



## Aspects of Military Confrontations Between the Regency of Algiers and Portugal in the Modern Era (1415-178)

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**Submitted**

22/06/2024

**Accepted**

13/10/2024

**Published**

01/12/2024

**Abstract:** This study examines the nature of the military confrontations between the Regency of Algiers and Portugal in the modern era during the period between 1500 and 1785, which occurred as a result of the political changes that the two countries have experienced since the end of the fifteenth century, and the developments that occurred in the western Mediterranean region later. The aim of these papers is to examine one of the forms of relations between the two countries that was a reflection of the unstable situation in the region that the Regency also experienced with Spain beginning in 1505. The state of tension between the two countries took several forms. The first was based on the geographical proximity between them, which made the latter seek to expand towards the Islamic Maghreb region, including the algerian western coasts, Mers-el-Kébir and Oran in the late 15th century and the beginning of the 16th century. The second case occurred at the beginning of the 17th century, represented by the naval confrontations that took place between the Algerian and Portuguese naval forces on the Portuguese coast and in the waters of the Atlantic Ocean, and continued until the beginning of the nineteenth century. The third picture represents Portugal's alliance with Spain during Antonio Barcelo's second campaign against Algiers in 1784, which failed to achieve its objective. As for the most important results, it was the length of the conflict between the two countries, which began in the year 1415 until the beginning of the nineteenth century. The state of peace and the conclusion of treaties came much later until the year 1785, when negotiations began, after which the first truce agreement was concluded between the two countries in the year 1793, and then it was followed by a contract. A truce agreement to liberate prisoners in 1810, and a peace and friendship treaty in 1813.

**Keywords:** Algiers; Portugal; Naval confrontations; Slaves; Mediterranean Sea.

### 1. Introduction:

Research into Algerian-Portuguese relations is considered one of the topics that need more effort, because it suffers from a lack of studies, especially in the Arabic language, and this requires delving into it by reviewing historical writings in the Portuguese language, whether ancient or modern, or some European newspapers in The modern era. Addressing research into some aspects of the

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military confrontations between the two countries in the modern era (1415-1813) requires exposure to the following topics: an overview of the emergence of the Portuguese state since the year 1139, and its development during the modern period, then exposure to some of the Portuguese military campaigns on Mers-el-Kébir. Oran in the late fifteenth century and the beginning of the sixteenth century and the Algerians' resistance to it. After that, some cases of military confrontations between Algerian and Portuguese sailors, which included the Portuguese coast and the Atlantic Ocean, are presented. Finally, the Portuguese alliance with the Spanish is discussed during Antonio Barcelo's second campaign against the city of Algiers in 1784, which failed like its predecessor (1783). In the occupation of the city of Algiers. Finally, it is mentioned that the state of peace between the two countries was delayed until the end of the 18th century and the beginning of the 19th century, with the conclusion of two armistice agreements in 1793 and 1810, and a treaty of peace and friendship in 1813.

### **2 - Portuguese campaigns on Mers-el-Kébir and Oran in the 15th and early 16th centuries**

The Portuguese attacked the western coast Regency of Algiers, notably the cities of Oran and Mers-el-Kébir, which attracted the ambitions of the Iberian states of Portugal and Spain, due to the importance of their location strategic and the fact that the port contained a large and fortified port. Both sought to achieve national glory. To achieve this effort, their attention extended to these areas, particularly to the city of Oran, which they considered a den for Muslim sailors migrating to it from Andalusia (Cazenave, 1925,p.147). The Portuguese preceded the Spanish in the conquest of these two cities. They carried out several operations during the 15th century and at the beginning of the 16th century, but they could not maintain them, unlike the Spaniards who occupied Mers-el-Kébir (1505). and Oran (1509) and continued there until 1792.

Based on what was reported by one of the European writers, who considered that Oran was the cradle of piracy in the western Mediterranean region during the first years of the fifteenth century, and described these actions as a scourge sufficient to destroy the coasts of Portugal. This is why this writer justified the seizure of Mers-Kébir and Oran by King Joao I of Portugal on August 14, 1415 AD (Fey,1858,pp.52-53). While the Algerian historian Abdel Rahman Al-Jalali mentioned that it was occupied by Portugal twice, the first was in the year 1474, and their presence there continued for five years. As for the second, it extended between (1483-1487) ( Al-Jilālī,1980, p.199).

But the occupied city of Oran was subjected to many attacks by the military forces of the Zayani state, and the occupiers were unable to resist for a long time, despite the huge number of forces that were harnessed to defend it. The Zayan forces were able to liberate it in 1437 and expel the Portuguese forces from it. Meanwhile, Portugal was ruled by King Duarte I (1433-1438). The same writer began to justify the expulsion of the Portuguese by the Zaians from the city of Oran by saying that Portugal was a trading nation more than a military power, and he added that it had abandoned its claims in the invasion, the preservation of which presented great difficulties, without being able to reap sufficient compensation (Fey, 1858, p.53).

The Portuguese launched another military campaign against the city of Oran. In 1471, the Portuguese King Alfonso V (1438-1481) organized a new attack on the region, and the city of Oran was the target this time, but the period of occupation did not last long, as the city was subjected to a tight siege. For six years, the Algerians forced the invading forces to withdraw from Oran in the year 1477. (Genty, 1890,p.238) However, since it concluded an agreement with Spain in Tortidias in the year 1494, regarding the division of areas of influence, it tried to have a share of influence in the Mediterranean, which is what it sought. For his sake, by trying to occupy Mers-el-Kébir. In the context of the Portuguese-Spanish competition to occupy the coasts of North Africa, the Spanish King Ferdinand sought during the year 1497 to occupy several sites in the coastal region located between Oran and Mers-el-Kébir when he sent a military fleet to carry out the mission, but he failed to achieve his goal (Genty, 1890,p.236).

In the year 1501, the Portuguese tried again to occupy Mers-el-Kébir, but they were unable to win. This came in implementation of the request of Pope Alexander VI (1492-1503) (Celier, 1907,p.68) in the year 1500 and Venice from Portugal to provide aid following the Ottomans' recovery of the Morea region, which was under Venetian occupation. On June 15, 1501, a fleet departed from the port of Belém – located six kilometers west of Lisbon, at the mouth of the Tejo River on the Atlantic Ocean (Redweik ; Atkison,2020,p.1)- consisting of 30 ships and a military force of 3,000 fighters under the command of Don Juan de Menezes. These forces were tasked with occupying Mers-el-Kébir while heading towards the eastern Mediterranean. (Esterhazy,1840,p.114).

On July 26, the field commander began disembarking his soldiers in the port of Mers-el-Kébir, then advanced towards the walls of the citadel. The inhabitants of the city and the men from Oran and other regions who came to their aid took advantage of the invaders' preoccupation to storm the castle, as well as the members of the garrison. The battle began between the two camps, and the victory

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was in favor of the Muslims, who managed to eliminate a thousand Portuguese soldiers, according to the estimate of Montanes, who mentioned that some elderly Arabs from Mount Guiza, at the outskirts of Mers, -el-Kébir told him: << ...On this subject, the elderly residents of Mount Giza, on the outskirts of Mers el-Kebir, testified to us about these events, according to what their fathers told them. and other residents who were aware of the killing or taking of more than a thousand Christians. One of these ancient residents showed us an old Portuguese spearhead dating back to this defeat, and he had many other remains and relics, such as shields, daggers, swords and other offensive weapons that were later found in the city of Mers el-Kébir, when the invasion took place, in addition to many Portuguese slaves who fell into this same defeat...>> (Montanez,1865,pp.260-261) .As for Cazenave, he mentioned that the Portuguese withdrew because of the Muslims who were chasing them towards their boats, without leaving any behind, and he did not mention any Portuguese casualties(Cazenave, 1925,p.148).

As planned, those who had escaped and the remaining forces on board continued their journey to the east by order of King Manuel, to whom the unfortunate outcome of the capture of Mers-el-Kébir had been announced. However, they were unable to support the Venetian soldiers and stand up to the Ottomans, who during this period were able to conquer many areas that were occupied by the Republic of Venice, namely Dalmatia, located on the Baltic Sea (Bauron,1888,p.102), Lepanto, and Durazzo (Today it belongs to Albania and is called Durrës) located on the Adriatic Sea, and the entire Morea region. And other islands in the archipelago (Montanez, 1865, p.261). Meanwhile, the Ottoman Sultan Bayezid II (1481-1512) was subjected to disobedience by his sons in Anatolia, so he was forced to conclude peace with Hungary in 1503 (Farīd bik, 1983,p.185).

### **3 - Naval confrontations on the Portuguese coast and in the waters of the Atlantic Ocean**

As for the reactions of the Algerians and their attacks on the Portuguese coast or within the Atlantic Ocean, we mention that from the inauguration of Don João IV as the new king of Portugal in 1640, until the signing of the truce and redemption treaty with Algeria in 1810, and for a period of nearly two centuries Over time, clashes occurred with a frequency, to say the least, that were frequent between the Portuguese and the Algerians. These clashes resulted in continuous raids on the Portuguese coast by Algerian sailors, taking with them prisoners and goods that were later ransomed. This led Portugal to establish fleets to defend and

guard its sea coasts, and they also accompanied ships coming from India or Brazil to Portuguese ports. These warships were sometimes able to seize some Maghreb ships, including Algerian ones, and at other times the Algerians seized Portuguese ships and numbers of prisoners (Alberto, 2010,p.147).

On the Algerian side, after 1600, the Algerian navy, entirely renewed in its technology, focused on the Atlantic Ocean. Some European sailors played a role in Algerian sailors' use of advanced ships after they settled in Algeria. Among them is Simon Dansa, the Dutchman who taught his fellow Algerian sailors how to steer and navigate around ships equipped with advanced means, sails and cannons (Spencer, 2006, p.170). This helped transform the area gradually from the Mediterranean to the Atlantic Ocean, following the growth of global trade. Algerian sailors began crossing the strait several times, from Gibraltar to the Atlantic Ocean. They are used to carrying out their maritime activities in the cities of the Atlantic Ocean, whether located on the western coast of Europe or on the islands, and among these cities and islands are Cádiz, Cape São Vicente, Cape Finisterra and the Madeira Islands, Lagos, Cape Roca, the Canary Islands and the Azores (Tassy, 1725,p.28), sometimes they frequented other Portuguese coastal cities, including Lisbon and Porto. Below is a mention of some of these confrontations.

In March 1616, the Porto City Hall received a letter from the head of the town of Matosinhos, located north of the city of Porto, received from the city of Algiers in August 1615, sent by the captive Francisco Maio. This caused a state of panic, because the prisoner revealed that the renegade Ramos, from Gaia, Massarelos or Leça, would attack the town of Matosinhos in two years, with 2,000 men, and would descend there at night to pillage the town. city by surprise. Ramos seems to know the area well, as he claimed that anyone arriving in Matosinhos around June 20 would easily catch 40 or 50 women (Silva, 1979, p.301).

After delivering a copy of the letter to Lisbon, the Viceroy, Diogo de Castro, took into account the text of the letter written by the prisoner from Algiers. Such alarming news was confirmed in July of the same year by another released hostage, who announced on his return that the Algerians were preparing a fleet of 12 ships, commanded by a native of Matosinhos. The news caused an uproar, leading the Portuguese authorities to recruit people to monitor the Portuguese coast, forcing them to limit their farming and fishing activities. This information also influenced the military commanders, as Pedro de Prada y Losada, the commandant of the Fort of San Joa da Foz, requested... João da Foz

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immediately asked the Porto City Council to repair the walls of the castle and place cannons on them(Silva, 1979, p.302).

In December 1617, an unfavorable time for navigation, a message arrived from the town of Viana in the far northwest of Portugal to the magistrate of Porto(Silva, 1979, p.302), that some merchants from Foz do Lima(Today it is known as Viana do Castelo) had collected information from... Foreign merchants reported that 18 sailing ships from the Turks of Algeria had been landed on the islands located in front of the city of Baiona in the Spanish province of Galicia, and they had seized some fishing boats belonging to the Portuguese and Galicians, predicting the possibility of major damage along the coast (Silva, 1979, p.302-303). The governor of this city confirmed Galician town Data contained in Viana's letter, he added that the Turks who were on board 11 ships had sown devastation in some towns of Galicia. The governor concluded that he was afraid of new attacks along the coast. Based on these events, the Spanish monarch himself called, in a letter from Madrid in February 1618, for the reactivation of the coastal fleet of that city for the defense and safety of those seas invaded by pirates, as a result of the damage to the trade of that city. (Silva, 1979, p.303). Despite these measures, in July 1619, a pirate ship seized a boat belonging to the fortress of Sao João da Foz, located on the northern bank of the mouth of the Douro River in the city of Porto, next to the Foz do Douro area (Silva, 1979, p.304).

In October 1621, an Algerian fleet was able to besiege the Portuguese ship *Conceição*, which was coming from India. After several hours of fighting, the ship was struck by a fire and then sank in the sea. This was within sight of the city of Lisbon, and the Algerians were able to capture about 400 people. A person and transported them to Algiers. One of the prisoners who resided in Algiers between 1621-1626, named João Carvalho Mascarenhas, mentioned in his memoirs that he published in 1627, that he and those who were with him were attacked by 17 huge ships containing all Among them are between 30 or 40 cannons. This was in the city of Cascais, located 32 kilometers west of the city of Lisbon (Mascarenhas,1627,p.7). Mascarenhas and those with him were surprised as they did not expect their ship to be besieged while they were near the city of Lisbon. He stated: «...on our ship we did not realize what It was happening, because we did not believe that at our door and near us there might be so many enemies » (Mascarenhas, 1627,p.8).

Within the scope of Portugal's relations with its colonies on the American continent, the ship *Charrua de Manuel de Afonseca* left Lisbon heading to Brazil at the end of 1674. When it reached the island of Madeira, it was seized by

Algerian sailors, and all of its crew were captured. And its passengers. Then they were taken to Algeria(César, 2019,pp.261-262).

At the beginning of March 1714, three Algerian ships attacked a Portuguese merchant ship that was coming from Brazil and carrying a shipment of sugar heading to Lisbon, between S. Miguel (S. Miguel) and Lisbon, A battle took place that lasted eight hours. The Algerian sailors withdrew and the Portuguese ship entered the mouth of the Tejo River at the city of Lisbon. This confrontation resulted in the death of twenty Portuguese people and many injuries and damage to the ship (Salgado, 2022,p.155).

These confrontations occurred rarely during the seventeenth century and the first two-thirds of the eighteenth century. But it witnessed a serious escalation during the last third of the eighteenth century and the first decade of the nineteenth century, especially after the conclusion of the Algerian-Spanish Treaty in 1786. There is no doubt that this was due primarily to Portugal's refusal to pay royalties. During these confrontations, Algerian sailors were able to plunder sixteen Portuguese ships and capture 118 prisoners, in addition to significant quantities of goods. In order to stand up to these successive blows to which Portugal was subjected. The Portuguese government formed a fleet to protect sensitive coastal areas from attacks by Algerian sailors. (Zuzu,1980, pp.23-24).

The newspaper "Le Courier de l'Europe", published in London on July 18, 1786, reported news from Cadix, dated June 19 of the same year, that Algerian sailors had seized some Portuguese ships off the coast of Lisbon, and said: «A large ship loaded with fruits, which was coming from Brazil, was seized at the end of last month [May], about 20 leagues west of the Lisbon rocks, by Algerian pirates, and after a clash in which many on both sides were killed, this ship was sent to Algiers. In The next day the same pirate encountered a merchant fleet accompanied by a 50-gun Portuguese warship. The latter was defeated by pirates who seized two ships from this convoy»( Courier de l'Europe,1786,p.34).

From time to time, Portugal sent warships to protect its ships and confront Algerian sailors who targeted Portuguese ships, whether in the Mediterranean or the Atlantic Ocean. In this context, on August 25, 1786, the newspaper "Le Courier de l'Europe" reported news from Lisbon, dated July 29, 1786, in which it offered the entry of a group of warships into the port of Lisbon after spending several days on mission. The aforementioned said: « The first group of our warships, scheduled to sail against the Algerians, completed their voyage and returned to the port without seeing any pirates, and eight days have passed since the second group sailed » (Courier de l'Europe,1786,p.123).

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In the same context, a brief report dated July 18, 1786 was sent to the newspaper “Le Courier de l'Europe” from the city of Tangier in its issue issued on September 26, 1786, stating that three Portuguese ships appeared in order to confront the Algerian sailors. This is its text: «A Portuguese fleet appeared in these parts consisting of Three ships, under the command of Don Joseph de Mello. They are to be reinforced by three other ships, and are intended to sail in the Mediterranean, to suppress, if possible, the pirates of Algiers»( Courier de l'Europe,1786,p.34) .

In late 1786, the incident of the Portuguese burning an Algerian ship in Gibraltar (September 3, 1786) and the reactions of the English governor in the region occurred, and were mentioned by the British newspaper “Le Courier de l'Europe”, published in French, in the prominent “Bulletin de Londre” section of the newspaper . In its issue issued on October 20, 1786, it published a report on the case in which it mentioned the events of the case that took place between the Portuguese frigate Triton and an Algerian chebec ship containing 16 pieces of cannon and a crew of 140 individuals in the Gibraltar area. After the Algerian ship left the Gulf on September 3, at eight in the morning, it was pursued by a Portuguese frigate. Due to the intensity of the winds, the Algerians were forced to return to the Gulf, and the currents pushed them to the northern point of the rock, where the Portuguese attacked them in front of the place's batteries. This silence on the part of the English forced the Algerians to abandon their ship, and they fled on board rowing boats to the tip of the isthmus, where they disembarked and spent the night . The Portuguese squadron commander, Don Joseph de Mello, ordered the abandoned Algerian net to be set on fire, and it was destroyed. The next day, September 4, the Algerians complained bitterly to the governors of the region, for not protecting them from the place's cannons, despite the guarantees given to them by Commodore Croaby and Captain Markham., and they thought they were safe there. So; The Governor of Gibraltar, General George Augustus Eliott, who was appointed Governor of Gibraltar on May 25, 1777, succeeding Robert Boyd, and died on July 6, 1790. He informed Don Joseph de Mello, who had trespassed on his government's territory, that neither he nor any of his frigate's crew would be permitted to enter the city. The commander of the Portuguese squadron responded with a letter to the governor of Gibraltar stating that the Algerian net was a good booty, and that the English had dealt in the same way in 1758 with the French ship (M.de la Clue), which was under the protection of the Portuguese forts, on the coast of the Kingdom of Algarve in the south. Portugal, a very short distance inland. The report concluded its discussion of the issue by saying: «We

hope that this issue will not witness further consequences, and that it will be settled amicably between the two countries » (Courrier de l'Europe 1786,p.255).

The newspaper continued talking about the issue of the burning of the Algerian ship by the Portuguese in its issue issued on November 17, in a report that reached the Spanish city of Cadiz on October 17, 1786. This is its text: « The case, which threatened to cause an official rupture between the English and the Algerians, ended amicably through the sacrifice that Introduced by the first [English]. The destruction of the Algerian ship, consisting of 16 guns and a crew of 140 people, which the Portuguese frigate Triton dared to do and carried out on September 3 under the gun of Gibraltar, without the intervention of the place, as we mentioned above. Governor Elliott was ill, when he committed this assault against a ship, which she thought was safe before a neutral port, and was therefore ignorant of all that had happened in this connection; but after being informed, he directed the severest censure upon M. de Mello, for having violated His government lands. When on the fourth day he wanted to go to the beach, the English general informed him that neither he nor any of his men would be allowed there anymore. Then Mr. Milo sailed directly to Lisbon. As for the Algerians, for their part, after they fled to the isthmus and entered Gibraltar on the fourth of this month [September], they complained loudly that if they had not been betrayed, they had at least been deprived of the protection guaranteed to them by international law, and they had promised that their state would you will retaliate by draining the British ships. General Elliott, sensing the strength of their grievance, gave them at first a very cordial reception, and immediately sent the frigate, the Sphinx, to England. The ship's crew were now sent to Algiers, on board an English warship, with the sum of 16,000 piastres, to be presented to the Dey as compensation» (Courrier de l'Europe 1786, p.317).

In its issue of December 27, 1791, the newspaper "Le Courier de l'Europe" reported news from Lisbon, dated November 21, 1791, that Algiers had notified the European countries of sending tribute in the form of war materials, and of Portugal sending a ship. Loaded with gunpowder, guns, and artillery: «In consequence of the notification sent by the Dey of Algiers to all the Christian powers, that he would no longer receive tribute except in the form of munitions of war, our court sent him a ship laden with gunpowder, guns, and artillery. Shouldn't all forces unite against this African who dares to call his gifts the name of tribute, especially when he demands that they be In 1793, British mediation succeeded in concluding a truce between the Regency of Algiers and Portugal, but it did not last long. Naval clashes between the two parties were renewed from the year 1796, notably the violent clashes which occurred during the years 1799, 1802

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and 1803. These wars continued until 1810, when Rais Hamidou was in command. Commander of most of these operations. Historical sources, including Western sources, almost unanimously agree that he is one of the greatest known figures in world naval history. Below we will discuss some of his naval battles against the Portuguese. paid with death instruments» (Courrier de l'Europe,1791, p.417).

In 1799, Rais Ben Tabak commanded a chebec-type ship. He managed to stop a Portuguese warship and captured seventy-nine people on board, in addition to loot estimated at 29,385 francs. He led them to the city of Algiers. Friday August 30, 1799. (Devoulx, 1859, p.85).

On May 28, 1802, Rais Hamidou led a Portuguese corvette to the city of Algiers, carrying two hundred and eighty-two prisoners on board, along with forty-four cannons (Devoulx,1859,p.77). In the same year, President Hamidou met a Portuguese ship, and in order to make it easier for him to seize it, he resorted to misleading the men on board by raising the English flag. When the Portuguese were reassured, they allowed Rais Hamidou's men to enter their waters. When the matter was revealed, the Portuguese was unable to avoid clashing with the Algerian ship. The Algerian sailors quickly jumped to the Portuguese ship, and after a short period of fighting, they were able to achieve victory and eliminate desperate resistance, which was overcome by elements of surprise and the spread of chaos among the Portuguese (Devoulx,1859,pp.78-79). In the year 1803, Rais Hamidou was able to capture a number of Portuguese military and civilian figures (Devoulx, 1859, p.86-87). On March 19, 1806, Rais Hamidou detained Portuguese and Hamburgish ships. The value is estimated at 119,594 francs and 20 cents. In the following year (1807), Rais Hamidou was able to obtain Portuguese spoils, which he sold in Morocco. In the amount of 11,787 francs and 60 cents. In October 1808, President Hamidou seized two Portuguese ships loaded with wheat and coal, carrying seventy-four men. The value was estimated at 20,485 francs and 20 cents (Devoulx,1859, p.93-95).

In 1809, Hajj Ali Pasha was given command of a fleet consisting of four ships, allowing him to travel to the Atlantic Ocean. The fleet was made up of the following pieces: a brulot equipped with forty-four cannons, and the command ship on which President Hamidou was. The Portuguese gunship has forty-four other cannons, commanded by President Ahmed Al-Zamirli. And a boat carrying twenty cannons on its back, commanded by Mustafa Al-Malti. When Rais Hamidou reached the Strait of Gibraltar, he slipped into the ocean under the cover of darkness, taking advantage of the easterly winds which pushed him into the ocean. The Algerian fleet demonstrated its ability to navigate this vast expanse of

water and carry out war maneuvers there, stopping three Portuguese ships, including one from Cuba, loaded with tobacco. He sent two ships to Algiers and kept the third with him. After spending some time in the ocean, President Hamidou decides to return, and when his fleet reaches the Strait of Gibraltar, four large Portuguese ships appear before him, including three brulots. President Hamidou quickly took the necessary measures, ordering his ships to come closer, raise the sails and orient the masts in the direction of the wind. His ships slowly advanced towards the enemy ships. During this move, he ordered his men saying, «If the ship is attacked, we must all respond.» » As the Algerian corvettes were preparing to meet the Portuguese ship, the latter deviated and changed direction. One of the witnesses said: «The crowds watching from afar enthusiastically applauded this marvelous and heroic maneuver.» » After understanding that the Portuguese did not intend to block his path, Rais Hamidou continued his route, without changing direction, until he completely moved away from his enemies, then he reached Algeria (Al-zahār, 1974, 160).

#### **4- Portugal's alliance with Spain during Antonio Barcelo's second campaign against Algiers in 1784**

Portugal has always participated with its military forces alongside Spain in its wars against the province of Algiers, especially those that took place during the 16th century. In the late 18th century, Portugal participated with some of its naval forces during Antonio Barceló's campaign against the city of Algiers during the year 1784. One contemporary Portuguese writer pointed out that the Portuguese participation in the attack on the city of Algiers in 1784 did not receive attention in the history of the Portuguese Navy, due either to “forgetfulness or lack of attention, as it is one of the least known events in our maritime history (Salgado,2022, p.203).”

There is no doubt that the lack of attention to this incident, as suggested by the Portuguese writer, is due, in my opinion, to two basic things: Firstly, this campaign was a failure and did not achieve its goal of forcing the city of Algiers to surrender, especially since it was the second version after Barceló was defeated in the first version in 1783, due to the effective resistance carried out by the Algerians. Secondly, the Portuguese ships that participated in the campaign were part of a fleet led by Spain, and Portugal did not take the initiative in this campaign, so; It did not receive much attention, as this writer mentioned.

Despite the heavy damage suffered by the Algerians during Barceló's first campaign in 1783, they did not surrender. In September of the same year, five Algerian sailors captured two Spanish merchant ships near Palamós. In light of

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the poor results obtained, Spain then decided that the following year the attack should be repeated, but with a new, stronger fleet, and with the support of the new allies, consisting of the Spanish, Portuguese, Kingdom of Naples, and the Knights of Malta (Salgado,2022, p.204). Below is a table about Portuguese forces participating in Barceló's Second Campaign of 1784.

**Table 1:**

*Table of Portuguese forces participating in Barcelo's Second Campaign of 1784.*

<b>name of the ship</b>	<b>Ship captain</b>	<b>Ship type</b>	<b>Number of artillery pieces</b>
Santo António	Bernardo Ramirez Esquível	ship of the line	64
Bom Sucesso	José de Mello	ship of the line	64
Golfinho	Tomás de Melo	Frigate	40
Tritão	Pedro de Mendonça	Frigate	44

**Source :** Joaquim Pedro Celestino Soares, (1863), p.289.

In July 1784, the fleet under the command of Barceló, which included 123 ships, left Cartagena with the aim of attacking Algiers. The Portuguese fleet, which formed part of this force, consisted of two ships and two frigates. These ships were the best at that time, and were prepared with great care, and their officers and crews were chosen with great confidence. Its departure from Lisbon was reported in the newspaper *Gazeta de Lisboa* on June 22, 1784, which reads as follows: “On the nineteenth of the present month, His Majesty the King’s squadron, consisting of the ship Santo Antonio, under the command of Colonel do Mar Bernardo Ramíres, sailed from this port. Bernardo Ramires Esquivel, Commander-in-Chief of the fleet, and the ship Bom Sucesso, commanded by Captain José de Mello, Commander of the Sea and War. And the frigate Golfinho, commanded by Sea and War Captain Dr. D. Thomaz de Mello, and the frigate Tritão, commanded by the captain of sea and war, Pedro de Mendonça. Their Majesties went to Cachias to dine on the same day, in order to see the aforementioned fleet leaving. (*Gazeta de Lisboa*, 1784, N°25)

The commander of the Portuguese squadron, Coronel de Mar Bernardo Ramires Esquível, and the commander of the ship Santo António e S. José, contained 64 artillery pieces. Besides the crew and personnel involved, there were **on board the ship six hundred and forty soldiers of the navy and the court artillery** regiment, with eight captains and twenty Warrant Officer (Salgado, 2022, p.208). The Portuguese naval force sailed from Lisbon on the 19th of June,

and headed to Cartagena, via Cadiz, on the 22nd of the same month. When the squadron arrived there, on July 5, Barceló's fleet had departed a week earlier, so it only joined the Allied squadron on the afternoon of July 12, after the latter had already begun bombarding Algiers (Salgado,2022,p.209).

The newspaper "Gazette de France" describes the state of the port of Algiers, in a report received from the Italian city of Genoa dated July 21, 1784, that when the sails of the Spanish fleet appeared on the horizon, some European merchant ships were still at anchor. In the port of Algiers, the Algerian guards told them that they had seen the Spanish fleet, and this warning caused confusion in the city and in the port; So all the foreign ships that were in this port sailed so as not to fall into the bombing trap. Among them was a Swedish ship that left without taking its cargo (Gazette de France, 1784, p.278).

The fleet's raids on the fortified city continued for a week and the Algerians, having benefited from the experience of the Spanish campaign of the previous year (1783), adopted a new strategy, extending a line consisting of 67 artillery, which prevents the Allied fleet and gunboats from approaching the city (Salgado,2022,p.209).

As for the events of the Portuguese participation in the battle, some Portuguese writings mentioned that Ramires Esquivel's squadron was limited to defending possible attacks by the Algerians, when they withdrew to refuel. But this did not prevent the Portuguese army from fighting on the front lines, as there were some Portuguese who carried out several successive attacks and showed great courage and leadership qualities (Salgado, 2022, p.209). As for the Portuguese victims who died specifically on speedboats. On the eighth day, naval officer Prudêncio Rebelo Palhares lost his life in the boat Bombardeira No. 1, and on another day, the corporal of the court artillery regiment, José Caetano Guimarães (José Quirino da Fonseca). As Quirino da Fonseca notes, «The Spaniards were unanimous in praise of the spirited efficiency with which our people came forward to fight and were the last to withdraw » (Salgado, 2022, p.209).

The Allied fleet decided to suspend operations on July 23, and return to Cartagena on the 26th. The Portuguese Ramírez Esquivel, who was dissatisfied with the results, also decided to sail again. On August 9, he sailed from the city of Algiers towards the port of Cadiz, which he reached on the 27th of that month, and then arrived in Lisbon between September 20 and 22 (Salgado,2022,p.209). In recognition of the efforts of the Portuguese military forces in the campaign against Algeria, the naval officers who participated in the campaign against Algeria were promoted according to the decree issued on September 28, 1784

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(Soares,1863,p.294). Infantry and artillery officers were also promoted, by decree of October 4, 1784 (Soares, 1863, p.295).

### **Conclusion:**

What can be concluded from this research are as follows: :

The first roots of the formation of the Portuguese state go back to the middle of the twelfth century, when Afonso Hanrique declared himself king of a province in present-day northern Portugal, following his victory in the Battle of Ourique against the Almoravids on July 25, 1139 AD, marking his separation from the Castilian crown.

After the formation of the Christian national states in the Iberian Peninsula (Portugal and Spain) was completed, Portugal was the first to invade the coastal cities of the North African kingdoms. It occupied the Moroccan city of Ceuta in the year 1415, and remained under its influence until the year 1668 AD, when it was handed over to Spain in exchange for its recognition of Portuguese independence. It also occupied Mers-el-Kébir and Oran during the reign of Joao I on August 14, 1415 AD, according to Leon Fey. The Algerian historian Abdel Rahman Al-Jilali mentioned that it was occupied twice by Portugal, the first in the year 1474, and their presence there continued for five years. As for the second, it extended between (1483-1487). In addition, a Portuguese fleet failed to occupy Mers-el-Kébir in 1501.

Relations between the two countries during the period between the 16th century and the late 18th century were characterized by hostility, and this was reflected in the occurrence of many military confrontations in the Atlantic Ocean and the coast of Portugal between the ships of the two countries.

Portugal participated in Antonio Barceló's campaign against the city of Algiers in 1784. The state of tension between the two countries continued until the late eighteenth century, when Portugal resorted to negotiation in order to conclude treaties with the Regency, as Spain did in 1786.

War confrontations between Algerian and Portuguese ships over more than two centuries resulted in many Portuguese captives being captured in the Regency. Portugal made great efforts to liberate them, through what was done by Christian religious organizations, and with the support of the royal authorities by sending many delegations to ransom the captives who took place in particular between 1618 and 1778.

The state of peace between the two countries was delayed until the end of the eighteenth century, when signs of negotiations began in parallel with the efforts of the Spanish, when they sent a negotiating delegation to Algeria with the

Spanish delegation, but they failed to conclude a treaty with Algeria. Through British mediation, it was able to conclude a truce agreement in 1793, which was the first agreement between the two countries. Then, armistice treaties were concluded in 1810 and a peace and friendship treaty was concluded in 1813.

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*successos das pessoas, que nelle cativarao. E descripcao nova da cidade de Argel & de seu governo ; & cousas muy nativeis acontecidas nestes ultimos annos de 1621. Até 1626, na officina de Antonio Alvares.*

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