

Jedan od najvažnijih talijanskih brodova u Viškoj bitci bila je oklopnjača Palestro. Bio je drvene konstrukcije sa željeznim oklopom od 120 mm. Dužina mu je iznosila 64 metra, širina 13 metara, a gaz 5 metara. Bio je naoružan s ukupno 20 topova od 165 mm i 203 mm, nosivosti 2642 BRT, s pogonom na paru (i pomoćnim na jedra) maksimalne brzine 8 čvorova. Ostaci trupa olupine broda nalaze se na dnu u dva dijela, a vidljivi su i ostaci jarbola, topova i parnog kotla. Olupina je u izuzetno dobrom stanju i stoji uspravno, a s obzirom da je trup bio obložen željezom, dobro je sačuvan. Nije imao nadgrađe, već ravnu palubu s tri jarbola koja je urušena. Od ukupne dužine ostao je sačuvan veliki dio pramca, dok se 100 metara južnije nalazi krma. Ostatak je razasut između krme i prove broda.

Olupina broda koja se nalazi na dubini od 120 metara locirana je u studenom 2014. godine, a u prosincu 2015. godine zajedničkom akcijom MORH-a, Obalne straže i Ministarstva kulture RH, a temeljem koordinacije za nadzor i zaštitu prava i interesa RH na moru, potvrđeno je da se radi o olupini broda Palestro. S obzirom na broj poginulih mornara na njemu riječ je o plavoj grobnici.

## IRONCLAD PALESTRO

The ironclad Palestro was one of the most important ships in the Italian fleet during the Battle of Vis. Built with a wooden hull sheathed in 120mm iron armor, it was 64 meters long with a beam of 13 meters, a draft of 5 meters and a displacement of 2642 tons. The ship was armed with 165mm and 203mm cannons and its engine could go up to a top speed of 8 knots. The ship's hull lies on the sea floor split in two pieces and the remains of the mast, the guns and the boiler are also visible. The wreck lies in an upright position and is in very good condition thanks to the hull having been sheathed in iron. The ship had no superstructure but only a flat deck with three masts which has collapsed inward. The majority of the bow, 35-36 meters in length, has remained largely intact while a hundred meters to the south lies the stern, roughly 12 meters long. The remains of the rest of the ship are scattered between the bow and the stern.

The wreck, first located in 2014, was confirmed to be that of the Palestro in 2015 after a joint operation by the Croatian Ministry of Defense, the Croatian Coast Guard and the Ministry of Culture pursuant to the Central Coordinating Committee for the Supervision and Protection of the Maritime Rights and Interests of the Republic of Croatia. Taking into account the number of sailors who lost their lives there, the wreck of the Palestro can be considered an underwater tomb.



Slika 24, Pramac broda Palestro s kljunom za probijanje  
Image 24, Prow and battering ram of the Palestro



Slika 25, Varese - sestriški brod Palestro  
Image 25, Varese, sister ship of the Palestro



## **FREGATA RADETZKY**

Austrijska fregata Radetzky izgrađena je 1854. g. u brodogradilištu Notham, Velika Britanija. Brod dužine 58,5 m i širine 12,5 metara osim jedra imao je i elisu pogonjenu parnim strojem snage 300 KS, a bio je naoružan s 41 topom različitih kalibara. Sudjelovao je u bitci kod Helgolanda 1864. g. i u čuvenoj Viškoj bitci 1866. g. nakon koje je sudjelovao u misijama na Levantu i Jadranu. Brod je potonuo 20. veljače 1869. g. nakon eksplozije skladišta baruta i granata na istom mjestu gdje se odigrala Viška bitka tri godine ranije. Od 355 članova posade sastavljene većinom od mladića iz Dalmacije preživjela su samo 23 člana koje su spasili ribari.

Temeljem koordinacije za nadzor i zaštitu prava i interesa Republike Hrvatske na moru, Hrvatska ratna mornarica, Obalna straža RH i Ministarstvo kulture - Konzervatorski odjel u Splitu proveli su zajedničku akciju rekognosciranja podmorja prilikom koje su 2013. godine identificirani ostaci olupine austrijske fregate Radetzky.

Olupina se nalazi na dubini od 90 metara i dobro je očuvana te su vidljivi ostaci trupa i oplata broda, topovi, sidra, parni kotao i drugi dijelovi brodske konstrukcije.

## **FRIGATE RADETZKY**

The Austrian frigate Radetzky was constructed in 1854 at the Notham shipyard in the United Kingdom. It was 58.5 meters long, had a beam of 12.5 meters and was armed with 41 guns of varying calibers. Supplementing the sails was a propeller powered by a 300 horsepower steam engine. The ship took part in the Battle of Helgoland in 1864 and the Battle of Vis in 1866 after which it participated in several mission in the Adriatic and the Levant. The ship sank on February 20th 1869 at the same place the Battle of Vis played out three years earlier after an explosion tore through its ammunition storage area. Out of a crew of 355, made up mostly out of young men from Dalmatia, only 23 survived after being rescued by fishermen.

Pursuant to the Central Coordinating Committee for the Supervision and Protection of the Maritime Rights and Interests of the Republic of Croatia, the Croatian Navy, the Croatian Coast Guard and the Ministry of Culture (the Conservation Department in Split) undertook a joint operation of surveying the seabed, during which the remains of the Austrian frigate Radetzky were located and identified. The shipwreck lies at a depth of 90 meters and is well preserved. The remains of the hull, the sheath, the guns, the anchors, the boiler and other parts of the ship's structure are all visible on the seabed.



Slika 26, *Ostaci broda Radetzky na morskom dnu*  
Image 26, *Remains of the Radetzky on the seabed*



Slika 27, Fotografija fregate Radetzky  
Image 27, Photograph of the frigate Radetzky

## MUZEJSKE ZBIRKE I EKSPONATI IZ VIŠKE BITKE

Malobrojni eksponati iz Viške bitke danas se mogu vidjeti u zbirka Arheološkog muzeja u Splitu, Hrvatskog pomorskog muzeja u Splitu i Hrvatskog povijesnog muzeja u Zagrebu. U Arheološkom muzeju u Splitu, Područnoj zbirci Vis koja je smještena u Gospinoj utvrdi u Visu izloženi su brončano postolje za kompas i porculanski ovalni pladanj s broda Re d'Italia te topovske kugle i granate. U Povijesnom muzeju u Zagrebu čuvaju se sablja s koricama, austrijska kratka sablja iz 1863. godine te ordeni, medalje i križevi među kojima treba istaknuti austrijski carski orden Željezne krune 2. stupnja s ratnom dekoracijom izrađen od pozlaćenog srebra. U postavu Hrvatskog pomorskog muzeja u Splitu nalazi se najveći broj eksponata iz same bitke kao što su dvije sablje s koricama, dio sidrenog lanca s broda Erzherzog Ferdinand Max, dio zastavnog koplja s broda Palestro, puška na kremen korištena u bitci, granate te dio kamenog postolja spomenika poginulima u Viškoj bitci koji je 1919. godine prenesen u Livorno. Osim navedenih predmeta u Hrvatskom pomorskom muzeju u Splitu nalaze se i četiri slike s prikazom scena iz Viške bitke te novinski članci iz Neue Frei Presse, Le Moniteur de la Flotte, Gazzeta Ufficiale del Regno Italia i The Times koji donose vijesti o bitci. Vrijedan eksponat je i štap u spomen bitke izrađen od metala i ebanovine s nepoznatog broda koji je sudjelovao u Viškoj bitci kao i reljef otoka Visa iz 1935. godine s ucrtanim rasporedom brodova pred uvalom Oključna na sjevernoj strani otoka na dan 20. srpnja 1866. godine. U vlasništvu Eugena Tota Meneghella nalazi se dio ograde austrijskog broda Radetzky izrađen od drva i brončanini cijevi. Još mnogobrojni artefakti leže zarobljeni u morskim dubinama na olupinama brodova Re d'Italia, Palestro i Radetzky, no i oni bi uskoro trebali ugledati svjetlo dana i još više obogatiti muzejske zbirke vrijednim predmetima iz jedne od najvećih bitaka ikada odigranih u jadranskom moru.

## MUSEUM COLLECTIONS AND EXHIBITS FROM THE BATTLE OF VIS

The few exhibits recovered from the Battle of Vis can be seen today among the collections of the Archaeological Museum in Split, the Croatian Maritime Museum in Split and the Croatian History Museum in Zagreb. The Archaeological Collection Issa, part of the Archaeological Museum in Split, is displayed at Our Lady's Battalion in Vis and contains a bronze binnacle and an oval porcelain tray from the Re d'Italia as well as several cannonballs and explosive shells. Displayed in the Croatian History Museum in Zagreb are a saber with a scabbard, a short Austrian sabre from 1863 and numerous medals, orders and crosses, foremost among them a medal of the Austrian Order of the Iron Crown Second Class made out of gilded silver. The largest number of exhibits from the battle are displayed at the Croatian Maritime Museum in Split. These exhibits include two sabers with scabbards, part of the anchor chain from the Erzherzog Ferdinand Max, part of the flag pole from the Palestro, a flintlock rifle and explosive shells used in the battle as well as part of the stone pedestal of the memorial to the fallen in the battle which had been moved to Livorno in 1919. The Maritime Museum also hosts four paintings depicting the battle and several articles from Neue Frei Presse, Le Moniteur de la Flotte, Gazzeta Ufficiale del Regno Italia and The Times all reporting on the outcome of the battle. A commemorative staff made out of metal and ebony from an unknown ship which took part in the battle is another valuable exhibit in the collection as is a relief of the island of Vis from 1935 showing the position of the ships in Oključna Bay on July 20th 1866. Part of a railing from the Austrian frigate Radetzky made out of wood and lead pipes is today in the ownership of Eugene Tot Meneghell. Many other artifacts still lie uncovered in the wrecks of the Re d'Italia, Palestro and Radetzky, but they too should soon see the light of day and further enrich museum collections with valuable objects from one of the largest battles ever fought in the Adriatic.



*Slika 28, Sablja iz Viške bitke izložena u Hrvatskom pomorskom muzeju u Splitu*  
*Image 28, Sabre from the Battle of Vis on display at the Croatian Maritime Museum in Split*





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