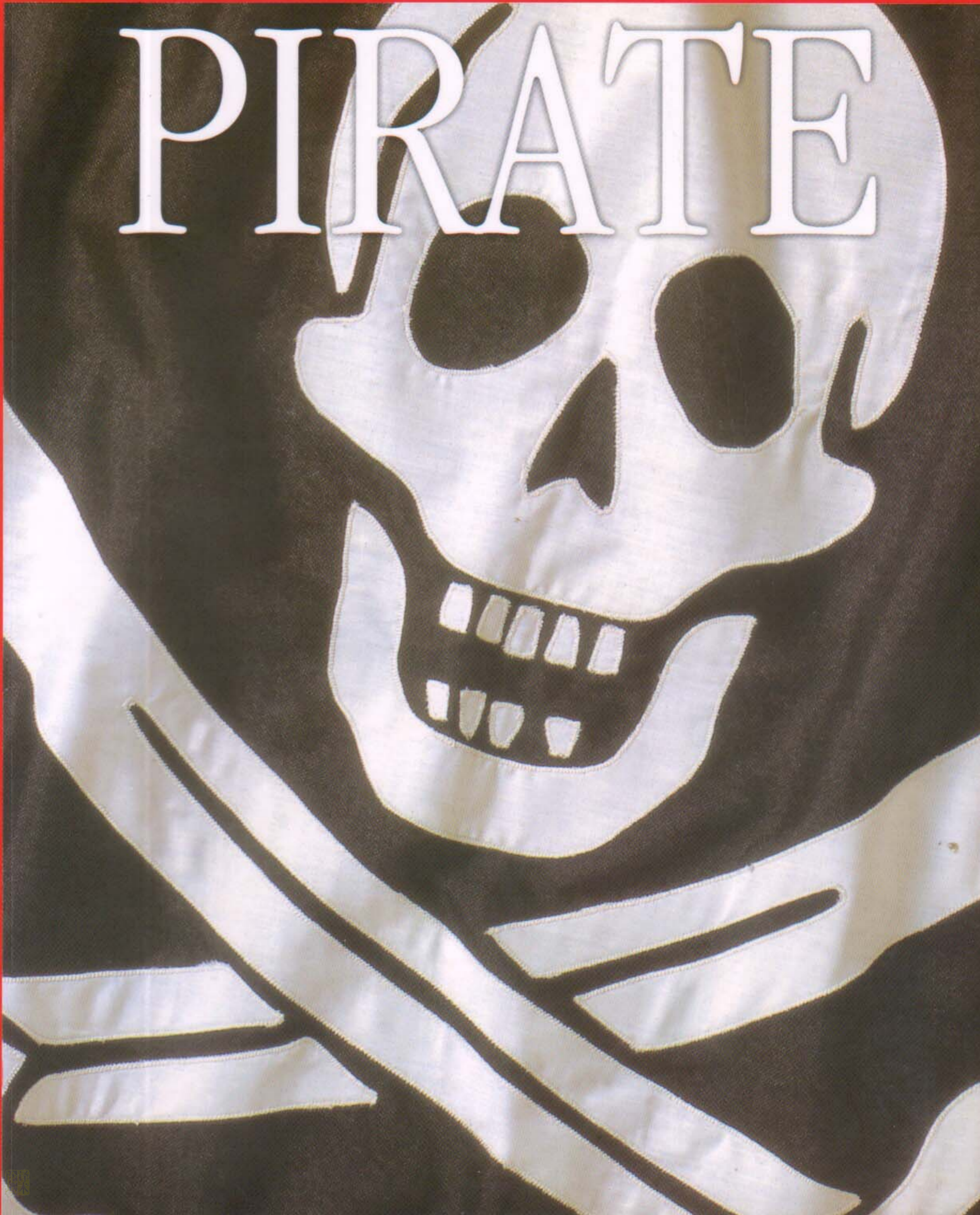




Eyewitness



PIRATE



Eyewitness PIRATE





Tricorn hat worn by stage pirate



Gold pesos and silver "piece of eight" from Spain



Sword belonging to 17th-century Algerian corsair



18th-century iron gibbet cage

Late-17th-century telescope with tube of paper and vellum





Ring with skull-and-crossbones motif



Gold rings taken as pirates' booty

Eyewitness PIRATE

Written by
RICHARD PLATT

Photographed by
TINA CHAMBERS



Sloop, the type of vessel used by pirates in the Caribbean

Powder flask with the cross of the Knights of St John



Mariner's compass with ivory case



Dorling Kindersley



Cloak of a 17th-century gentleman pirate



Pair of flintlock pistols



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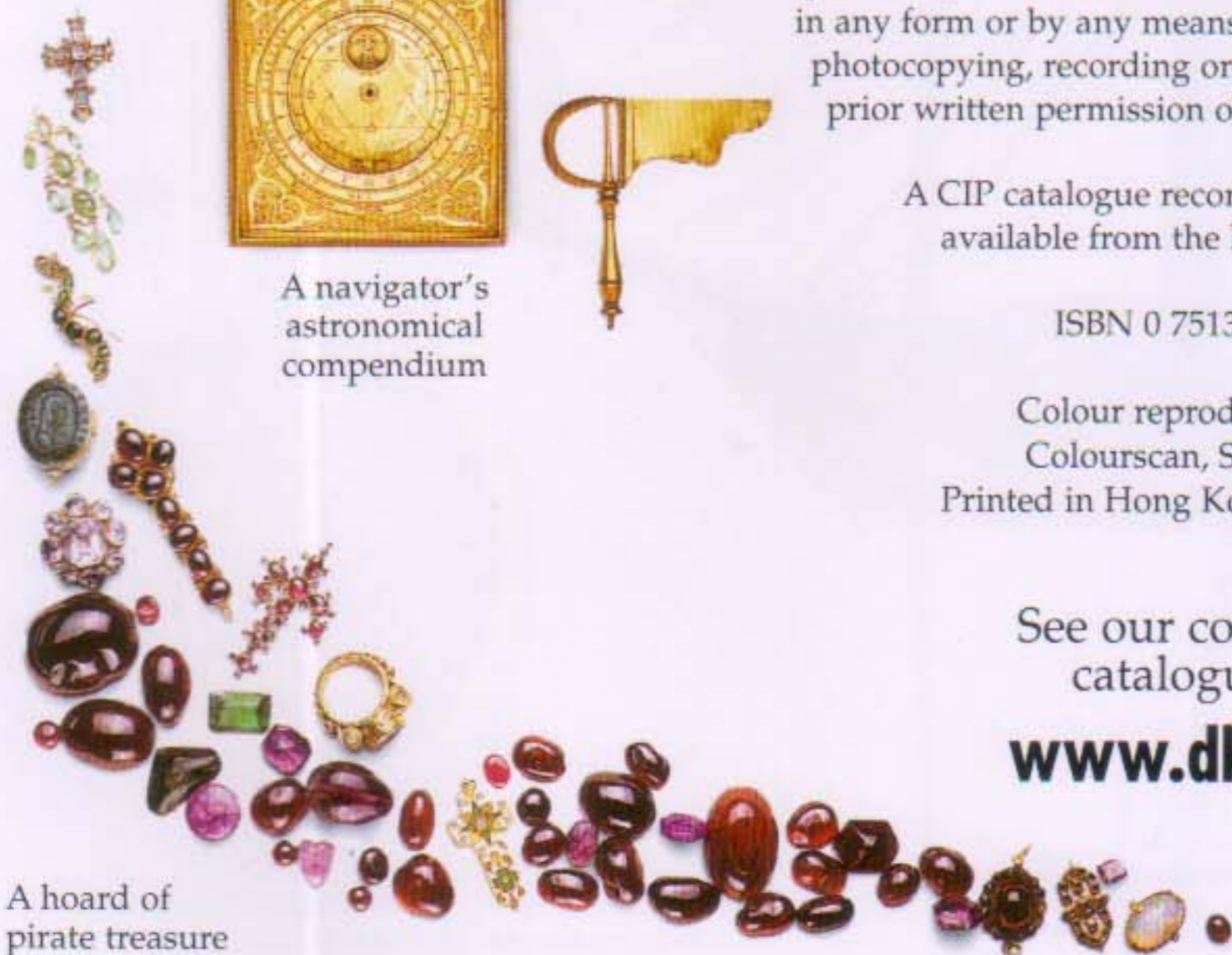
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17th-century buccaneer's cutlass



A navigator's astronomical compendium



A hoard of pirate treasure



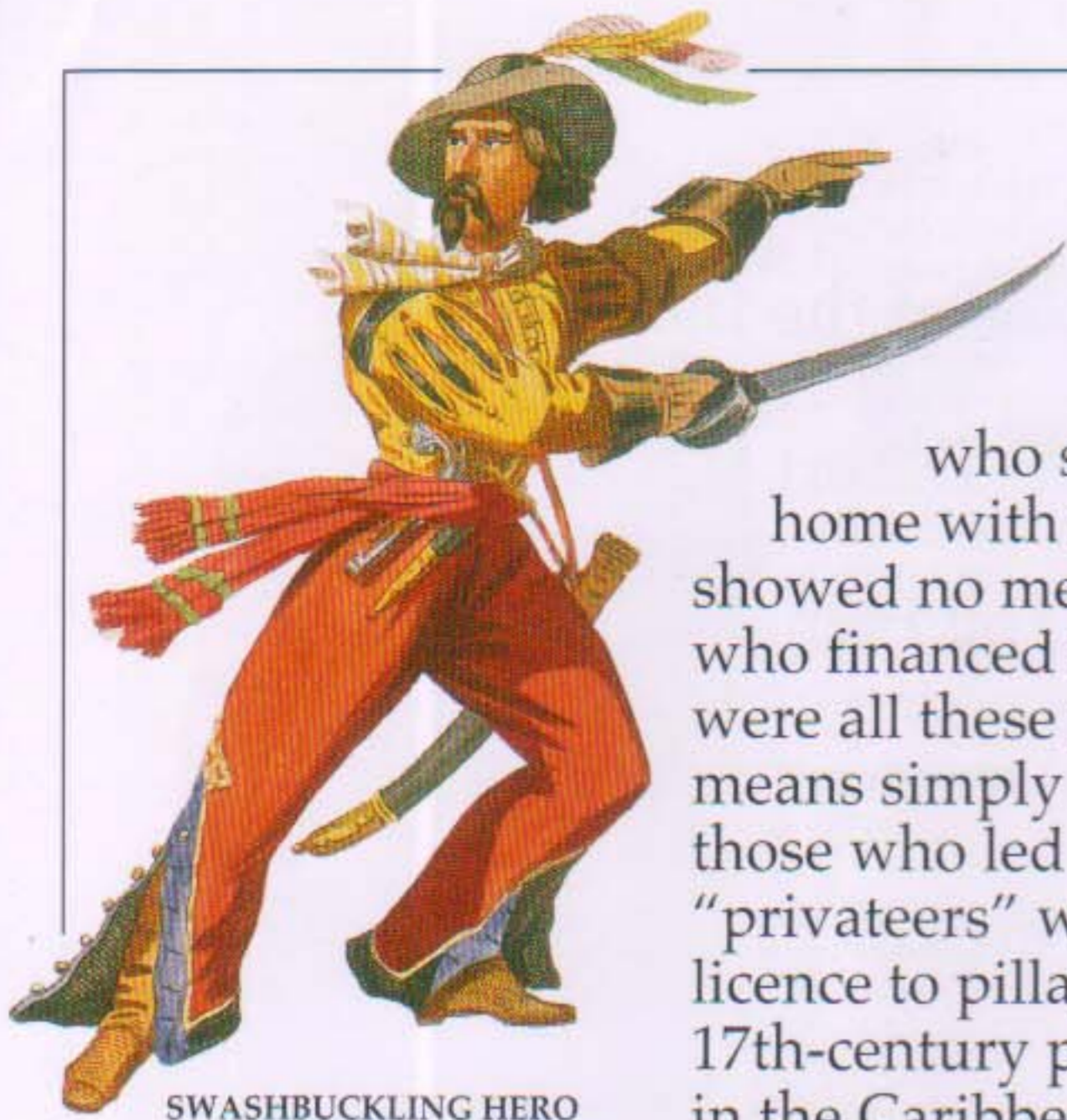
Contents

6	Robbers of the seas	46	Pirates of the Indian Ocean
8	Pirates of Ancient Greece	48	Desert islands
10	Pirates of the Roman world	50	The French corsairs
12	Raiders of the North	52	American privateers
14	The Barbary coast	54	Pirates of the China seas
16	The corsairs of Malta	56	Punishment
18	The privateers	58	The pirates defeated
20	The Spanish Main	60	Pirates in literature
22	New World privateers	62	Pirates in film and theatre
24	Navigation and maps	64	Did you know?
26	The buccaneers	66	Who's who?
28	Weapons	68	Find out more
30	Pirates of the Caribbean	70	Glossary
32	Women pirates	72	Index
34	The Jolly Roger		
36	Pirate treasure		
38	Piracy and slavery		
40	Life at sea		
42	Food on board		
44	Life on land		



17th-century French treasure chest

Robbers of the seas



SWASHBUCKLING HERO

A few real pirates lived up to their traditional swashbuckling image. Bold and brilliant Welsh pirate Howell Davis used daring ruses to capture ships off Africa's Guinea coast in 1719.

WHO WERE THE PIRATES? Daring figures who swooped on treasure ships and returned home with golden cargoes? Brutal sea-thieves who showed no mercy to their victims? Bold adventurers who financed travel by nautical theft? In fact they were all these things and more. The term "pirate" means simply "one who plunders on the sea", but those who led this life fell into several categories: "privateers" were sea-raiders with a government licence to pillage enemy ships; "buccaneers" were 17th-century pirates who menaced the Spanish in the Caribbean; "corsairs" were privateers and pirates who roved the Mediterranean. In the words of Bartholomew Roberts (p. 39), all were lured by the promise of "plenty..., pleasure..., liberty and power".

A TEMPTING TARGET
The East Indiamen – big ships trading between Europe and Asia – provided some of the toughest but most tempting targets for pirates. In earlier times, the capture of a Spanish galleon bringing treasure from the Americas was many a pirate's sweetest dream.



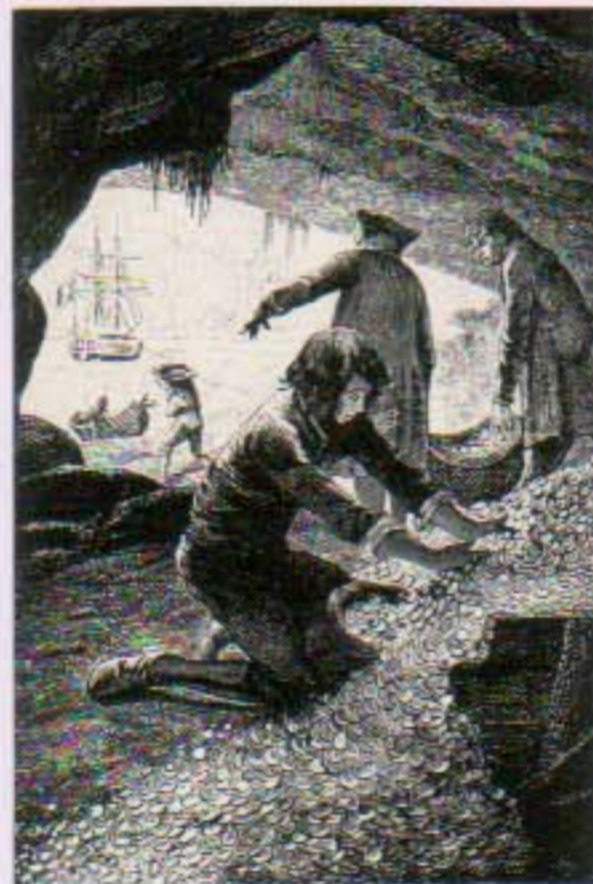
Wealthy East India Companies decorated the sterns of their merchantmen with gold

Cannon is balanced on this circular pivot



PIRATES OF THE SILVER SCREEN

Hollywood pirate films often blurred the lines between fact and fiction. In *Blackbeard the Pirate*, Blackbeard is pursued by Henry Morgan, who looks surprisingly well for a man who had in fact been dead for 30 years!



PROMISE OF RICHES
This illustration from Robert Louis Stevenson's famous pirate story *Treasure Island* (p.60) shows the heroes loading sacks full of pirate treasure. Although there were many myths surrounding piracy, the vast fortunes in gold and silver captured by some pirates really existed. Pirates could become millionaires overnight, but they usually spent their booty as soon as they acquired it.

Pushing wedge in aims cannon lower



Pirates of Ancient Greece

SOME OF THE WORLD'S GREAT CIVILIZATIONS grew up around the Mediterranean and Aegean seas. Unfortunately for the peoples of the ancient world, these same waters were home to marauding "sea-robbers". The Aegean, at the centre of the Greek world, was ideal for pirates. They hid among its countless tiny islands and inlets, from where they could prey safely on passing trade ships. Piracy was fairly easy for these early sea raiders because merchant vessels hugged the coast and never crossed the open ocean. If the pirates waited long enough on a busy trade route, a valuable prize would soon sail around the headland. Pirates also attacked villages, kidnapping people to ransom or sell as slaves. As Greek city-states grew in power, they built navies which tried to keep the pirates under control.

PIRATE ATTACK
The painting on this Greek bowl shows early pirates in action. When it was painted 2,500 years ago, pirate attacks were common throughout the Aegean, and there was little distinction between piracy and warfare. Later, when Greek city-states tried to impose order, pirates disguised their raids as reprisals – the custom of retaliating against attacks without actually declaring war.

Lumbering merchant ship under full sail

Fast pirate galley powered by oars

Sharp ram of the pirate galley drives into the side of the merchant ship

Athenian drinking bowl, 6th century B.C.



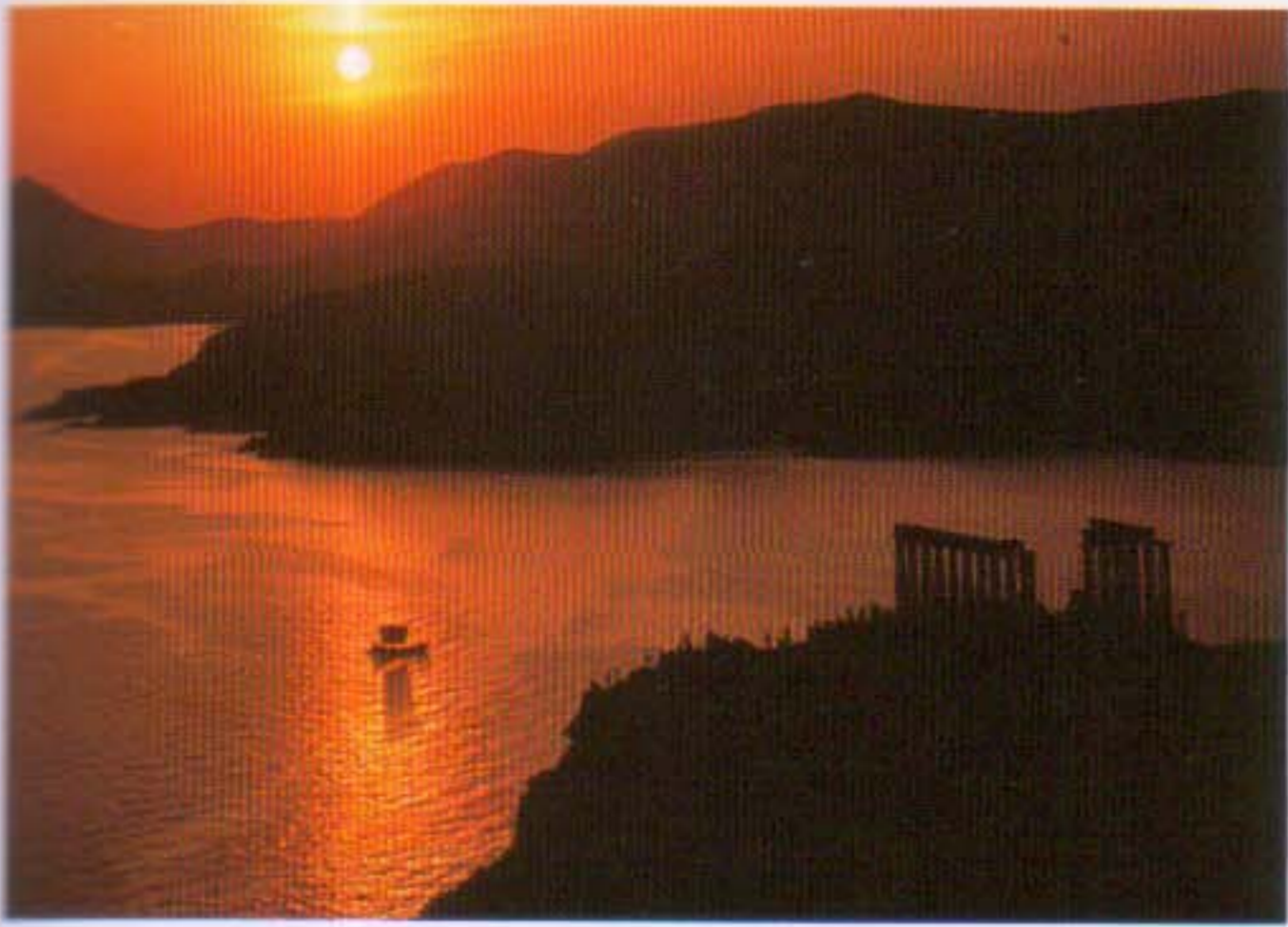
ASSYRIAN GALLEY

The Assyrians, who lived in what are now Iraq and Syria, probably attacked pirates in the Mediterranean in ships like this. However, no one knows for sure exactly what these vessels looked like.

THE PHOENICIANS FIGHT BACK

The Phoenicians carried out a thriving maritime trade from the cities of Tyre and Sidon (in present day Lebanon) in the 7th and 6th centuries B.C. Their merchant ships carried luxury cargoes such as silver, tin, copper, and amber to every corner of the Mediterranean. However, Greek pirates were a serious threat to Phoenician shipping, and war galleys, such as the one shown on this Phoenician coin, right, were used to defend their trade interests.





A PIRATE VESSEL OF ANCIENT GREECE

This atmospheric photograph shows a replica of a Greek pirate galley. Pirates of the ancient world did not build special vessels, but relied on what was locally available. They used all kinds of ships, but favoured light, shallow-bottomed galleys that were fast and easy to manoeuvre. If the pirates were pursued, their shallow boats enabled them to sail over rocks close to the shore where larger vessels could not follow.

Silver shekels from the Phoenician city of Tyre

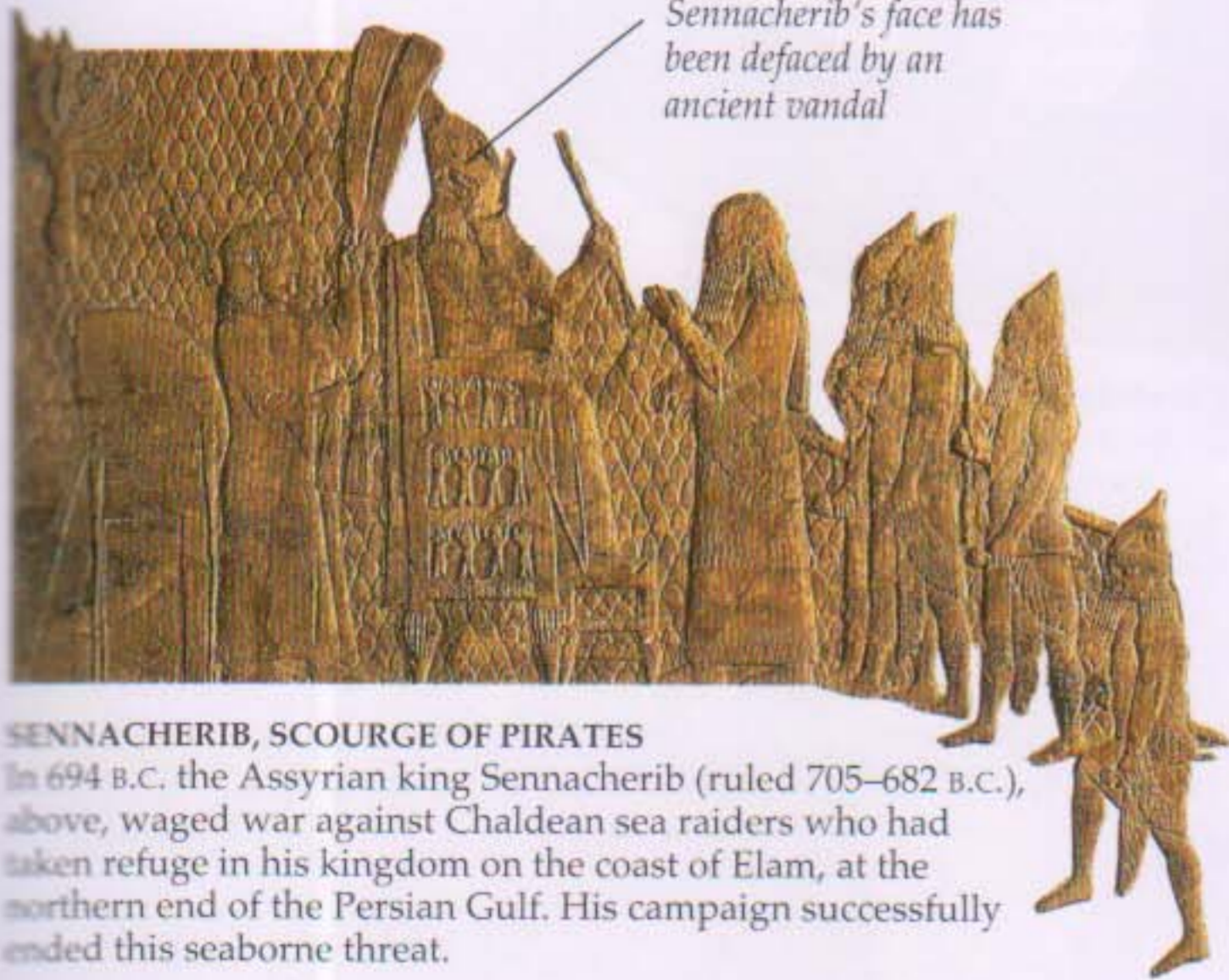
A HOARD OF SILVER

Phoenician ships carrying luxury goods around the Mediterranean were obvious targets for early pirates. If they were lucky, pirates might capture a cargo of silver from Spain, which was used to make Phoenician coins like these.



PIRATES IN MYTHOLOGY

A Greek myth tells of a band of foolish pirates who captured Dionysus, the god of wine, hoping to ransom him. But the god took on the shape of a lion, and the terrified pirates threw themselves into the sea. As a punishment, Dionysus turned the pirates into a school of frolicking dolphins, pictured in this mosaic. The same story appears in Roman mythology, but the god is called Bacchus.



Sennacherib's face has been defaced by an ancient vandal

SENNACHERIB, SCOURGE OF PIRATES

In 694 B.C. the Assyrian king Sennacherib (ruled 705–682 B.C.), above, waged war against Chaldean sea raiders who had taken refuge in his kingdom on the coast of Elam, at the northern end of the Persian Gulf. His campaign successfully ended this seaborne threat.

ALEXANDER THE GREAT

Pirates roamed the Aegean when Alexander the Great (356–323 B.C.), right, ruled over Greece. In 331 B.C. he ordered them to be cleared from the seas. The great warrior king reputedly asked a captured pirate what reason he had for making the seas unsafe. The pirate replied: "The same reason as you have for troubling the whole world. But since I do it in a small ship, I am called a pirate. Because you do it with a great fleet, you are called an emperor."



MEDITERRANEAN MERCHANT SHIP

Ancient Greek trading vessels were no match for the sleek, streamlined galleys of the pirates who harassed them. Powered by a square sail, they were easily overtaken by the fast oar-driven pirate craft.

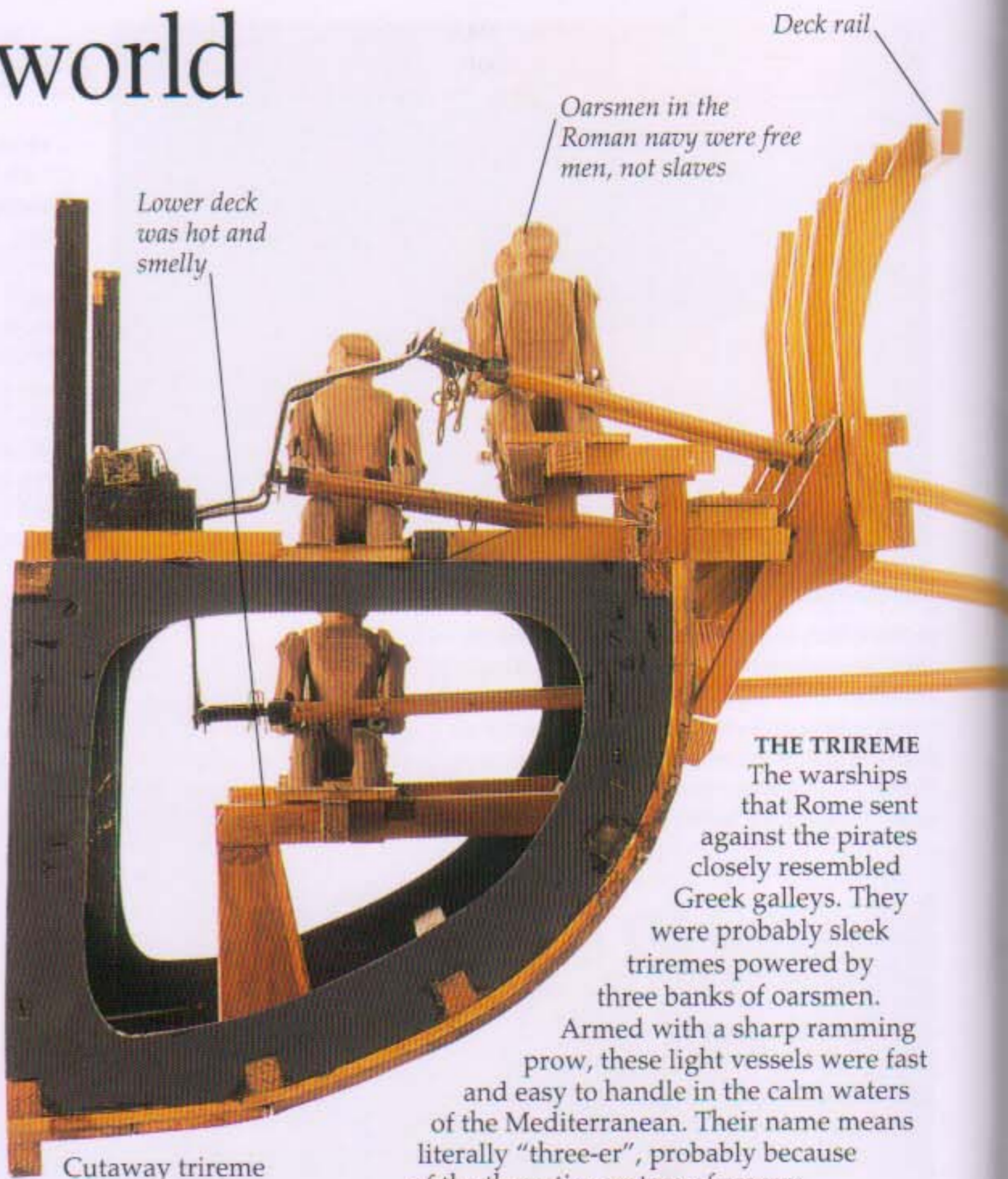


Terracotta model of a merchant ship, 6th century B.C.

Hull is broad and rounded to provide maximum cargo space

Pirates of the Roman world

"SAIL IN AND UNLOAD, your cargo is already sold!" With this slogan the Aegean port of Delos lured merchant ships – and pirates. The bustling port was part of the great Roman empire, which flourished between about 200 B.C. and A.D. 476. In Delos market pirates sold kidnapped slaves and stolen cargoes to wealthy Romans who asked no questions. However, in the 1st century B.C. pirates posed a growing menace to trading vessels in the Mediterranean. When piracy threatened imports of grain to Rome, the people demanded action. In 67 B.C. a huge fleet of ships led by Pompey the Great rounded up the sea pirates, while the Roman army swooped on their base in Cilicia. This campaign solved Rome's immediate problems, but pirates remained a menace.



THE TRIREME
The warships that Rome sent against the pirates closely resembled Greek galleys. They were probably sleek triremes powered by three banks of oarsmen. Armed with a sharp ramming prow, these light vessels were fast and easy to handle in the calm waters of the Mediterranean. Their name means literally "three-er", probably because of the three-tier system of rowers.



Silver denarius bearing Caesar's portrait

KIDNAPPED
In about 75 B.C. the young Julius Caesar (c.102–44 B.C.) was captured by pirates while travelling to Rhodes to study. The pirates held him captive on a tiny Greek island for more than five weeks until his ransom was paid. After his release, Caesar took his revenge by tracking down the pirates and crucifying them.



ROMAN WORLD
This map shows how the Roman empire at its height stretched around the entire Mediterranean.



SLOW BOAT
Broad, rounded corbitae like this one made up the majority of Rome's grain fleet. Mediterranean pirates would have had little trouble hijacking these slow, heavily laden vessels as they sailed around the coast from Alexandria and Carthage to Ostia, the port that served Rome.

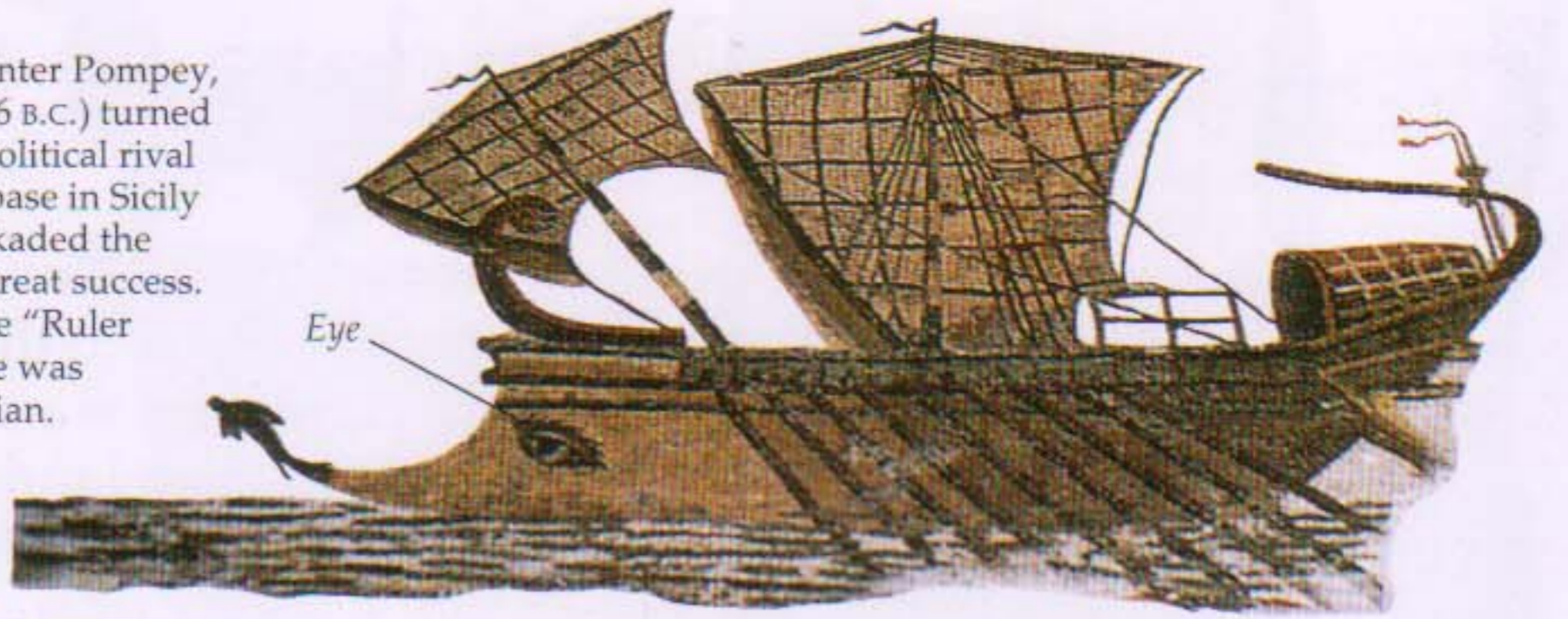


PRIZE WHEAT
Pirates attacking a Roman grain ship might be rewarded with a cache of emmer, above, a variety of wheat grown in the ancient world. Such cargoes could be sold at a profit in local markets.



ROMAN RENEGADE

Son of the great pirate hunter Pompey, Sextus Pompeius (67–36 B.C.) turned pirate to combat his political rival Octavian. From his base in Sicily he raided and blockaded the Italian coast with great success. He claimed the title “Ruler of the Sea” until he was defeated by Octavian.



THE EVIL EYE

Like the Greek sea raiders before them, pirates of the Roman world favoured swift, agile galleys. The galley in this Roman fresco has eyes to see its prey with painted on the prow. The eye symbol may have originated in Egypt as a superstitious good-luck charm.

Long oars propel the trireme through the water at great speed



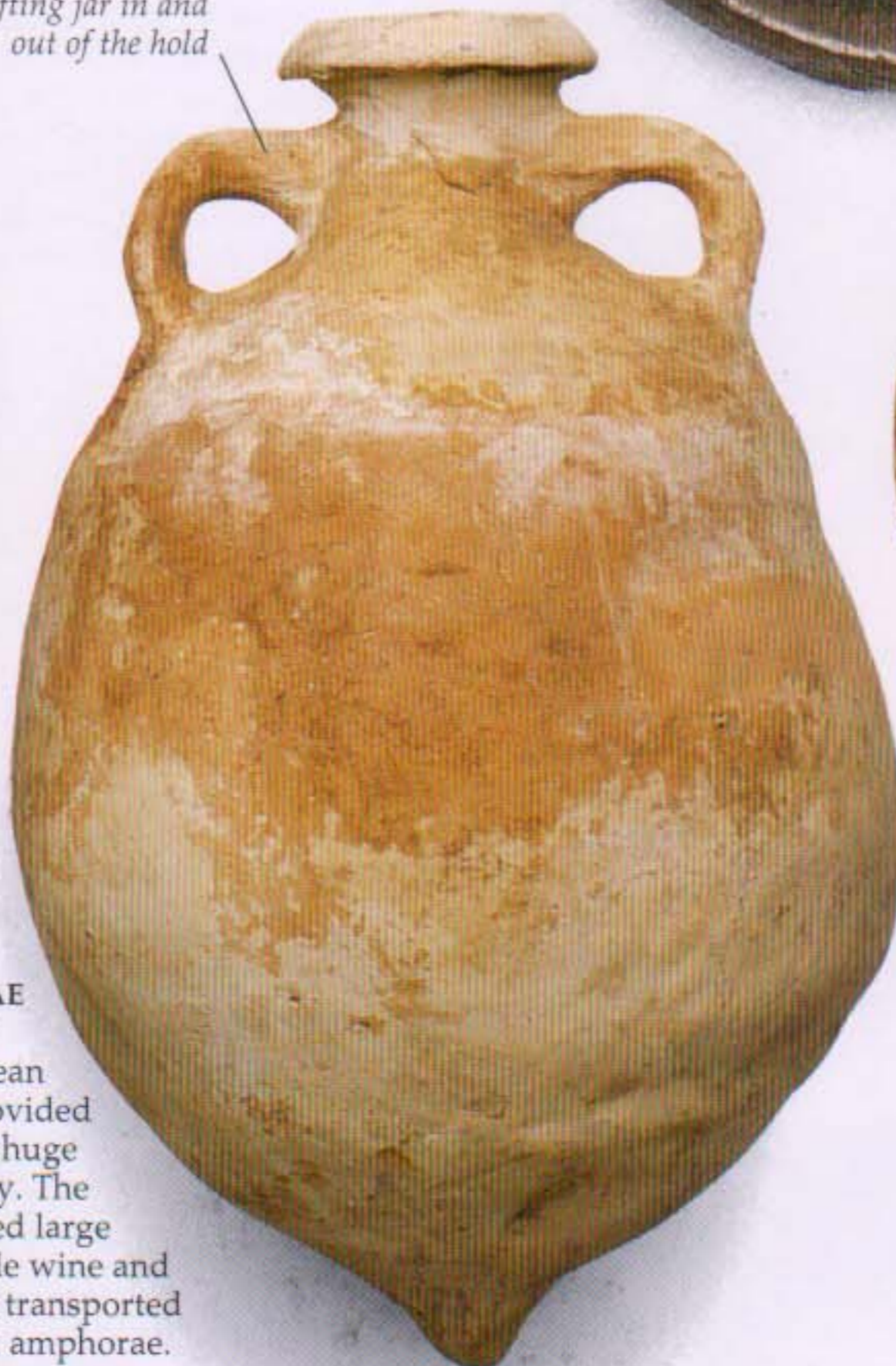
DESIGN CLASSIC

The Romans were not natural sailors, unlike the Greeks, whose island existence forced them into a maritime life. Roman shipbuilders therefore introduced few changes to the basic design of the war galley, right. To design warships for the Roman navy’s drive against the pirates, shipbuilders simply copied the best designs of vessels from the past.



The shape of an amphora allowed it to be wedged firmly in the hold of a ship along with many others

Handle for lifting jar in and out of the hold



AMPHORAE GLORY

Mediterranean cargo ships provided pirates with a huge variety of booty. The Romans imported large quantities of valuable wine and olive oil, which were transported in pottery jars called amphorae.



PERSIAN PIRATE HUNTER

While the Mediterranean was fairly safe for Roman shipping, the Persian Gulf was not. King Shapur of Persia, (A.D. 309–379) waged a ruthless war on pirates in this area. He was reputedly nicknamed Zulaklaf, which means “Lord of the Shoulders”, because legend tells that he pierced the shoulders of captured pirates, and roped them all together like beads on a necklace.

Raiders of the North



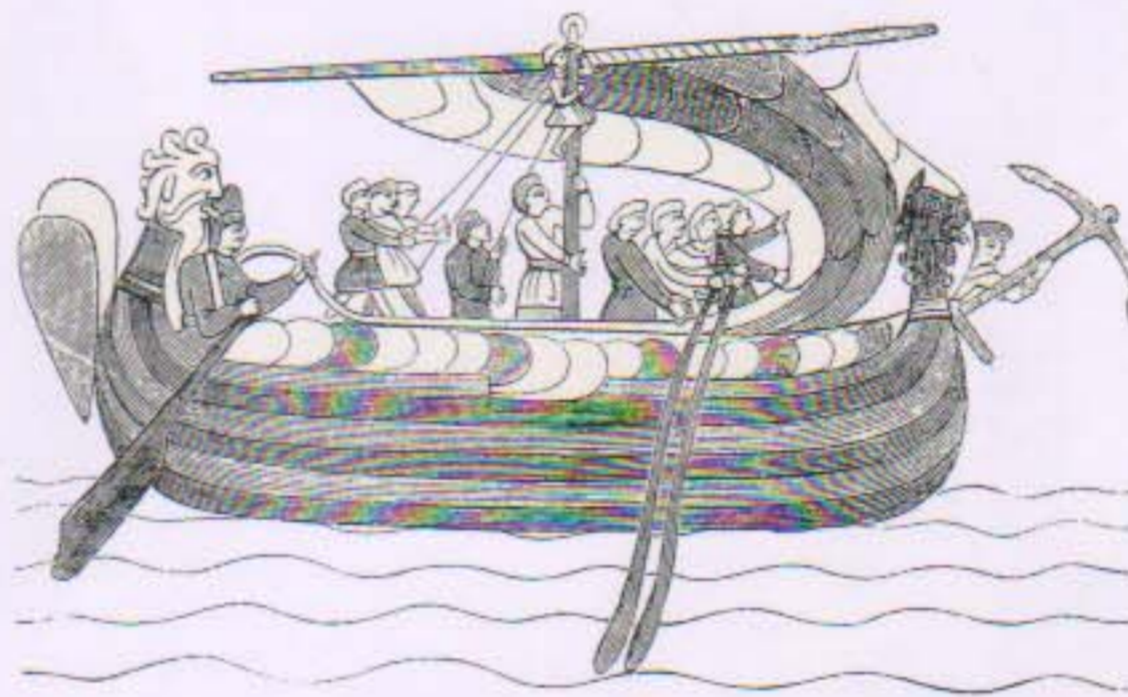
Viking arrow-heads

BATTLE AXE

The axe was the favourite weapon of the Vikings. In the hands of a seasoned warrior, the great two-handed broad-axe could fell a man with a single blow. For fighting at sea, Vikings preferred a medium-sized axe which was easy to handle when boarding another vessel.

Silver decoration indicates that this axe was a symbol of prestige and power

BOBGING ABOVE THE WAVES, the sail of a Viking ship struck terror into the people of 9th-century northern Europe. It warned that dangerous Viking pirates would soon land nearby. These fearsome Scandinavian warriors preyed on shipping and raided villages far inland. Since ancient times, the coastal tribes of Scandinavia had lived by robbing passing merchant ships. When they began to cross the open sea, it was natural for them to pillage the nearest foreign coasts. Viking ships roamed the North Sea in search of plunder, spreading fear and mayhem wherever they landed. The Vikings were not the first raiders of the North, nor the last. As long as merchant ships carried valuable cargoes, pirates were never far behind.



THE SAXON THREAT

Five centuries before the Vikings began to terrorize northern Europe, Saxon pirates from the Baltic Sea plagued coasts and shipping. The Saxon raiders forced England's Roman rulers to strengthen their fleets and fortify much of the eastern coast. Saxon ships, like the one above, had flat bottoms so that they could be rowed up shallow rivers for surprise attacks.

Geometric patterns of inlaid copper and silver



FACE TO FACE WITH PIRATES

For Viking warriors, glory in battle was everything and the ferocity of their attacks became legendary. The wild appearance of the bearded Norsemen fuelled their barbarous reputation. This fierce-looking Viking head was carved on the side of a wagon.



THE BLACK MONK

Legends tell that the 13th-century pirate Eustace the Monk had formed a pact with the devil and could make his ship invisible. But his magical powers did not help when he dabbled in politics. Leading an invasion fleet against England, Eustace was caught and beheaded at sea.

SPEAR-CATCHERS

A Viking trick that terrified opponents was to catch a spear in mid-flight, and hurl it straight back.



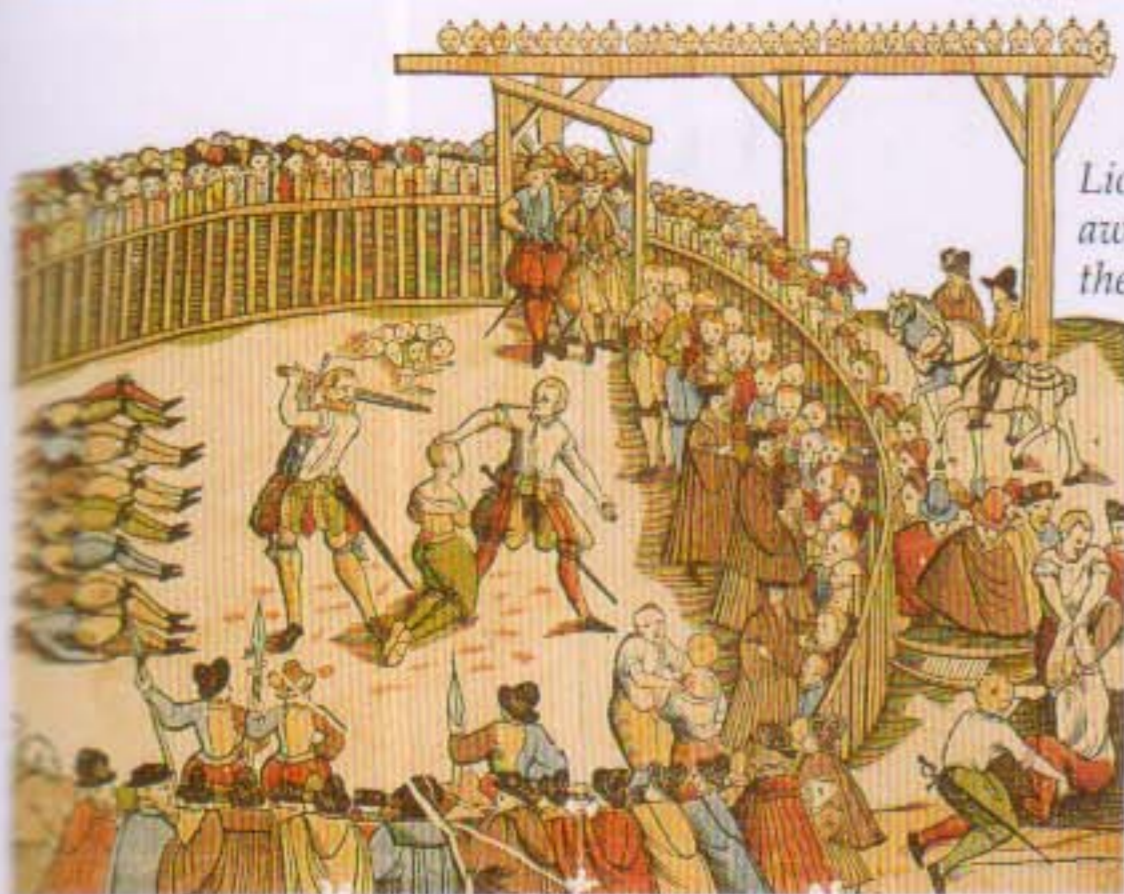
Steering oar

BROAD SWORD

Viking raiders attacked with broad, slashing swords.



Handle of wood or bone has rotted away



HEADS YOU LOSE

After a career spent menacing shipping in the North Sea, the German pirate Klein Henszlein came to a grisly end. In 1573 he and his entire crew were beheaded in a mass execution in the centre of Hamburg. The sword-wielding executioner flicked off their 33 heads so quickly, he was soon standing ankle deep in the pirates' blood. Displayed in a row, the heads warned others not to take up the pirate's trade.

Lion points away from the wind



ON THE RIGHT VANE

The Vikings were expert mariners and navigators. Mounted on the prow of a ship, this beautiful golden weather vane was used to tell the direction of the wind. When crossing the open sea, the Vikings used the sun and stars to guide them.

Bright gilding glittered impressively in the sun

SHIP SHAPE

The Vikings were master shipbuilders. Their later longboats were strengthened with keels to prevent them from breaking up in a strong sea swell, enabling them to cross the open ocean while other mariners hugged the coastline. Viking boats were also light, fast, and easy to steer. Once by foreign shores, the shallow-keeled warships could land almost anywhere. This combination of factors made Viking raids particularly devastating – warships appeared as if from nowhere and warriors stormed ashore with lightning speed.

Big, rectangular sail for use in the open sea



THE MAD DOG'S MASTER

Störtebeker, left, was the plague of the Baltic in the 14th century. To join his crew, aspiring pirates had to drink a huge beaker of beer at a single swallow. From this test, the pirate took his name, which means "a-beaker-at-a-gulp". When Störtebeker was finally caught, the mast of his ship, *The Mad Dog*, was said to have a core of pure gold.



Prow shaped like a snake's head

TO GO A-VIKING

The Scandinavian word "viking" means "going on an overseas raid". Raiding parties of up to 50 warriors were carried in Viking longboats. To intimidate their victims the Vikings decorated their boats with shields, and later ornamented them with gold and silver.

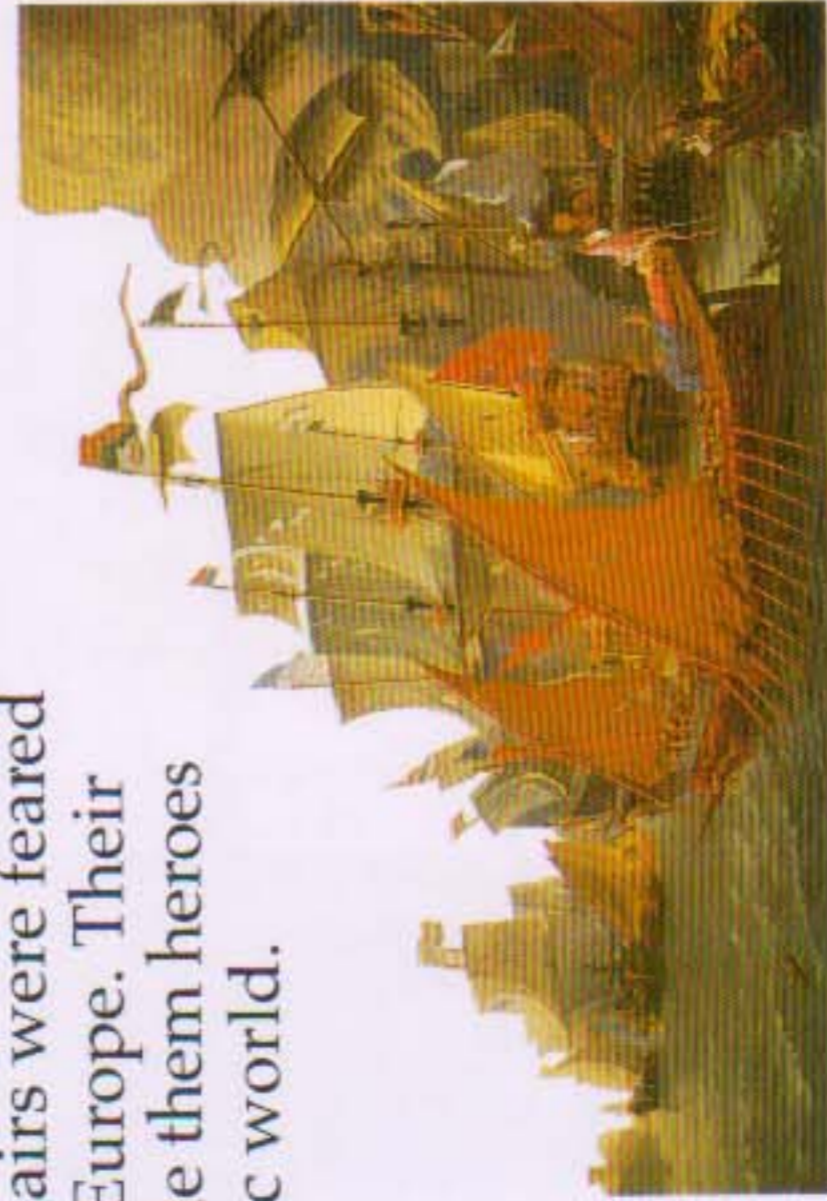


Keel

Oars for rowing into coastal waters and rivers

The Barbary coast

EUROPEAN CRUSADERS CALLED THEIR Muslim opponents "barbarians", so the Islamic sea rovers became known as Barbary (barbarian) corsairs. The Barbary corsairs first set sail from the southern coast of the Mediterranean, which became known as the Barbary coast. This was at the time of the Crusades, the holy wars between the Christians and Muslims that began at the end of the 11th century. In their sleek, fast galleys, the Barbary corsairs attacked trade vessels from Venice and Genoa in search of their preferred booty – men who could be sold as slaves. If corsairs boarded a Christian ship, the crew might be stripped of their clothes and belongings. Moments later, they would be taking the oars of the corsairs' ship, and changing course, for a life of slavery in an African port. In ferocious battles, they rammed ships bound for the Crusades, and captured the wealthy Christian knights on board. The most famous Barbary corsairs were feared throughout Europe. Their exploits made them heroes in the Islamic world.



SEA BATTLE

The Barbary corsairs used slaves to power their sleek ships, but these men did not do any of the fighting. Muslim Janissaries – well-trained and highly disciplined professional soldiers – provided the military muscle. When a Barbary galley drew alongside its victim, as many as 100 Janissaries swarmed aboard the Christian vessel and overpowered the crew. This method of attack was very successful for the Barbary corsairs. Many Christian ships did not stand a chance.



North African coast, home of the first Barbary corsairs

THE BARBARY COAST
Muslim Arabs took over North Africa in the 7th century. The Barbarossas fought off the Spanish in the 16th century, leading to rule by the Turks. A "Dey" or "Bey" (local prince) controlled each city state. On this map, green represents the Christian-controlled area, beige the Muslim Ottoman empire.



THE BARBAROSSA BROTHERS
Europeans nicknamed the two greatest Barbary pirates, Aruj and Khair-ed-Din, "the Barbarossa Brothers" because of their red beards. Aruj was killed in 1518 but his brother led Muslim resistance to Spanish attacks so successfully that in 1530 he won the regency (command) of the city of Algiers. He died in 1546, greatly respected even by his enemies.



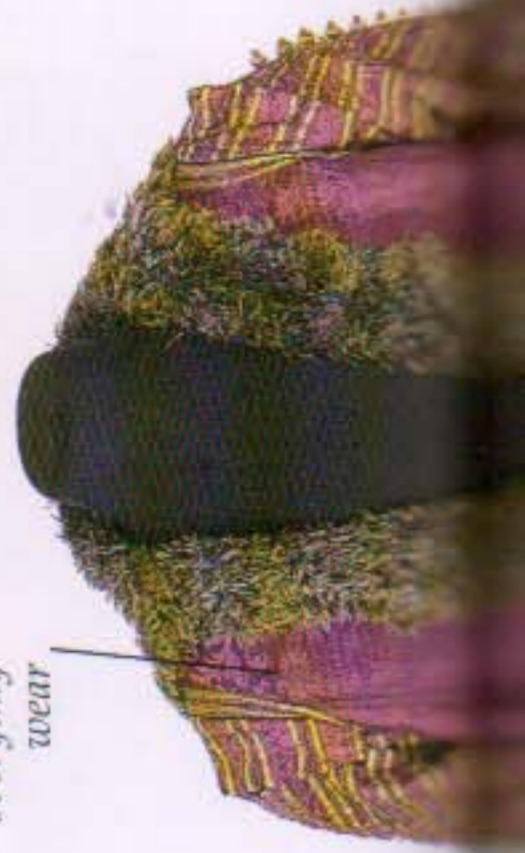
Sleek Barbary galleys were capable of a speed of 9 knots (16 kph/10 mph) over short distances

TURNING TURK
Sir Francis Verney (left) was one of a number of Europeans who "turned Turk" and joined the corsairs. Such men were welcomed because of their maritime skills. They paid taxes on their booty to the Barbary princes who protected them from revenge attacks in return. These Christian renegades sometimes adopted the Muslim faith of their new masters.



Verney's richly embroidered hat

Plush cloak was for everyday wear



BARGAINING FOR FREEDOM
Redemptionist Fathers (right) negotiate ransoms for captives of the corsairs. Over the long centuries of piracy the Barbary coast saw many such missions. In later days, some countries negotiated treaties with the corsair states to keep their citizens safe.



BRUTAL TREATMENT
To rally opposition to the Barbary pirates, European writers described the awful tortures they inflicted on Christian captives. Corsairs who were captured also suffered terribly.



Each oar was pulled by up to six slaves



Side-view of galley

STYLE IN STEEL
The corsairs came from a great civilization with an ancient artistic tradition. Arab metalworking skills in particular were unrivalled, and wealthy corsairs cut Christian necks with swords of extraordinary beauty. This sword, known as a "nimcha", belonged to a 17th-century Algerian corsair.

SEA RAIDER
The Barbary pirate ships spent only short periods at sea. They carried so many slaves and fighters that supplies of food and water lasted only six or seven weeks. On these brief cruises, the ship's captain, or "rais", was in charge of navigation. However, the leader of the Janissaries, or the "agha", was in overall command until the ship returned to port.



Soft slippers were suited to the climate of Algiers, which Verney adopted as his home

Gilded figures adora stern of ship



Stern view of a Mediterranean galley

To keep the ship fast, slaves scraped and waxed the slim hull between voyages

A GENTLEMAN PIRATE
This cloak was worn by Englishman Sir Francis Verney (1584–1615) who joined the Barbary corsairs around 1607. He became a corsair after a dispute over his inheritance, but did not find better fortunes at sea. After raiding a few English ships, he was captured by a Sicilian galley. Two years of slavery broke his spirit, and he died aged 31.



Single gun was not usually very effective



GALLEY SLAVES
Life for the slaves who rowed the Barbary galleys was the Barbary galleys was – often literally – unbearable, and hunger or beating killed many. Those who died were replaced as soon as the galley could capture another prize.

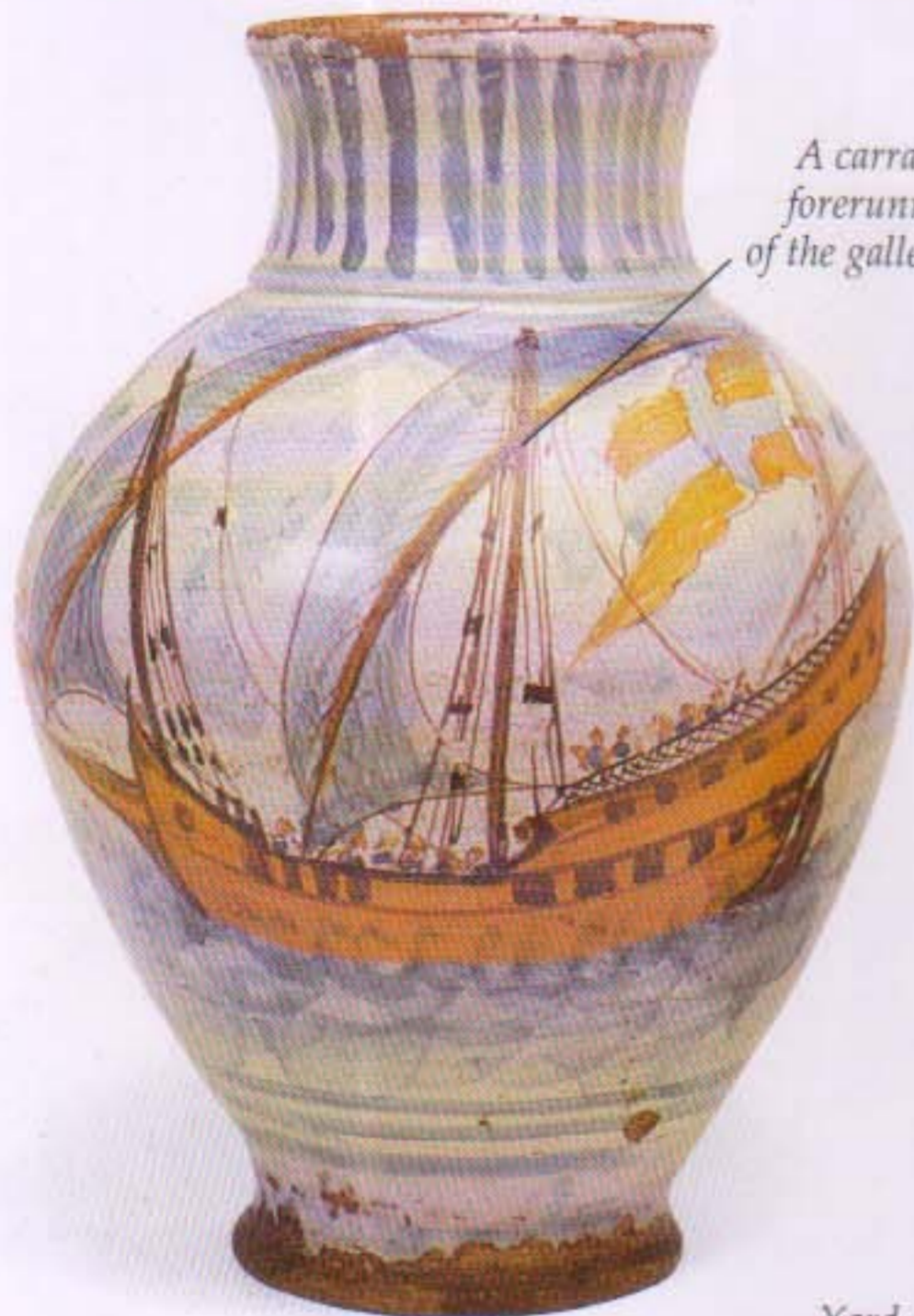


EMBARKING FOR THE HOLY LAND

The Knights of the Order of St John were formed in the early years of the Crusades to defend Jerusalem against attacks by Islamic forces. They also created hospitals to care for the Crusaders. This miniature shows Crusaders loading ships for the journey to the Holy Land. In 1530 they were given the island of Malta and became known as the Knights of Malta.

The corsairs of Malta

DRIVEN BY GOD AND BY GOLD, the corsairs of Malta led the fight against the Barbary corsairs. With the Knights of Malta as their patrons, the corsairs waged a sea campaign against the "heathens" of Islam from their small island. When the Knights themselves captained the vessels, religious zeal was paramount, but as time went on, commerce crept in. The Knights still financed and organized the raids against their Barbary enemies, but for the Maltese, Corsicans, and French who crewed the galleys, the spoils of piracy became the main lure. The corsairs brought great wealth to Malta until the 1680s, when treaties between the European and Barbary powers led to a gradual decline in Mediterranean piracy.



A carrack, forerunner of the galleon



THE SIEGE OF MALTA

In 1565 the Knights of Malta had their greatest triumph against the Muslims when a fleet of the Ottoman Empire laid siege to Malta. The Knights were outnumbered five-to-one, but fought back bravely from inside their fort on Malta's north-east coast. When Spanish reinforcements arrived, the Ottoman fighters had to retreat. Six years later, the Knights fought again at the sea battle of Lepanto. Christian victory there finally ended Ottoman sea power in the Mediterranean.

A BOAT ON A BOTTLE

The Maltese galley fleet grew in size until the 1660s, when it numbered up to 30 carracks such as the one pictured on this pharmacy jar. At this time, the corsair trade employed as much as a third of the Maltese population.

Raised forecastle allowed the Maltese corsairs to jump down on to the lower decks of the Barbary galleys

Yard could be lowered on to the deck when the sail was not required

Lateen sail - a narrow, triangular sail attached to a long yard

CHRISTIAN GALLEY

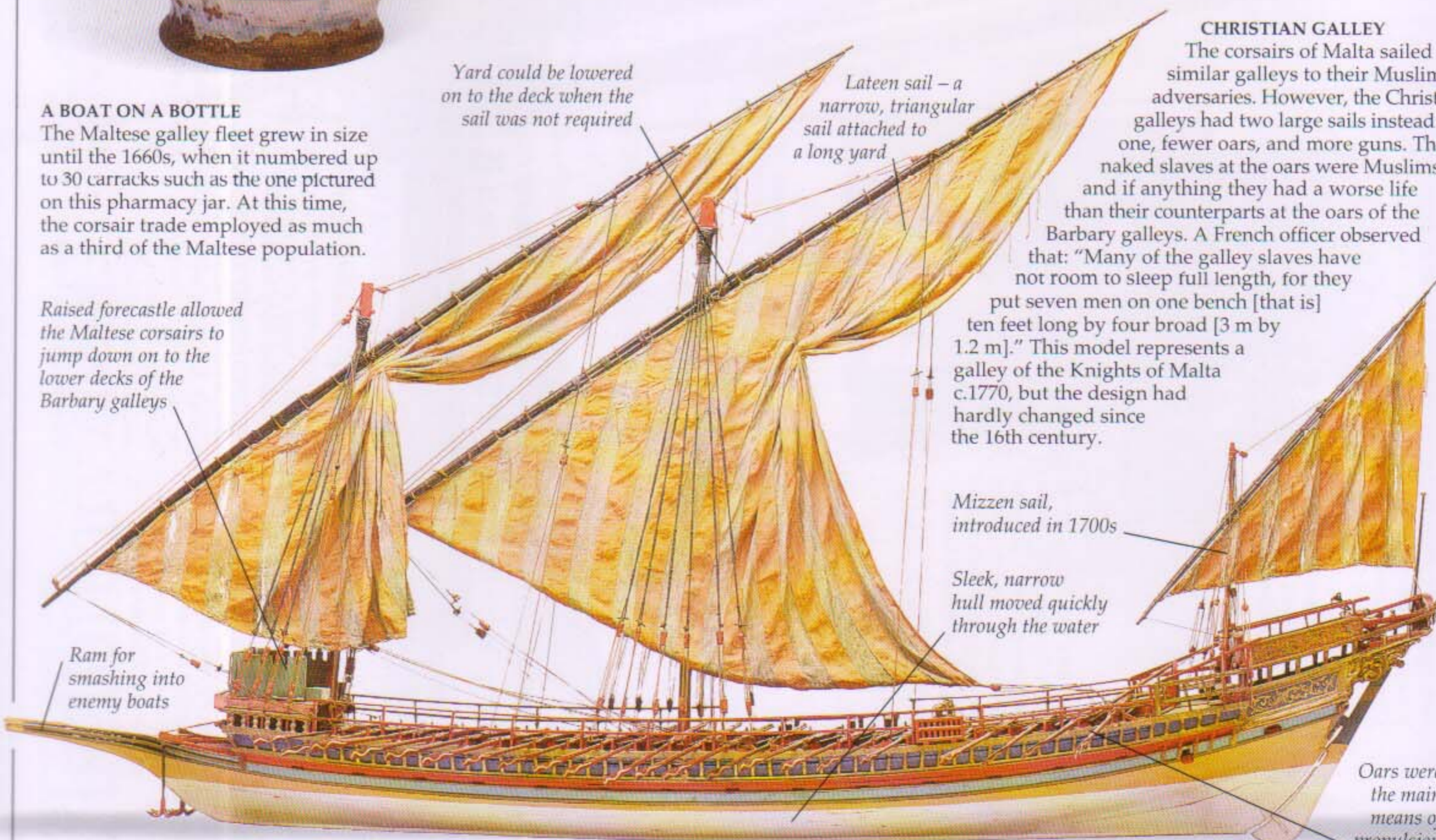
The corsairs of Malta sailed similar galleys to their Muslim adversaries. However, the Christian galleys had two large sails instead of one, fewer oars, and more guns. The naked slaves at the oars were Muslims, and if anything they had a worse life than their counterparts at the oars of the Barbary galleys. A French officer observed that: "Many of the galley slaves have not room to sleep full length, for they put seven men on one bench [that is] ten feet long by four broad [3 m by 1.2 m]." This model represents a galley of the Knights of Malta c.1770, but the design had hardly changed since the 16th century.

Mizzen sail, introduced in 1700s

Sleek, narrow hull moved quickly through the water

Ram for smashing into enemy boats

Oars were the main means of propulsion





Wood grip covered in leather and wrapped in wire

Cup-shaped hand-guard

Tiny Maltese crosses decorate the blade

19th-century sword in the style of the Maltese rapiers of the 17th century

RAPIER
When Maltese corsairs stormed aboard a ship, they fought with swords similar to this cup-hilt rapier. In their left hands they may have carried daggers to fend off the sword thrusts of their Barbary opponents.



Upturned rim gave the knight a clear view

HEADSTRONG KNIGHTS

Fighting Knights wore helmets called morions, which were shaped to deflect blows. Even though they were heavy, a morion would not save a Knight from a direct hit by a Barbary musket ball.



HEAVY METAL

Armed to the teeth against their Muslim foes, the Knights of Malta saw themselves as soldiers of the Christian faith. This breastplate was worn for fighting both on land and at sea.

Huge curled periwig, which became fashionable around the time of the siege

MALTESE CROSS

In battle and in command of their galleys, the Knights of the Order of St John (who became known as the Knights of Malta) wore the eight-pointed cross of Malta, shown here on the breastplate of a knight from the early 1700s. The present-day flag of Malta takes its colours from the white cross and red background.



ITALIAN BUT OUT OF FASHION

The Knights' round Italian targe (target) shields were quite plain for the time. This one has a subtly engraved surface, but the fashion was for more ornate styles.



Celebratory medal with Cotoner's portrait

GRAND MASTER OF THE BUILDERS

After the great siege, the Knights of Malta began to strengthen their fortress against further attacks by their Barbary enemies. The building programme lasted more than a century. Nicolas Cotoner was the Knights' Grand Master when they put the final touches to the work.

The privateers

“KNOW YE THAT WE HAVE GRANTED and given license... to Adam Robernolt and William le Sauvage... to annoy our enemies at sea or by land... so that they shall share with us half of all their gain.” With these words the English king Henry III issued one of the first letters of marque in 1243. Virtually a pirate’s license, the letter was convenient for all concerned – the ship’s crew were given the right to plunder without punishment, and the king acquired a free man-of-war (battleship) as well as a share of the booty. At first such ships were called “private men-of-war”, but in the course of time they and their crews became known as privateers. Between the 16th and 18th centuries, privateering flourished as European nations fought each other in costly wars. Privateers were meant to attack only enemy shipping, but many found ways to bend the rules.

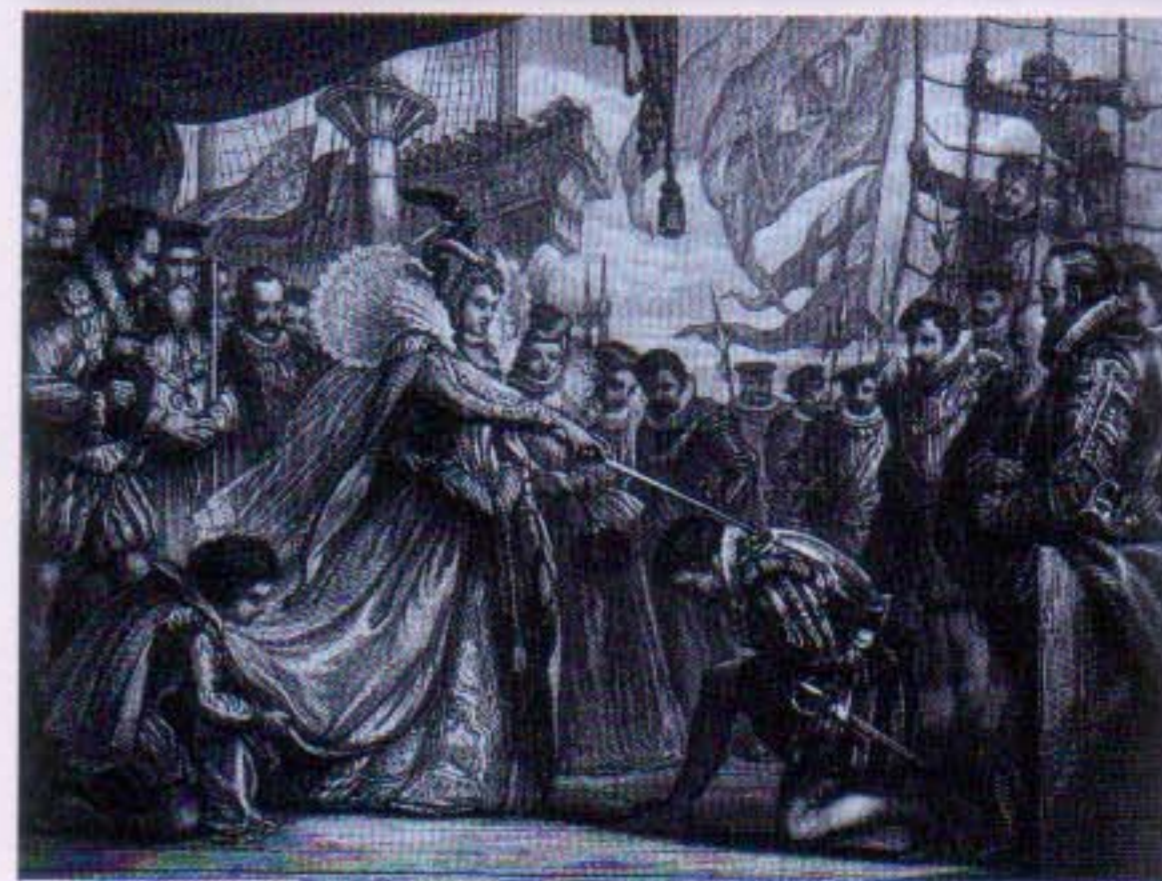
OFFICIAL REPRISALS

English King Henry III (1216–1272), issued the first known letters of marque. There were two kinds. In wartime the king issued general letters of marque authorizing privateers to attack enemy shipping. In peacetime, merchants who had lost ships or cargoes to pirates could apply for a special letter of marque. This allowed them to attack shipping of the pirates’ nation to recover their loss.



THE PIRATES’ LICENSE

Letters of marque, such as this one issued by England’s king George III (1760–1820), contained many restrictions. But corrupt ship-owners could buy one, granting them license to plunder innocent merchant ships.



ROYAL HONOURS

The English queen Elizabeth I (1558–1603) honoured the adventurer and privateer Francis Drake (1540–1596), whom she called her “pirate”, with a knighthood in 1581. Drake’s privateering had brought her great wealth – more than £200,000 according to one estimate at the time.



PRIVATEER PROMOTER

English navigator Walter Raleigh (1522–1618) was greatly in favour of privateering, recognizing that it brought a huge income to his country. He also promoted privateering for his own gain, equipping many privateers in the hope that he could finance a colony in Virginia, North America, on the proceeds.



“HERE’S TO PLUNDER”

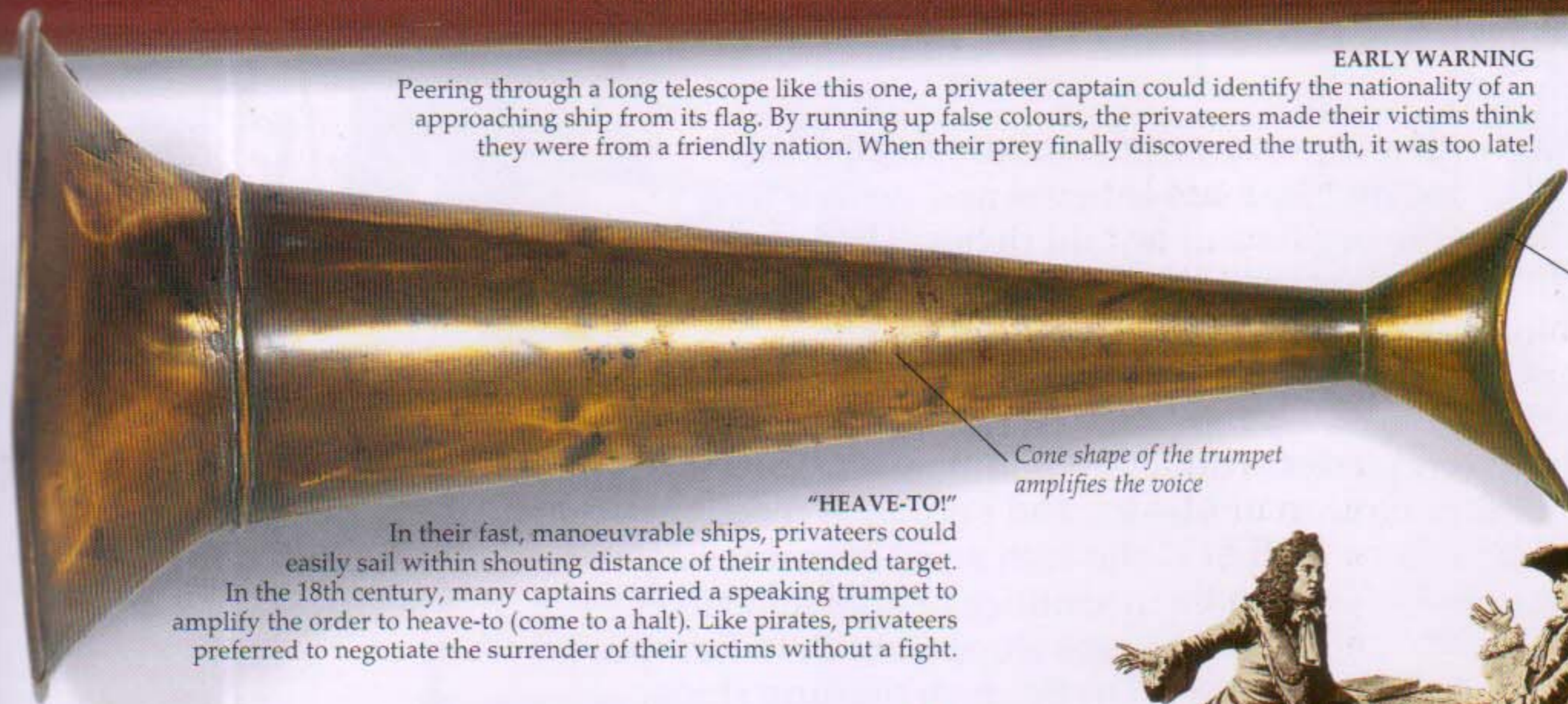
Prosperous privateer captains of the 18th century could afford to toast a new venture with fine glasses like this one.

The engraving on the glass reads: “Success to the Duke of Cornwall Privateer.”



EARLY WARNING

Peering through a long telescope like this one, a privateer captain could identify the nationality of an approaching ship from its flag. By running up false colours, the privateers made their victims think they were from a friendly nation. When their prey finally discovered the truth, it was too late!



Command shouted into this end

Cone shape of the trumpet amplifies the voice

"HEAVE-TO!"

In their fast, manoeuvrable ships, privateers could easily sail within shouting distance of their intended target. In the 18th century, many captains carried a speaking trumpet to amplify the order to heave-to (come to a halt). Like pirates, privateers preferred to negotiate the surrender of their victims without a fight.

Rigging (arrangement of sails) allowed the lugger to make rapid progress even against the wind



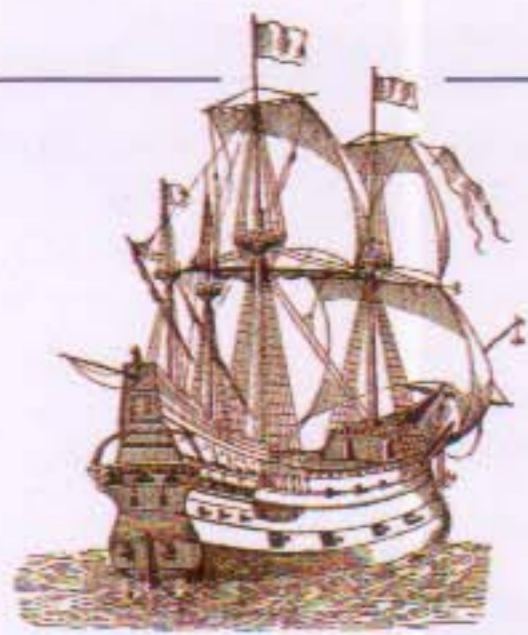
A KING'S BLESSING

Privateering was sometimes patriotic. Like the English privateers in the reign of Elizabeth I, the French corsairs enjoyed royal support. In 1695, the famous corsair René Duguay-Trouin (p. 50) was presented to the French king Louis XIV (1643–1715) after capturing three English East Indiamen.

One of the ship's eight cannons

SAILING CLOSE TO THE WIND

Small, armed fishing vessels like this were often used by French privateers in the late 18th century. The cost of equipping a privateer was high and captains were under pressure to make a profit. They sometimes committed acts of piracy by attacking ships regardless of their nationality, even in peacetime.

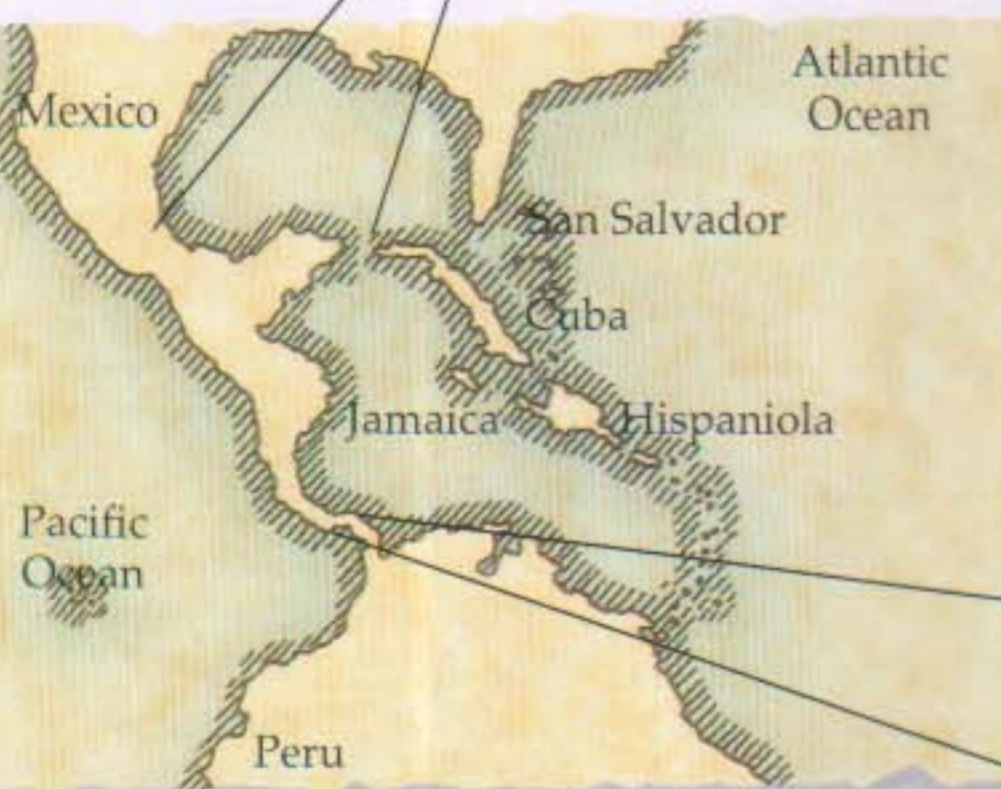


A Spanish galleon

The Spanish Main

FAMED IN PIRATE LEGEND, the Spanish Main lured adventurers and pirates with the promise of untold riches. The Spanish Main was Spain's empire in the "New World" of North and South America. Discovered by Christopher Columbus in 1492, the New World contained treasures beyond the Europeans' wildest dreams. The Spanish conquistadors (conquerors) ruthlessly plundered the wealth of the Aztec and Inca nations of Mexico and Peru, and throughout

Aztec treasure loaded at Vera Cruz
Treasure ships rendezvous at Havana for return to Europe



IN THE MAIN
The term "Spanish Main" originally meant the parts of the American mainland, from Mexico to Peru, taken by Spain. Later it came to include the islands and waters of the Caribbean.



Martin Behaim's 1491 globe has a gap where the Americas ought to be

OLD WORLD
Made before 1492, this globe leaves out the New World. It shows how Columbus thought he could reach Asia by crossing the Atlantic.

the 16th and 17th centuries vast quantities of gold and silver were shipped back to Europe. The Spanish treasure ships soon attracted the attention of privateers and pirates eager for a share of the booty, signalling the beginning of piracy on the Spanish Main.

Inca treasure loaded at Nombre de Dios

Panama

High up in the crow's-nest, the ship's lookout kept watch for pirates

High forecastle (fo'c'sle)

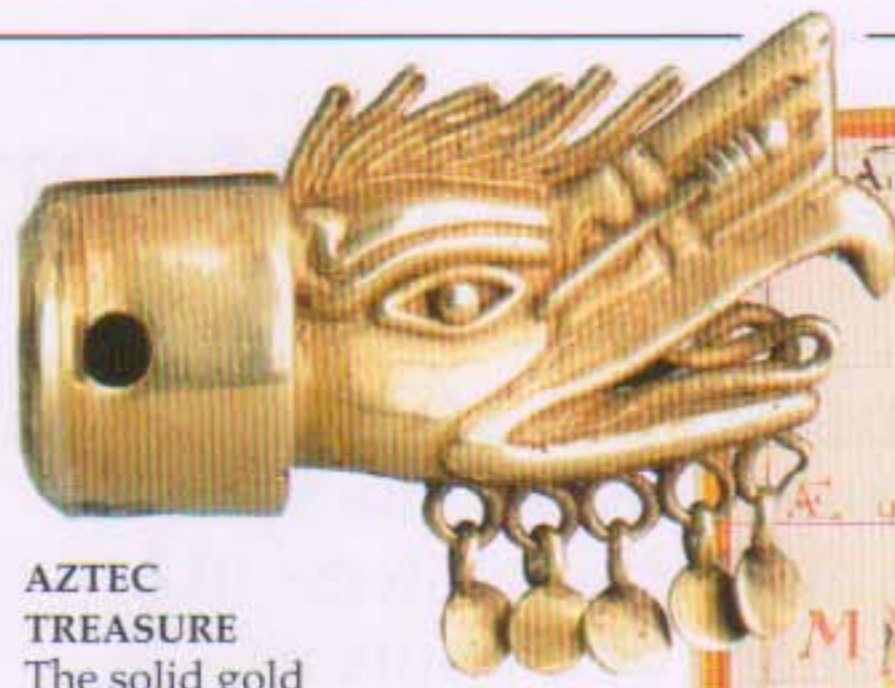


TREASURE SHIP
New World treasure was carried back to Europe in Spanish galleons. A galleon usually had a crew of about 200 men and an armament of up to 60 cannons. Although well built, with a strong wooden hull and powerful rig, these great ships were difficult to manoeuvre and in spite of their guns, galleons often proved no match for smaller, swifter pirate vessels. Therefore, as a safeguard, the treasure ships crossed the Atlantic in vast convoys of up to 100 vessels.



THE VOYAGES OF COLUMBUS
Seeking a western trade route to Asia, Italian-born navigator Christopher Columbus (1451–1506) arrived at the New World in 1492. He landed in the Bahamas on an island he called San Salvador, where he was welcomed by the local people, above. Columbus led four further Spanish expeditions to the New World and established the first permanent Spanish colony on the Caribbean island of Hispaniola (p. 27).

Equipped with a large, square sail on each main mast, a galleon sailed well with the wind behind it, but was slow towards the wind



AZTEC TREASURE
The solid gold jewellery of the Aztecs, such as this lip ornament, was exquisitely beautiful. However, the greedy Spaniards crushed or melted most of it down to save space on the treasure ships.



THE KINGDOM OF PERU
In 1529 conquistador Francisco Pizarro (c.1476–1541) led a small force to Peru. He easily captured the Inca king Atahualpa and ransomed him for the riches of his kingdom. The ransom arrived, but the Spanish killed Atahualpa anyway.



INCA GOLD

To ransom their king from Pizarro, the Inca people filled a room seven paces long and almost as wide with gold treasures like this figurine.

A well-armed galleon could outgun a pirate ship with cannon-fire, so pirates avoided direct confrontation, preferring to pick off the captain and crew with muskets

Tall, many-decked aftercastle increased wind resistance

Treasure chests were boarded up on lower decks and guarded by soldiers



THE LAST KING

The Aztec king Quauhtemoc (c.1495–1525) surrendered to the Spanish conquistadors after a long fight. They treated him well at first, but later tortured and hanged him.

Rudder

Hull floated high in the water, because the galleon had to load and unload in shallow rivers and bays



A NATION FALLS

This painting shows the Spanish army of Hernan Cortes (1485–1547) defeating the Aztecs in Mexico. In their lust for gold, the conquistadors completely destroyed the ancient American civilizations of the Aztecs and Incas.

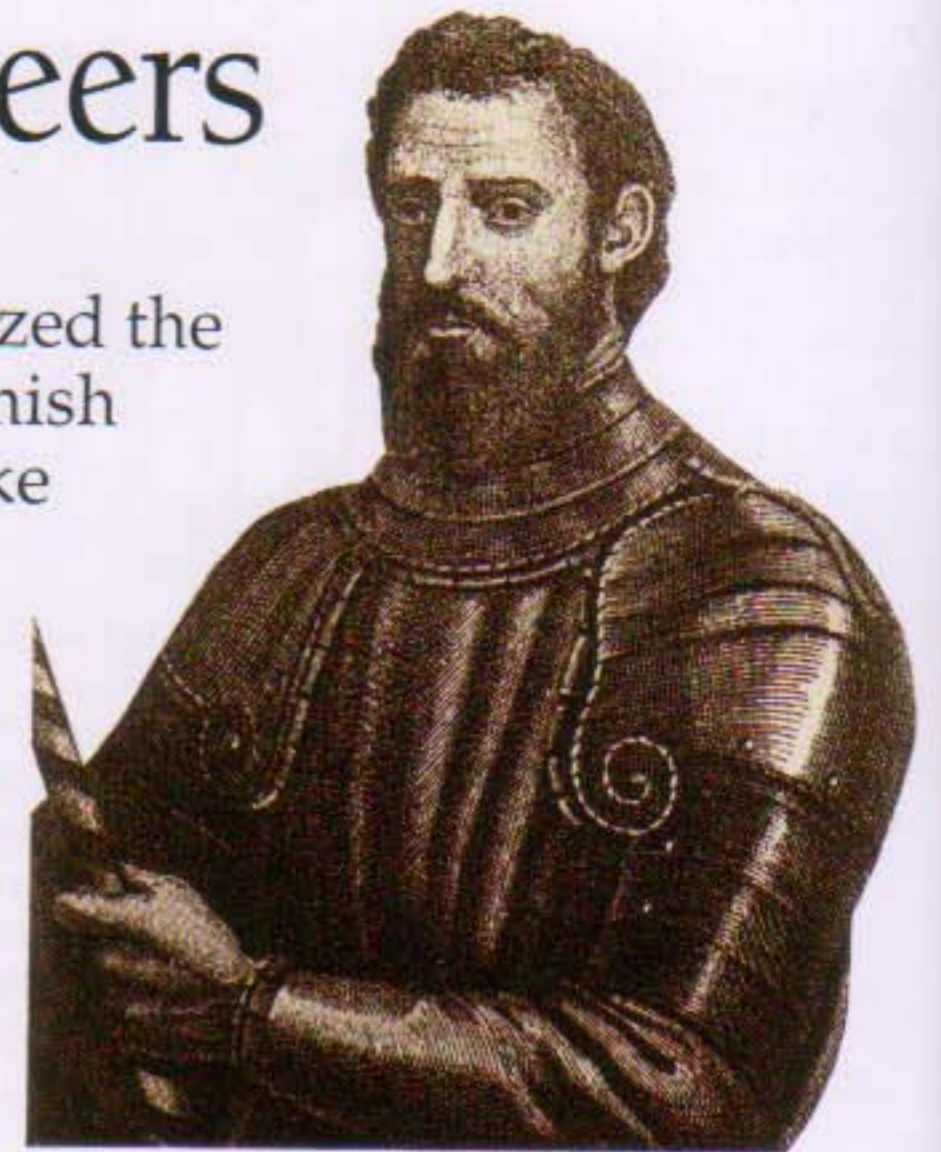


SILVER SOURCE

The Spanish colonists at first enslaved local people to work the silver mines in the New World. But they proved unwilling – many died from beatings intended to drive them to work – so the Spanish brought in African slaves.

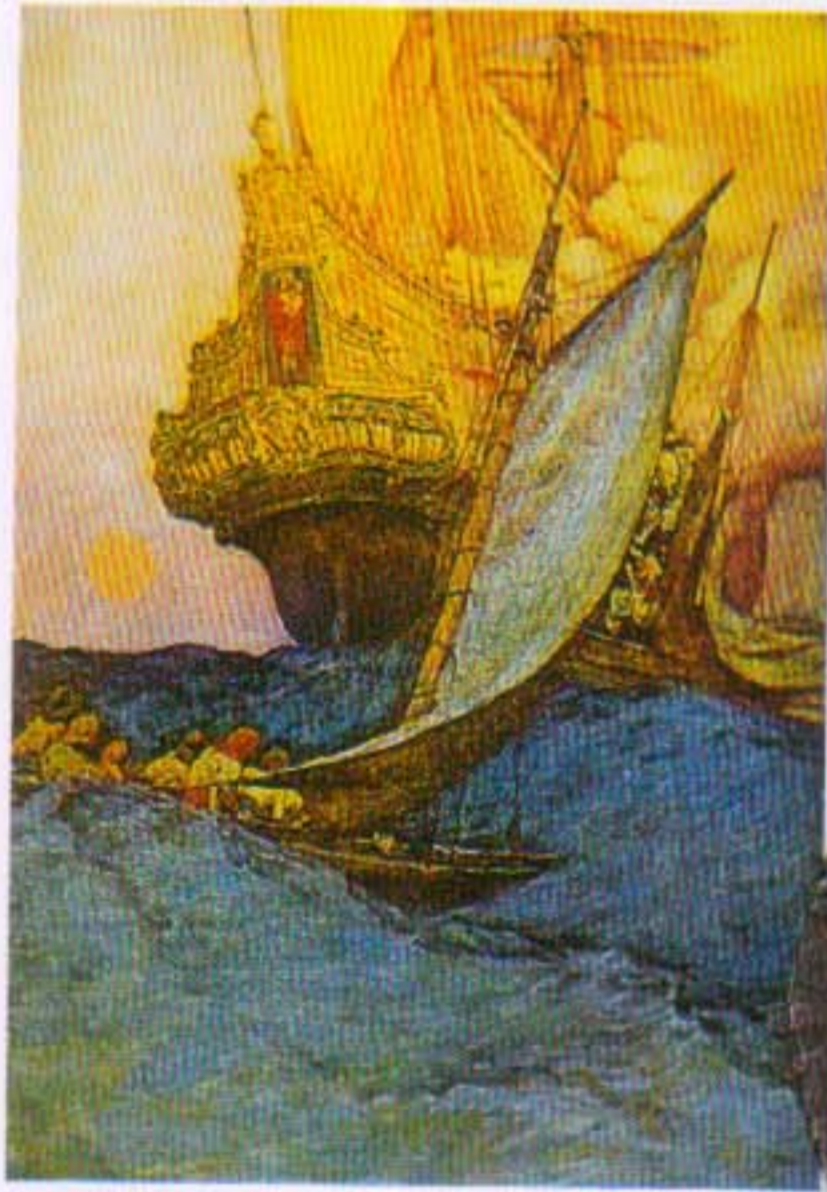
New World privateers

TREASURE FROM THE Spanish Main amazed the people of 16th-century Europe. The Spanish writer Bernal Díaz marvelled at items like a gold disc “in the shape of the sun, as big as a cartwheel”. Soon Spain’s many enemies were setting sail to get a share of the rich booty. Among the first on the scene were the French, and the English privateers, led by Drake and Hawkins, followed. Their spectacular success encouraged many adventurers to make trips to the Main. Desperate to return home rich, some crossed the thin line between privateering and piracy, attacking ships of any nation.



NARROWS NAVIGATOR

French ships made the first successful raids on the Spanish treasure galleons. Genoese navigator Giovanni da Verrazano (c.1485–c.1528), sailing for the French, took three Spanish ships in 1522. Two were laden with Mexican treasure and the third carried sugar, hides, and pearls. However, Verrazano is better known for the discovery of New York Bay in 1524.



ATTACKING A TREASURE SHIP

Treasure ships were most vulnerable to attack during the early stages of their voyage. Privateers knew the ships had to head north from the Caribbean to find a favourable wind before returning to Spain. Waiting off the American coast, the privateers could take the Spanish by surprise.

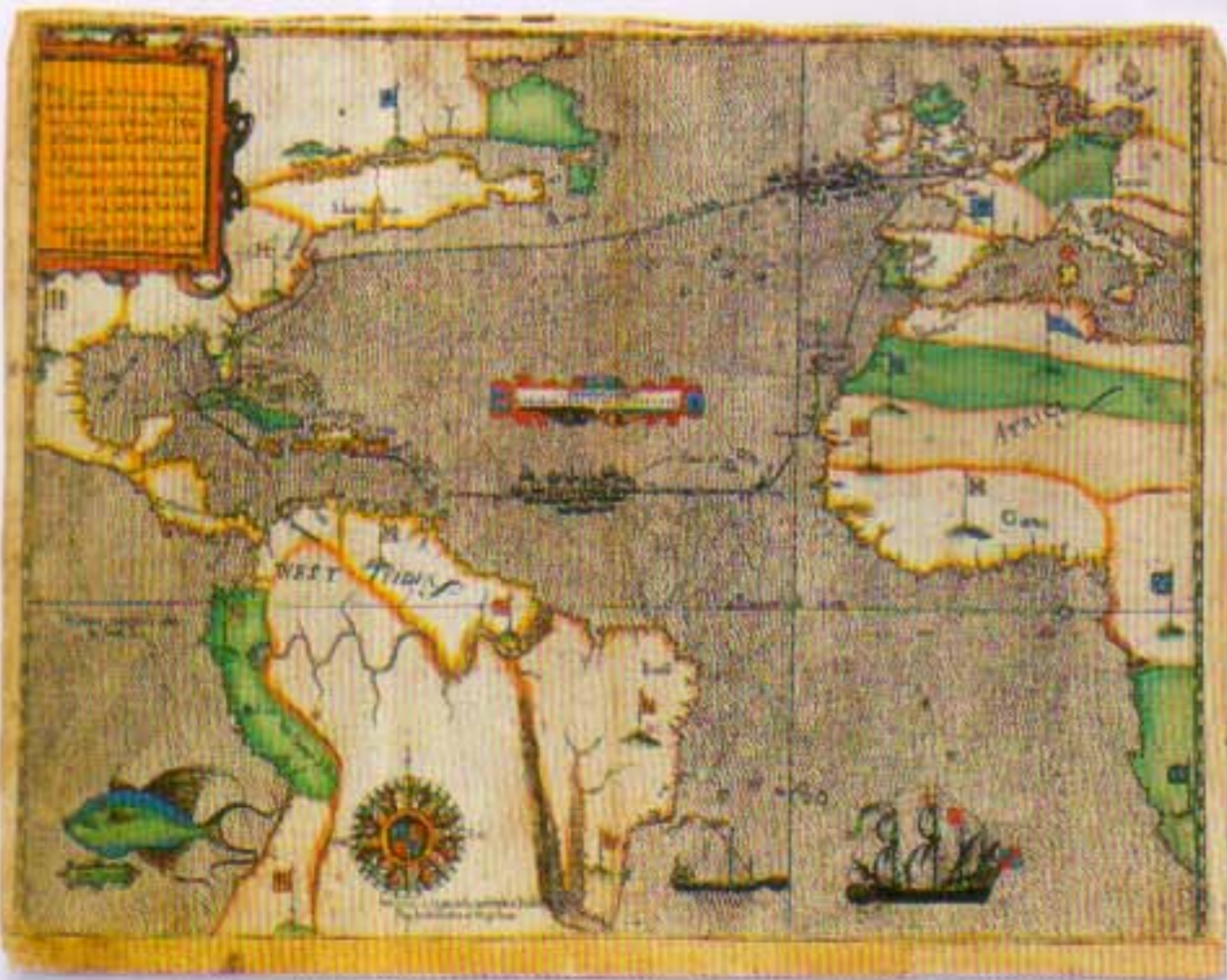


PIECES OF EIGHT

From New World gold and silver the Spanish minted doubloons and pieces of eight, which became the currency of later pirates.



Bronze barrel



SAILING TO THE SPANISH MAIN

The exploits of English privateer and pirate Francis Drake (c.1540–96) made him a popular hero in his home country. The Spanish had attacked his ship in 1568, and the incident left him with a hatred for the nation. His 1585–86 voyage marked on the map above became known as Drake’s “Descent on the Indies”. He attacked Vigo in Spain, then crossed the Atlantic to raid the nation’s colonies in the New World.

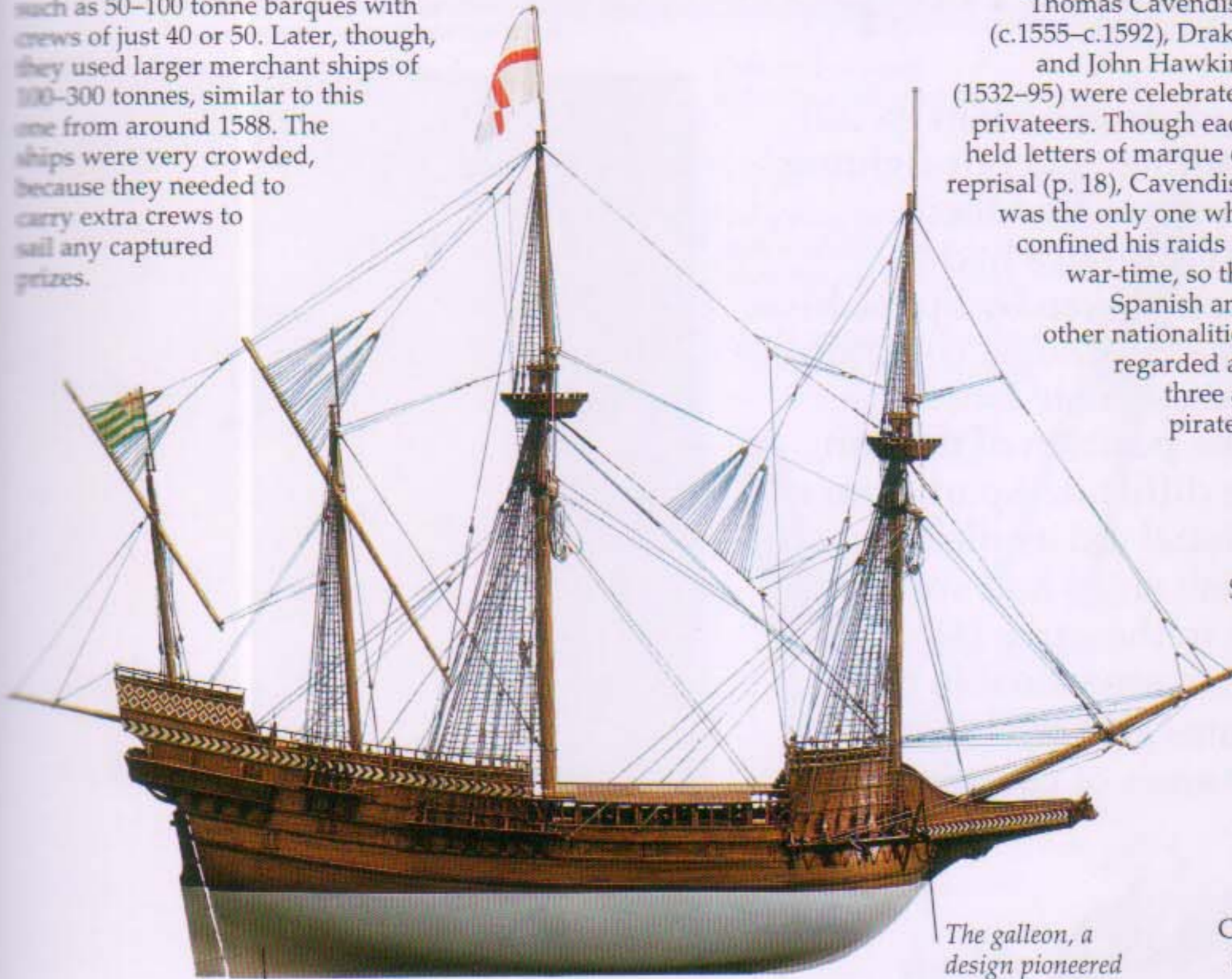
WARNING BEAT

Drake’s successful defence of England against the Spanish Armada (invasion fleet) in 1588 further enhanced his reputation as a nautical hero. The drum he carried on board ship on his many voyages still exists, and is said to sound an eerie warning beat when England is in danger.



PRIVATEER SHIP

Early privateers sailed in tiny ships, such as 50–100 tonne barques with crews of just 40 or 50. Later, though, they used larger merchant ships of 100–300 tonnes, similar to this one from around 1588. The ships were very crowded, because they needed to carry extra crews to sail any captured prizes.



Lower, sleeker shape made privateers' ships more manoeuvrable than the Spanish ships

PIRATES OR PRIVATEERS?

English adventurers Thomas Cavendish (c.1555–c.1592), Drake, and John Hawkins (1532–95) were celebrated privateers. Though each held letters of marque or reprisal (p. 18), Cavendish was the only one who confined his raids to war-time, so the Spanish and other nationalities regarded all three as pirates.



SANTA DOMINGO

Drake's raid on the Spanish capital in the New World, Santa Domingo in Hispaniola, was a disappointment. Though still a large settlement, the town was declining, and Drake could only get a small ransom. His later raid on Cartagena (in present-day Colombia) was a huge success.



The galleon, a design pioneered by John Hawkins, has no forecastle



Cannon balls splintered timber and brought down sails

Elizabethan cannon balls

GALLEON BASHER

Improvements in maritime cannons gave privateers a considerable advantage over their Spanish foes. The traditional Spanish fighting tactic was to board the enemy vessel, and then fight as in a land battle. But by Drake's time, cannon like this one could throw a 20 kg (50 lb) ball as much as 1.5 km (a mile) making boarding impossible as attack or defence.



Navigation and maps

PIRATICAL SUCCESS on the Spanish Main (p. 20) meant outwitting, out-sailing, and out-fighting the chosen quarry, but how did pirates find their victims? Navigation was primitive. Pirates had to position their ships along the routes taken by Spanish treasure ships using a mixture of knowledge, common sense, and good luck. They could estimate latitude quite accurately by measuring the position of the sun, but judging longitude was more difficult. Apart from a compass, the most vital navigational aid available to a pirate captain was a chart. Spanish ships had surveyed much of the "New World" coast in the early 16th century, and their detailed charts were valuable prizes. With a stolen Spanish chart, pirates and buccaneers could plunder the riches of new areas of coastline.

This page of the waggoner shows the coastline around Panama



SEA ARTISTS AT WORK
Pirates called skilled navigators "sea artists"; this fanciful illustration shows a group of them with the tools of their trade. In ideal conditions they could judge distance to within about 2 km (1.3 miles), but on the deck of a pitching ship navigation was far less precise.

A WAGGONER OF THE SOUTH SEA
Pirates called books of charts "waggoners". This waggoner of the Pacific coast of South America was seized from the Spanish by the buccaneer Bartholomew Sharp. In 1681 he wrote in his journal: "I took a Spanish manuscript of prodigious value – it describes all the ports, roads, harbours, bays, sands, rocks and rising of the land, and instructions how to work a ship into any port or harbour." English map-maker William Hack made this copy in 1685.

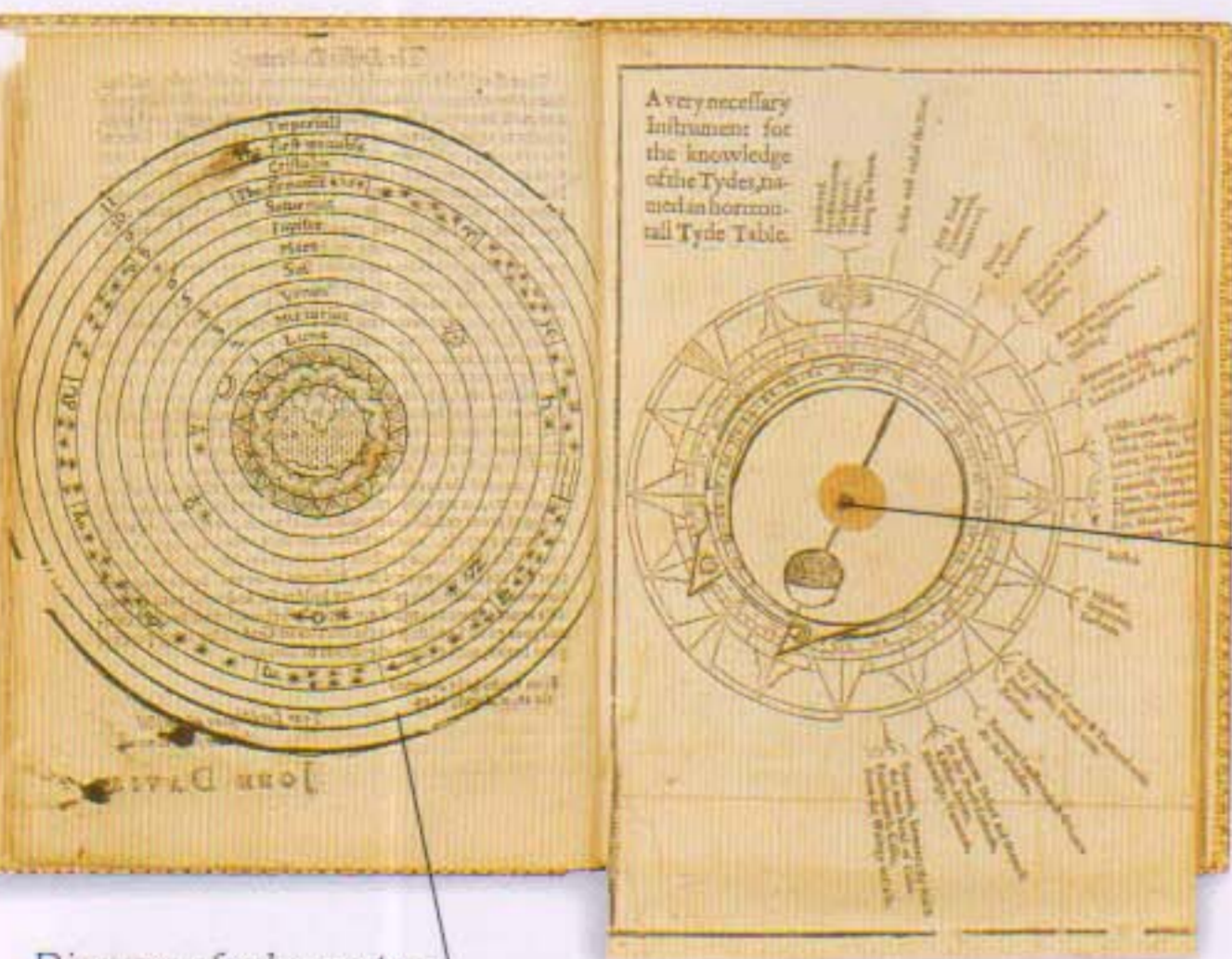
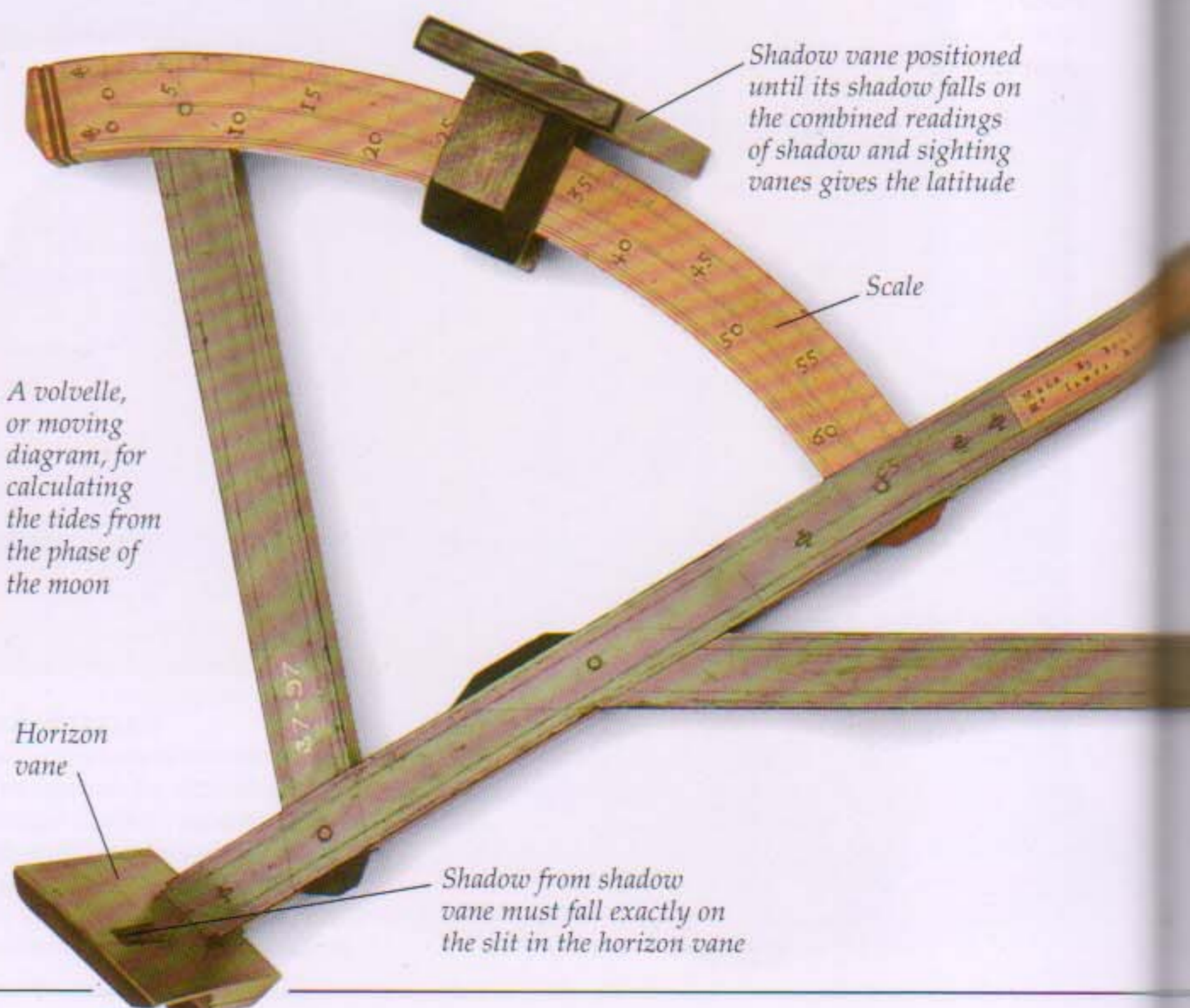


Diagram of solar system

SECRETS OF THE SEA
English navigator John Davis (c.1550–1605) gathered some of his wide knowledge of the sea when he sailed with the privateer Thomas Cavendish in 1591. His book *The Seaman's Secrets*, above, summed up much of what he knew, and was essential reading for pirate pilots. This ingenious volvelle shows the position of the moon and tides with the aid of moving circular templates.





Tube made of paper and vellum (calf skin)

BRING 'EM NEAR

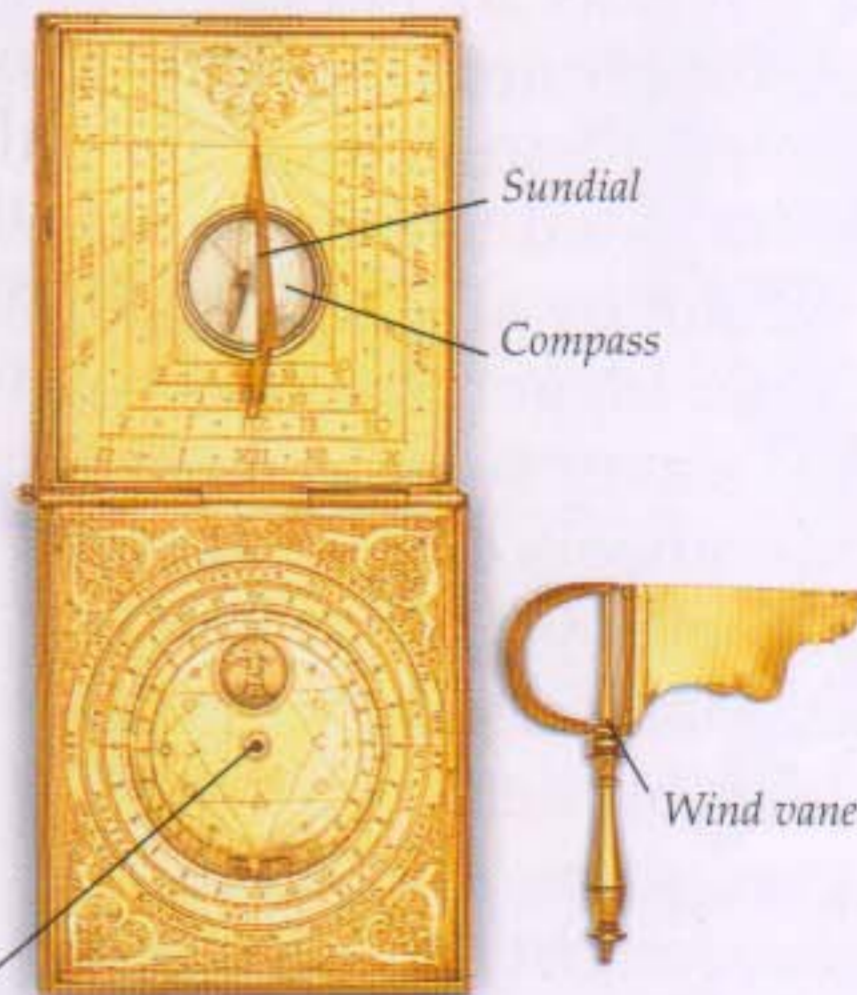
Nicknamed the "bring 'em near", the telescope was a vital navigator's tool. Even when they could not spy land through the telescope, pirates could judge its direction and distance by observing clouds and sea birds. This telescope was made in 1690, a century after the telescope was invented.



DIVIDERS
Navigating on the Spanish Main was relatively easy. As long as they did not venture into the Atlantic, pirate navigators could manage with simple instruments, such as these dividers, a chart, and a compass.



Spreading the points allowed navigators to transfer measurements between chart and scale



Sundial

Compass

Wind vane

Wind vane fits here

ASTRONOMICALLY CLEVER

Exquisitely crafted and engraved, the astronomical compendium incorporated an ingenious range of instruments to guide the course of a pirate ship. This example incorporates a compass, a sundial, a wind-vane, and a volvelle similar to that included by John Davis in *The Seaman's Secrets*. In practice, rough, rude pirates would probably have sold something this fine, and managed with cruder, cheaper instruments.

LODESTONE

Pirates made compasses at sea by stroking a needle with naturally magnetic rock called lodestone. A lodestone was often placed in a decorative mounting to keep it safe and to show its value.



Navigator places sighting vane at eye-level and looks through the slit in the horizon vane

COMPASSING THE WORLD

The magnetized needle of the compass always points north, so mariners can use it to gauge their direction. On long ocean voyages, pirates and privateers estimated longitude (how far they had sailed east or west) by judging their direction from the compass and guessing how far they had travelled.

Compass bowl swung in pivoting rings, or gimbals, to keep it level at sea



Sighting vane positioned at the estimated latitude

Scale

Hand grip

TURN YOUR BACK ON THE SUN

John Davis invented the backstaff, above, to measure latitude in 1595. His invention was a great improvement on the cross-staff. Navigators no longer had to stare at the sun to measure its angle above the horizon. Instead they stood with their backs to the sun and measured its shadow.

A QUESTION OF JUDGEMENT

Early pirates judged latitude (how far they had sailed north or south) using the cross-staff. This wasn't an easy operation. The navigator had to stare at the sun and keep it aligned with the top of the cross-bar, then slide the cross-bar until the horizon touched its other end. A scale and table showed the latitude.

The buccaneers

ENGLAND'S KING, James I, opened a bloody chapter in the history of the Spanish Main (p. 20) in 1603. To end the chaos of privateering raids in the Caribbean, he withdrew all letters of marque (p. 18). This had disastrous consequences. Bands of lawless buccaneers soon replaced the privateers. Originally hunters from the island of Hispaniola, the buccaneers banded together into a loyal brotherhood when the hated Spanish tried to drive them out. They began by attacking small Spanish ships, then went after bigger prizes. Convicts, outlaws, and escaped slaves swelled their numbers. The buccaneers obeyed no laws except their own, and their leaders maintained discipline with horrible acts of cruelty. However, some, such as Henry Morgan, fought for fame and glory and became heroes.

AN EARLY BARBECUE

The Arawak Indians taught the buccaneers how to cure meat in smokehouses like this one. These "boucans" gave the "boucaniers" their name.



BLOODY BUCCANEERS
The original buccaneers lived by supplying meat, fat, and hides to passing ships. They hunted pigs and cattle which had bred rapidly when Spanish settlers left the island of Hispaniola. Buccaneers had a wild reputation. They dressed in uncured hides, and were stinking and bloody from their trade.



Tortuga



Isle à Vache

17th-century mariner's chart of Hispaniola (present-day Haiti and Dominican Republic)

A BUCCANEERING JOURNAL

Surgeon Basil Ringrose (1653–86) sailed with the buccaneer Bartholomew Sharp on his expedition of 1680–82 along the Pacific coast of South America. His detailed journal of the voyage is one of the main sources of knowledge of buccaneering life.



CRUEL AND BLOODTHIRSTY CUTTHROATS

In the dangerous waters of the Spanish Main, life was cheap and the torture of prisoners commonplace. Nevertheless, the cruelty of the buccaneers became legendary. L'Ollonais, above, tortured his victims with grisly originality. On one occasion he cut out the heart of a Spanish prisoner and stuffed it into the mouth of another.

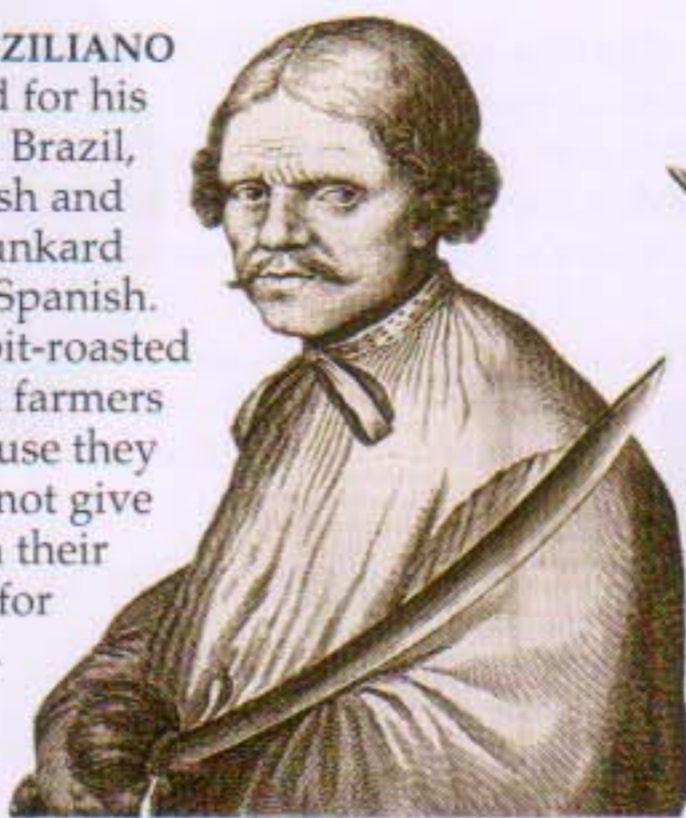
Sword and sheath reputedly carried by one of Morgan's buccaneers in 1670



FRANCIS L'OLLONNAIS
The cruellest of a cruel gang, French buccaneer L'Ollonais struck fear into the Spanish, who preferred to die, rather than give in to the buccaneer. He tortured those he captured, then cut them to pieces.



ROCK BRAZILIANO
Nicknamed for his long exile in Brazil, this "brutish and foolish" drunkard loathed the Spanish. He once spit-roasted two Spanish farmers alive because they would not give him their pigs for food.



BARTHOLOMEW PORTUGUES
Ingenious and daring, Bartholomew Portugues captured valuable prizes – and lost his fortunes a few days later. Though he could not swim, he escaped from a prison ship by splashing ashore using wine jars for floats.

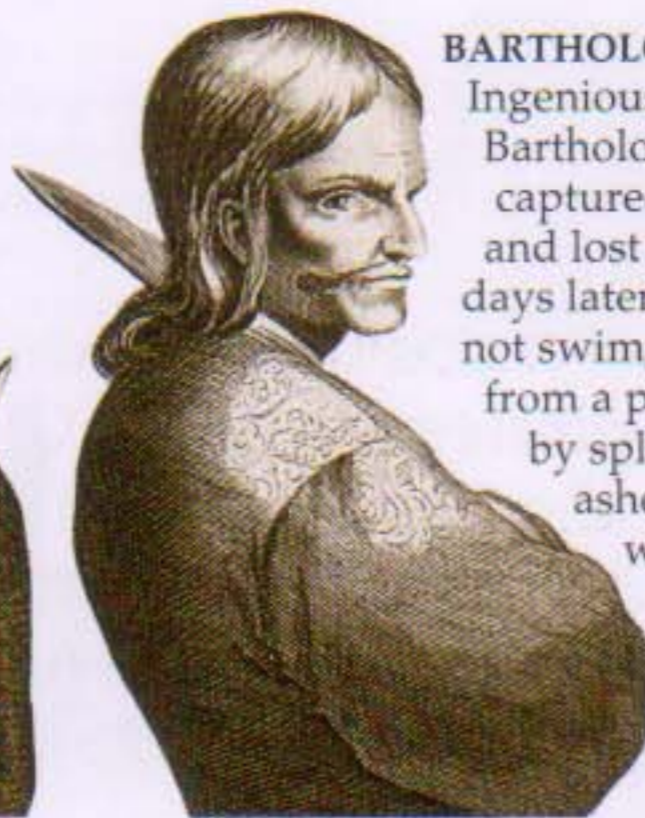


Chart mounted on hinged oak "platts" to protect it at sea

SIR HENRY MORGAN
The most famous of the buccaneers, Welshman Henry Morgan (1635?–88) was a natural leader. He was probably just as cruel as other buccaneers, but his daring attacks on Spanish colonies, most notably Panama, won him an English knighthood and governorship of Jamaica.

Saona

THE BUCCANEER ISLAND
As hunters, the buccaneers lived peacefully on Hispaniola, left, until the Spanish attacked them and destroyed the animals they lived on. They formed the "Brotherhood of the Coast" to defend themselves, and some buccaneers moved to Tortuga, where they could prey easily on Spanish ships. The arrival of French garrisons later dispersed some of the brotherhood to Île à Vache and Saona.



THE ORIGIN OF THE CUTLASS
According to legend, buccaneers invented the cutlass. The long knives used by the original buccaneers to butcher meat for the boucan evolved into the famous short sword used by all seamen.

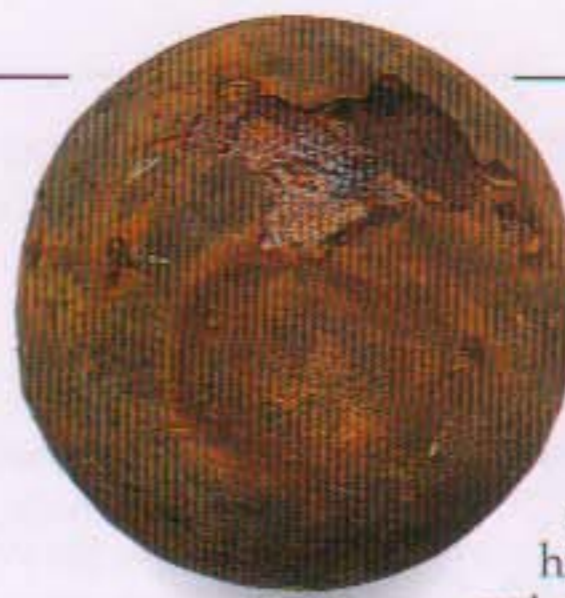
A BRUTAL ATTACK
Morgan carried out his raids on Spanish colonies with military discipline, but without mercy. In 1668 his 800 men defeated the soldiers of El Puerto del Principe on Cuba, right. They forced the men of the town to surrender by threatening to tear their wives and children to pieces. Imprisoned in churches, the people starved while the buccaneers pillaged their possessions.



Weapons

BOOM! WITH A DEAFENING EXPLOSION and a puff of smoke, a pirate cannon signals the attack. Crack!

A well-aimed musket ball catches the helmsman, but the ship careers on, out of control. Crash! The mainsail tumbles to the deck as the boarding pirates chop through the sail lifts. After such a dramatic show of force, most sailors were reluctant to challenge the pirates who rushed on board, bristling with weapons and yelling terrifying threats. Few crews put up a fight. Those who did faced the razor-sharp cutlasses of seasoned cutthroats. The only way to repel a pirate attack successfully was to avoid a pitched battle. Brave crew members barricaded themselves into the strongest part of the ship, and fought back courageously with guns and also home-made bombs.



FLYING CANNON BALLS
Cannons rarely sank a ship, but inside the hull the impact of the iron balls created a whirlwind of deadly wooden splinters. Chain-shot (two balls chained together and aimed high) took down the masts and sails to disable a vessel.



CUTTHROAT CUTLASS

In the 17th and 18th centuries, the cutlass was favoured by all fighting men at sea. Its short, broad blade was the ideal weapon for hand-to-hand fighting on board ship – a longer sword would be easily tangled in the rigging.

Short blade was easy to wield on a crowded deck



Firing mechanism, or lock

Wooden stock

MUSKETOON

The short barrel of the musketoon limited its accuracy, so pirates would have used this gun only when they were close to their victims. Like the longer musket, it was fired from the shoulder, but the short barrel made the musketoon easier to handle on a cramped, pitching deck on the high seas.

Patch and musket ball

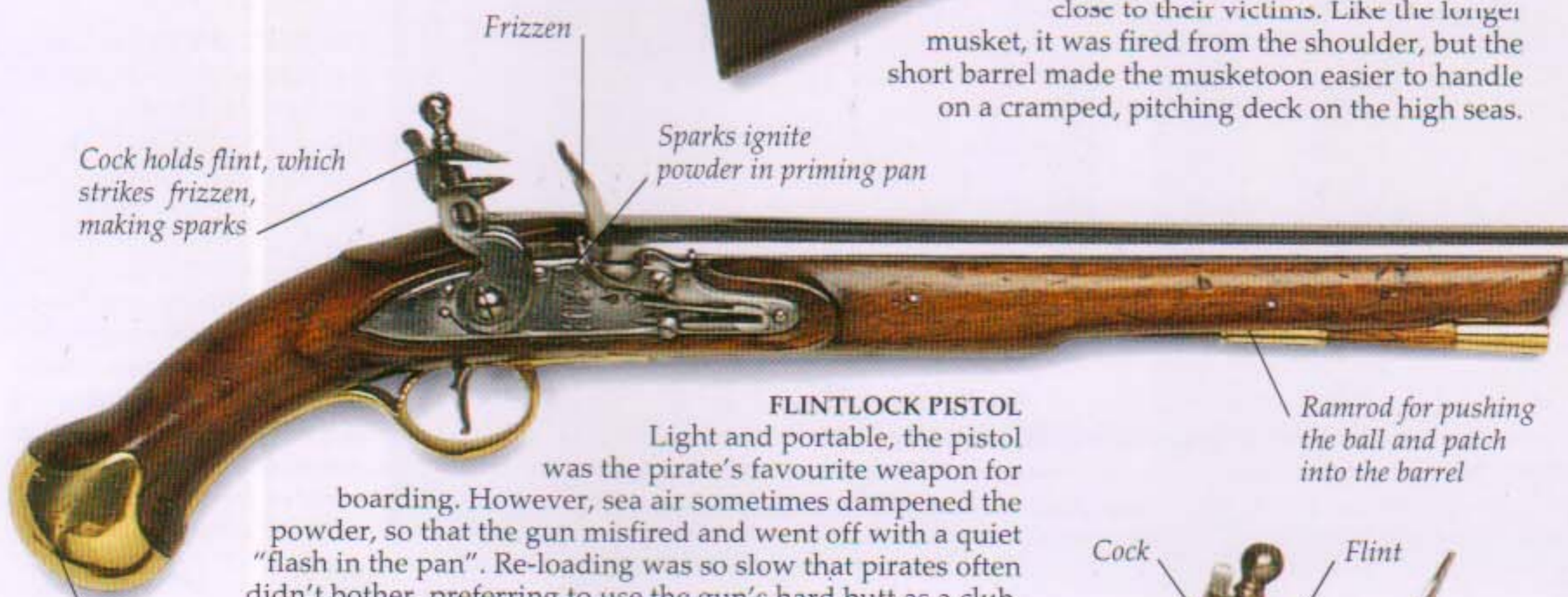


Patchboxes were often fixed to a belt



PATCHBOXES

To stop a musket ball from rolling out of a loaded gun, pirates wrapped the ball in a patch of cloth to make it fit tightly in the barrel. Patches were stored in patchboxes.



Frizzen

Cock holds flint, which strikes frizzen, making sparks

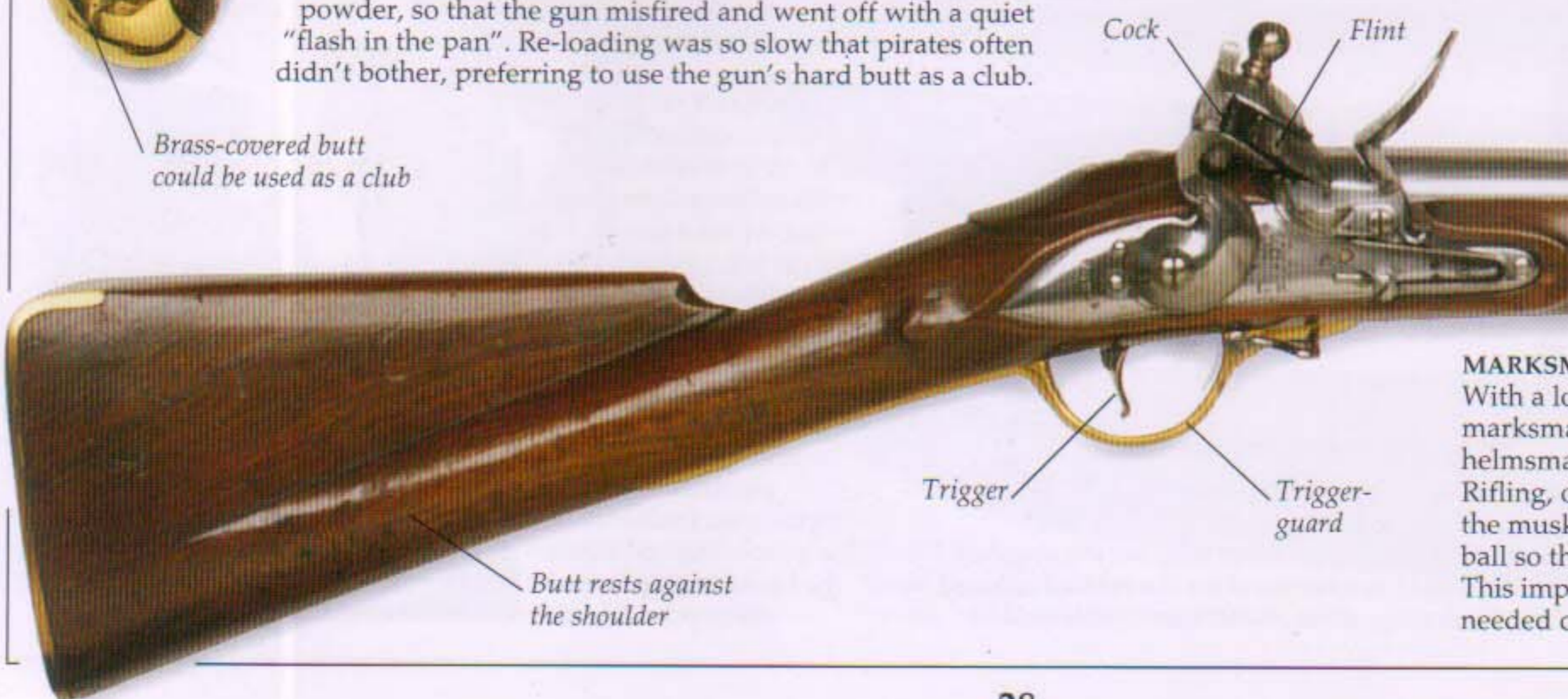
Sparks ignite powder in priming pan

FLINTLOCK PISTOL

Light and portable, the pistol was the pirate's favourite weapon for boarding. However, sea air sometimes dampened the powder, so that the gun misfired and went off with a quiet "flash in the pan". Re-loading was so slow that pirates often didn't bother, preferring to use the gun's hard butt as a club.

Brass-covered butt could be used as a club

Ramrod for pushing the ball and patch into the barrel



Cock

Flint

Trigger

Trigger-guard

Butt rests against the shoulder

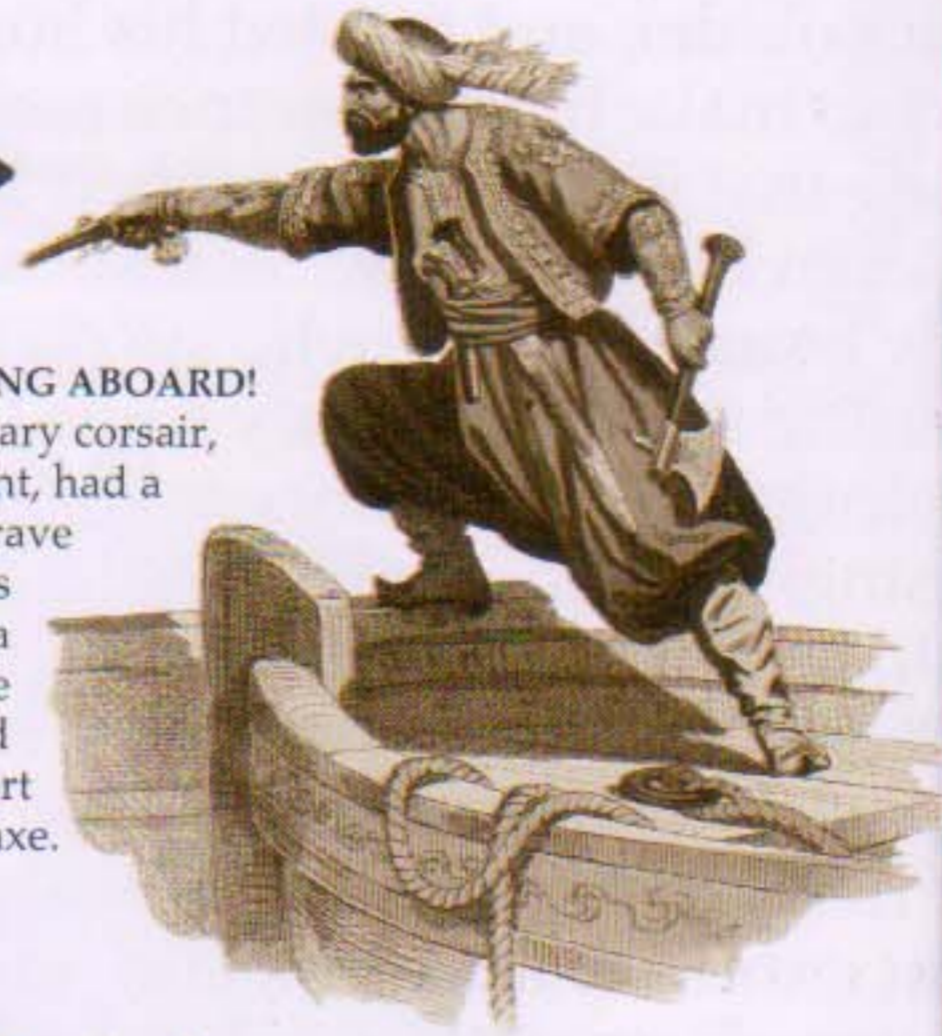
MARKSMAN'S MUSKET

With a long musket, a pirate marksman could take out the helmsman of a ship from a distance. Rifling, or spiral grooving cut inside the musket barrel, spun the musket ball so that it flew in a straight line. This improved accuracy, but a marksman needed calm seas for careful aiming.



WHIRLING CUTLASSES
 In the battle to capture Blackbeard (pp. 30–31), the pirate captain and his crew were so injured from the slashing of the whirling cutlasses that “the sea was tintured [stained] with blood round the vessel”.

AXE ATTACK
 Pirates boarding a large vessel used axes to help climb its high wooden sides. Once on deck, their axes brought down the sails – a single blow cut through ropes as thick as a man’s arm.



COMING ABOARD!
 The notorious Barbary corsair, Dragut Rais, right, had a reputation as a brave fighter. Here, he is storming aboard a ship armed with the pirates’ favoured weapons: pistols, short sword, and axe.

NO QUARTER
 If pirates’ victims resisted attack, none of them would be spared in the fight that followed. Though this 19th-century print possibly exaggerates the cold-blooded brutality of the pirates, even women received no quarter (mercy).



Muzzle

Brass barrel

DAGGERS DRAWN
 The dagger was small enough for a pirate to conceal under clothes in a surprise attack, and was lethal on the lower deck where there was no space to swing a sword.



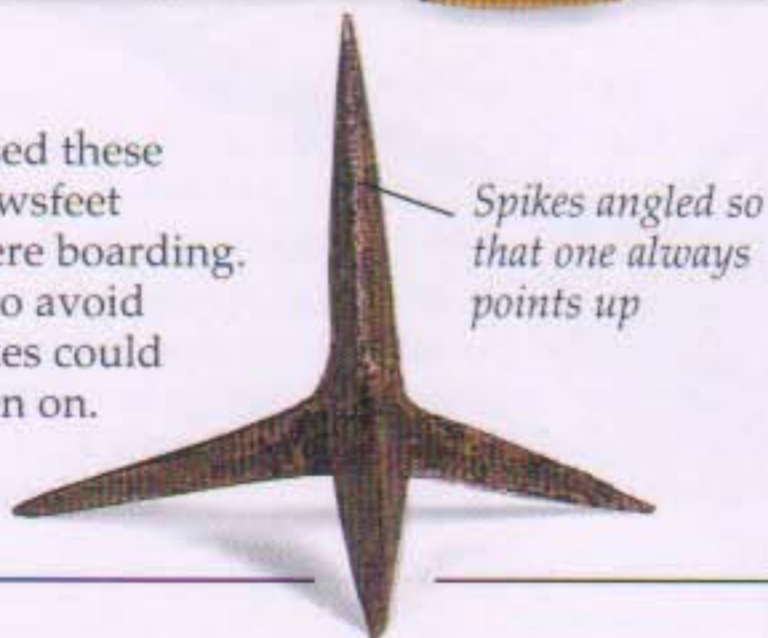
FIGHT TO THE DEATH
 Battles between Mediterranean pirates in the 16th and 17th centuries were especially ferocious, because they pitted two great religions against each other. Christian forces – Greek corsairs in this picture – fought not just for booty, but also because they believed they had God on their side. Their Ottoman opponents were Muslims, and believed the same. This 19th century engraving vividly captures the no-holds-barred nature of their conflict.



GREAT BALLS OF FIRE
 Thrown from the high fo’c’sle of a pirate ship, a home-made grenade could start a fire that spread quickly. More often, a smouldering mixture of tar and rags filled the bomb, creating a smoke screen of confusion and panic.



BAREFOOT BARBS
 French corsairs sometimes tossed these vicious-looking caltrops or crowsfeet onto the deck of a ship they were boarding. Since sailors worked barefoot to avoid slipping on wet decks, the spikes could inflict terrible injuries if trodden on.



Spikes angled so that one always points up



BIG GUNS
 Firing cannon effectively required rigid discipline: even the best drilled navy gun teams needed two to five minutes to load and fire. Ill-disciplined pirate crews rarely managed more than one shot per gun before boarding.

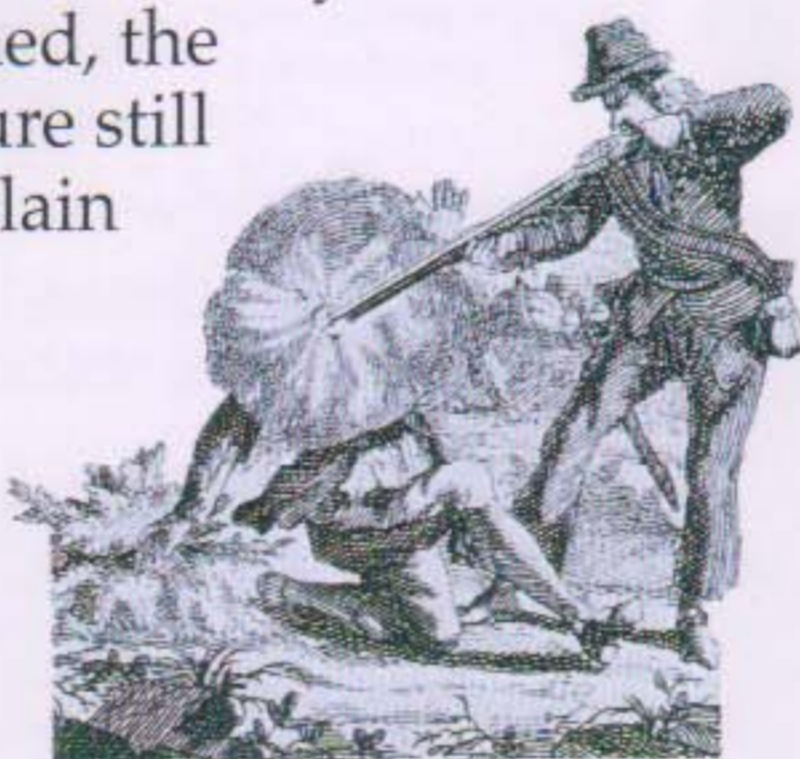
Pirates of the Caribbean

HE WAS A STORY-BOOK PIRATE, with wild, staring eyes and a cruel streak; he wore lighted fuses in his hair, drank rum mixed with gunpowder, and twisted his huge black beard around his ears to make his appearance more alarming. Was it surprising that Blackbeard terrified 18th-century mariners, and even his own crew? Blackbeard was typical of a new breed of pirate who succeeded the buccaneers. During the 17th century some Caribbean islands had welcomed the buccaneers, but when they became increasingly unruly, they were driven from their strongholds. Many of the buccaneers found work as privateers during the wars of the early 18th century. But when peace returned, the pirate ways of freedom and adventure still beckoned. Most crews returned to plain piracy, plundering shipping of every flag and leaving a trail of terror behind them. New pirate ports blossomed in the Bahamas, and on mainland America.



Edward Low used his cutlass with awesome skill to slaughter the crew of a Spanish man-of-war in 1723

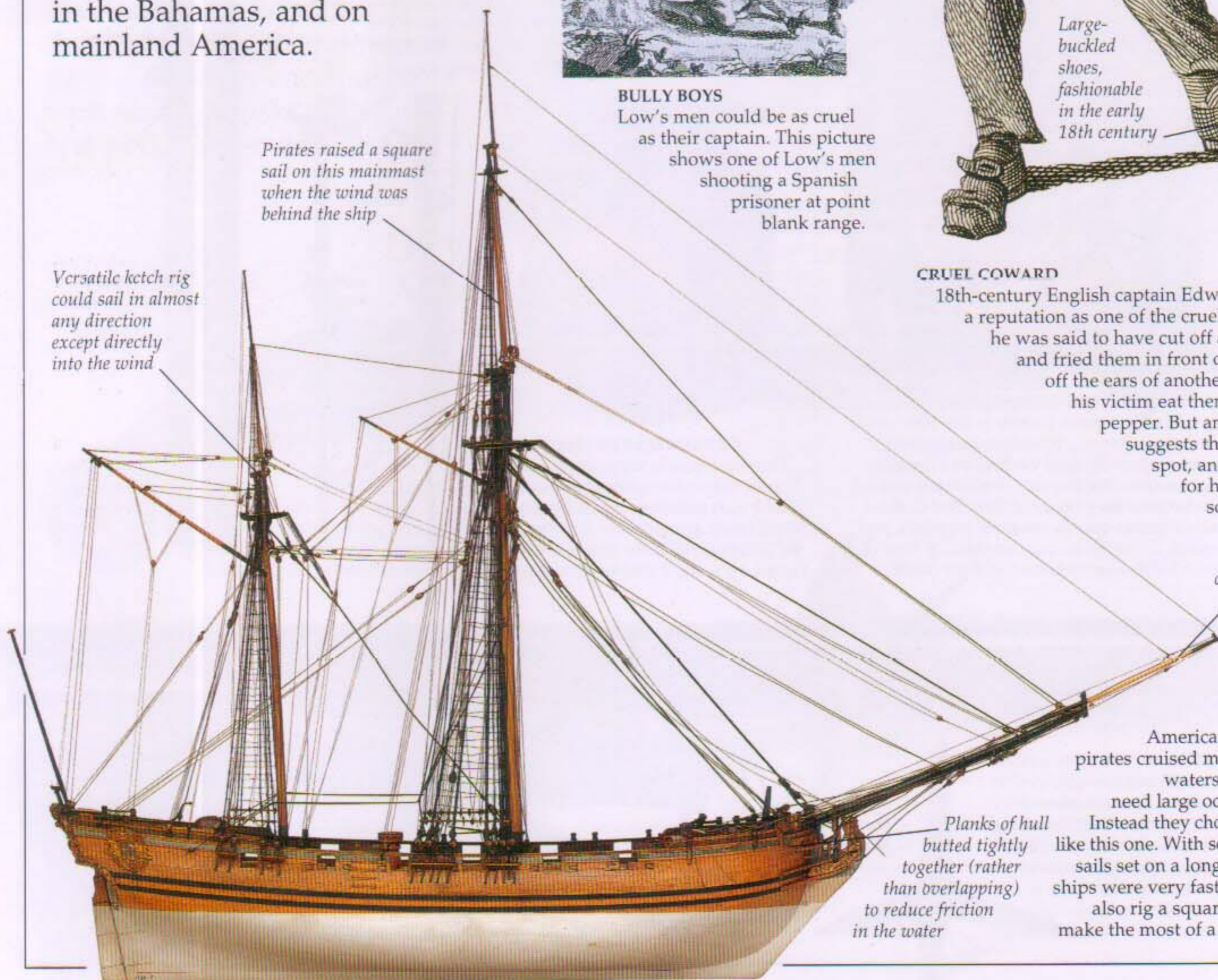
Large-buckled shoes, fashionable in the early 18th century



BULLY BOYS
Low's men could be as cruel as their captain. This picture shows one of Low's men shooting a Spanish prisoner at point blank range.

Pirates raised a square sail on this mainmast when the wind was behind the ship

Versatile ketch rig could sail in almost any direction except directly into the wind



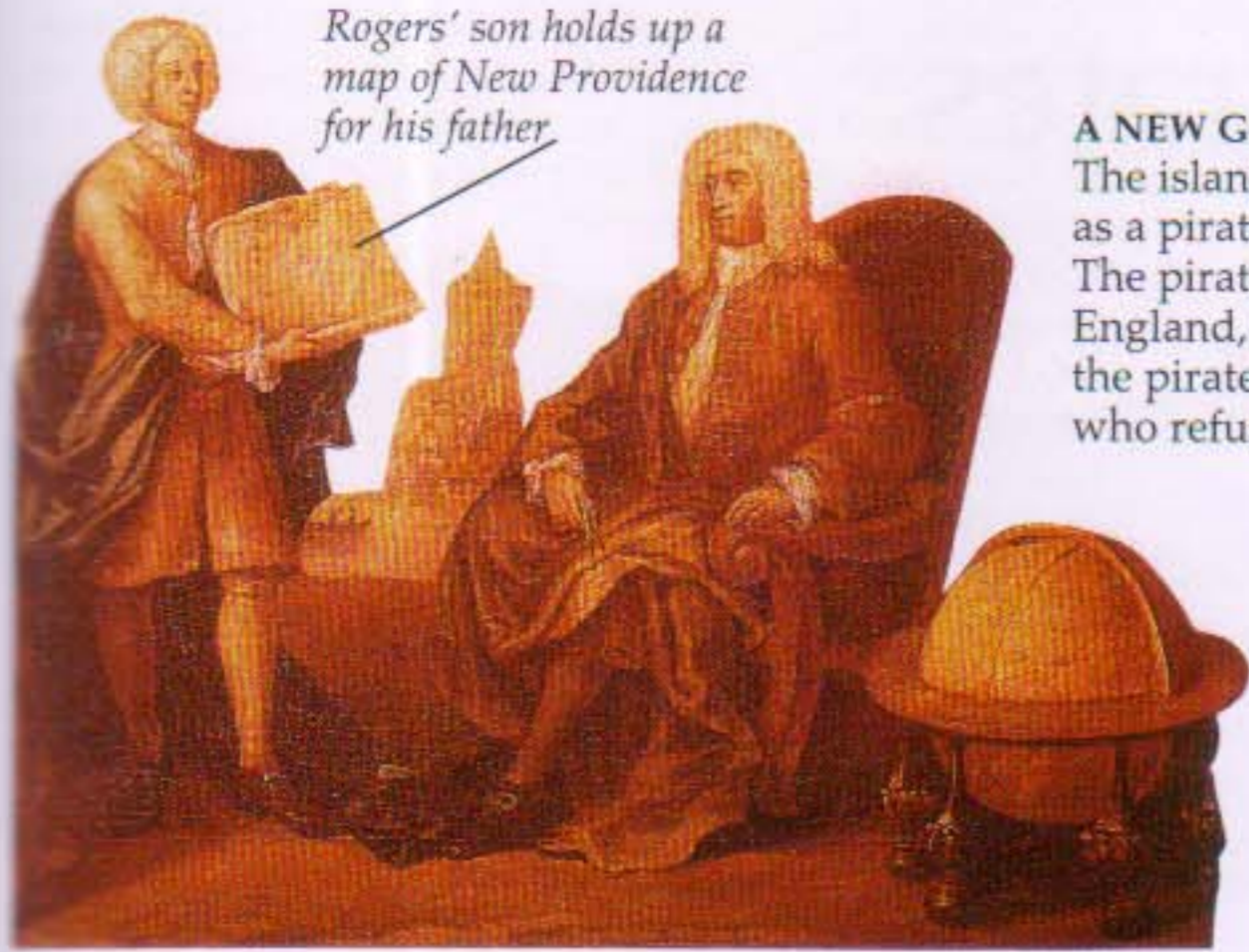
CRUEL COWARD

18th-century English captain Edward Low had a reputation as one of the cruellest pirates: he was said to have cut off a man's lips, and fried them in front of him; he cut off the ears of another, and made his victim eat them with salt and pepper. But another account suggests that he had a soft spot, and often wept for his orphan son in Boston.

Bowsprit could be almost as long as the hull

Planks of hull butted tightly together (rather than overlapping) to reduce friction in the water

SWIFT KETCH
American and Bahamian pirates cruised mainly on inshore waters, so they did not need large ocean-going ships. Instead they chose small ketches like this one. With several triangular sails set on a long bowsprit, these ships were very fast, and they could also rig a square sail in order to make the most of a following wind.



Rogers' son holds up a map of New Providence for his father

A NEW GOVERNOR FOR NEW PROVIDENCE

The island of New Providence in the Bahamas briefly flourished as a pirate haven and lawless republic between 1715 and 1720. The pirate party ended with the arrival of a new Governor from England, ex-privateer Woodes Rogers (1679–1732). Rogers offered the pirates a pardon if they gave up their trade. He hanged eight who refused, and eventually cleared the pirate's lair.



When Blackbeard went into battle, he stuck smouldering fuses under his hat so that he appeared in a thick black cloud of smoke

Hemp cord soaked in saltpetre

Beard twisted into plaits

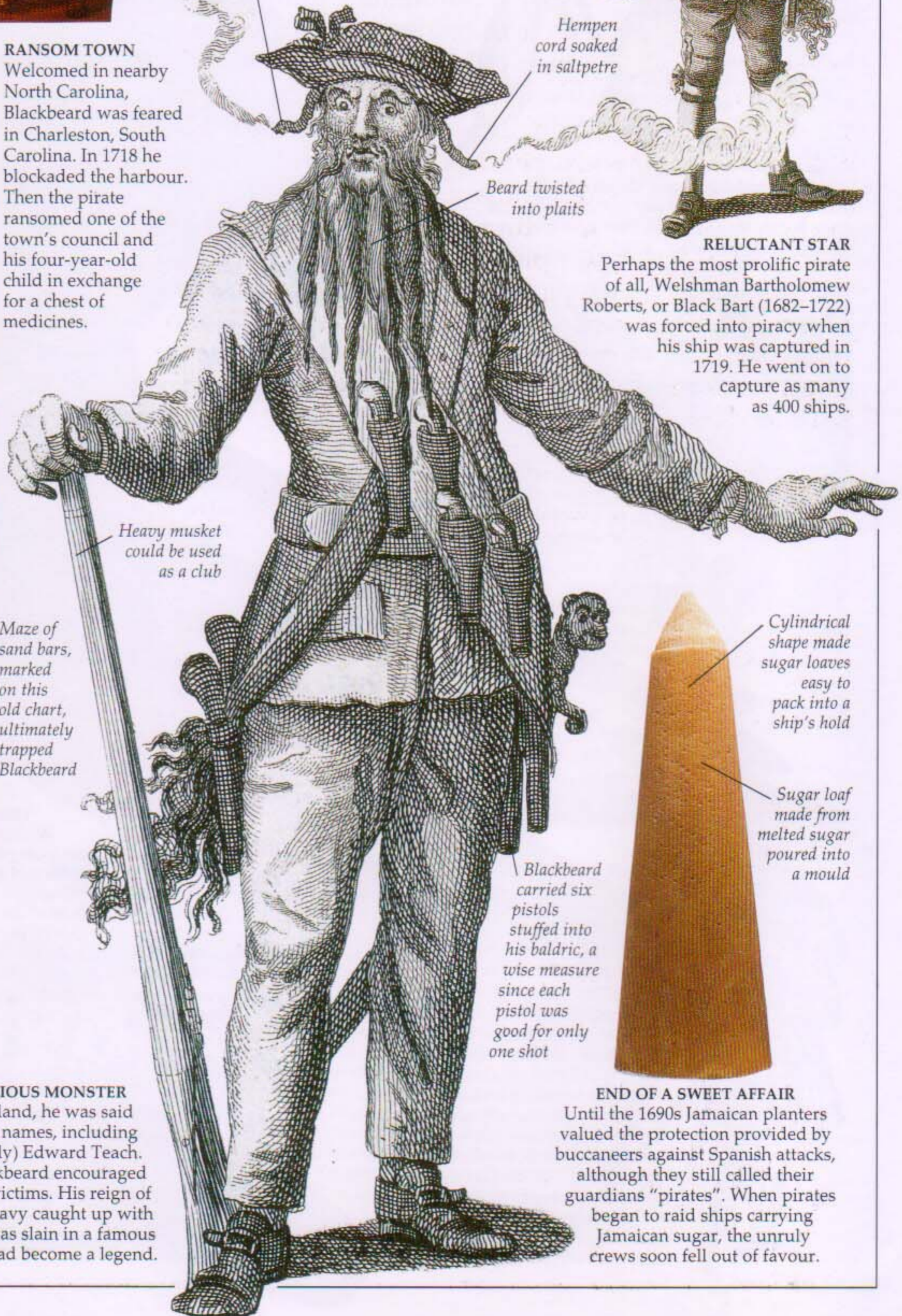
RELUCTANT STAR

Perhaps the most prolific pirate of all, Welshman Bartholomew Roberts, or Black Bart (1682–1722) was forced into piracy when his ship was captured in 1719. He went on to capture as many as 400 ships.



RANSOM TOWN

Welcomed in nearby North Carolina, Blackbeard was feared in Charleston, South Carolina. In 1718 he blockaded the harbour. Then the pirate ransomed one of the town's council and his four-year-old child in exchange for a chest of medicines.



Heavy musket could be used as a club

Maze of sand bars, marked on this old chart, ultimately trapped Blackbeard

Blackbeard carried six pistols stuffed into his baldric, a wise measure since each pistol was good for only one shot

Cylindrical shape made sugar loaves easy to pack into a ship's hold

Sugar loaf made from melted sugar poured into a mould



OCRACOKE INLET

Ocracoke Island, one of the Outer Banks that protect North Carolina from Atlantic storms, was the scene of many pirate parties (p. 45). Blackbeard moored in its inlet, judging (incorrectly) that the shallow waters would protect him from attack.

MYSTERIOUS MONSTER

Many myths surround Blackbeard. Born in England, he was said to have had 14 wives, and almost as many names, including Drummond, Thatch, Tash, and (officially) Edward Teach. Notorious for casual acts of brutality, Blackbeard encouraged his evil reputation to instil fear into his victims. His reign of terror lasted only two years – the British navy caught up with him at Ocracoke inlet in 1718 where he was slain in a famous duel (p. 58). In this short time Blackbeard had become a legend.

END OF A SWEET AFFAIR

Until the 1690s Jamaican planters valued the protection provided by buccaneers against Spanish attacks, although they still called their guardians "pirates". When pirates began to raid ships carrying Jamaican sugar, the unruly crews soon fell out of favour.

Women pirates



MARY READ
English pirate
Mary Read (1690–1720) found it easier to make her way in life dressed as a man. She fought in the English army and navy – disguised in men’s clothes – and when Rackham’s pirates captured her transatlantic ship, she joined them. Read’s valour shamed the pirates she sailed with. During an attack all but one hid while she and Anne Bonny fought. When they would not come out and “fight like men”, Read shot the cowards.

PIRACY WAS A MAN’S WORLD, just like the 18th-century worlds of business, art, or politics. So women who dreamed of sailing the seas under the Jolly Roger had to become men, or at least to dress, fight, drink, and swear like men. Those who succeeded escaped the notice of history – today we know only of those who were unmasked. The bold exploits of female pirates Mary Read and Anne Bonny seem amazing, but they are not surprising. They form part of a long tradition of women adventurers who dressed as men to get equal treatment. Like many of their female contemporaries, Read and Bonny lacked neither strength nor courage. Fighting fearlessly alongside each other in battle, this formidable duo daunted even the bravest of pirates and naval men.



THE TERRIBLE ALVIDA
One of the first female pirate captains was Alvida, a Goth who came from southern Sweden, in the time before the Vikings. She went to sea with an all-woman crew to avoid an enforced marriage to Danish Prince Alf.

A CUTLASS ABOVE THE REST
When he threatened her lover, Mary Read challenged a fellow pirate to a duel. She easily despatched her foe by running him through with her cutlass.



CALICO JACK
From 1718 “Calico” Jack Rackham, left, and Anne Bonny were pirates and lovers in the Caribbean, later joined by Mary Read. All three were caught when Rackham’s ship was surprised by a British navy sloop off Jamaica. Bonny and Read were the only members of the intoxicated crew brave enough to fend off the attack, but they were soon captured. In 1720 the pirates were sentenced to death. As Rackham went to the gallows, Bonny told him: “Had you fought like a man, you need not have been hanged like a dog!”

Buckled leather shoe fashionable in the 18th-century



Dashing red sash favoured by pirates

PIRATE DRESS
Women were banned from most pirate ships, so Mary Read and Anne Bonny had to disguise themselves in clothes like these. Descriptions of the women’s attire differ: one writer claimed they hid their identities from the crew up to the moment of their trial. But other eyewitnesses said that they wore men’s clothes only for fighting.

Hard-wearing calico trousers with bone buttons

A BRILLIANT DISGUISE?

The loose-fitting cut of the pirate jacket, below, fooled fellow pirates, but it couldn't completely conceal the feminine shapes of Read and Bonny from the sharp eyes of another woman. When they attacked a merchant ship, female passenger Dorothy Thomas recalled: "By the largeness of their breasts, I believed them to be women."



Linen cravat to keep the neck warm

Loose-fitting blue jacket

Leather warrior's belt, or baldric, for holding a cutlass

Blue-and-white checked sailor's shirt made of linen



Turban-like headgear worn by pirates and other seafarers



WIELDING AN AXE

Portraits of Anne Bonny and Mary Read show them armed with hefty boarding axes like this one. The fact that they could swing these heavy tools suggests they had the strength to tackle any task on board ship.

Pirate queen Ching Shih battles with dagger and cutlass



CHING SHIH

In the early 19th century, a huge pirate fleet terrorized the China Sea. Its commander was the brilliant female pirate Ching Shih. Female sea captains weren't unusual, but the vastness of Ching Shih's empire was – she controlled 1,800 ships and about 80,000 pirates.

DAGGERS DRAWN

Charlotte de Berry's life as a pirate began when she led a mutiny against a cruel captain who had assaulted her. She cut off the captain's head with a sharp dagger.



CHARLOTTE DE BERRY

Born in England in 1636, Charlotte de Berry, right, grew up dreaming of a life at sea. Dressed as a man she followed her husband into the navy. Later, forced aboard an Africa-bound vessel, Charlotte led a mutiny and took over the ship. Under her command, the crew turned pirates and cruised the African coast capturing gold ships.



Flintlock pistol

ANNE BONNY

When Anne Bonny, right, met the pirate Jack Rackham, she left her sailor husband to take up a life of piracy dressed as a man. Bonny accidentally fell in love with Mary Read when Read, also in male disguise, joined Rackham's crew. Read told Bonny her secret and the pair became firm friends. When Rackham's pirates were captured, the two women escaped the death penalty since both were pregnant.



The Jolly Roger



GRAVE EXAMPLE
Pirates probably borrowed their symbols from gravestones, like this 18th-century example from Scotland.

EMBLAZONED with emblems of death, the Jolly Roger warned pirates' victims to surrender without a fight. Although it filled mariners with dread, it was less feared than a plain red flag, which signalled death to all who saw it. This bloody banner meant the pirates would give no quarter (mercy) in the ensuing battle. But the

threatening Jolly Roger usually served its purpose. Some crews defended their ship bravely, but often sailors were keen to surrender, sometimes opting to join the pirates. Worked to death and close to mutiny anyway, many sailors saw piracy as a life of freedom, and perhaps wealth, with only a slim chance of being caught.



A LEGEND IN THE MAKING

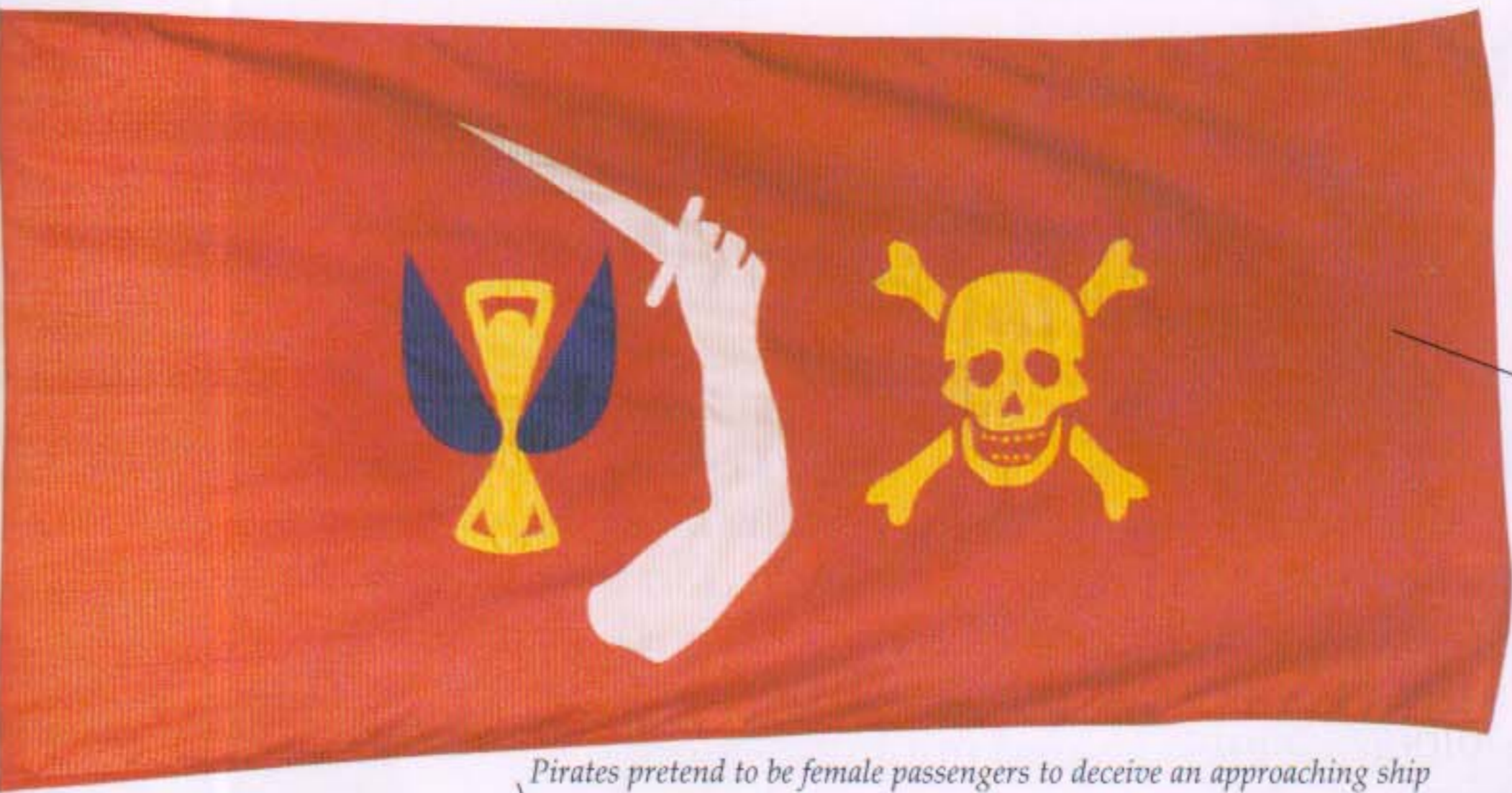
The flag of Henry Avery (p. 47) closely resembles the skull-and-crossbones-style Jolly Roger of pirate legend. In the 1600s the skull-and-crossbones was commonly used to represent death and it was adopted by pirates towards the end of the century. However, the skull-and-crossbones was not a standard pirate emblem; every pirate had his own particular Jolly Roger design.



A SCIMITAR TOO FAR

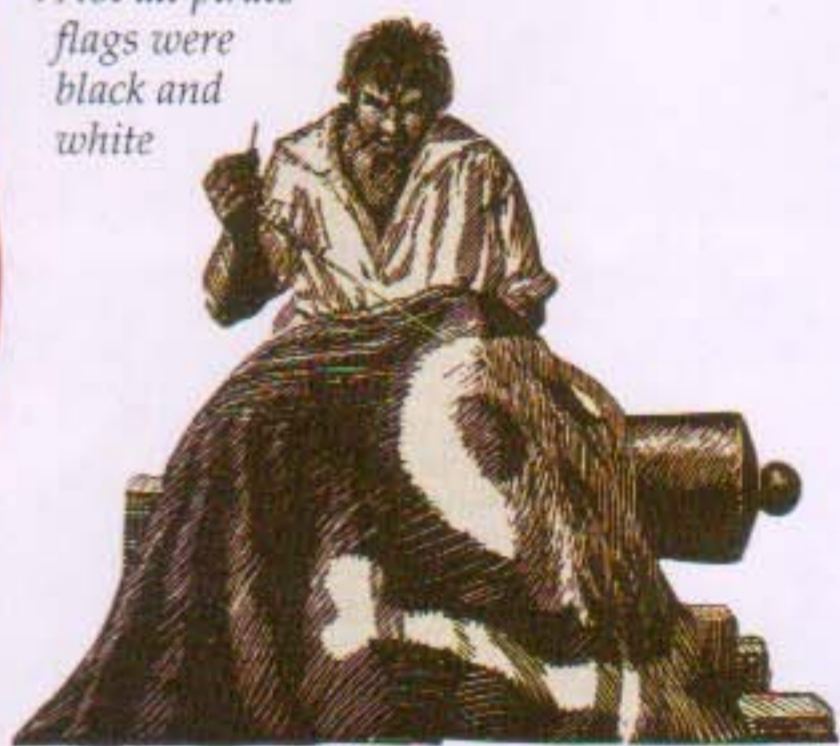
The sword has always been a symbol of power, so the message of Thomas Tew's (p. 47) flag was plain to all. However, the choice of the curved Asian scimitar was an unfortunate one for Tew, for it may have been a similar sword that slew him in the battle for the Indian ship *Futteh Mahmood* in 1695.





TIME FLIES
The hour-glass appears on many pirate flags. On pirate Christopher Moody's (1694–1722) flag, as on many gravestones of the age, the glass had wings to show how rapidly the sand was running out. A traditional symbol of death, the hour-glass warned sailors that the time for surrender was limited.

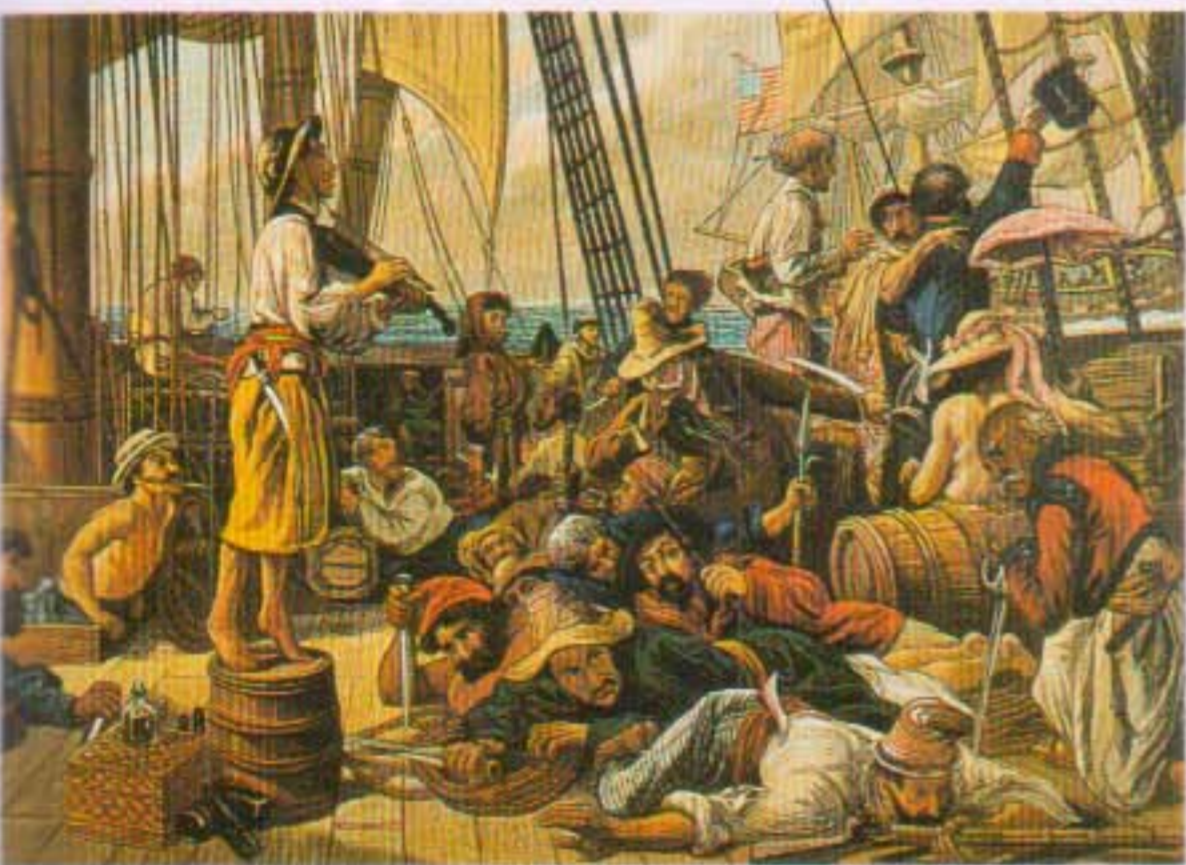
Not all pirate flags were black and white



A PIRATE SEAMSTRESS
Jolly Rogers were rough and ready affairs, run up by a pirate ship's sailmaker or any member of the crew who was handy with a needle. New Providence pirates had flags made for them by a sailmaker's widow who accepted payment in brandy.

Pirates pretend to be female passengers to deceive an approaching ship

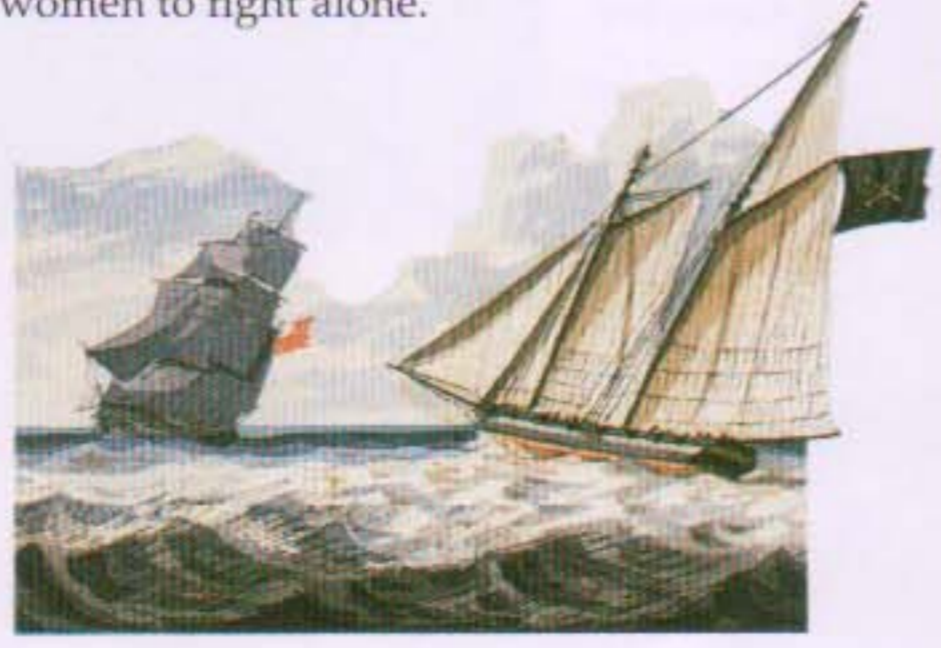
MASTERS OF DECEPTION
Pirates would have probably come off worst in a conventional naval battle, so they often relied on deception and terror to trap their prey. When approaching a target pirates sometimes flew a friendly flag, then at the last minute they raised Jolly Roger to terrify their victims into surrendering without a fight. If this failed, they launched a surprise attack, boarded the ship and overpowered the crew.



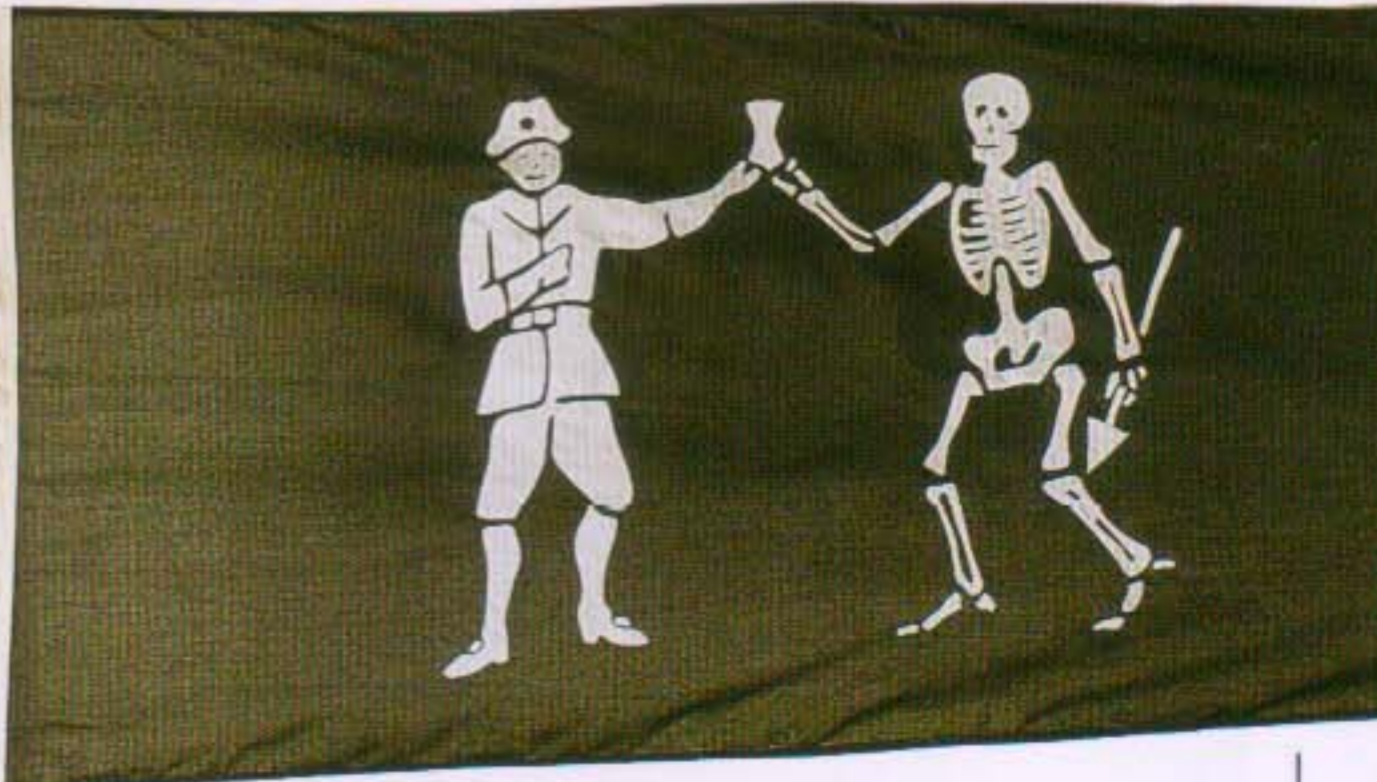
THE FLAG WAS BOLD
Women pirates Mary Read and Anne Bonny (pp. 32–33) probably fought under this emblem of a skull and crossed swords. It was the flag flown by their pirate captain Jack Rackham (p. 32). However, Rackham wasn't as bold as his flag suggested. When the British navy attacked his ship, he hid in the hold with the rest of his drunken men, leaving the two women to fight alone.



BLOODY BLACKBEARD
Blackbeard's (p. 30) flag shows a devil-like skeleton holding an hour-glass, an arrow, and a bleeding heart. The Jolly Roger may have been named after the devil – Old Roger – but it probably got its name from the French term for the red flag – "Jolie Rouge".



FORTUNE FAVOURS THE FAST
Pirate ships and those of their victims varied widely, so there was no single method of attack. However, pirates usually had no trouble overtaking their quarry, because they generally favoured small, fast ships; the merchant ships they preyed on were more heavily built, slowed by heavy cargo.



DRINKING WITH DEATH
Drinking with a skeleton, Bartholomew Roberts (p. 39) toasted death on his flag. He also flew a second flag, which showed him astride two skulls, labelled ABH and AMH. The initials stood for "A Barbadian's Head" and "A Martinican's Head" – a vow of revenge against two Caribbean islands that dared cross him.

Pirate treasure

WHEN PIRATES SWARMED ABOARD a heavily laden ship, they hoped to find a hold full of gold. If they were lucky, the prize could make the entire crew wealthy beyond their wildest dreams. When Thomas Tew (p. 47) raided a ship in the Indian Ocean in 1693, every member of the ship's crew received a share worth £3,000, and by the standards of the time, all became millionaires (an English naval seaman then earned £1 a month). Such rich prizes were exceptional. More often, the pirate crew shared out much more modest treasures or, worse, discovered a hold full of a bulky cargo.



SWAGGER DAGGER

When the cargo was not worth plundering, the pirates contented themselves with robbing the passengers and stealing their valuables. An elaborate dagger like this one was too good for fighting, but it would fetch a fine price.

X MARKS THE SPOT

Buried hoards of pirate treasure are mostly romantic myths, although William Kidd (p. 46), right, did bury treasure, at Gardiner's Island, just off the eastern tip of Long Island, New York. It was all recovered.



"Piece-of-eight" or Spanish peso



SPANISH GOLD

Pirates' favourite booty was Spanish gold or silver. A Spanish gold doubloon was worth about seven weeks' pay for an ordinary sailor. Silver "pieces-of-eight" could be cut into pieces to make small change.

Gold doubloon



Rose-sapphire pendant cross



Emerald salamander



Bloodstone reliquary



Garnet fan-holder



Rose sapphire



Malachite



Rose-sapphire cross



Gold seal ring

Ruby

Garnet

Amethyst

Large ruby

Enamelled cross

Pirates would have forced the lid of this multiple-lock strong box



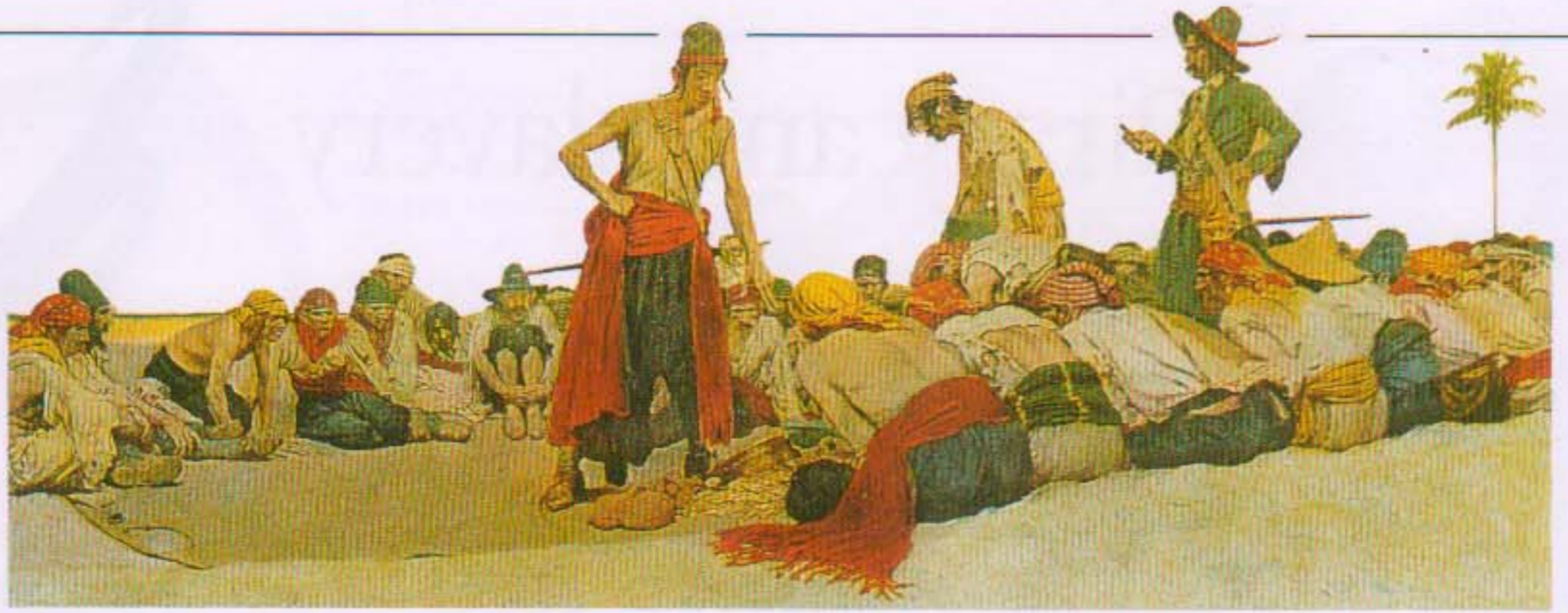
Late-16th-century English money chest

JEWELS TO DIE FOR

Dividing a cargo of precious gems fairly wasn't always easy. John Taylor's raid on a Portuguese East Indiaman in 1721 rewarded each of his crew with £4,000 and 42 small diamonds. One crewman was given a single large diamond instead of 42 little ones; unhappy with his share, he broke it into smaller pieces with a hammer!

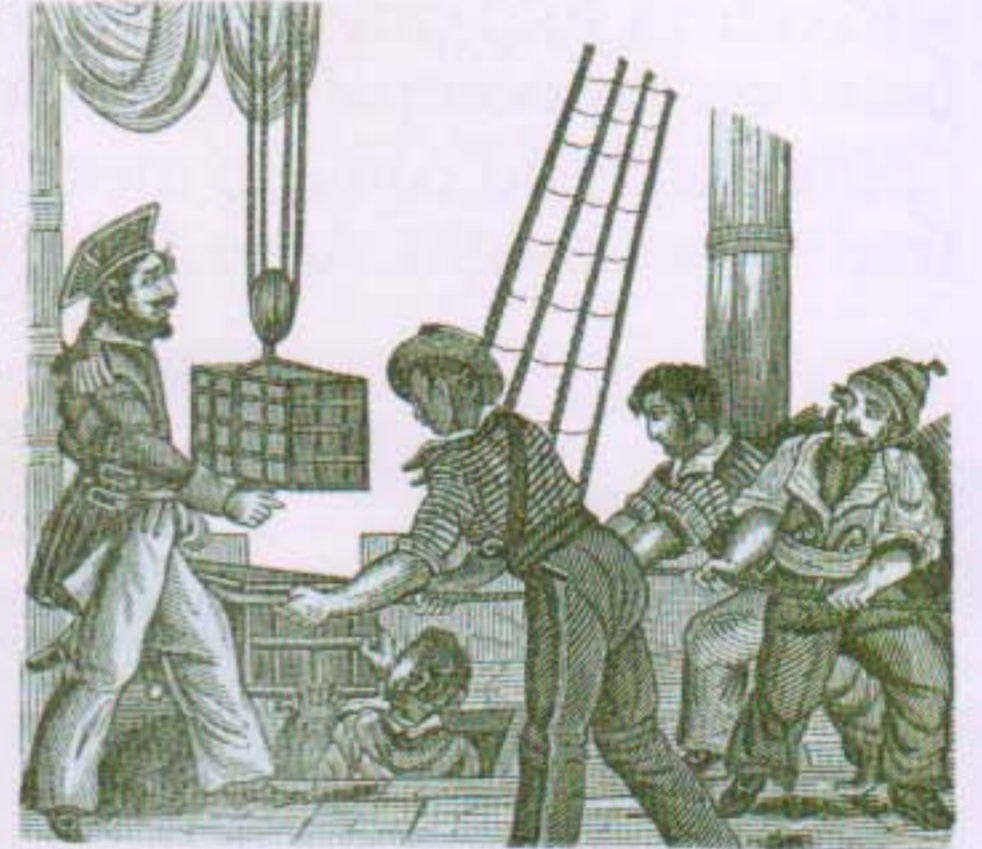
SHARING OUT THE SPOILS

Pirates divided up a haul more or less equally, although the captain and other "officers" usually received more than others. The carpenter sometimes got less, because he did not risk his life in the attack. Under one typical scheme, the captain received 2.5 times as much as a seaman, the surgeon 1.25 times, but the carpenter got just three quarters of a share. Boys got a half share.

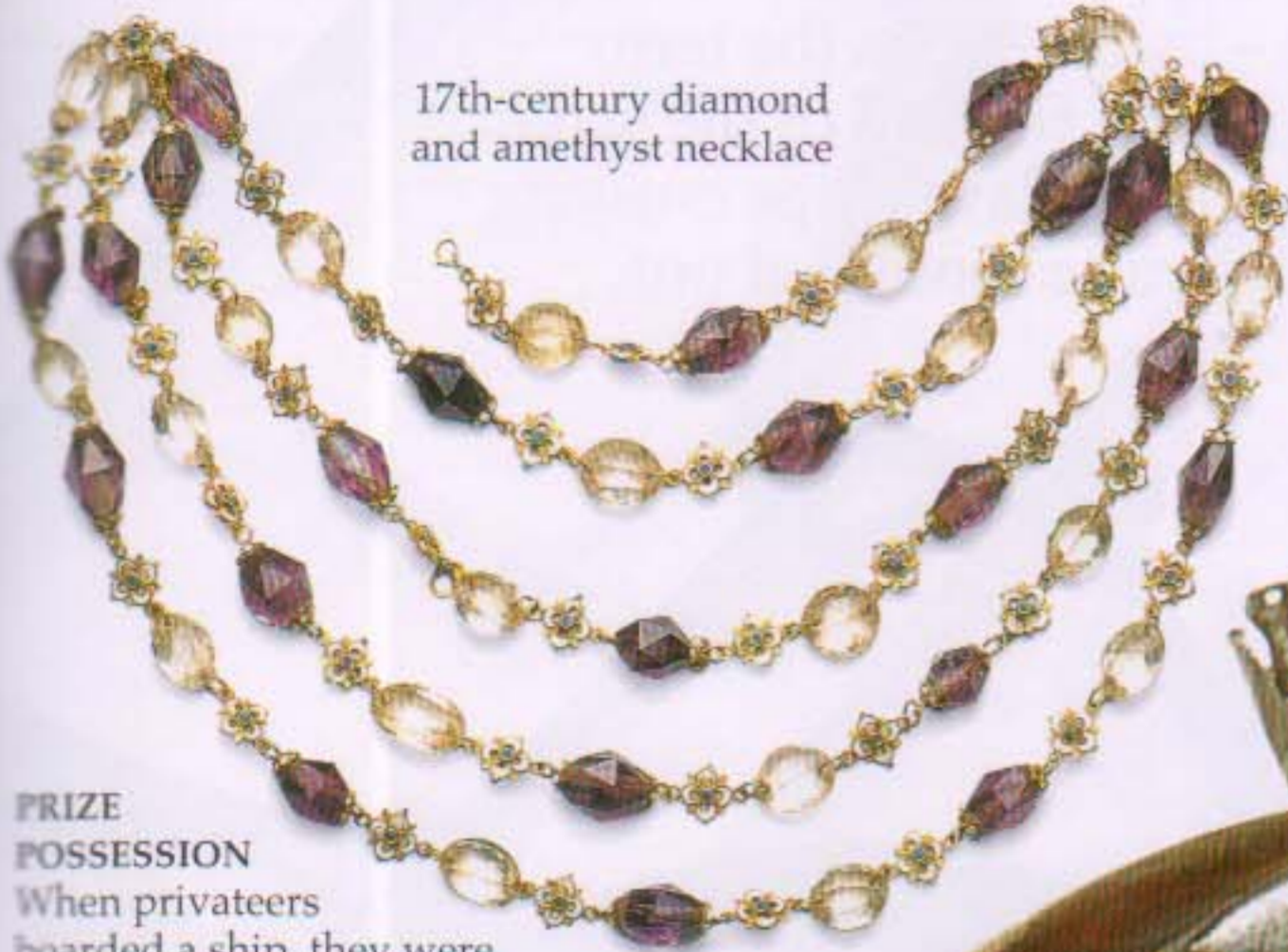


WELL WORTH ITS WEIGHT

In this illustration, right, Henry Avery (p. 47) and his crew are loading heavy treasure chests from the captured Arab ship *Gang-i-Sawai*. Avery's haul on this occasion was reputed to be around £325,000. Each member of his crew received £2,000, and Avery himself was able to retire from piracy on the proceeds.

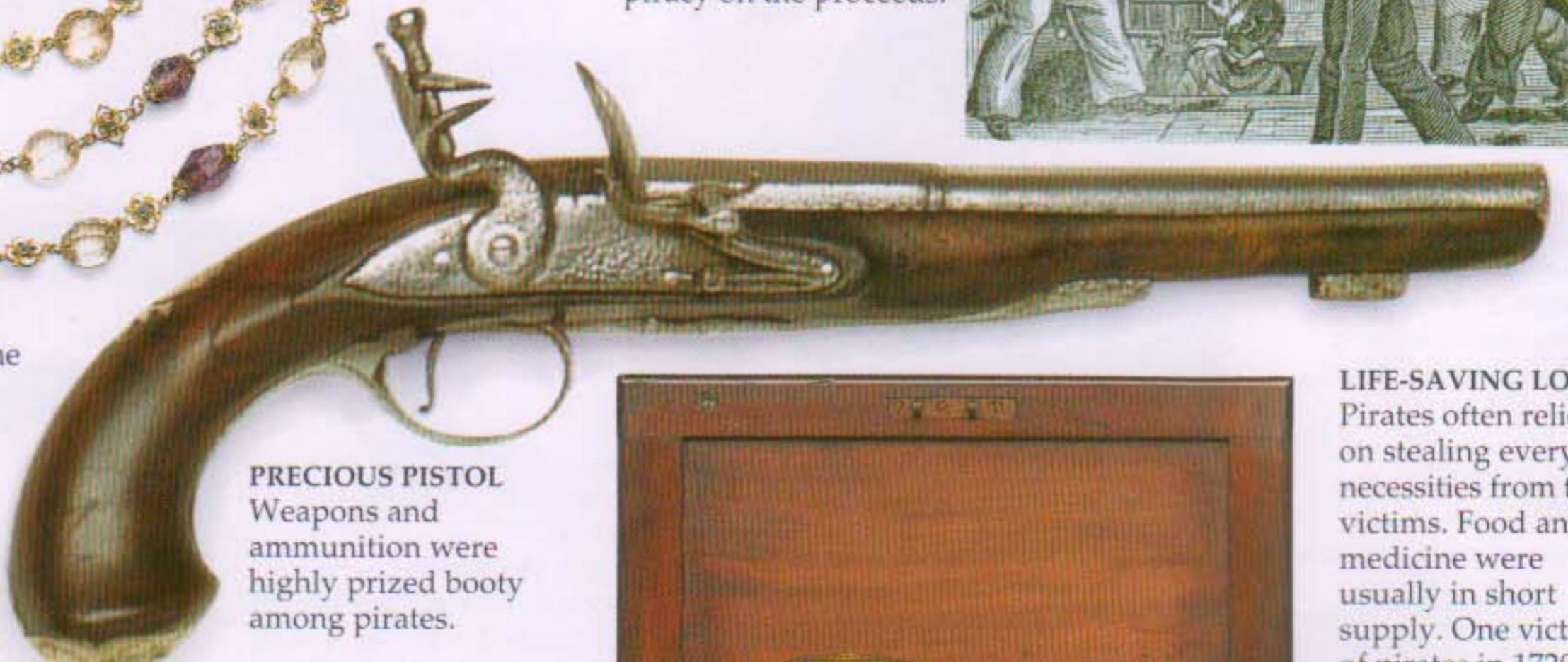


17th-century diamond and amethyst necklace



PRIZE POSSESSION

When privateers boarded a ship, they were supposed to return to their home port before dividing the cargo. However, the crew were often entitled to "pillage", which meant they could steal the personal possessions of passengers and crew, such as this expensive necklace.



PRECIOUS PISTOL

Weapons and ammunition were highly prized booty among pirates.

TEMPTING TRINKETS

Privateers were meant to share out pillaged goods according to rank, but, in practice, many of them just pocketed small items such as these gold rings.



LIFE-SAVING LOOT

Pirates often relied on stealing everyday necessities from their victims. Food and medicine were usually in short supply. One victim of pirates in 1720 reported that: "No part of the cargo was so much valued by the robbers as the doctor's chest, for they were all poxed to a great degree."

18th-century ship's medicine chest



SNUFF SAID

The taking of snuff, which was finely ground tobacco, became fashionable around 1680 at the height of buccaneer activity on the Spanish Main. Ships' wealthy passengers often carried elaborately decorated snuff boxes which made attractive trinkets for plunderers.



Dutch snuff box made of copper alloy





Piracy and slavery

WHEN PIRATES CAPTURED a merchant ship, they often found a cargo of human misery. In the dark hold were hundreds of African slaves bound for the American colonies. The slave trade was big business in the 17th and 18th centuries, with slaves sold in the Americas for 10 to 15 times their cost in Africa. These huge profits lured the pirates. Some became slavers and others sold cargoes of slaves captured at sea. Many slipped easily between the occupations of slaver, privateer, and pirate – by the 1830s the term “picaroon” had come to mean both “pirate” and “slaver”. But the end of the slave trade was in sight. After 1815, the British Royal Navy stopped slave ships crossing the Atlantic, and the slave trade soon died out.

DISHONOURABLE CAREER

John Hawkins (1532–95) was the first English privateer to realize that the slave trade was big business. In 1562 he made the first of three voyages as a slaver, sailing from England to West Africa, where he loaded 300 slaves. Hawkins then sailed to the Caribbean and sold his human cargo on the island of Hispaniola.



BUYING SLAVES

European slave traders bought slaves from African chiefs with cheap goods or bars of iron, brass, and copper, called manillas, which were used as money in West Africa.



SLAVE REVOLT

Outnumbered by their cargo of slaves, the crew of a slave ship lived in constant fear of a revolt. Any rebellions were savagely repressed, but there was little chance of escaping from a slave ship. The odds for runaway slaves were greater if they managed to escape from a plantation.

THE SLAVE TRADE TRIANGLE

Slave ships sailed from England or America with cargoes of cheap goods. In Africa, these were exchanged for slaves, and the ships sailed on to the Caribbean – this leg of the voyage was called the “middle passage”. On islands like Jamaica, the slaves were exchanged for sugar, molasses, or hardwoods before the ships sailed home. A profit was made at every stage.



DEATH SHIP

Many slaves died during the middle passage, so slavers packed as many slaves as possible into the holds. There was no sanitation and disease spread rapidly – the dead often lay alongside the living for days.

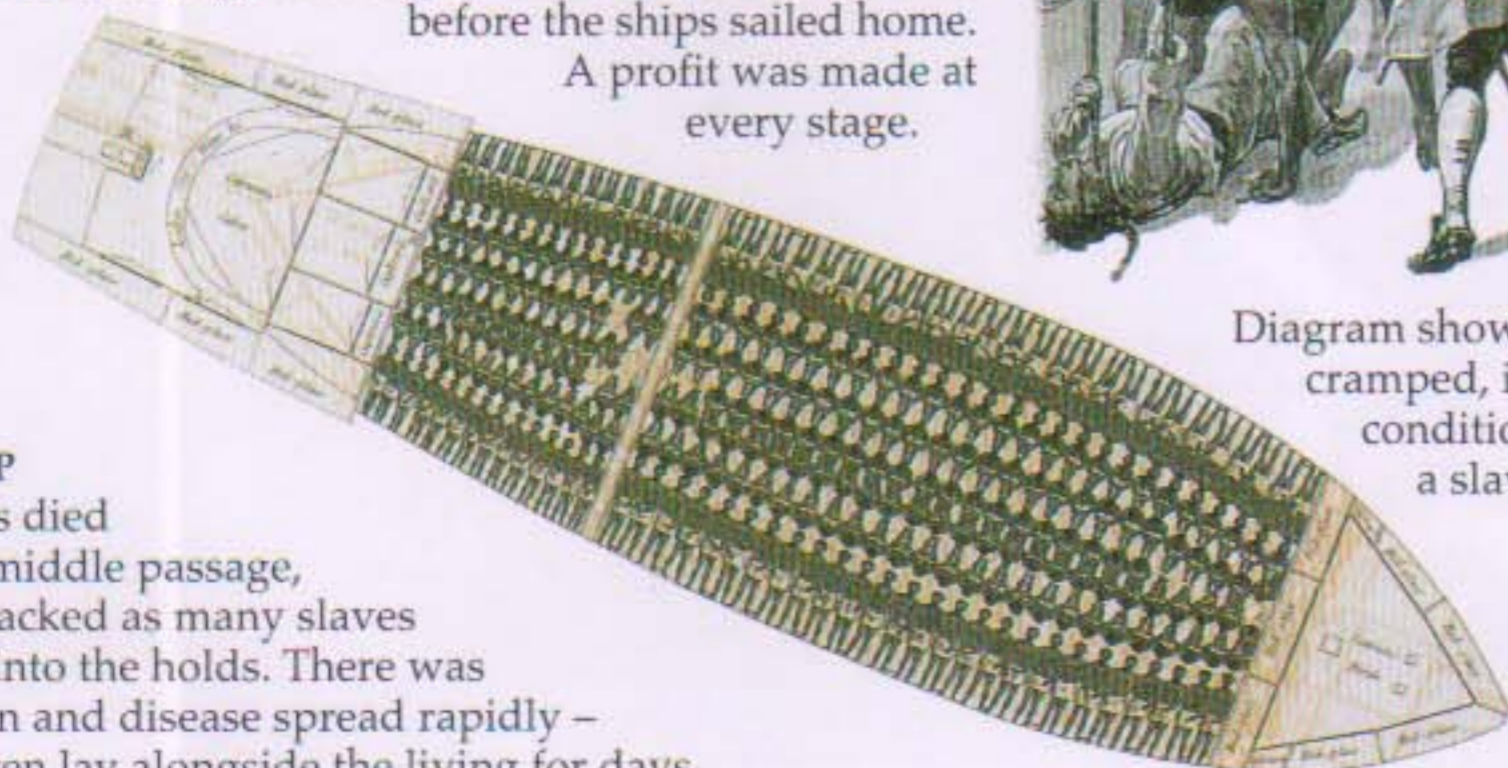


Diagram showing the cramped, inhumane conditions inside a slave ship hold

CRUEL YOKE

This barbarous iron collar was designed to stop a slave from escaping through the bush. Savage punishments for re-captured runaways discouraged slaves from returning.

Heavy chain

Manillas

Long bar sticks out from the neck

Hook designed to catch on undergrowth to prevent a fast escape through the bush



WORKED TO DEATH

Cutting sugar cane in tropical heat was backbreaking work. African slaves were used because this job was judged too hard for Europeans. However, many slaves were literally worked to death on the sugar plantations.

GANG CHAIN
Rebellious slaves were chained together and made to work in a "chain gang".



Neck collar



AN INFAMOUS PIRATE SLAVER
Pirates often raided West African slave ports. This engraving shows English pirate Bartholomew Roberts (1682–1722) at Whydah, where he captured and ransomed 11 slave ships. Roberts began his career in 1719 loading slaves at an African trading post. When pirates attacked the post, they carried Roberts away and he soon became their leader.

Several slaves were chained to one bar

Iron bar was nailed to the floor of the ship's hold



Fetter fitted around the ankle

ANKLE FETTERS
On board ship, slaves were kept in ankle fetters to prevent them from rebelling or committing suicide to escape the horror of the stinking hold. It also meant the slaves were unable to defend themselves against pirates.

Heavy iron neck collar was extremely uncomfortable to wear

NEW LIFE AS A PIRATE
The connection between slavery and piracy wasn't entirely one sided. Pirate captains in the Caribbean welcomed runaway slaves, who made up as much as a third of some pirate crews. Joining a pirate ship must have seemed an attractive choice compared to the appalling sufferings of a slave's life.



Whip suspended by loop from slaver's belt

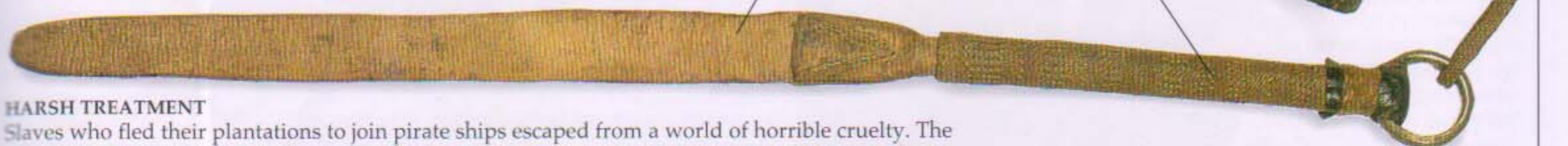


THE COST OF SUGAR

This painting shows a highly idealized view of life on an Antiguan sugar plantation. The reality was very different. Slaves worked 10 hours a day, six days a week. Those who fell asleep on the job could lose limbs in crushing machines or tumble into vats of boiling syrup. Pirates added to the risks, sometimes raiding coastal plantations to steal slaves for re-sale.

Leather lash

Handle reinforced with stitching



HARSH TREATMENT

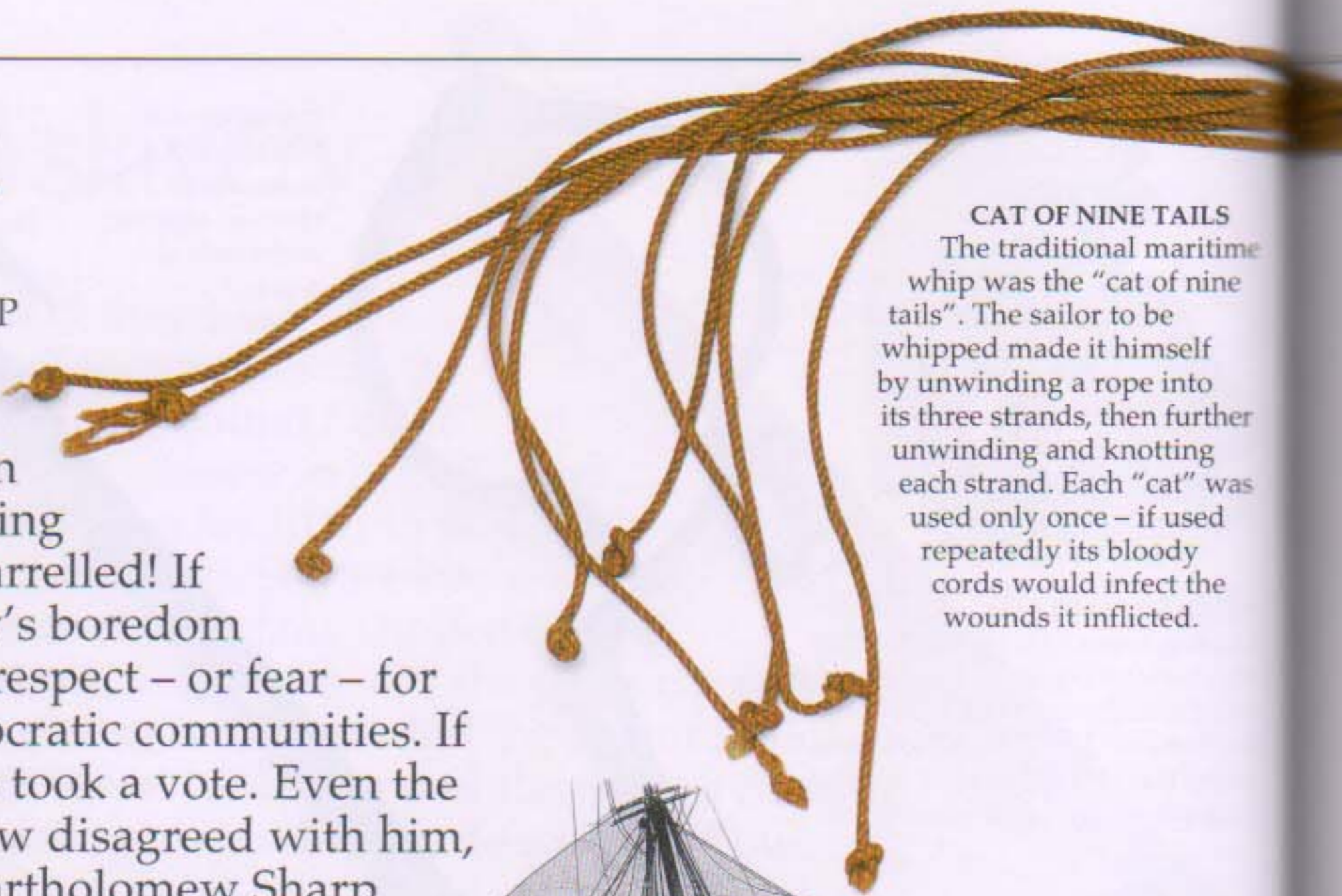
Slaves who fled their plantations to join pirate ships escaped from a world of horrible cruelty. The whip was the standard punishment for the most trivial crimes and flogging crippled many slaves.



Life at sea

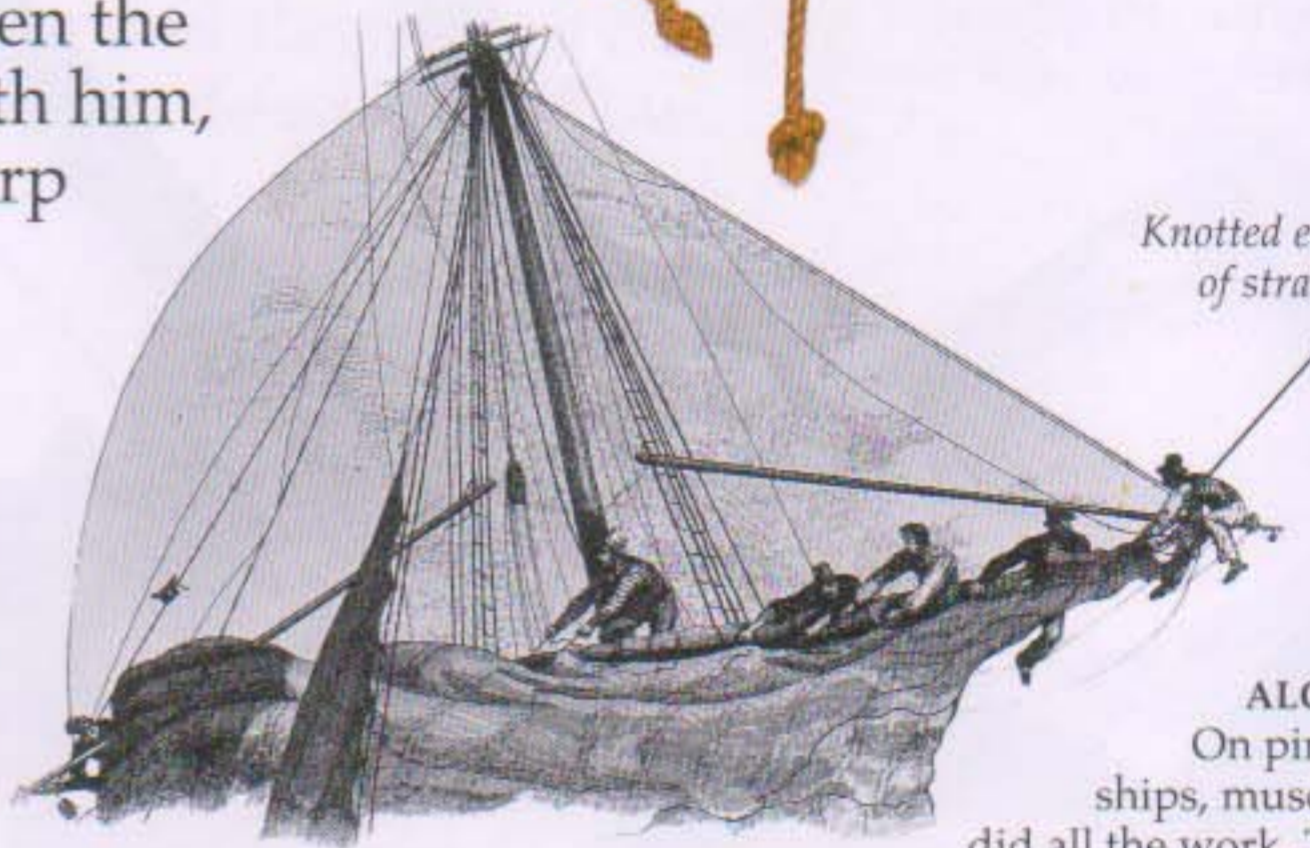
LIFE ON A PIRATE SHIP

was full of contrast. Seizing a prize meant moments of great excitement and terrifying danger. But in between there might be weeks of mind-numbing tedium. No wonder pirate crews quarrelled! If the "captain" was to control his crew's boredom and frustration he had to command respect – or fear – for many pirates ran their ships as democratic communities. If they couldn't agree on a course, they took a vote. Even the captain's job wasn't secure. If the crew disagreed with him, they held an election – this is how Bartholomew Sharp (p. 24) came to command a pirate cruise in 1680.



CAT OF NINE TAILS

The traditional maritime whip was the "cat of nine tails". The sailor to be whipped made it himself by unwinding a rope into its three strands, then further unwinding and knotting each strand. Each "cat" was used only once – if used repeatedly its bloody cords would infect the wounds it inflicted.



Knotted end of strand

UP ALOFT

On pirate ships, muscles did all the work. The

crew had to pull together to keep the ship moving, and keeping up speed meant constant adjustments to the sails and rigging.



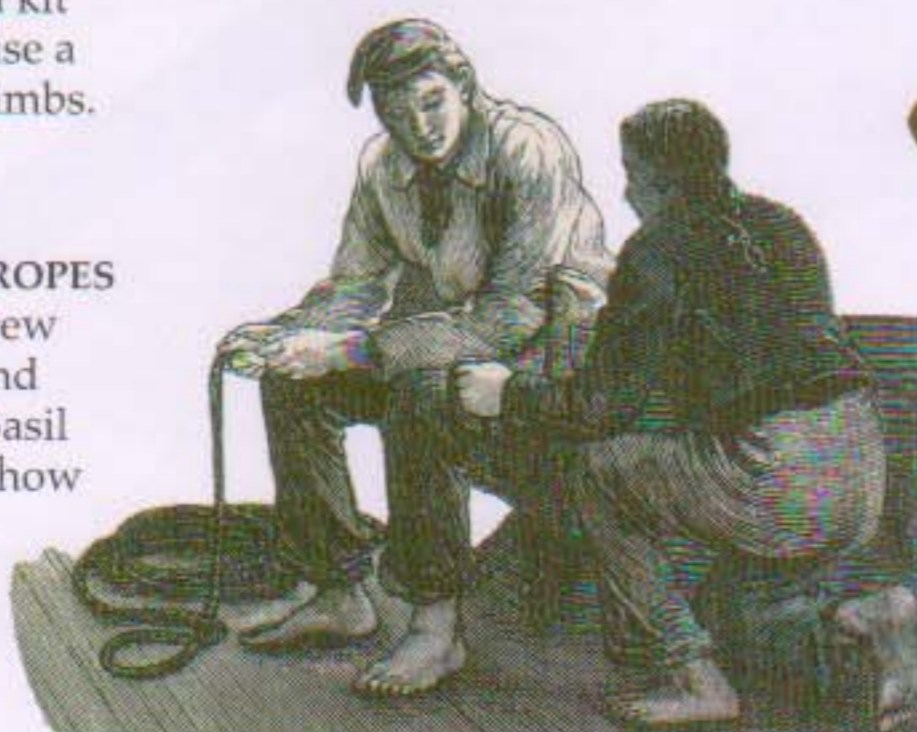
Canvas case rolled up to fit in pocket

UNDER THE KNIFE

Though pirates valued the services of a physician, there was little he could do for serious injuries except sew up the wound. Surgery almost always led to fatal infection and death. A surgeon carried a kit like this, and would also use a saw to remove shattered limbs.

GETTING TO KNOW THE ROPES

After a storm or battle a crew laboured to mend ropes and sails on a shattered ship. Basil Ringrose (p. 26) describes how in 1679 "We took out of [a Spanish prize] some osnaburgs (coarse linen) of which we made top-gallant sails."



Pirate riggers used a wooden fid or metal marlinespike to separate strands of rope for splicing

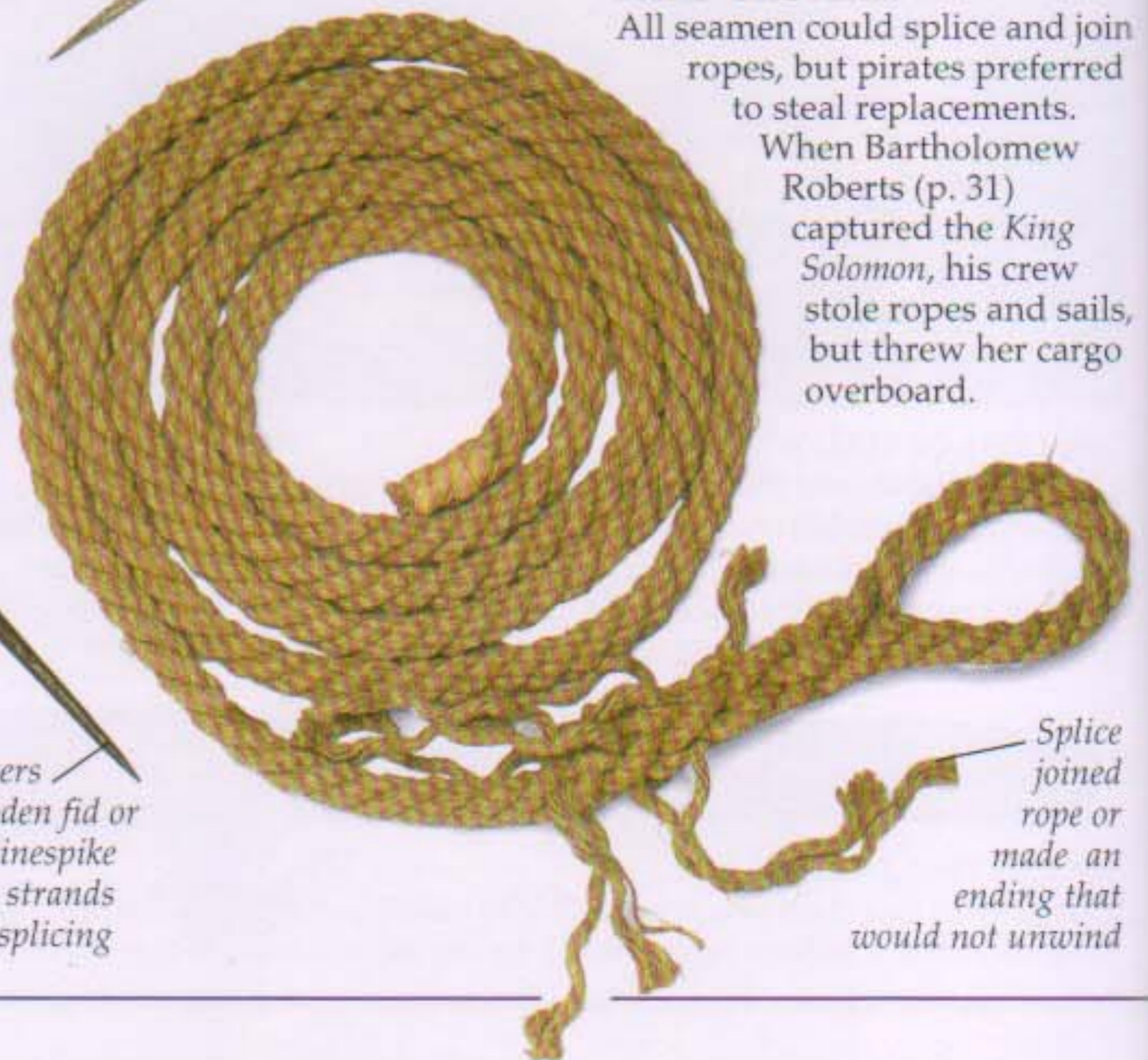


MAKE DO AND MEND

Repairs filled many of the long hours at sea: the sails, for instance, needed constant patching where they flapped against the masts and ropes. To protect their hands as they forced needles through the tough hemp sails, pirates used a leather "palm".

MEND OR STEAL?

All seamen could splice and join ropes, but pirates preferred to steal replacements. When Bartholomew Roberts (p. 31) captured the *King Solomon*, his crew stole ropes and sails, but threw her cargo overboard.



Splice joined rope or made an ending that would not unwind

Pirate contract

Some pirate crews had a code of conduct, which all agreed to obey. These rules, from Charles Johnson's 18th-century book on pirates, are typical:

- I Every man has a vote in affairs of the moment; has equal title to the fresh provisions or strong liquors.
- II No person to game at cards or dice for money.
- III The lights and candles to be put out at eight o'clock at night.
- IV To keep their piece [musket], pistols, and cutlass clean and fit for service.
- V No boy or woman to be allowed amongst them.
- VI To desert the ship in battle was punished with death or marooning.

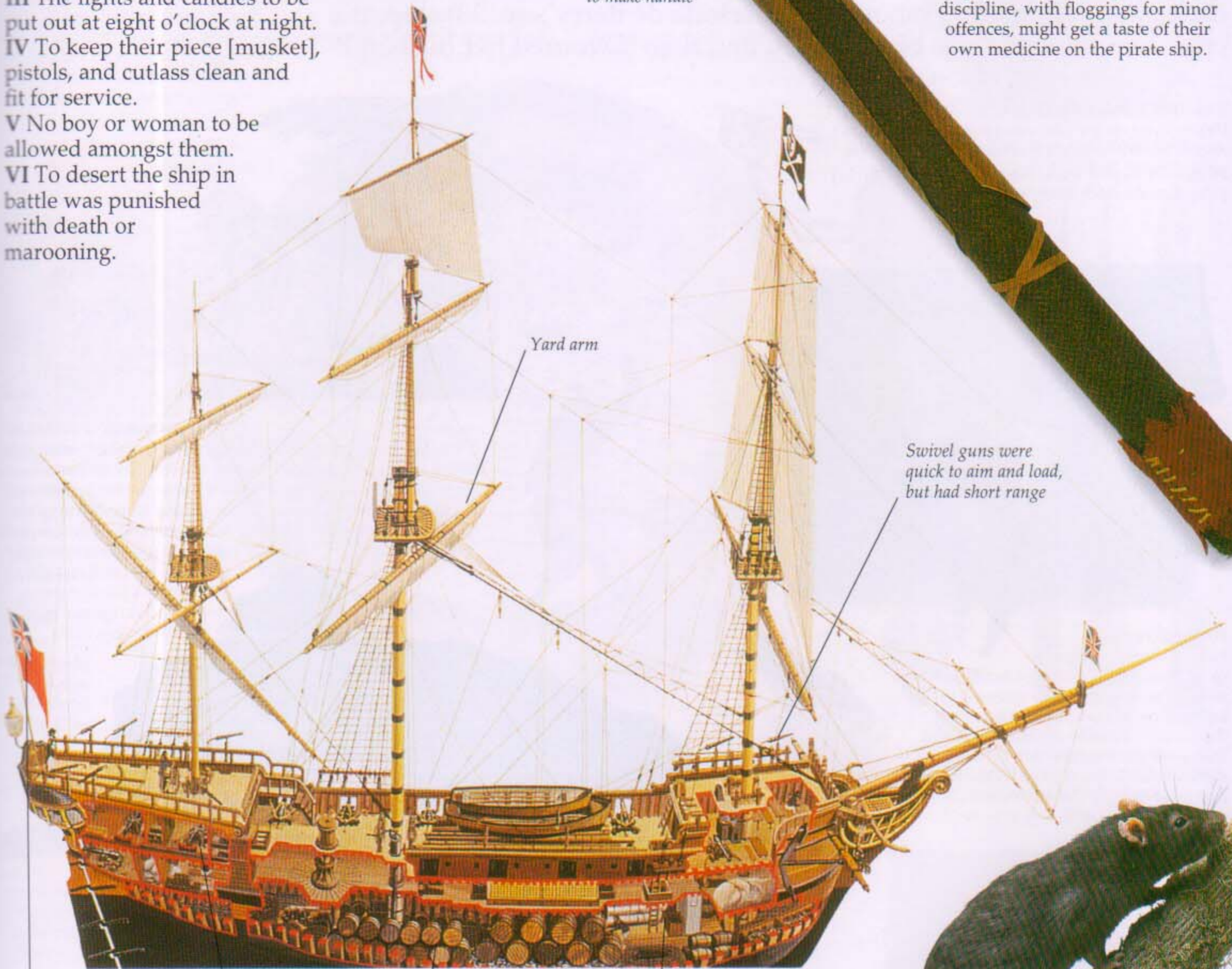


A FLOGGING

When they captured a vessel, pirates treated the officers much as they had in turn treated their crew. Captains who had imposed severe discipline, with floggings for minor offences, might get a taste of their own medicine on the pirate ship.

Clean cords suggest that this "cat" was never used

Fabric covers rope to make handle



Yard arm

Swivel guns were quick to aim and load, but had short range

British flag (Red Ensign) was one of many the ship carried

Captain and a few other "officers" had cabins at stern

Barrels of drinking water (or rocks and gravel) helped balance ship

Space below deck was cramped, because ships carried enough pirates to crew prizes

PIRATE FLAGSHIP

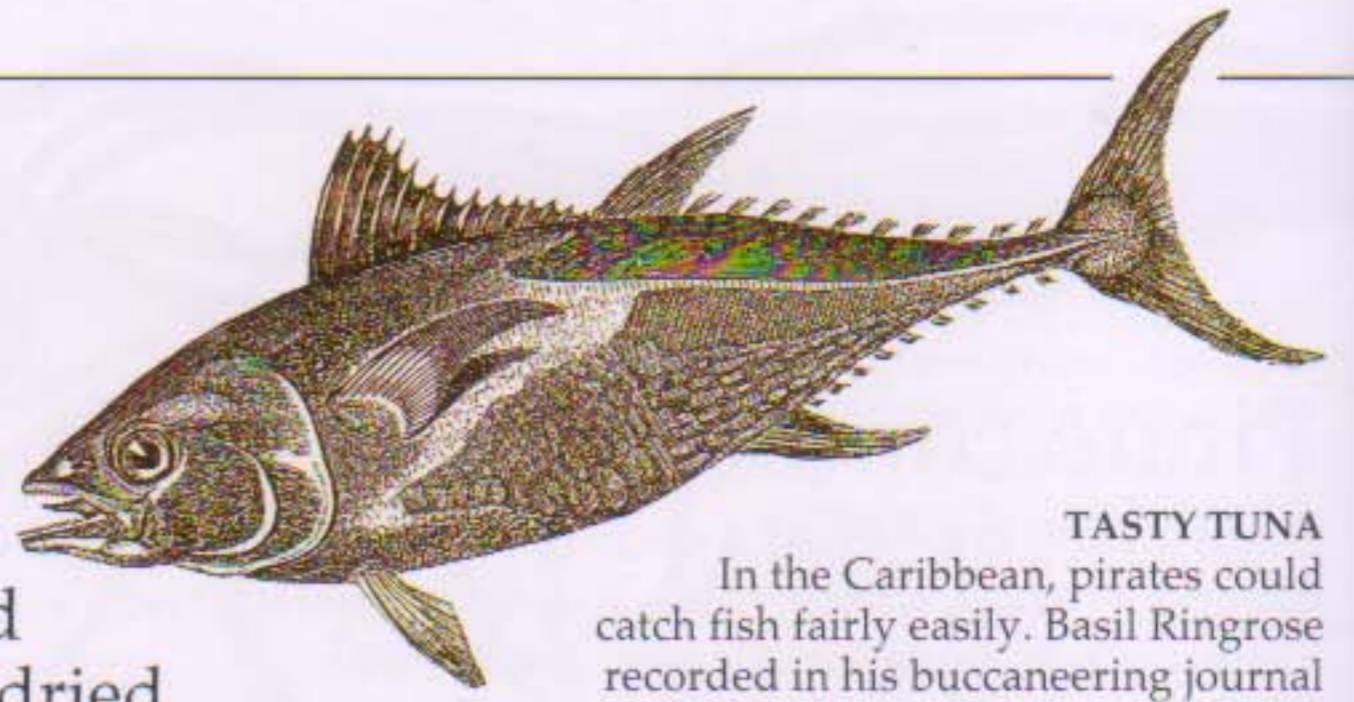
Pirate ships varied widely. Small, fast sloops were ideal for inshore raiding, but much bigger vessels, such as this three-masted square-rigger, were safer on the open ocean. The size of the ship alone was enough to scare the wits out of many of the pirates' intended victims. This drawing is based on the *Whydah* (one of the few known wrecks of a pirate ship) which sank off the coast of Wellfleet, Massachusetts in 1717.

FURRY FIEND

Every pirate ship had a population of rats. They were more than just a nuisance, for they devoured food, and could even gnaw their way right through the hull, sinking the vessel.

Food on board

“NOT BOILED TURTLE AGAIN?!” For hungry pirates the menu was short – when there was fresh meat, it was usually turtle. When turtles couldn’t be found and the fish didn’t bite, the pirates survived on biscuits or dried meat washed down with beer or wine. Monotony, however, was better than the starvation that pirates faced when shipwrecked or becalmed. Then they might be reduced to eating their satchels, or even each other. When food ran out on Charlotte de Berry’s (p. 33) ship, the crew reputedly ate two black slaves, and then devoured her husband!

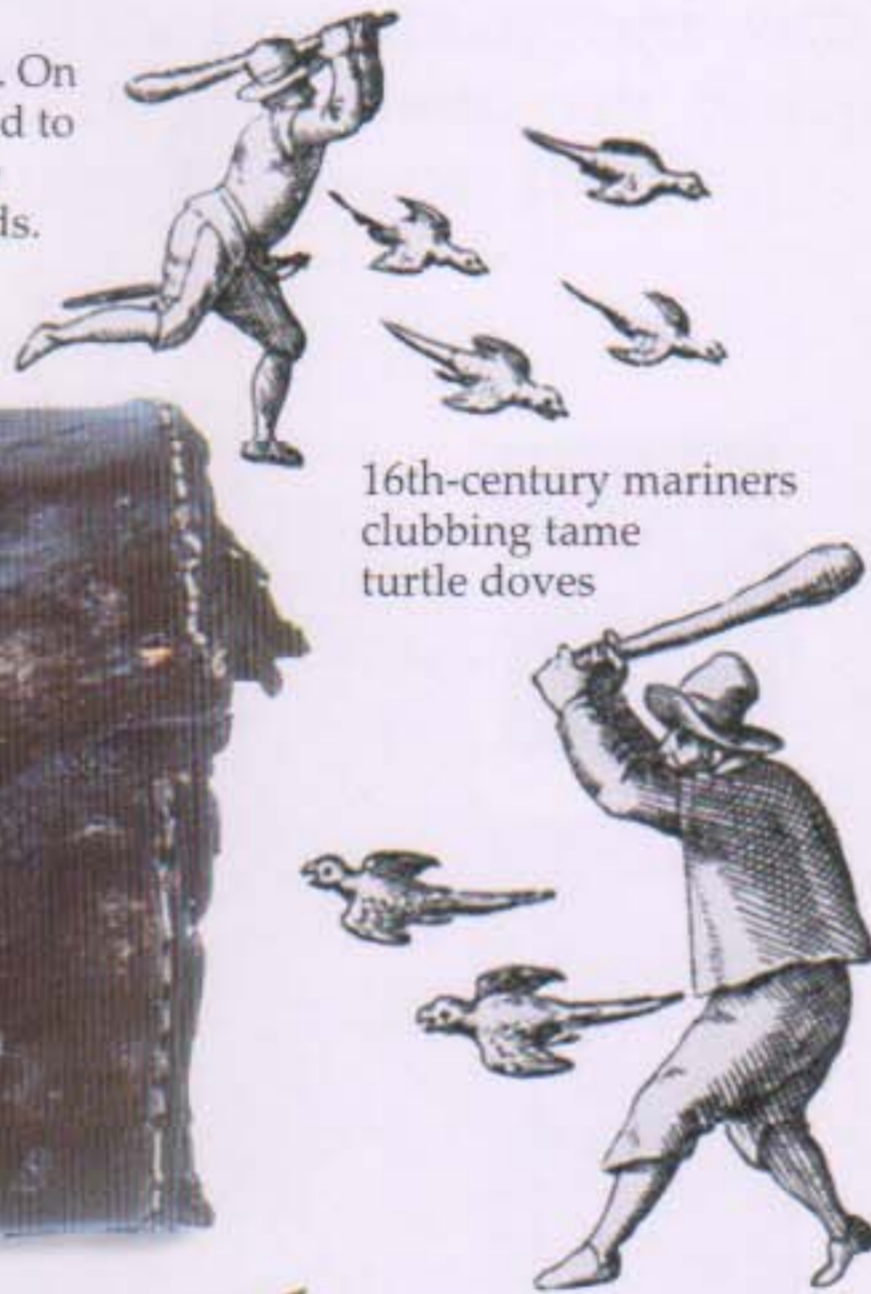


TASTY TUNA

In the Caribbean, pirates could catch fish fairly easily. Basil Ringrose recorded in his buccaneering journal that: “The sea hereabouts is very full of several sorts of fish, as dolphins, bonitos, albigores, mullets and old wives, etc. which came swimming about our ship in whole shoals.”

A CLUBBED SANDWICH

Pirates lived off the land wherever they could. On remote islands, animals and birds were unused to being hunted and were often quite tame. The pirates could catch them with their bare hands.



16th-century mariners clubbing tame turtle doves



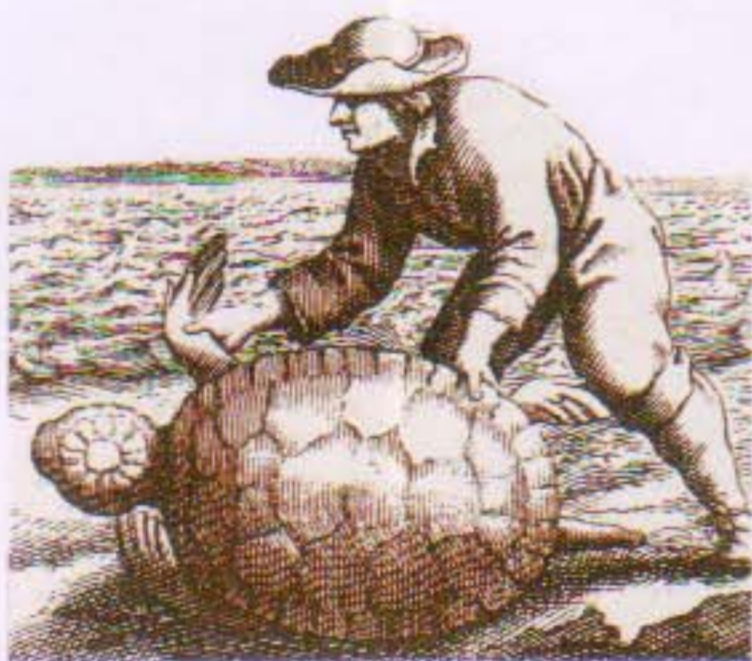
PROVISIONING A SHIP

Even far from a port, a carefully chosen island could supply pirates with all the provisions they needed. These buccaneers are re-stocking their ship with fresh meat, water, and timber. In his journal of buccaneer life (p. 26), Ringrose recounts: “Having made this island, we resolved to go thither and refit our rigging and get some goats which there run wild.”



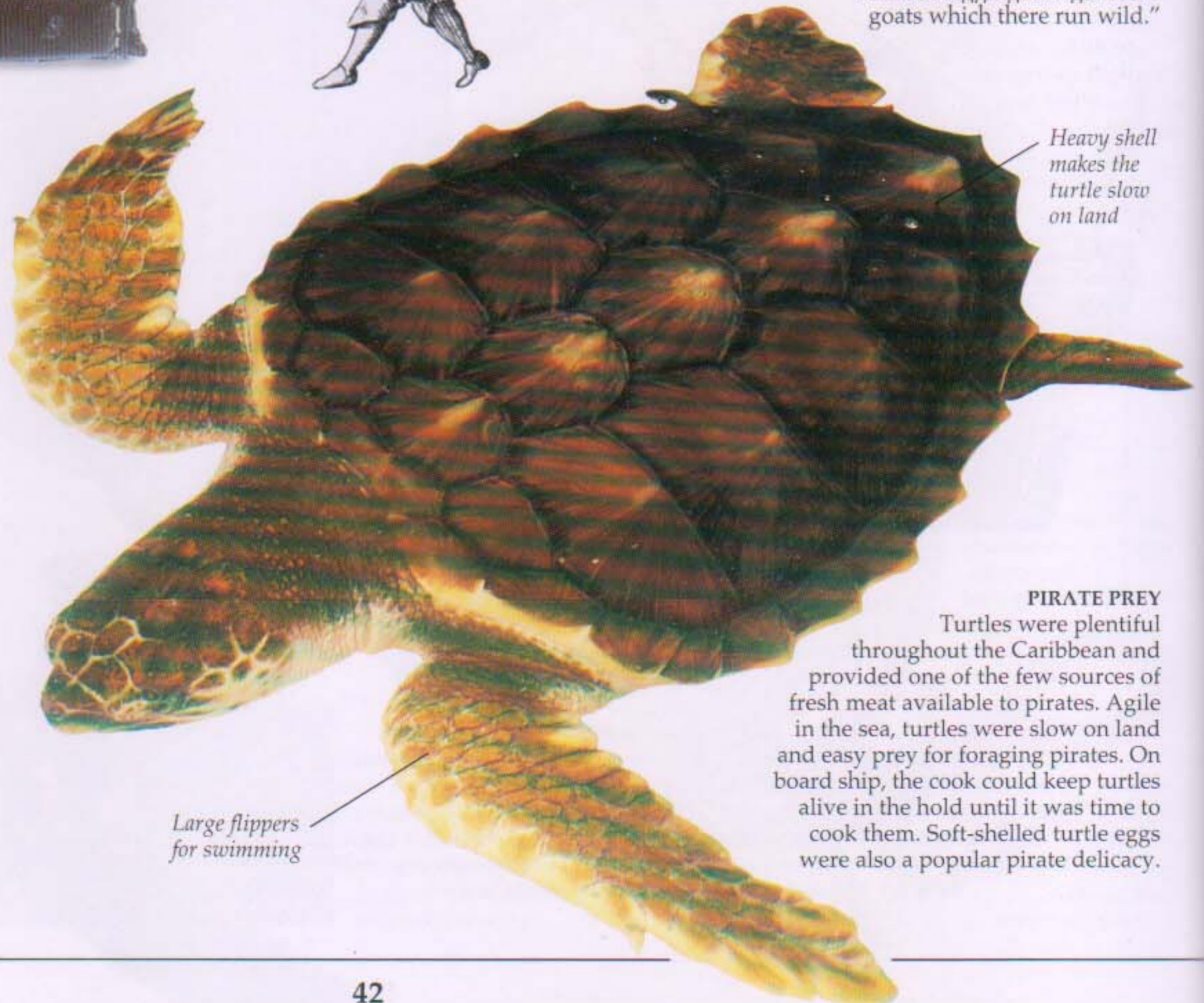
POACHED POUCH

In 1670 Henry Morgan’s (p. 27) band of half-starved buccaneers were so hungry that they resorted to eating their satchels! One of them left the recipe: “Slice the leather into pieces, then soak and beat and rub between stones to tenderise. Scrape off the hair, and roast or grill. Cut into smaller pieces and serve with lots of water.”



TURTLE HUNTERS

Captain Johnson (p. 61) recounts that: “The manner of catching [turtles] is very particular...As soon as they land, the men...turn them on their backs...and leave them until morning, where they are sure to find them, for they can’t turn again, nor move from that place.”



Heavy shell makes the turtle slow on land

Large flippers for swimming

PIRATE PREY

Turtles were plentiful throughout the Caribbean and provided one of the few sources of fresh meat available to pirates. Agile in the sea, turtles were slow on land and easy prey for foraging pirates. On board ship, the cook could keep turtles alive in the hold until it was time to cook them. Soft-shelled turtle eggs were also a popular pirate delicacy.



FRESH EGGS
Like other ships of the 17th and 18th centuries, pirate vessels would have carried hens to provide fresh eggs and meat. The nautical nickname for eggs was "cackle-fruit", after the distinctive noise a hen makes when laying.



Hard-baked biscuit made of flour and water

HARD TACK
Long-lasting ship's biscuits were staple food for most mariners. They were known as "hard tack" because they were so tough. On board ship, biscuits soon became infested with weevils, so pirates preferred to eat them in the dark!

PREVENTATIVE MEDICINE

On long voyages, poor diet meant that pirates suffered from diseases such as scurvy, which is caused by a lack of vitamin C. However, in 1753 it was discovered that eating fresh fruit, particularly limes, could prevent scurvy.



Bottle for wine or brandy - favourite pirate drinks



Hen's egg, a good source of protein

SERVED ON A PLATE
Pirates ate from pewter plates like this one, but they were not well known for their table manners.

Describing ravenous buccaneers, Exquemeling (p. 60) wrote: "Such was their hunger that they more resembled cannibals than Europeans..., the blood many times running down from their beards."



Plate made of pewter, an alloy of tin and lead



Expensive knife would have been pillaged from another ship

Fork folds into its handle, making it easy to carry in a pocket or pouch

A BOTTLE OF BEER
Without any method of preservation, water on board ship quickly became undrinkable, and all mariners preferred beer. Even naval vessels carried huge quantities of it, though usually in barrels rather than bottles.



Short of an opener, pirates just struck off the bottle neck with a cutlass

Earthenware beer bottle, 17th century

COOKING IN CALM SEAS

Captain Kidd's (p. 46) ship, *The Adventure Galley*, below, had no kitchen quarters, only a cauldron that was too dangerous to use in rough weather.



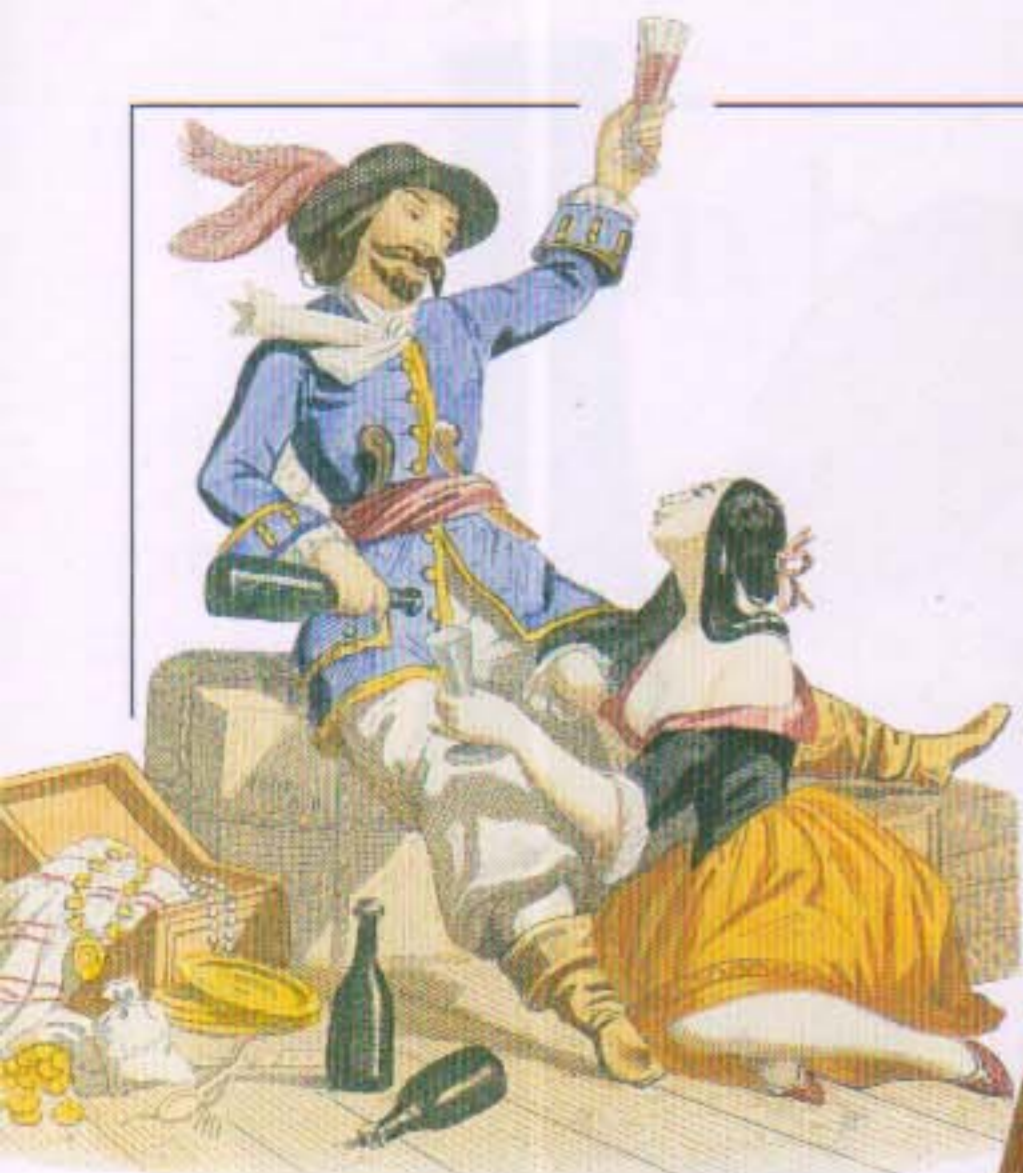
KNIFE AND FORK ETIQUETTE
Although forks were sometimes used, rough pirates probably ate only with knives and spoons, or with their fingers.



A JUG OF GROG

Washed down with half a gallon of plundered wine from a pewter tankard, almost any food became just about tolerable.

Life on land



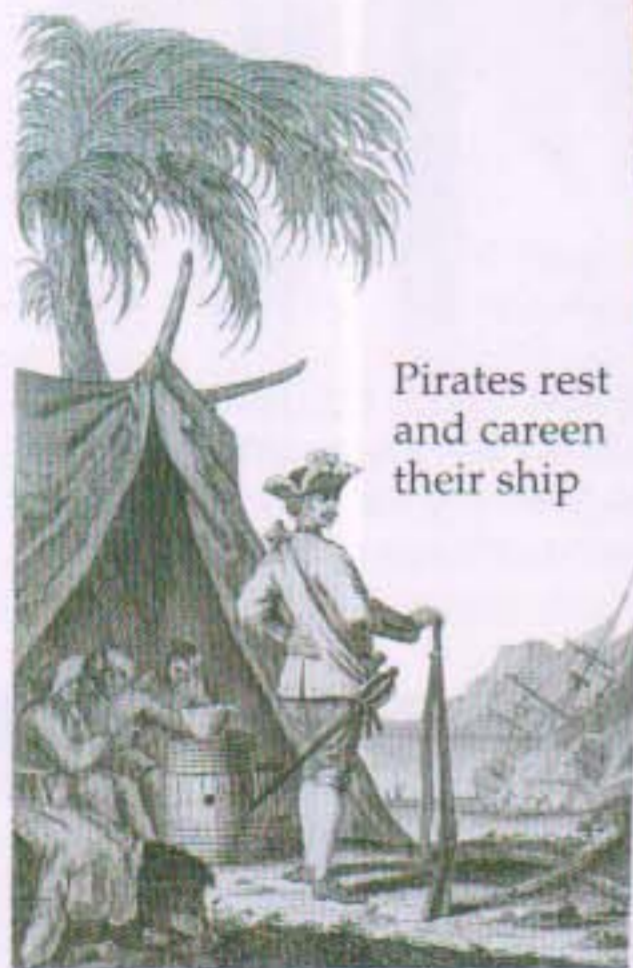
CRAMMED TOGETHER FOR MONTHS on end in a stinking, often unseaworthy ship, pirates and buccaneers had plenty of time to dream about life on land. When they reached a port, many were wealthy enough to buy practically anything they'd dreamed of.

They squandered their booty on drinking, women, and gambling, as one eyewitness recalled: "Such of these pirates are found who will spend two or three thousand pieces-of-eight in one night, not leaving themselves a good shirt of their backs". Two pieces-of-eight bought a cow, so the pirates gambled away the equivalent of a whole farm. Life on land wasn't always one long party, though. In between wild drinking bouts and gambling sessions, there was always work to be done. The crew had to careen and repair their ship, and take on board fresh water and provisions for the next villainous voyage.

MONEY CAN BUY YOU LOVE

Women were banned from most pirate ships, but they often came on board when the ships were moored in harbour. After a long voyage pirates usually went in search of female company. There were many women in Caribbean ports who were glad to share in the pirates' booty and join in their wild carousing.

Heavy handle swung with both hands



Pirates rest and careen their ship

CLEANED AND CAREENED

Seaweed and barnacles grew rapidly on the bottom of ships, greatly reducing their speed. Worse, worms bored tiny holes that could eventually sink the ship. Pirate crews solved the problem by regular careening, which meant beaching the ship to repair the hull.



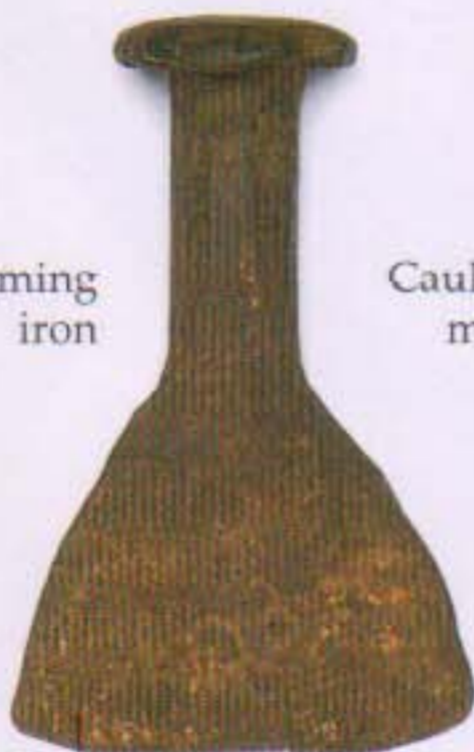
Adze

Strong, chisel-like blade for careening – chipping off barnacles and weed



Mallet for striking the irons

Ramming iron



Broad blade for splitting open rotten seams

Caulking mallet



Jerry iron



Angled blade for hacking old oakum from seams

Caulking iron



Narrow blade for driving in new oakum

Pitch ladle



Funnel-like tip for pouring hot pitch into seams

TOOLS OF THE TRADE

Wooden ships required regular maintenance if they were to remain seaworthy. Pirate crews had tools like these to carry out essential jobs. Caulking, which involved repairing the seams between planks, was vital to keep the ship watertight. The seams were stripped, filled with unravelled rope, or oakum, and sealed with hot pitch.



Silver rim



MIDNIGHT REVELLING

In this picture, the crews of Blackbeard (pp. 30-31) and Charles Vane are carousing the night away on Ocracoke Island off the North Carolina coast. Not all ports welcomed pirates, and crews often holed up in a favourite pirate hideaway to celebrate a successful raid.



17th century playing cards commemorating a famous political plot

A HAND OF CARDS

Gambling for money was forbidden on board many pirate ships, probably because it caused fights. On shore, the pirate crews could soon be parted from their share of a prize by a crooked card game.



BLACK JACK

Dockside taverns welcomed thirsty pirates. There the pirates washed the salt from their throats with copious quantities of beer and wine, probably drinking from "black jacks" – leather tankards made watertight and rigid with a coating of pitch.



SPENDING SPREES

Pirates were welcome in many ports, since crews were famous for spending money with wild abandon on "things of little value".

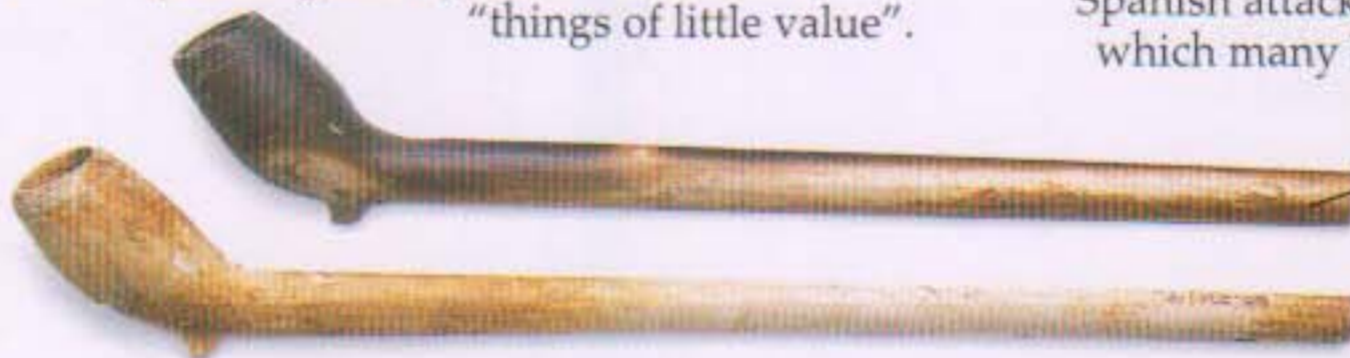
Wooden dice



BUCCANEER BASE

Port Royal in Jamaica, above, was a magnet for 17th-century pirates seeking pleasure ashore. British governors welcomed the pirates' custom, believing their presence would protect the island from Spanish attacks. In 1692 Port Royal was destroyed by an earthquake which many believed was divine judgement on this corrupt town.

A PEACEFUL PIPE
A pipeful of tobacco was an onshore luxury for pirates. Wooden ships caught fire easily, so the crew chewed tobacco at sea rather than risking smoking.



Clay pipe stem has snapped off

Lid to keep out flies



YO HO HO AND A BOTTLE OF RUM

Pirates' reputation as rum-swilling bandits was largely true. They drank anything alcoholic, and many were never sober while onshore. One notorious drunk would buy a huge barrel of wine, and "placing it in the street, would force everyone who passed by to drink with him; threatening also to pistol them, in case they would not do it".

17th-century liquor bottles



OLD CALABAR CAREENAGE

A secluded beach was essential for careening because pirates were defenceless during the work. Old Calabar River on the Guinea coast of Africa was an ideal spot because it was too shallow for men-of-war to pursue the pirates' small craft. In the picture above, Bartholomew Robert's (p. 39) crew relax by the river after a hard day's caulking.

TANKARD UP

Glass was costly and fragile, so the keepers of most taverns greeted pirates with brimming pewter tankards. These were strong enough to withstand a night of revelry.



Pirates of the Indian Ocean



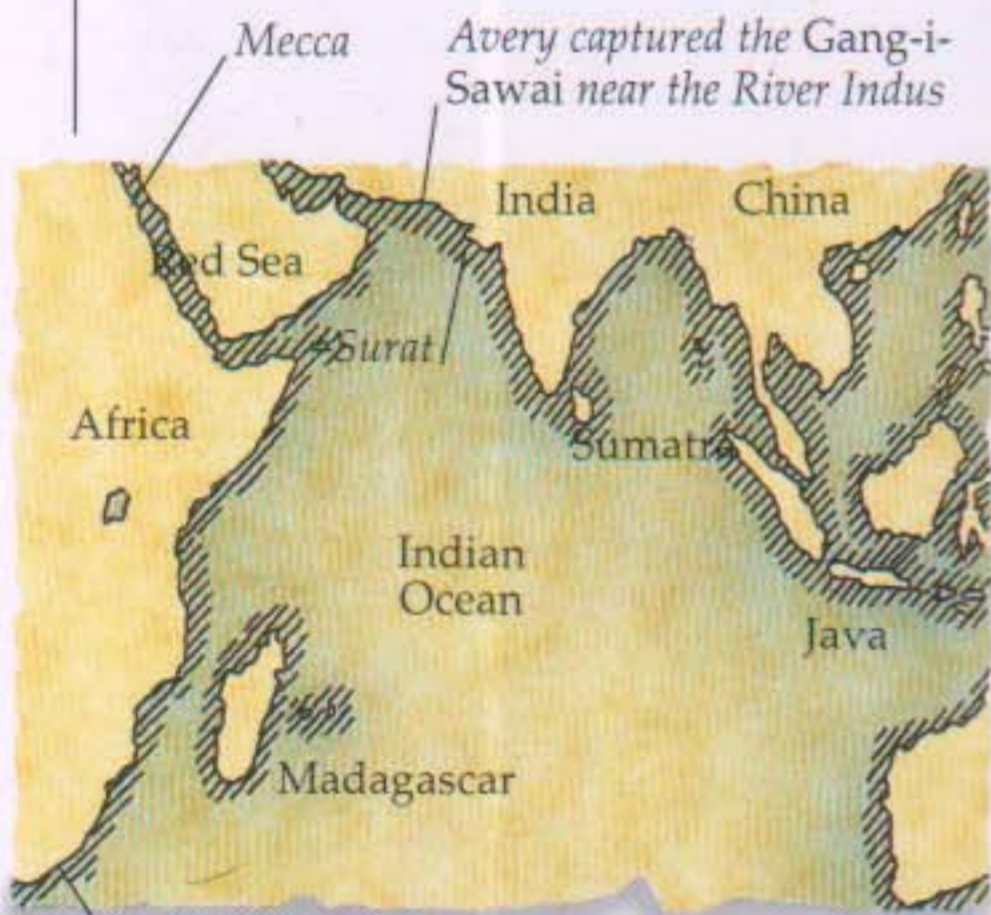
An East Indiaman

WHEN THE RICH PICKINGS on the Spanish Main (p. 20) declined, many pirates sailed east to the Indian Ocean. They were lured by the treasure fleets of the Indian Moghul Empire and the great merchantmen of the British, French, and Dutch East India Companies. Most of the pirates made for Madagascar off the east coast of Africa. This wild island was ideally placed for raiding European trade routes to India and Muslim pilgrimage routes to the Red Sea. The pirates soon amassed large fortunes and the likes of Kidd and Avery acquired legendary status. But their activities damaged trade and aroused anti-European feeling in India, causing governments to act against the pirates.



Kidd buries his bible in a mythical episode from his life

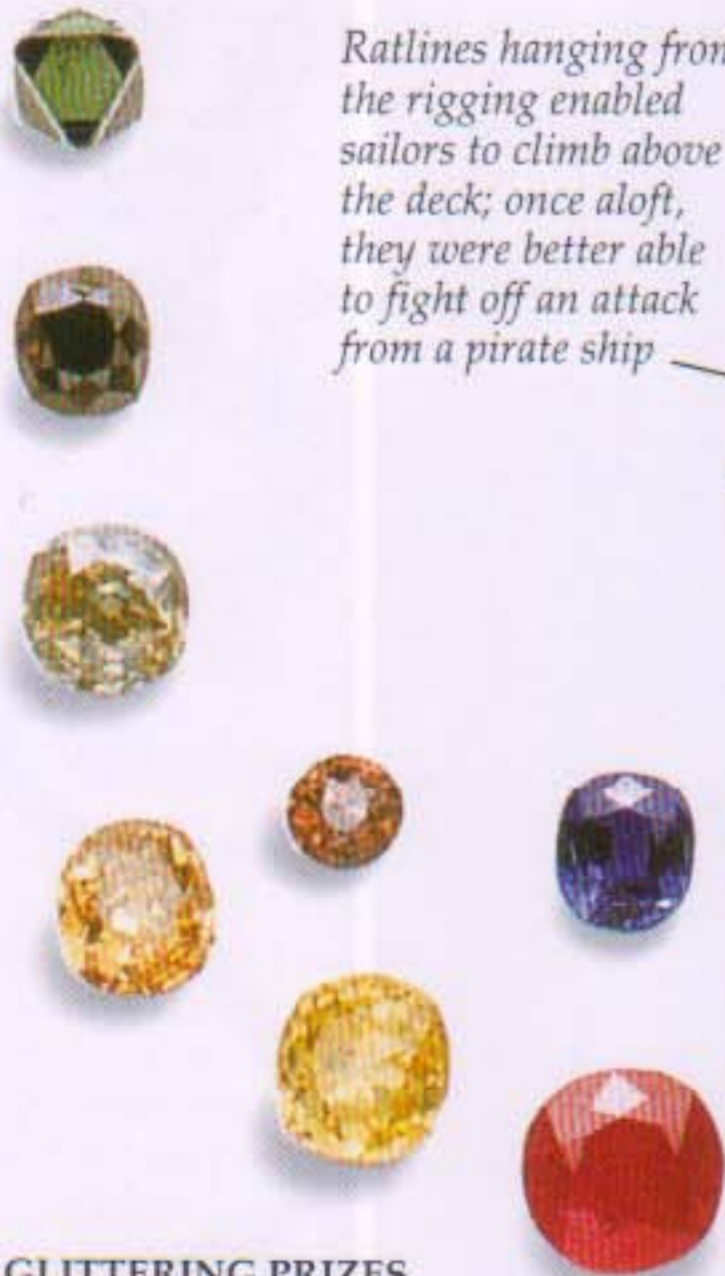
CAPTAIN KIDD
Scottish-born William Kidd (c.1645–1701) was a New York businessman sent to the Indian Ocean to hunt Avery and his colleagues. However, under pressure from his ruffianly crew, Kidd committed several acts of piracy himself. On his return, Kidd was tried and hanged as a pirate.



GOOD HOPE FOR PIRATES
After rounding the Cape of Good Hope, European trade ships took one of two different courses on their way to India and China. But both routes passed within a few hundred miles of Madagascar, the pirates' island lair.

Cape of Good Hope

Ratlines hanging from the rigging enabled sailors to climb above the deck; once aloft, they were better able to fight off an attack from a pirate ship



GLITTERING PRIZES
Indian ships seized by pirates yielded rich hauls of gems. One of Avery's crew who raided the *Gang-i-Sawai* recalled: "We took great quantities of jewels and a saddle and bridle set with rubies."

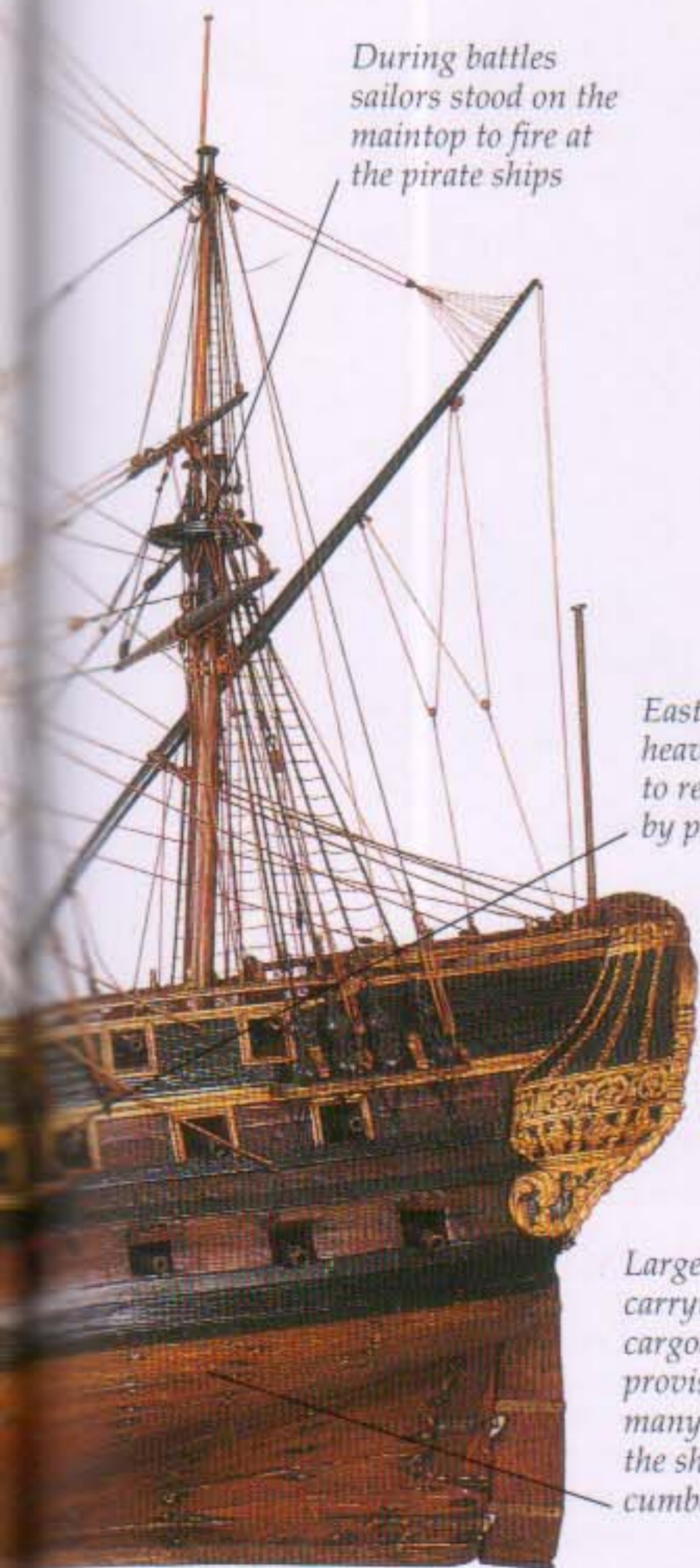
EAST INDIAMAN
Laden with luxury goods, East Indiamen were the favourite prey of pirates. These great merchant ships traded between Europe and Asia in the 17th and 18th centuries. On the journey to Asia, the East Indiamen were loaded with gold and silver; they carried fine china, silks, and spices back to Europe from the East.





PRICELESS PORCELAIN

Fine Chinese porcelain was highly prized in 17th- and 18th-century Europe. After 1684, when the Chinese allowed the British East India Company to open a trading station at Canton, the East Indiamen carried tons of "china" across the Indian Ocean.



During battles sailors stood on the maintop to fire at the pirate ships

East Indiaman is heavily armed to resist attack by pirates

Large hold for carrying bulky cargoes and provisions for many weeks made the ship slow and cumbersome



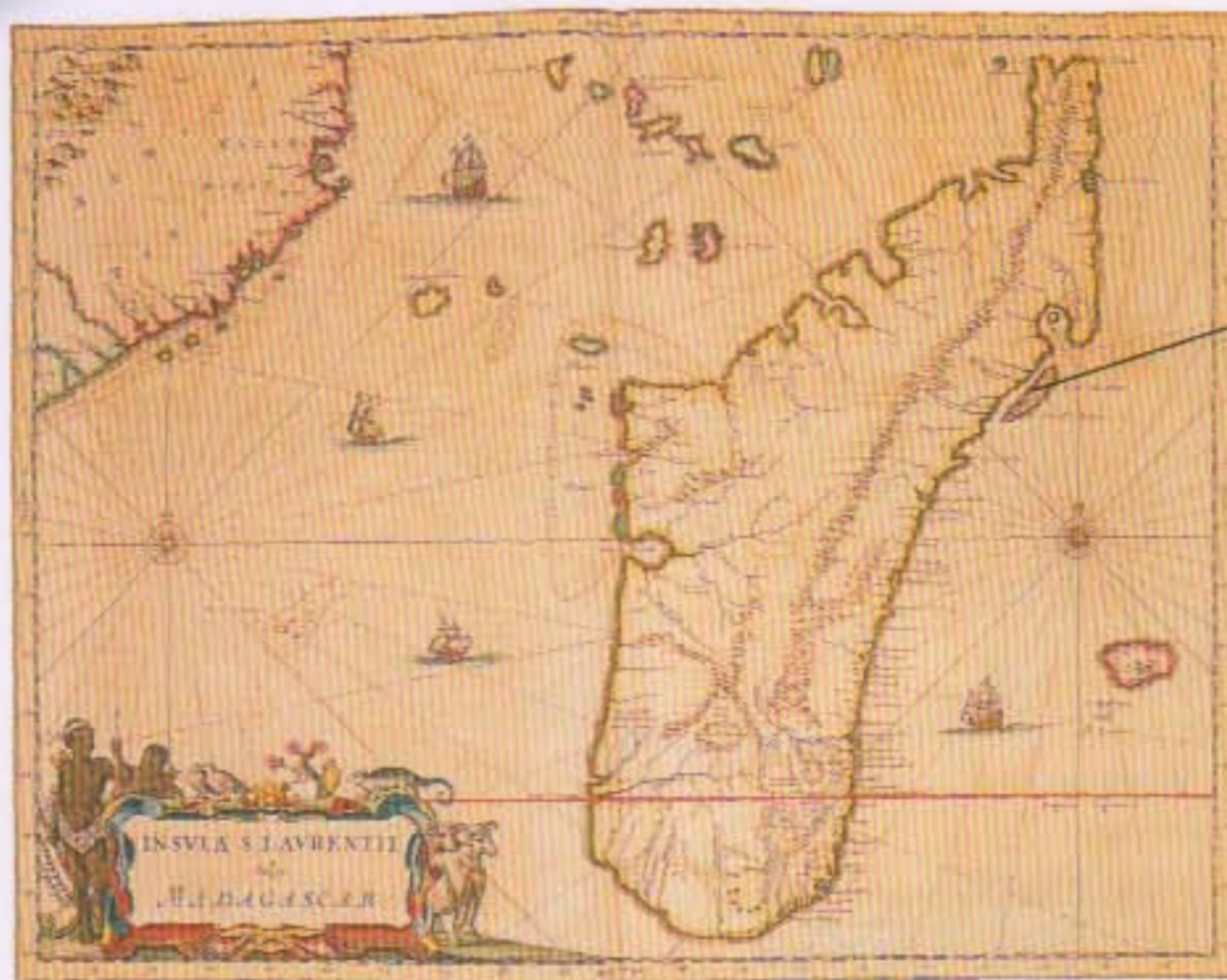
PIRATE PARADISE

The tropical island paradise of Madagascar acquired an exotic reputation. Popular legends told how the pirates there lived like princes. According to Captain Johnson (p. 61): "They married the most beautiful of the negro women, not one or two but as many as they liked."



A BRILLIANT CAREER

The English pirate Henry Avery (1665-c.1728) became notorious for his capture of the Moghul's ship *Gang-i-Sawai*, which was carrying pilgrims and treasure from Surat to Mecca. The brutal treatment of the passengers aroused a furious response from the Moghul who demanded retribution from the British authorities.



St Mary's Island

SAFE HAVEN

More like a small continent than an island, Madagascar was an ideal hideout for the pirates of the Indian Ocean. In the late 17th century this wild, tropical island was uncolonized by Europeans and therefore safe for outlaws. All the same, the ever-wary pirates created a fortified base at St Mary's Island on Madagascar's north-east coast which could be easily defended if necessary.



HIGH SOCIETY PIRATE

American-born Thomas Tew led what became known as "the pirate round", sailing from North America to the Indian Ocean and returning with booty. At home he was a celebrity and is seen here relating his adventures to his friend the governor of New York. Tew was killed on an expedition with Avery in 1695.



Cloves

Tea leaves

Green coffee beans

Pepper

SURPLUS SPICE

Pirates who captured a cargo of spices from an East Indiaman often dumped their haul, because spices were bulky and difficult to sell. In 1720 a Madagascar beach was reported to be a foot deep in pepper and cloves.

Nutmegs

Cinnamon sticks

COSTLY CUPPA

Cargoes of tea and coffee could fetch a big profit in Europe (in 1700 a pound of tea cost more than two weeks' wages for a labourer) but pirates preferred to capture wine or brandy! Only one pirate, Bartholomew Roberts (p. 39), preferred tea to alcohol; he thought drunkenness impaired a ship's efficiency.

Desert islands



THE CASTAWAY

Shipwrecked pirates endured the same sense of isolation as those marooned for a crime. Their only hope of rescue was to watch for a sail on the horizon.

BARE NECESSITIES

A marooned pirate was put ashore with only meagre supplies. English captain John Phillips' pirate code stated that the victim should be provided with: "one bottle of Powder, one bottle of water, one small arm, and shot". But the unlucky man had no way of cooking or keeping warm. One kind pirate secretly gave a marooned man: "a tinder box with materials in it for striking fire; which, in his circumstances, was a greater present than gold or jewels."

DEFENCE
A pistol was useful for defence against wild beasts, but a musket was better for hunting.



ALEXANDER SELKIRK

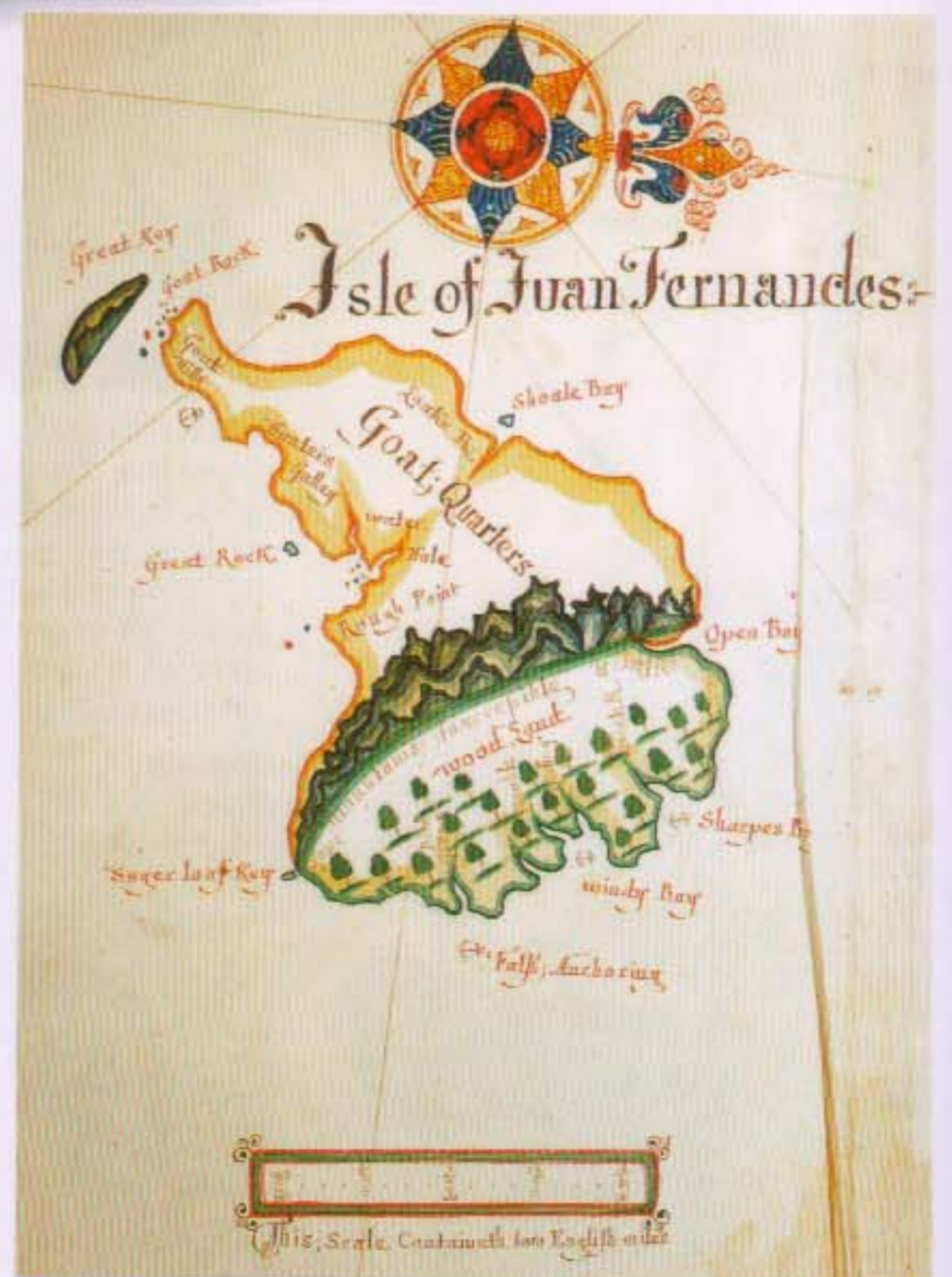
Sick of arguments on his ship, Scottish privateer Alexander Selkirk (1676–1721) actually asked to be marooned. By the time he'd changed his mind, the ship had sailed away. To amuse himself, the castaway tamed wild cats and goats and taught them to dance.

MAROONED ALONE ON AN ISLAND, a disgraced pirate watched helplessly as his ship sailed away. A desert island was a prison without walls. The sea prevented escape and the chances of being rescued were slim. Although marooned pirates were left with a few essential provisions, starvation faced those who could not hunt and fish. This cruel punishment was meted out to pirates who stole from their comrades or deserted their ship in battle. When leaky pirate ships ran aground, survivors of the wreck faced the same lonely fate.



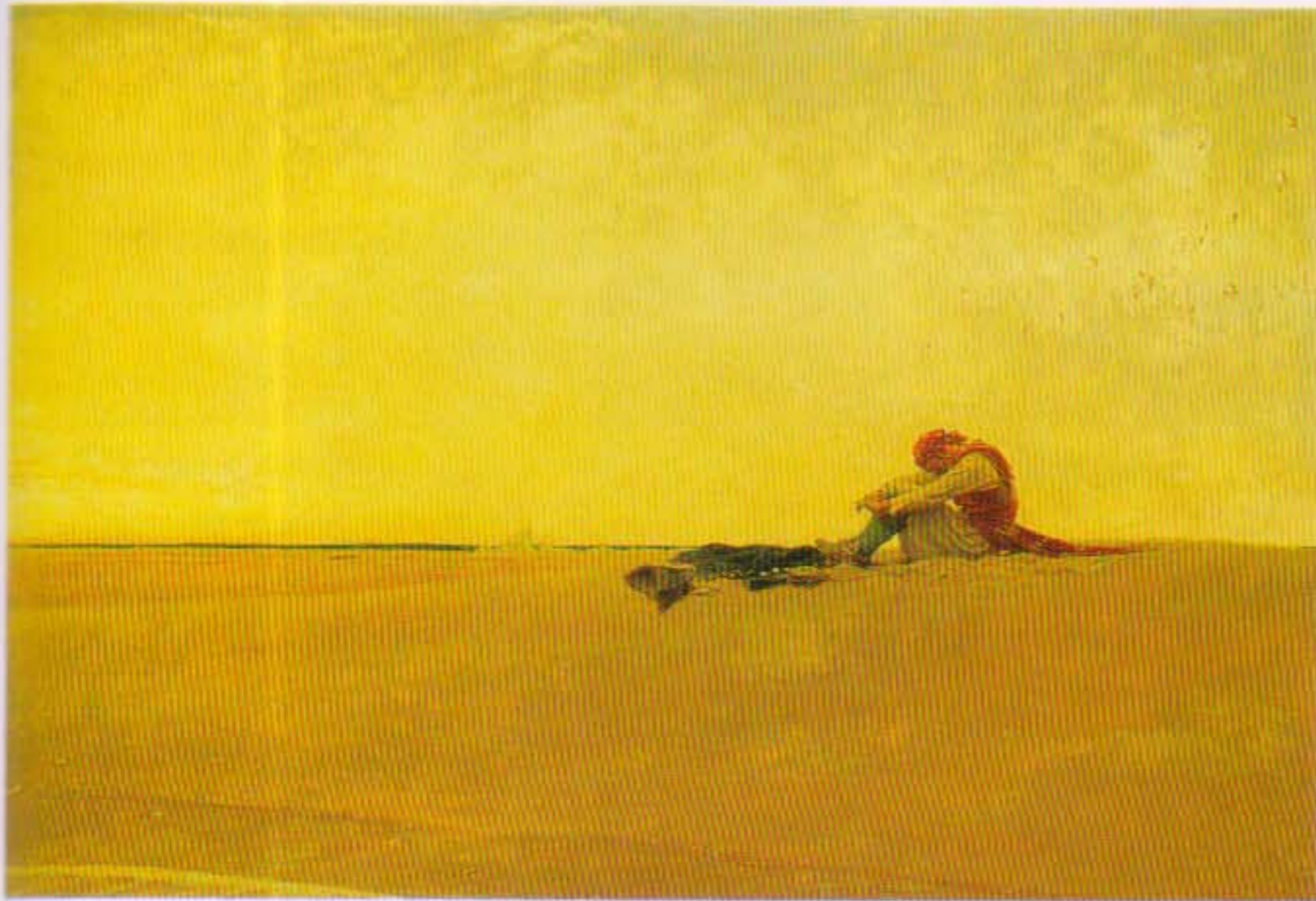
A DAY'S GRACE

A small bottle of water lasted just a day or so. After that the castaway had to find his own.



THE FORGOTTEN ISLE

Alexander Selkirk's home from 1704 to 1709 was a small island in the South Pacific 640 kms (400 miles) west of Chile. One of the Juan Fernandez islands, Más á Tierra had an abundant supply of water and teemed with wild pigs and goats. Selkirk lived largely on goat meat and palm cabbage and dressed in goatskins. When he was found by his rescuers, he was ragged and dirty, but was unenthusiastic about leaving his island home.



ROBINSON CRUSOE

This most famous of all fictional castaways was the creation of English author Daniel Defoe (1660–1731). He based the story on the life of Alexander Selkirk, but gave Crusoe a “savage” companion, Man Friday. Crusoe spent more than a quarter of a century on his island, and lived more comfortably than any real castaway: “in this plentiful manner, I lived; neither could I be said to want anything but society”.



A LONELY FATE

In this imaginative painting by Howard Pyle, a lonely pirate awaits death on the beach of a desert island. In fact, marooned pirates didn’t have time to brood on their fate. Most who survived stress how busy they were foraging for food and water or building shelters.



SHIPWRECKED

Pirates often took over a captured vessel, but if the ship was unseaworthy, they could easily find themselves shipwrecked on a deserted shore. The same fate befell pirate crews who became drunk, which was fairly common, and neglected navigation.



KINDNESS DOESN'T PAY

English pirate Edward England (died 1720) fell out with his crew while sailing off the coast of Africa. Accused of being too kind to a prisoner, England and two others were marooned by their merciless comrades on the island of Mauritius. According to one account, the three escaped by building a boat and sailing to Madagascar, where England died soon after.

Gunpowder



Musket balls



Powder horn

IN SHORT SUPPLY

The gunpowder stored in this powder horn would soon run out, and after that castaways had to be ingenious. One group of pirates marooned in the Bahamas lived by “feeding upon berries and shell fish [and] sometimes catching a stingray... by the help of a sharpened stick”.

RÉNÉ DUGUAY-TROUIN

The most well-known of the French corsairs, Duguay-Trouin (1673–1736) was in command of a 40-gun ship by the age of 21. In a career that spanned 23 years he captured 16 battleships and 300 merchant vessels.

The French corsairs

THE FRENCH KNEW ST MALO as “La Cité Corsaire”, but to the English, it was a “nest of wasps”. By any name, the French port of St Malo in the 17th century was a town grown rich on the profits of privateering. For many local people privateering, or “la course”, was a family trade, one in which son followed father to sea. The French corsairs emerged in the 9th century when the merchant ships of Brittany armed themselves against the marauding Vikings. When the Viking threat ended during the 11th century there was no shortage of targets, for France was frequently at war. England was most often the victim of the wasps’ sting, and in 1693 the English built an “infernal machine” to destroy the nest. However, their floating bomb exploded noisily in St Malo harbour with just one French casualty – a cat. The English fleet sailed away humiliated, and the corsairs continued well into the next century.

PISTOLS OF A PRIVATEER

Robert Surcouf was famous not only for his brilliance as a corsair, but also for his personal bravery. His handsome pistols were not just decoration – Surcouf once took on a dozen Prussian soldiers in a fight and won.



Marble statue of René Duguay-Trouin, one of St Malo’s most famous sons



Scratches show the pistol was well-used

Beautiful butt-cap in the shape of an eagle

Surcouf’s name (just visible) is engraved on the trigger-guard

Surcouf’s own pair of flintlock pistols

HEROES OF THE HIGH SEAS

Renowned for their daring deeds, the French corsairs were national heroes. They were famous because they were patriots fighting for France, but also because privateering was profitable. Many Brittany families grew rich on the proceeds, and even the Bishop of St Malo invested in "la course". Ships and streets were named after the corsairs: this romantic ship's figurehead portrays Duguay-Trouin.



17th-century ship's figurehead



DUNKIRK
Home town of Jean Bart, Dunkirk was hot property while he was a boy: it was by turn Spanish, French, and English territory. Finally in French hands, the port became a corsair base to rival St Malo.



JEAN BART
Jean Bart (1651–1702) preyed on ships in the English Channel and North Sea. Famed for his daring, he escaped to France by rowing 150 miles in a small boat when captured by the hated English.



ROBERT SURCOUF
Born a century after Duguay-Trouin, Robert Surcouf (1773–1827), left, practised the corsair trade far from his St Malo home. His base was the French-owned island of Mauritius in the Indian Ocean. From there he raided British merchant ships heading for Indian ports.

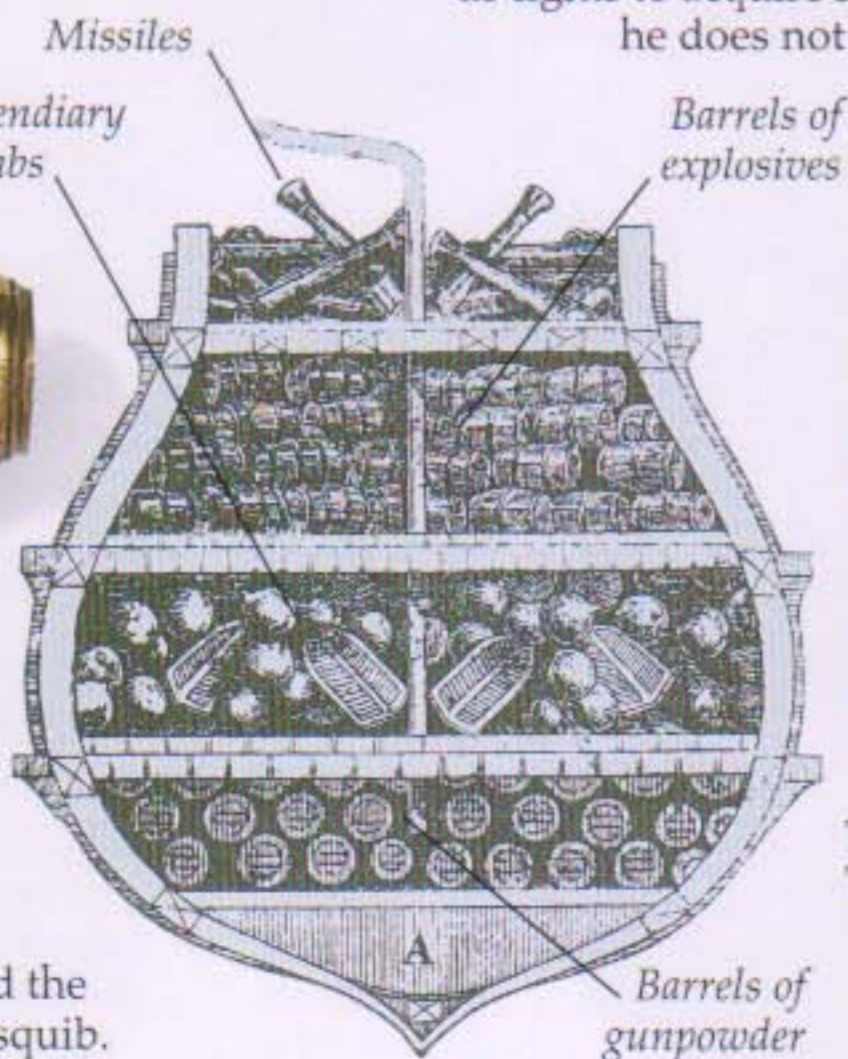
CAPTURING THE KENT

Surcouf's most heroic feat was to capture the British East Indiaman *Kent*. This painting shows Surcouf's men boarding the huge 38-gun merchantman from their much smaller ship, the *Confiance*. One of the captured crew sneered that the French fought only for profit, whereas the English fought for honour, to which Surcouf wittily replied: "That only proves that each of us fights to acquire something he does not possess."



Brass barrel

Ramrod



AN INFERNAL DISASTER

This infernal machine, right, was sent against the Malouins by the English as a lethal weapon. Packed full of explosives, this 26 m (85 ft) long bomb ship sat high in the water so that it could sail close to St Malo's city wall. But on the night of the attack, the ship hit a rock, sea-water damped the gunpowder, and the bomb went off like a damp squib.



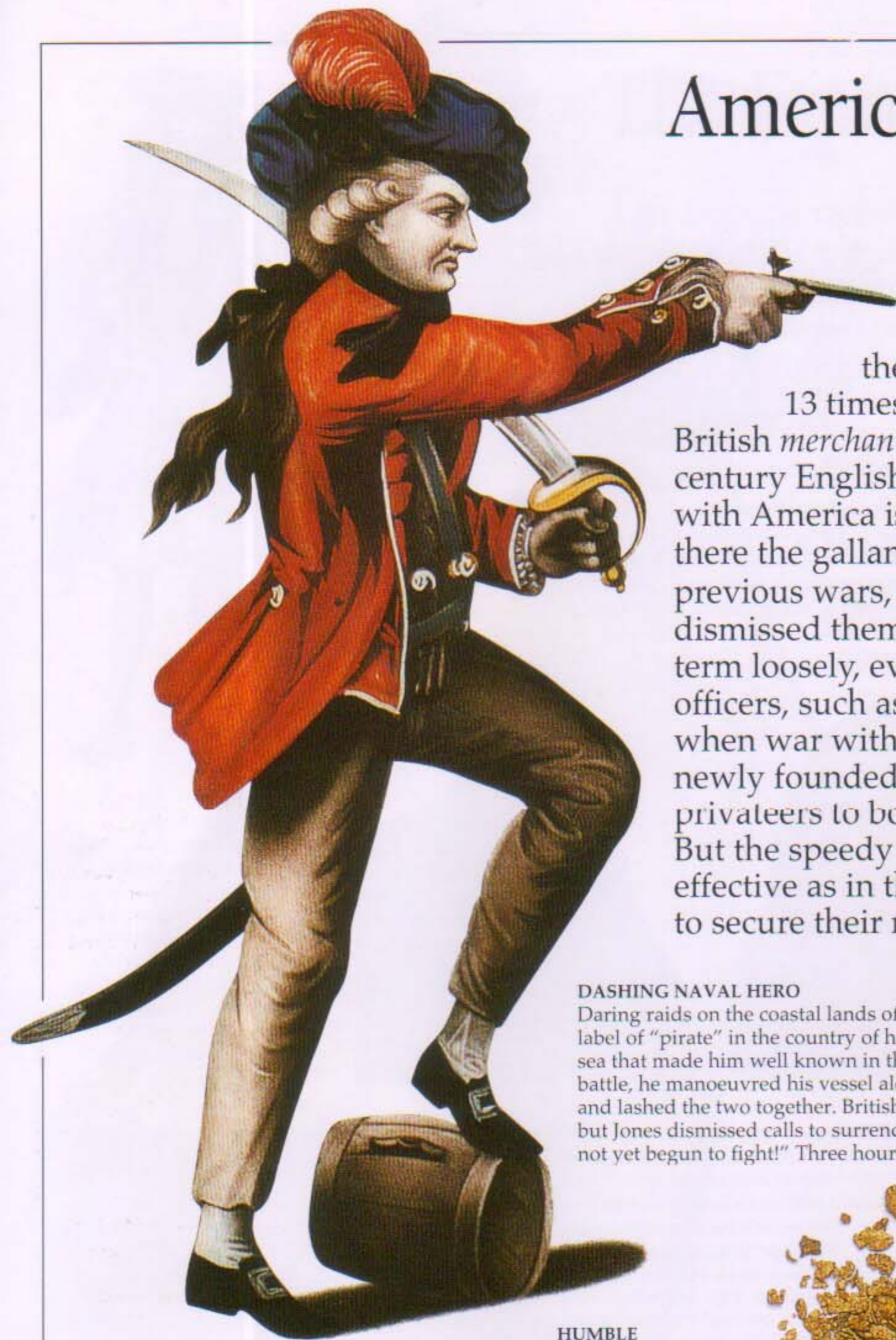
THE CORSAIR CAPITAL

The corsair promoters, or "armateurs", of St Malo flourished. By the 18th century, when this view was drawn, they had become so wealthy that even the French king Louis XIV (1643–1715) borrowed money from them to pay for his wars.

American privateers

THE AMERICAN REVOLUTION (1775–83) showed off the power of the privateers as few wars had done before. The tiny Continental (American) Navy fought their English rulers with just 34 ships. But

13 times this number of privateers attacked British *merchant* shipping, crippling trade. One 18th-century English writer complained: "...all commerce with America is at an end...survey our docks; count there the gallant ships laid up and useless". As in previous wars, those who lost ships to privateers dismissed them as "pirates". English victims used the term loosely, even applying it to Continental Navy officers, such as John Paul Jones. After independence, when war with Britain broke out again in 1812, the newly founded United States of America used privateers to boost its naval strength once more. But the speedy ships were never again as effective as in the days when they helped to secure their nation's freedom.



DASHING NAVAL HERO

Daring raids on the coastal lands of Britain earned John Paul Jones the label of "pirate" in the country of his birth, but it was his actions at sea that made him well known in the USA. In his most famous battle, he manoeuvred his vessel alongside a British warship and lashed the two together. British guns almost sank his ship, but Jones dismissed calls to surrender with the words: "I have not yet begun to fight!" Three hours later, the British gave in.

HUMBLE CARGOES

Ships captured by privateers did not always contain costly luxuries. Ordinary foods such as salt and rice fed revolutionary American troops – and their loss starved the British foe.

Rice



AFRICAN PRIZES

An Englishman writing from Grenada in 1777 complained bitterly that the American privateers had captured "some thousand weight of gold dust".

ELEPHANT TEETH

American-bound experts lost to privateers in the Revolutionary War included a cargo of ivory. Insurance costs rose six-fold for ships sailing without protection.

Salt



UNARMED COMBAT

The largest colonial port, Philadelphia equipped many plucky privateers. One of them, the brig *Despatch*, sailed unarmed from this port in 1776, hoping to capture guns from a British ship in the Atlantic! Amazingly, the crew succeeded within a few days, and sailed on to France.



PATRIOT'S BUST

Neither pirate nor privateer, Scots-born John Paul Jones (1747–92) was in some ways a bit of both. Apprenticed to the sea on a slaver, he fled the Caribbean to escape a murder charge. His career in the Continental Navy began in 1775, and Jones' daring deeds over the next six years made him an American national hero. He won promotion, but political rivalry later in life left him bitter and broken, and he died in 1792.

BLUFFING PRIVATEER

Jonathan Haraden (1745–1803) once sailed alongside an English ship, hoisted the bloody flag, and demanded surrender in five minutes. Then he stood watch with a lighted taper by a cannon and waited. The ship surrendered, but Haraden was bluffing – the cannon was loaded with his only remaining shot.



TOPSAIL SCHOONER

American privateers who used specially built ships favoured topsail schooners like the vessel shown here outside New Orleans harbour. These very fast, fairly small ships had two masts, the foremast shorter than the main mast. Rigging a square sail at the top of the foremast boosted speed with a following wind.



PRIVATEER CITY

With a natural harbour in Chesapeake Bay, Baltimore was a traditional shipbuilding centre. Some of the first privateering vessels of the Revolutionary War sailed from this Maryland city – at first converted merchant ships, but later purpose-built schooners.

JEAN LAFITTE

Haiti-born pirate, privateer, slaver, and smuggler, Jean Lafitte (c.1780–c.1826) and his brother Pierre ran an underworld gang that provided about one-tenth of the jobs in New Orleans around 1807. Outlawed for smuggling slaves, Lafitte earned a pardon by defending the city against attack in the war of 1812.



GULF ATTACK

The Lafittes' pirate attacks were mainly on Spanish vessels in the Gulf of Mexico. They claimed that these raids were legitimate privateering, and held letters of marque (p. 18) to prove it. But they also took American prizes, and secretly traded in slaves through their stronghold at Barataria Bay near New Orleans.

FORMIDABLE JUNK

The largest Chinese pirate junks were converted cargo vessels armed with 10-15 guns. They were formidable fighting ships and the Chinese navy was unable to crush them, as Admiral Tsuen Mow Sun complained in 1809: "The pirates are too powerful, we cannot master them by our arms..."

Three masts with four-sided sails of bamboo matting

Captain and his family had quarters at the stern of the ship. Crew lived in the cramped hold

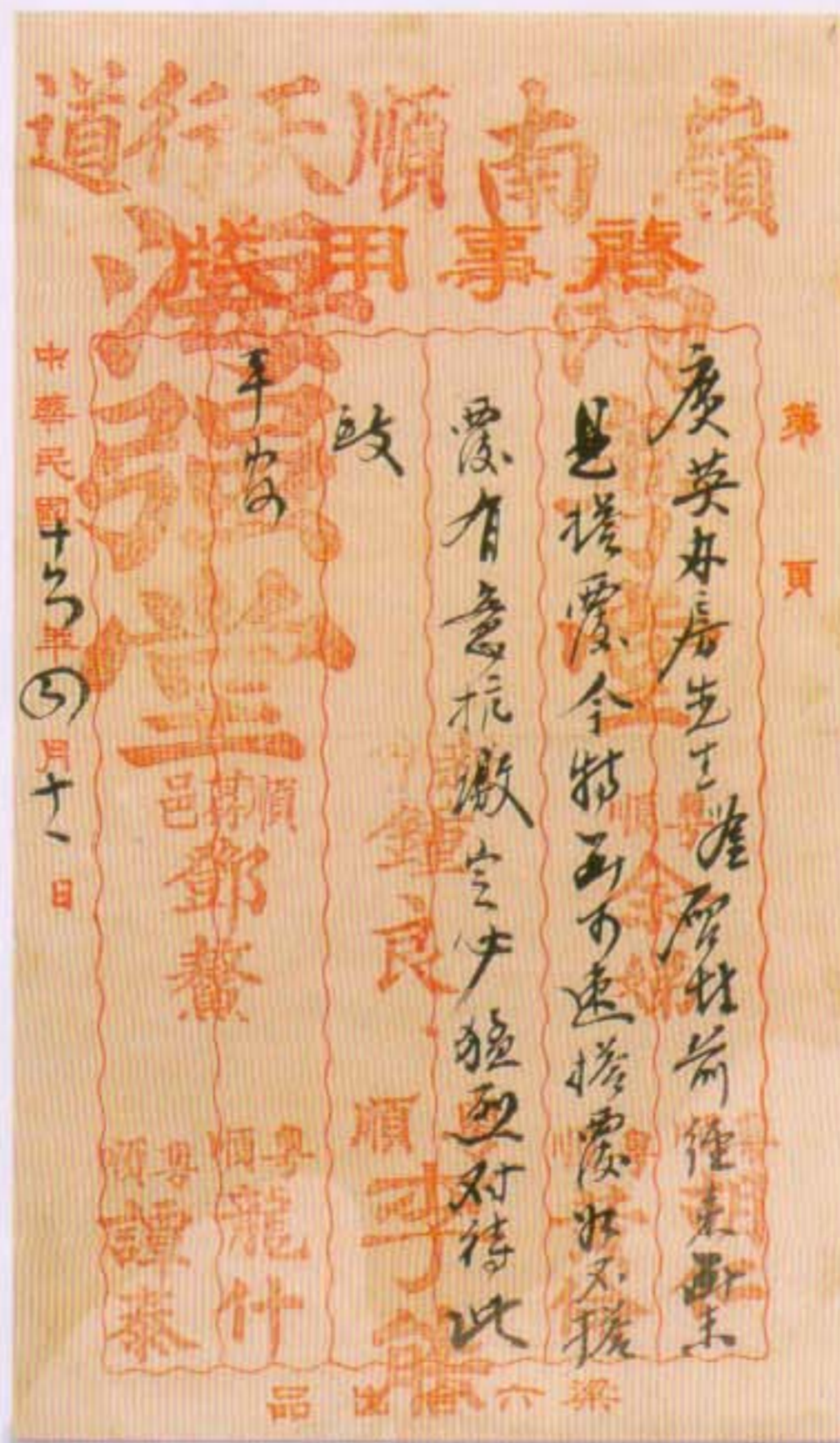
Pirates of the China seas

THE SEAS AND CHANNELS OF CHINA and Southeast Asia were a pirate's paradise. Small boats could hide easily in the mangrove swamps along the coasts. Pirates were exploiting this by AD 400, combining sea-robbery with local warfare. China and Japan often had to act together to suppress them. When Europeans set up empires in the 16th and 17th centuries, the situation worsened. Pirates such as Ching Yih had over 500 ships. Ching-Chi-ling commanded a fleet of 1,000 heavily armed vessels in the 17th century, together with many slaves and bodyguards. The Europeans acted against these powerful pirates and by the 1860s had stamped them out.



BARBER PIRATE
Hong Kong barber Chui Apoo joined the fleet of pirate chief Shap'n'gtzai in 1845 and was soon appointed his lieutenant.

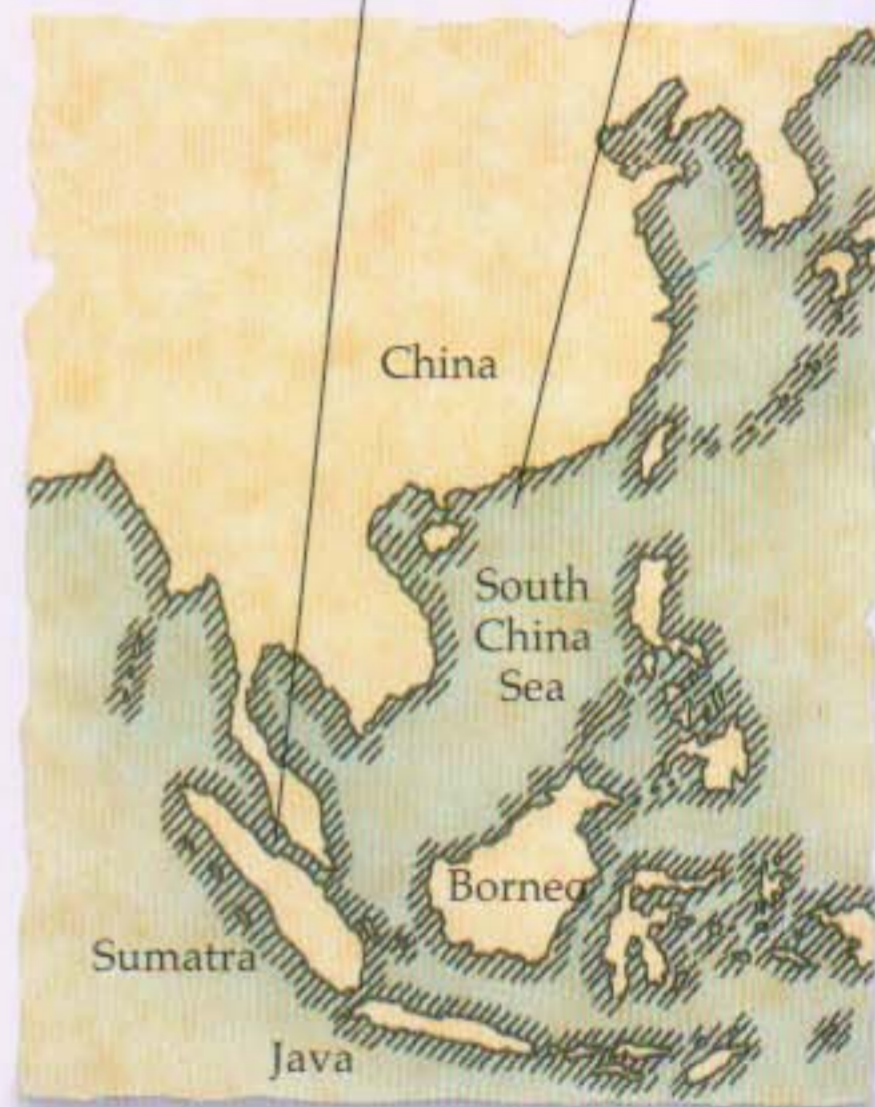
THE END OF THE ROAD
British navy gunboats destroyed Chui Apoo's fleet in 1849 as part of a campaign against pirate chief Shap'n'gtzai.



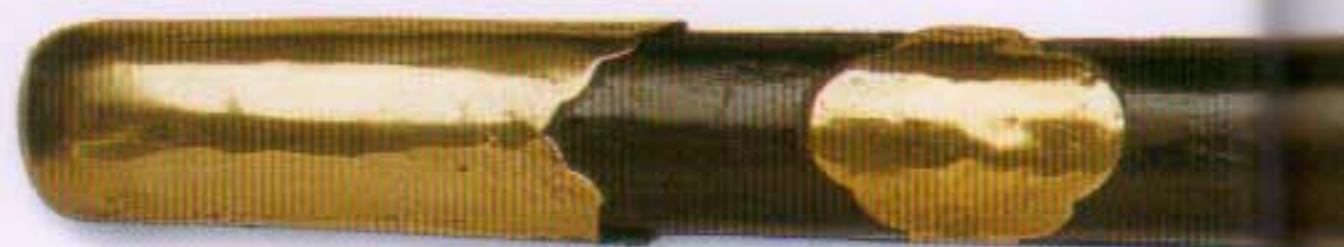
PAY UP OR ELSE
19th-century Chinese pirates used to extort money from coastal villages. They threatened to destroy the town and enslave the occupants if the ransom was not paid. In this later ransom note pirates demand money in return for not attacking shipping.

Strait of Malacca was a hunting ground for pirates

Mouth of Canton River was pirate centre from the 1760s



THE SEAS OF SOUTHEAST ASIA
Though large fleets sometimes dominated piracy in eastern Asia, smaller tribal groups cruised over limited areas.



PIRATE PENNANT

The fleets of the China Sea pirates were divided into squadrons, each with its own flag: Ching Yih's fleet had red, yellow, green, blue, black, and white flag groups, and flag carriers led the attack when the pirates boarded a ship. This elaborate flag shows the mythical empress of heaven T'ien Hou, calmer of storms and protector of merchant ships.

Though the pirates worshipped T'ien Hou, she was also sacred to those who opposed piracy

Bats were a good-luck symbol — their name in Chinese, "fu", is a pun on "good fortune"



LAST STAND
The British navy destroyed the most notorious Chinese pirate fleet in 1849. Anchored at the mouth of the Hai Phong River in northern Vietnam, Shap'n'gtzai thought he was safe. But when the tide turned it swung the pirate junks round so that their guns pointed at each other. The British ships were able to pick them off one by one.

Naval surgeon Edward Cree captured the destruction of Shap'n'gtzai's fleet in a vivid watercolour painting in his journal



TWO-HANDED HACKER
For hand-to-hand fighting the traditional weapon of Chinese pirates was a long, heavy sword. Swung with both hands, the blade could even cut through metal armour. Japanese pirates preferred smaller swords: they fought with one in each hand and could defeat even the most skilled Chinese warrior.



Head of a pirate displayed on a pike

Punishment

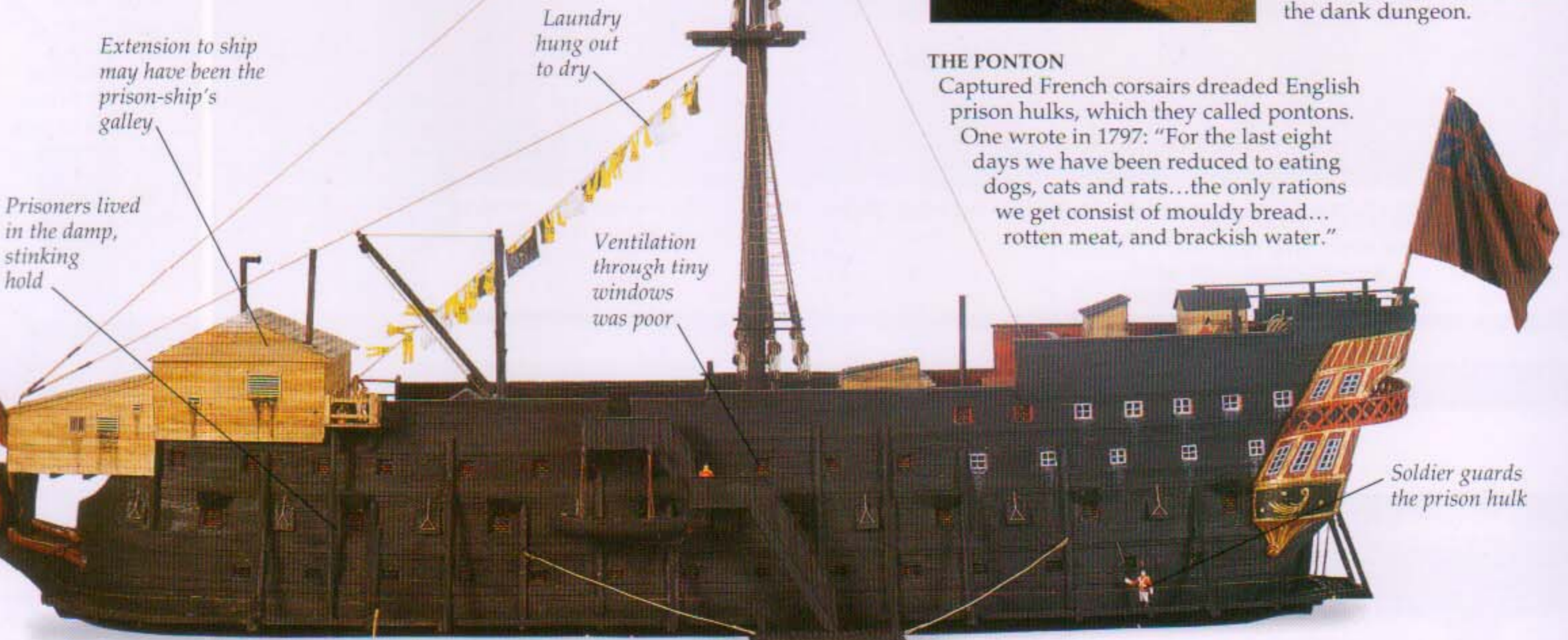
“DANCING THE HEMPEN JIG” was the punishment for pirates caught and convicted of their crimes. The “hempen jig” was the dance of death at the end of the hangman’s hemp rope. Pirates joked about execution, but this bravado often vanished

when they were faced with the gallows. However for most pirates the everyday dangers of life at sea were more of a hazard than the hangman. Relatively few were brought to justice, and even those found guilty were often pardoned. For privateers, capture meant only imprisonment, with the possibility of freedom in an exchange of prisoners. But many privateers feared prison; gaols were disease-ridden places from which many never returned.



PRISON HULKS

Britain introduced these floating prisons in 1776. Moored in the estuary of the river Thames, hulks were first made from naval ships that were no longer seaworthy. Later hulks were specially built as floating gaols. Conditions inside a prison hulk were damp and unhealthy, and being consigned to one was the severest punishment apart from the death sentence.



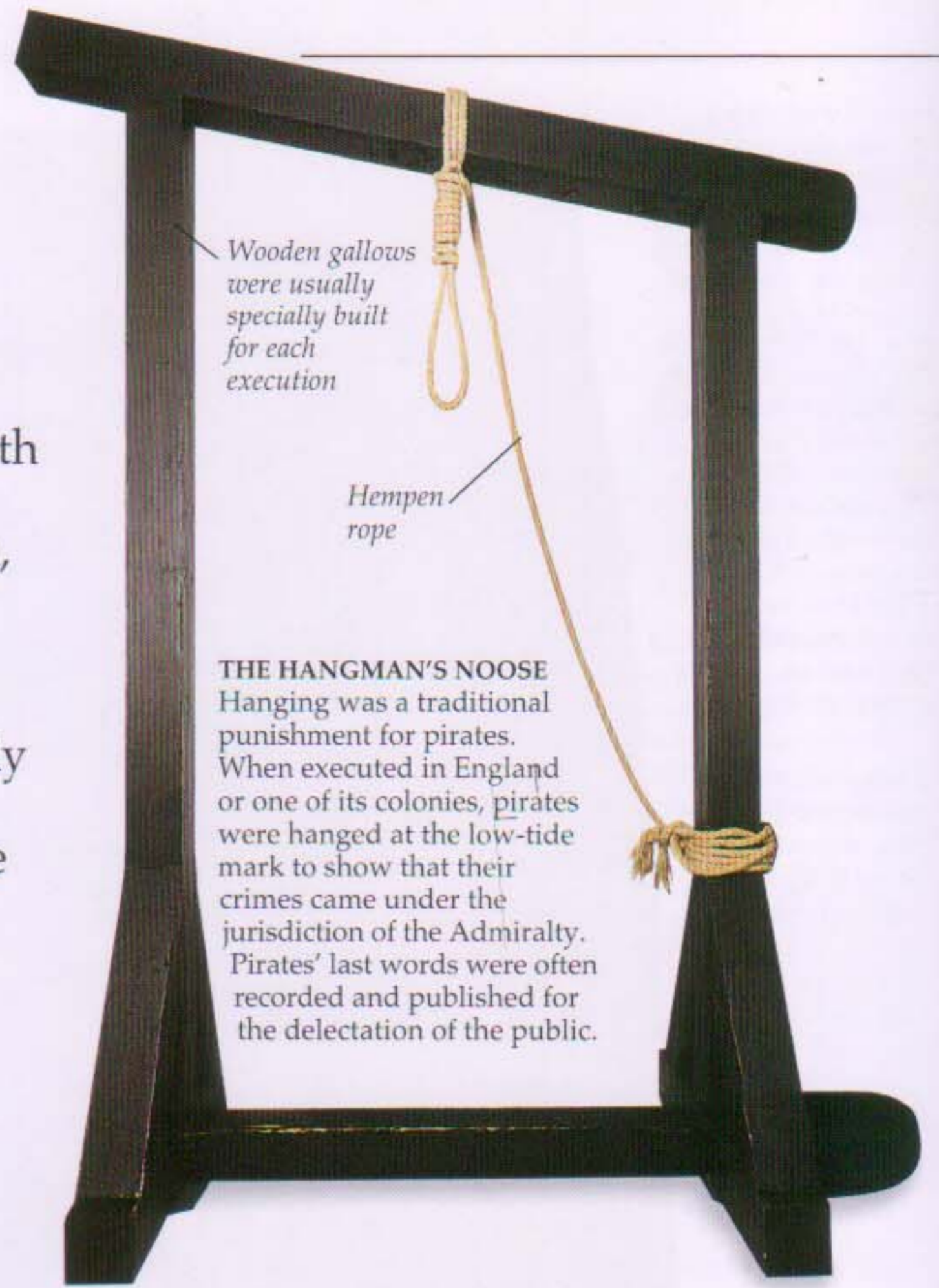
Extension to ship may have been the prison-ship's galley

Prisoners lived in the damp, stinking hold

Laundry hung out to dry

Ventilation through tiny windows was poor

Soldier guards the prison hulk



Wooden gallows were usually specially built for each execution

Hempen rope

THE HANGMAN'S NOOSE

Hanging was a traditional punishment for pirates. When executed in England or one of its colonies, pirates were hanged at the low-tide mark to show that their crimes came under the jurisdiction of the Admiralty. Pirates' last words were often recorded and published for the delectation of the public.



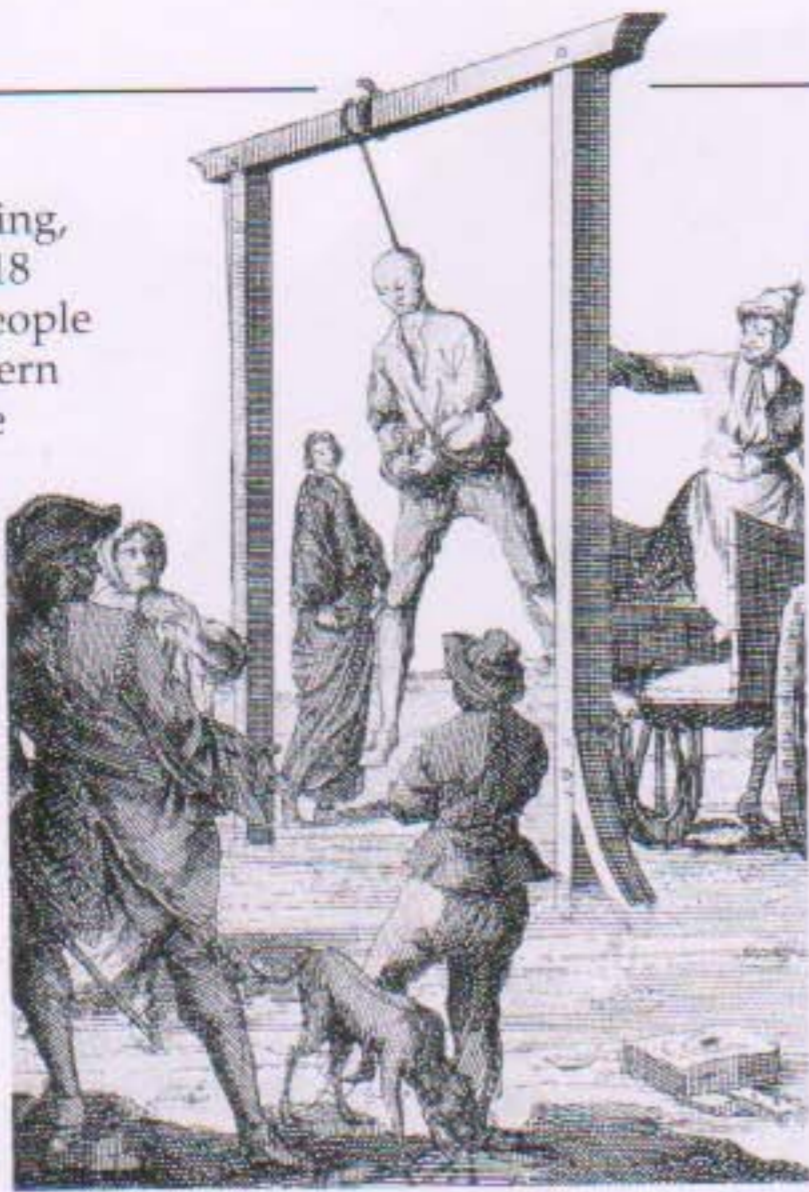
THE PRISONER PAYS
A solitary cell such as this one would have been viewed as luxury accommodation by a captive pirate. Prison cells in the 17th and 18th centuries were crowded to bursting point, and only those who could afford to bribe the turnkey (gaoler) could hope to live in decent conditions. Prisoners paid for candles, food, and even for the right to get close to the feeble fire that warmed the dank dungeon.

THE PONTON

Captured French corsairs dreaded English prison hulks, which they called pontons. One wrote in 1797: “For the last eight days we have been reduced to eating dogs, cats and rats...the only rations we get consist of mouldy bread... rotten meat, and brackish water.”

THE END OF THE LINE

Like many a pirate's hanging, that of Stede Bonnet in 1718 was a public event. The people of Charleston in the southern United States crowded the docks to get a view. The once dashing Major Bonnet had begged the Governor for a reprieve, but his pleas were in vain.



Skull of an 18th-century murderer

HANGING IN CHAINS

The bodies of executed pirates were often hung from a wooden frame called a gibbet to warn others not to repeat their crimes. The corpse was chained into an iron cage to prevent relatives from taking it down and burying it. A condemned man was measured for his gibbet chains before his execution and pirates were said to fear this even more than hanging.

Tight-fitting cage ensured the bones stayed in place once the flesh had rotted

Broad iron band enclosed the arms and chest

Gibbet cage was made to measure by a blacksmith



Handcuffs

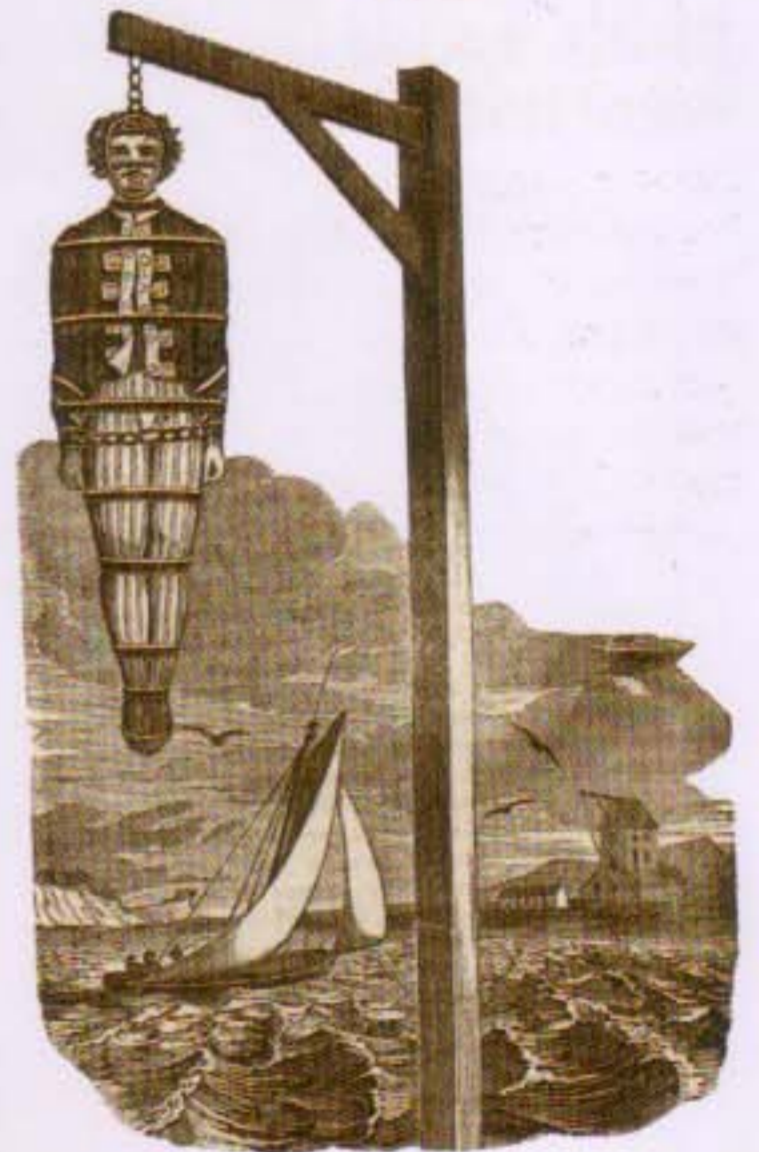
NO ESCAPE

Pirates were often put in chains to prevent an attempt at escape. Before being shipped to England, the unfortunate William Kidd spent the winter of 1699 secured in Boston gaol by manacles weighing more than 7 kg (16 lb).

Early 19th-century ankle fetters



18th-century gibbet cage



A GRIM REMINDER
The hanging of William Kidd (p. 46) in 1701 drew a large crowd to London's Execution Dock. After the first rope snapped, Kidd was hanged at the second attempt. His corpse was chained to a post to be washed three times by the tide, according to Admiralty law. Kidd's body was then covered in tar to make it last and hung in chains at Tilbury Point where it served as a warning to all seamen sailing in or out of the River Thames.



ABANDON HOPE ALL YE WHO ENTER

William Kidd and other pirates walked through this grim gate into London's infamous Newgate Prison. Kidd was held in this foul, overcrowded gaol for an entire year. By the time he came to trial, he was in no fit state to defend himself.

The pirates defeated

AFTER FLOURISHING for 5,000 years, organized piracy and privateering finally ended in the 19th century. When the century began, privateers were still a dangerous nuisance – yet the navies of big maritime powers no longer needed the help of privately owned warships. So in 1856 most maritime nations signed a treaty, the Declaration of Paris, banning letters of marque (p. 18). New technology also helped to end piracy. The 19th century was the age of steam power, and the British and U.S. navies built steam ships that could sail almost anywhere, even on a windless day. Pirates, who still relied on sail, were easily trapped by the steamers. By 1850 only small pirate bands were left.

NEVER A FIGURE OF FUN
The British Navy took strong action against Malaysian and Indonesian pirates suspected of damaging trade. This colourful pantomime figurehead once decorated the bows of HMS *Harlequin*, a British navy sloop involved in anti-piracy action. In 1844, the *Harlequin* and two other ships sailed from Penang on a mission to punish pirates from Achin in north Sumatra. The captains of this little fleet could not identify the pirates they were seeking, so they indiscriminately burned down riverside houses.



HEAD OF A PIRATE
Blackbeard's head was suspended from the *Pearl's* bowsprit (the spar at the front of the ship).



LAST-DITCH BATTLE
In 1718 Lieutenant Maynard of HMS *Pearl* was commissioned to capture Blackbeard (pp. 30–31) dead or alive. When he tracked down the arch pirate, Maynard engaged him in a legendary duel. According the Captain Johnson, Blackbeard: "fought with great fury until he received five-and-twenty wounds, and five of them by shot" before he died.



STEAMING IN ON THE PIRATES

The first steam ships had masts and sails, but they could also be propelled by paddle wheels. Pirates ignored the smoking vessels when they first saw them, assuming they were sailing ships on fire. Their nonchalance ended when the steamers sailed directly against the wind (impossible in a sailing ship) to capture them.

POLICE DOG
When HMS *Greyhound* sighted two ships to the east of Long Island, America, the crew had no idea what dangerous pirates they were tangling with. The ships belonged to the infamous Edward Low (p. 30) and his crew. After an eight-hour battle, the *Greyhound* was victorious. The pirates were brought to justice in the summer of 1723 when 26 of them were hanged.

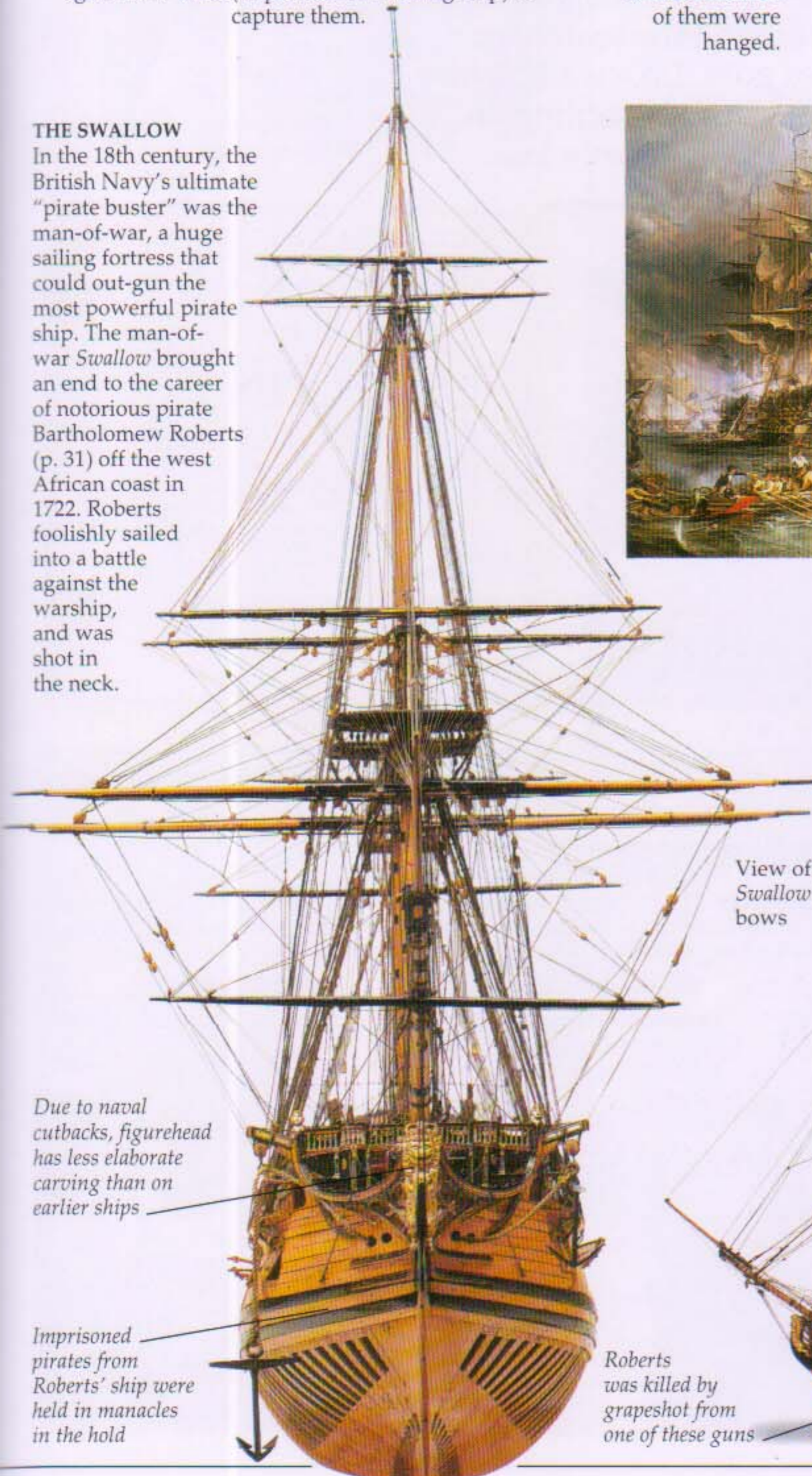


THE SWALLOW

In the 18th century, the British Navy's ultimate "pirate buster" was the man-of-war, a huge sailing fortress that could out-gun the most powerful pirate ship. The man-of-war *Swallow* brought an end to the career of notorious pirate Bartholomew Roberts (p. 31) off the west African coast in 1722. Roberts foolishly sailed into a battle against the warship, and was shot in the neck.



BOMBING BARBARY
Corsairs sailing from the Barbary states (pp. 14-15) renewed their attacks during the Napoleonic Wars (1796-15). When peace returned, the United States and the European powers acted to crush the Barbary pirates for good. In 1816 British and Dutch ships bombarded Algiers, forcing the Bey to release prisoners and apologise for the pirates' actions. France occupied Algiers 14 years later.



View of the *Swallow's* bows

Due to naval cutbacks, figurehead has less elaborate carving than on earlier ships

Imprisoned pirates from Roberts' ship were held in manacles in the hold

Roberts was killed by grapeshot from one of these guns

CELEBRATING VICTORY

Inscribed "Algiers bombarded and its fleet destroyed and Christian slavery extinguished", this gold medal celebrates the successful British and Dutch bombardment of Algiers.



With 50 cannon and a highly trained crew, the *Swallow* easily outgunned Roberts' Royal Fortune and its ragged pirate band



Side view of the *Swallow*

Pirates in literature



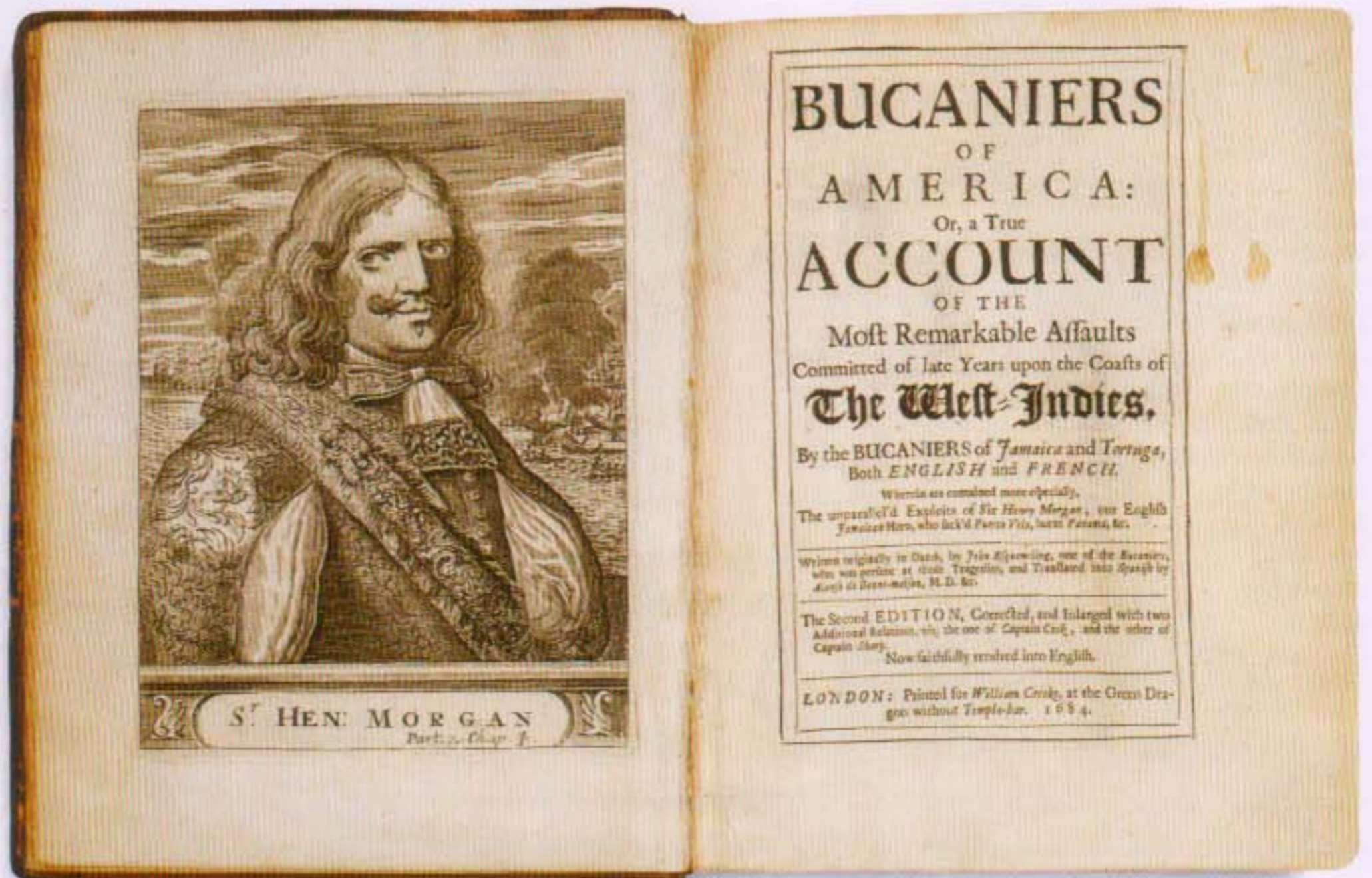
CAPTAIN FLINT
"Pieces of eight!"
Long John Silver's parrot called out for the fictional pirate's favourite booty.



BYRONIC HERO

English poet Lord Byron (1788–1824) did much to create the myth of the romantic pirate. He wrote his famous poem *The Corsair* at a time when the pirate menace was only a few years in the past. Byron excuses the crimes of his hero with the rhyme: "He knew himself a villain but he deem'd The rest no better than the thing he deem'd."

ALMOST AS SOON as the world's navies had made the oceans safe, people began to forget the pirates' murderous ways. Many writers turned pirates from thieves into rascals or heroes. But books do not always paint a romantic picture of piracy. Some, such as *Buccaneers of America*, tell true pirate stories in blood-curdling detail. And in the most famous of all fictional tales, *Treasure Island*, the pirates are villains to be feared. Yet even this classic adventure yarn revolves around the search for a buried hoard of gold. Like walking the plank, buried treasure is exciting and colourful – but fiction nonetheless.



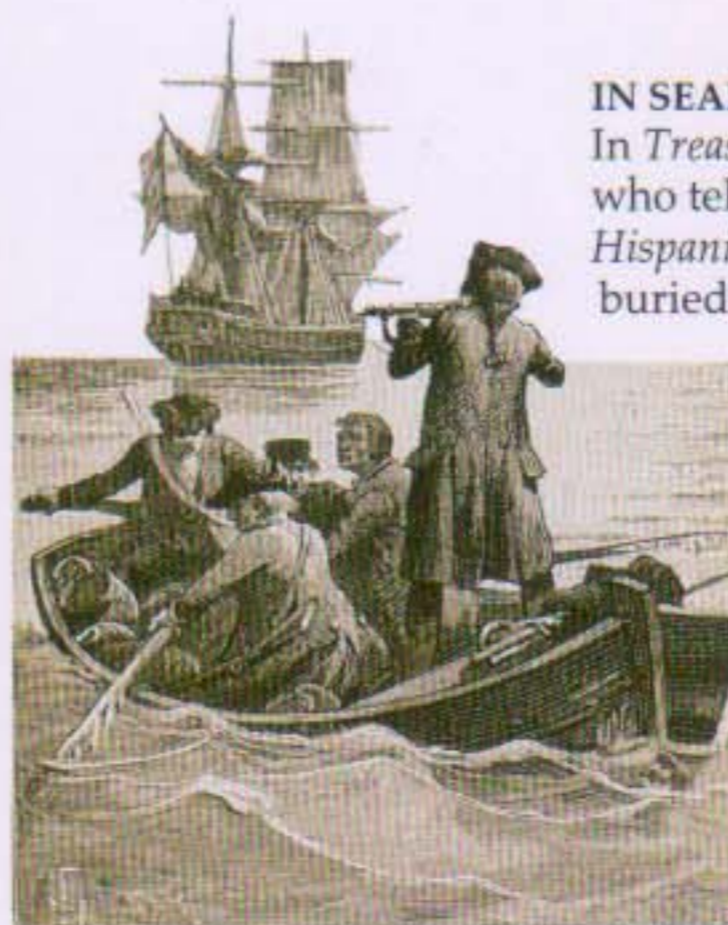
BUCANIERS
OF
AMERICA:
Or, a True
ACCOUNT
OF THE
Most Remarkable Affairts
Committed of late Years upon the Coasts of
The West-Indies.
By the BUCANIERS of Jamaica and Tortuga,
Both ENGLISH and FRENCH.
Written as contained in several
The unparalleled Exploits of Sir Henry Morgan, our English
Jamaica Hero, who took Porto Rico, Santa Fae, &c.
Written originally in Dutch, by John Exquemeling, one of the Buccaneers,
who was prisoner at their Trinquitan, and Translated into Spanish by
Alex: de Soto-majia, M.D. &c.
The Second EDITION, Corrected, and Enlarged with two
Additional Relations, viz. the one of Captain Cook, and the other of
Captain Jory.
Now faithfully rendered into English.
LONDON: Printed for William Coker, at the Green Dra-
gon without Temple-Bar. 1684.

TRUE STORIES OF PIRATE VILLAINY

Alexander Exquemeling (1645–1707) provided one of the few eyewitness accounts of 17th-century piracy. A Frenchman, he sailed with buccaneers in the Caribbean. His descriptions of their cruelty, first published in Dutch in 1678, are still capable of making the reader feel physically sick.

IN SEARCH OF TREASURE

In *Treasure Island* Jim Hawkins, who tells the story, sets sail in the *Hispaniola* to unearth a pirate's buried booty. Jim overhears a plan by Silver and Israel Hands to capture the ship and kill the crew.



MYTHICAL MAP

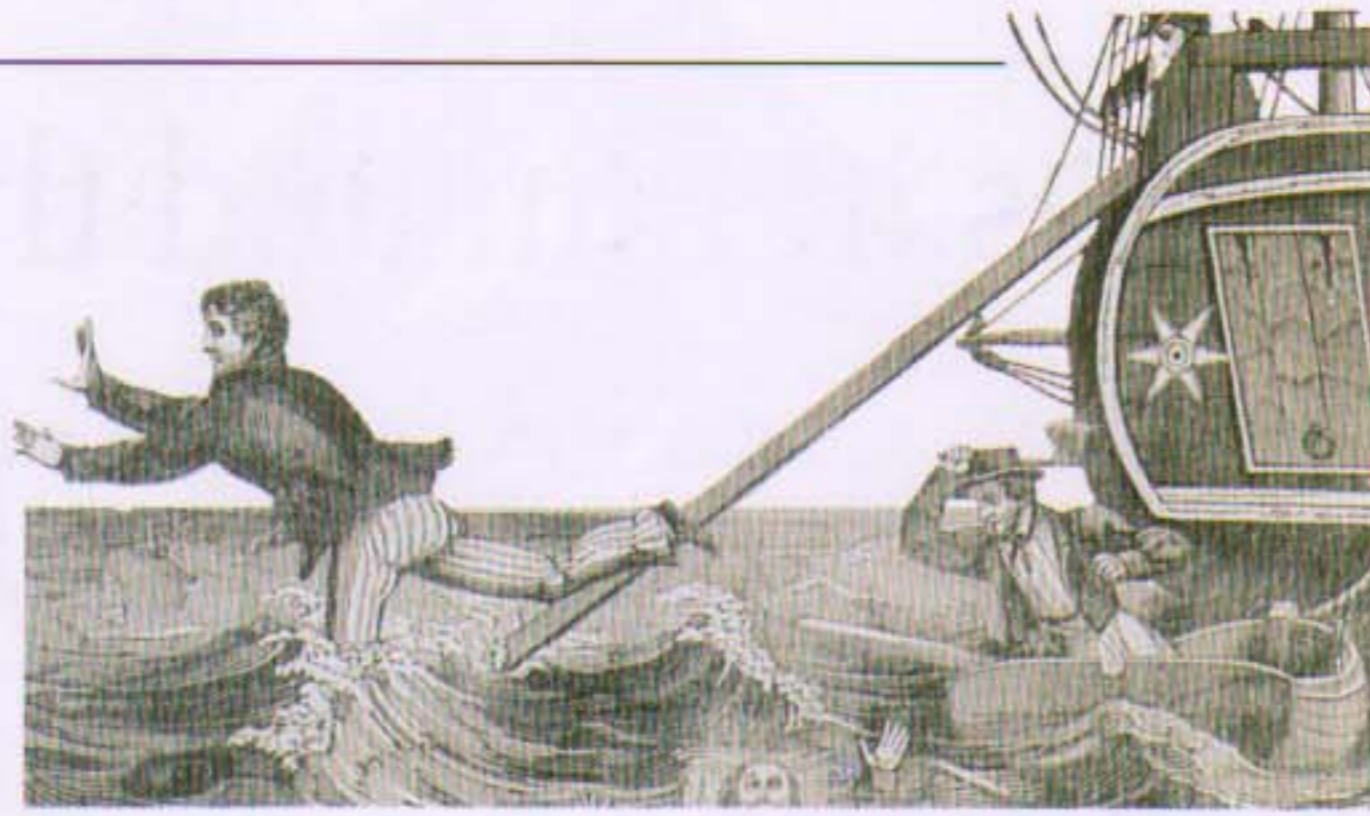
The key to the treasure in Stevenson's book is an island map and cryptic clues. No real pirate left such convenient directions to a fortune.



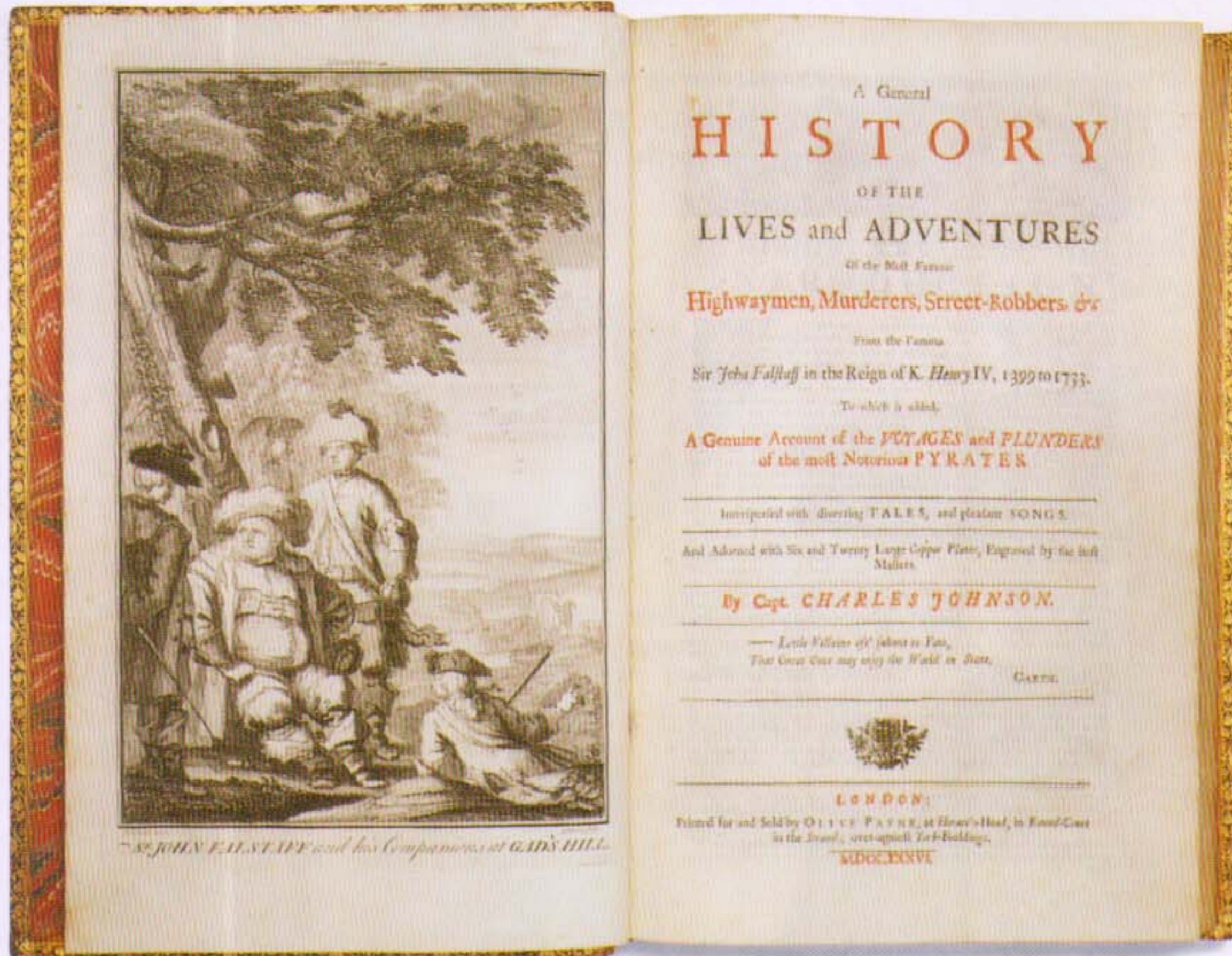
PIRATE WITH PARROT

When Scots writer Robert Louis Stevenson (1850–94) created Long John Silver, he invented a pirate who has influenced writers ever since. Silver quickly gains the treasure-seekers' trust in *Treasure Island* (1883), only to betray them later.

WALKING TO A WATERY GRAVE
 Boston stationer Charles Ellms published *The Pirates' Own Book* in 1837. A mixture of myth and "true" pirate stories, it quickly became a bestseller. Ellms described the pirate punishment of "walking the plank", but there is only one documented case of this occurring, when pirates forced Dutch sailors from the captured *Vhan Fredericka* to walk to their deaths in 1829.



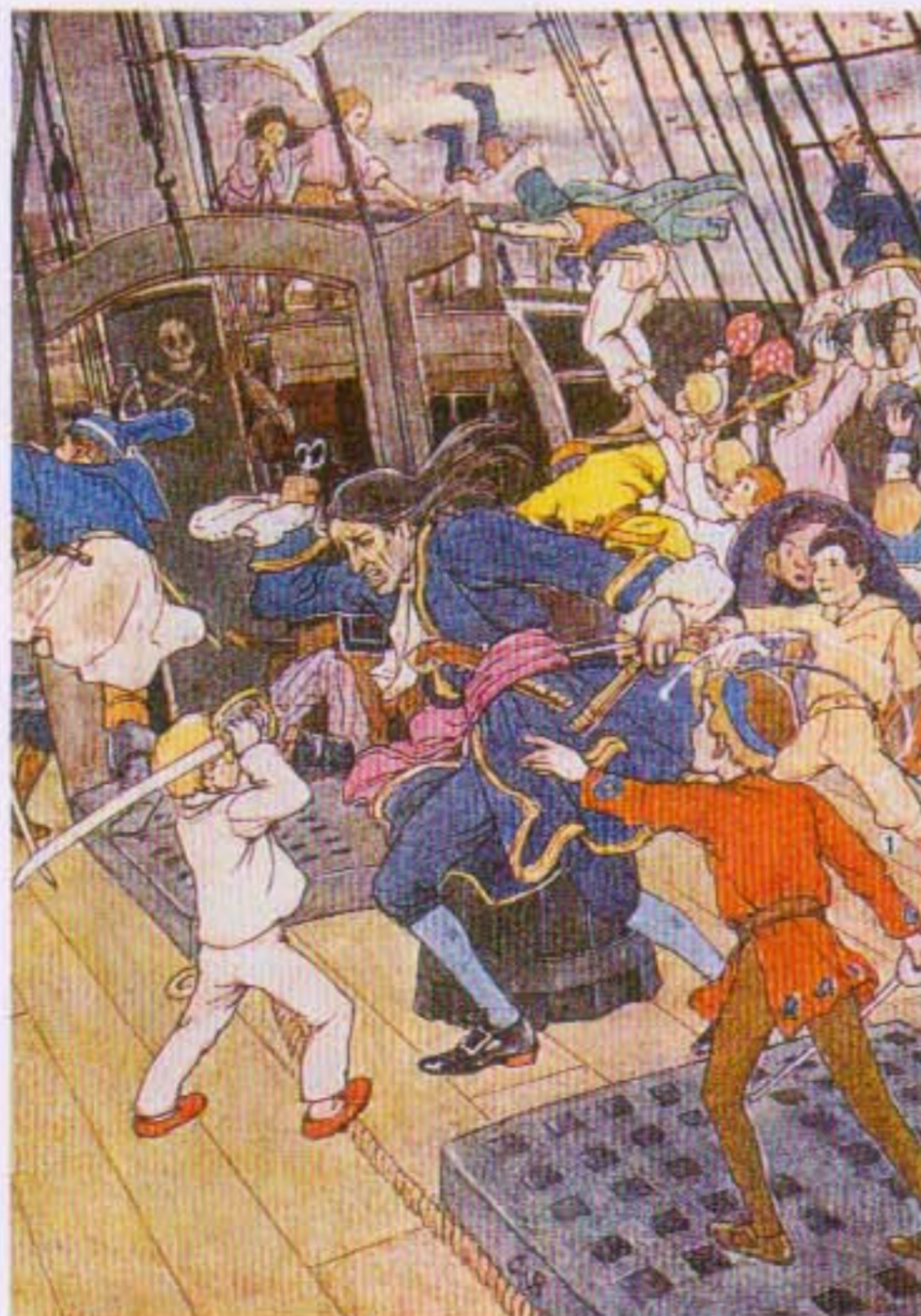
IN A TIGHT CORNER
 "One more step, Mr Hands ... and I'll blow your brains out." Mutinous buccaneer Israel Hands ignored Jim Hawkins' warning, only to be sent plunging to his death by a blast from the boy's flintlock. Robert Louis Stevenson borrowed the name for this fictional villain from Blackbeard's real-life first mate.



MYSTERY HISTORY
A General History of the Robberies and Murders of the Most Notorious Pyrates was published in 1724. It describes the exploits of pirates such as Blackbeard, Bartholomew Roberts, Mary Read, and Anne Bonny within a few years of their capture or execution. The book inspired many later works of fiction, but the true identity of its author, Captain Charles Johnson, is a mystery.

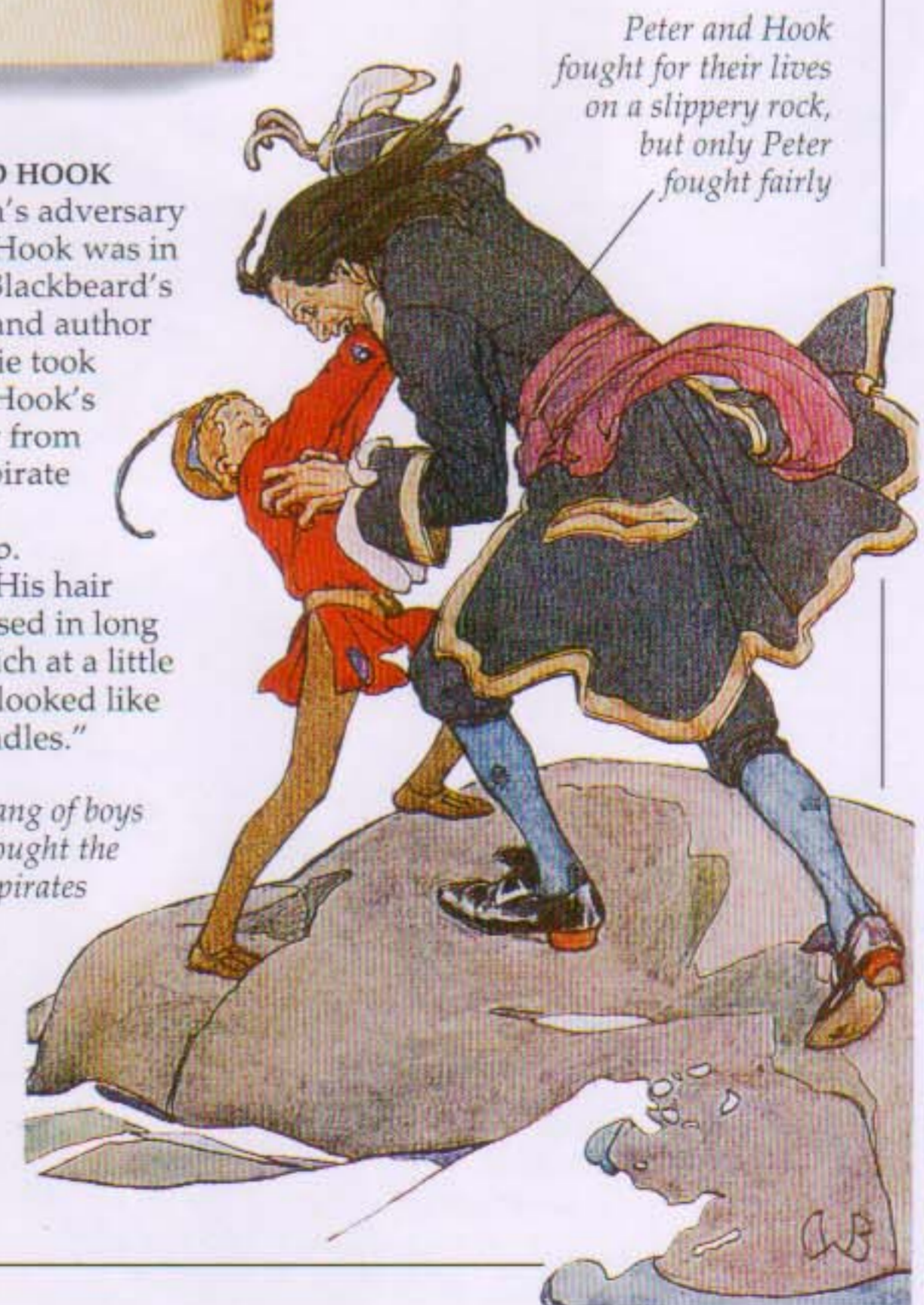


PIRATES ON THE PAGE
 Thousands of children saw Peter Pan on stage. But as the book *Peter and Wendy* it charmed millions more. Set on a magic island and a pirate ship, the story tells of the defeat of the pirates by a boy who never grew up.



PAN AND HOOK
 Peter Pan's adversary Captain Hook was in fiction "Blackbeard's bosun", and author J.M. Barrie took some of Hook's character from the real pirate Edward Teach (pp. 30-31). "His hair was dressed in long curls which at a little distance looked like black candles."

Peter's gang of boys bravely fought the stronger pirates



Pirates in film and theatre



THESPIAN PIRATE
This 19th-century souvenir shows an actor called Pitt playing the pirate Will Watch, with the standard pirate props.

SWAGGERING ON THE SCREEN or swooping across the stage, a pirate provided dramatists with a ready-made yet adaptable character. He could play a black-hearted villain, a carefree adventurer, a romantic hero, or a blameless outlaw. Theatrical pirates first trod the boards in 1612, but it was *The Successful Pirate* a century later that really established the theme. Movie makers were also quick to exploit the swashbuckling glamour of the pirate life. Screen portrayals of piracy began in the era of the silent films and they remain a box-office draw to this day.



STAGE SUIT
Neatly pressed stage costumes contrast vividly with the rags that real pirates wore. Most real pirates changed their clothes only when they raided a ship and stole a new set.

Puppet's head is made of wood



Curved cutlass

PUPPET PARODY
The action and speed of buccaneering stories makes them a natural choice for puppet theatres. In a crude satire of pirate style, these two 19th-century glove puppets depict English and Spanish pirates. The simply dressed English pirate carries the short, curved cutlass; his dapper Spanish counterpart holds a rapier.

English pirate puppet



NEVERLAND COMES TO TINSEL TOWN
In Steven Spielberg's remake of the Peter Pan story *Hook*, Dustin Hoffman played the title role.



CORSAIR CRAZY
In the early 1950s pirate movies were very popular – nine films appeared between 1950 and 1953. The *Crimson Pirate*, starring Burt Lancaster (1952) was one of the best.



HIRSUTE HEADGEAR
When an explosion blew him from his ship, one of Bartholomew Roberts' (p. 31) crew ignored his injuries and complained that he had "lost a good hat by it". It was probably not as grand as this costume hat.



SWASHBUCKLER'S SCARF
Early pirate movies may have favoured red and yellow props such as this sash because they showed up better than other colours on the primitive Technicolor film system. Burning ships were popular for the same reason.



Spanish pirate puppet

Rapier

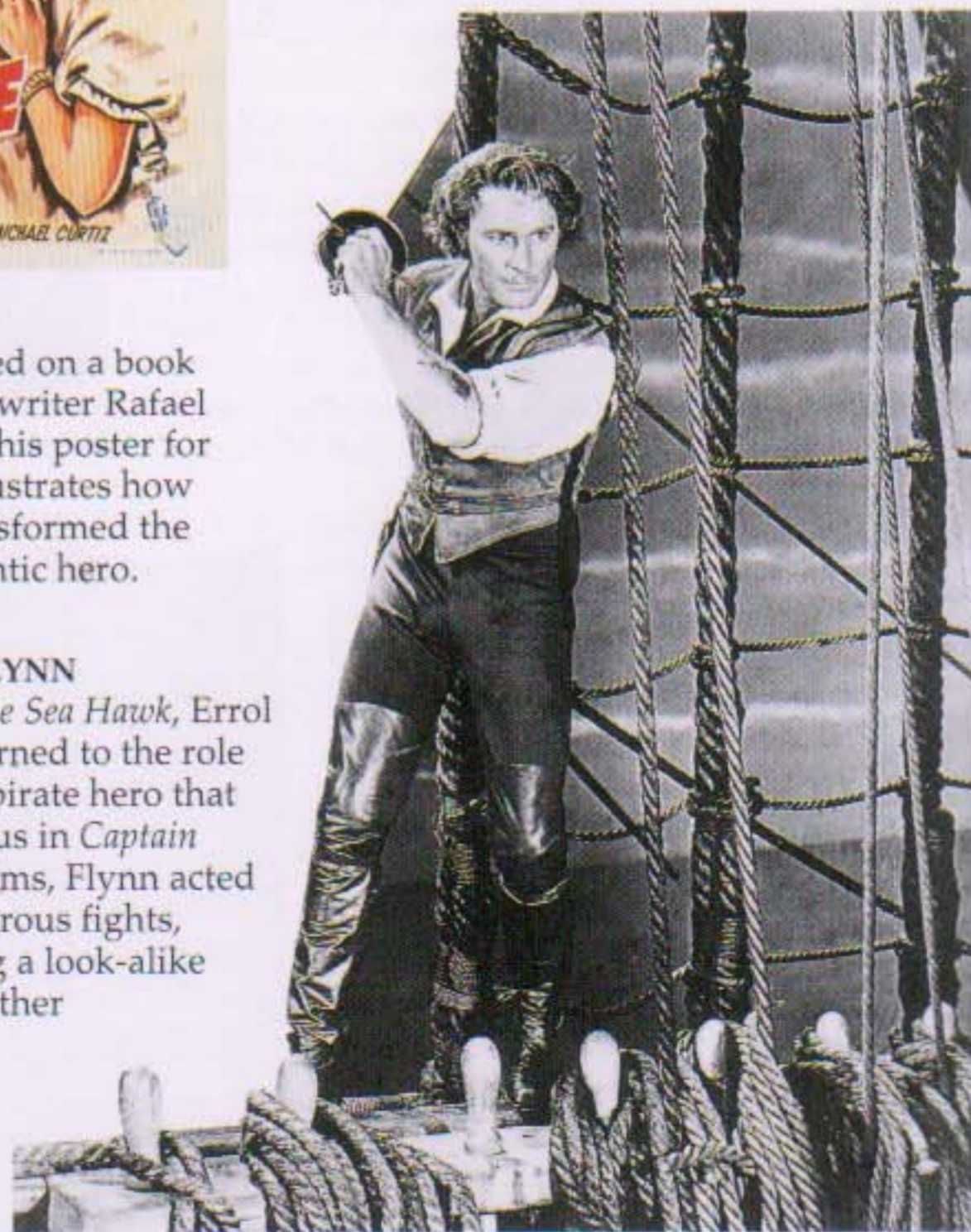


SHOW DOWN
Hollywood told the true story of pirate Anne Bonny (p. 33) in *Anne of the Indies* (1951), but the temptation to dress up history was, as usual, too much to resist. The movie pitted Anne, played by American actress Jean Peters (born 1926) against her "former boss" Blackbeard – even though the two never actually met or sailed together.



STICK UP
Captain Blood was based on a book by Italian-born British writer Rafael Sabatini (1875–1950). This poster for the French version illustrates how the film industry transformed the pirate into a romantic hero.

FEARLESS PIRATE FLYNN
In the 1940 movie *The Sea Hawk*, Errol Flynn (1909–59) returned to the role of a swashbuckling pirate hero that had made him famous in *Captain Blood*. As in all his films, Flynn acted even the most dangerous fights, instead of employing a look-alike stunt man, as most other actors did.



Did you know?

FASCINATING FACTS

✘ Bartholemew Roberts' success may have been due to the fact he was not a typical pirate. He was smart, only drank tea, never swore and observed the Sabbath!

✘ In the 17th century, the East India Company was so plagued by pirates that the Admiralty granted the company permission to catch and punish pirates itself. Punishments included hanging at the yardarm, taking the prisoner to be flogged by every ship at anchor and branding a man's forehead with the letter P.



Jean Bart teaches his son a lesson

✘ During a battle with a Dutch ship, French corsair Jean Bart noticed his 14-year-old son flinching at the sound of gunfire. Displeased by this cowardice, Bart had his son tied to the mast, saying to his crew, "It is necessary that he should get accustomed to this sort of music."

✘ Good maps and sea charts were rare and highly prized because they were the key to power and wealth in new territories. When Bartholemew Sharp captured a Spanish ship in 1681, the crew tried to throw the book of sea charts overboard rather than hand it over. Sharp got hold of the book just in time and it is said that the Spanish cried when they saw him take it.

✘ Rats have always been a serious problem on board ship – for all sailors including pirates – and they were often hunted to keep numbers down. One Spanish Galleon reported killing over 4,000 rats on a voyage from the Caribbean to Europe.

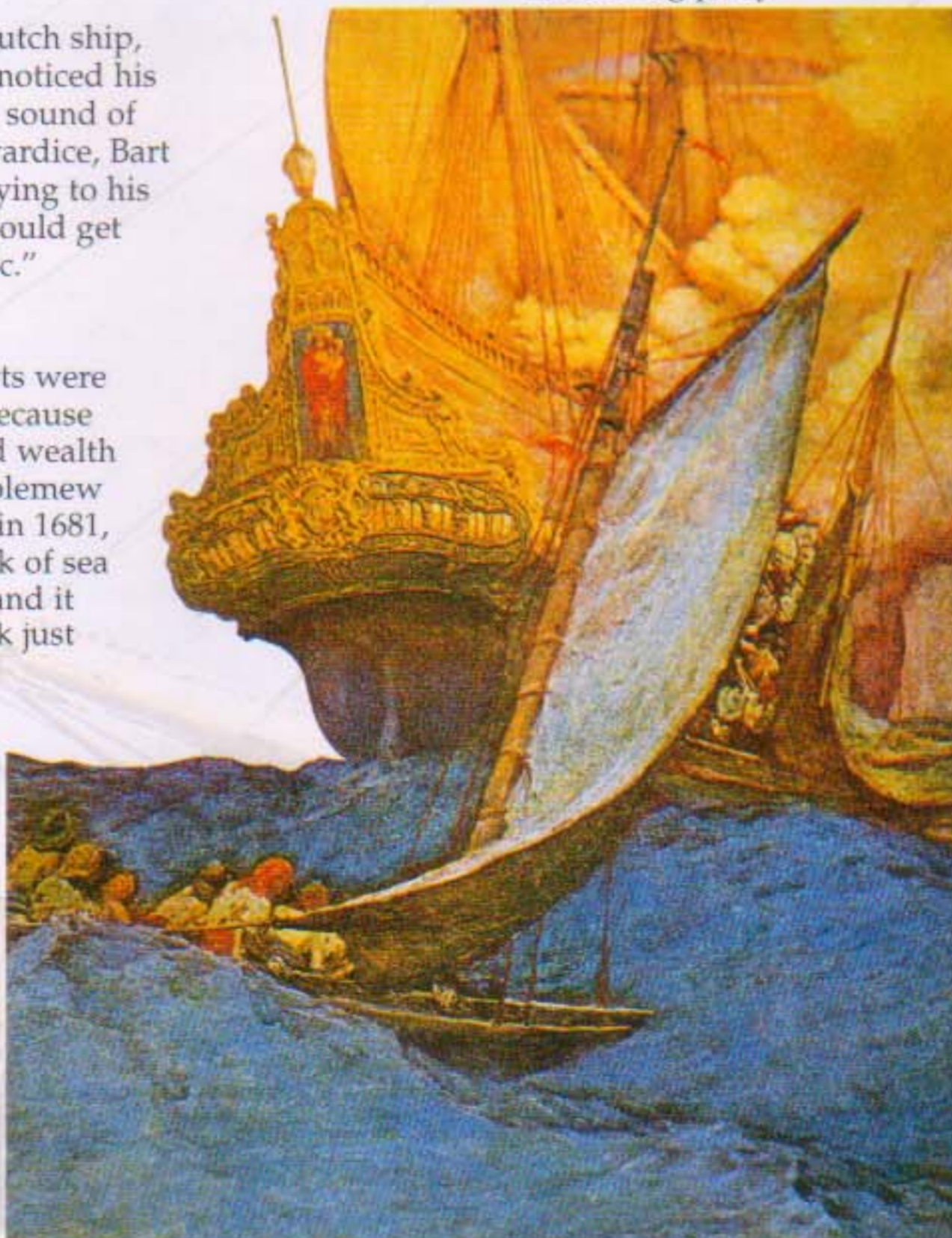


✘ The buccaneers would do anything for money – they were known to stretch their victims on racks to get them to tell where they had hidden their treasures.

✘ A ship's log book is so-called because the speed of a ship used to be measured by dragging a log behind it.

✘ Boarding a ship was very dangerous and, if already under fire, the first pirate on board faced almost certain death. To encourage men to join boarding parties, the rule on many ships was that the first to board got first choice of any weapon plundered on top of his share of the haul. The chance to own a highly prestigious weapon like a pistol was usually enough to persuade someone to chance their luck.

A boarding party



✘ To careen means to turn a ship on its side. Pirates did this because, unlike other sailors, they could not go into dry dock for repairs and to remove the barnacles that affected a ship's speed and mobility. So a ship was run aground in a shallow bay, unloaded and pulled onto its side for cleaning. It was then turned over so the other side could be done. If this was too risky, one side would be done at a time.



Blackbeard's fate

✘ Relatively few pirates were hanged for their crimes or met colourful, gruesome ends like Blackbeard, who suffered 22 blows before his head was chopped off and hung from the bowsprit as a warning. Most died from fighting, shipwrecks and disease. On a long voyage, it was not uncommon for a captain to lose half his crew to diseases such as typhoid, malaria, scurvy and dysentery.

✘ Pirate ships rarely attacked a man-of-war because of its superior fire power, so a warship escorting a treasure ship would often set a trap. It would keep its distance, waiting on the horizon until a pirate ship approached the treasure ship, then it swiftly moved in for the attack.

✘ Blackbeard once fell in love with a pretty girl who turned him down for another seaman. The girl gave the man a ring as a token of her love. It seems Blackbeard later attacked the sailor's ship and, recognising the ring, cut off the man's hand and sent it to the girl in a silver box. At the sight of the hand and the ring, the poor girl fainted and later died of sadness.

QUESTIONS AND ANSWERS



Pirate Henry Morgan loved to drink

Q Do pirates really deserve their reputation as drunkards?

A It is not surprising pirates had a reputation for drunkenness, their ration of alcohol was greater than that for water. Supplies of water on board ship were limited and quickly went bad, so sailors preferred to drink bottled beer, rum or grog (water mixed with rum to disguise the taste and help preserve it). The buccaneers are even said to have drunk a mixture of rum and gunpowder!

Q Are there still pirates active in the oceans of the world today?

A Yes, piracy is still a problem today. The area worst affected is the South China Seas, but the waters off East Africa are dangerous, too. Merchant ships and luxury yachts are the most common targets, but in 1992 pirates attacked an oil tanker. It has become such a problem that, in 1992, a Piracy Reporting Centre was set up in Kuala Lumpur, Malaysia.



Q In pictures, pirates are often shown wearing earrings – is this right?

A Nobody is sure whether this was really the case. The myth tells us that pirates believed piercing the ear lobe with silver or gold improved their eyesight.

Q Did pirates really like to keep parrots as pets?

A There are no accounts of any well-known pirates having parrots as pets. But there was a trade in exotic animals throughout the age of piracy. A colourful talking bird would have been worth quite a bit of money and as pirates stole anything of value, they probably took some parrots, too. The crew would surely have been glad to have these intelligent birds around to provide a bit of entertainment on long, dull voyages.



Q Were there pirates with wooden legs, like Long John Silver in the book *Treasure Island*?

A Yes, the successful 16th-century French privateer Francois le Clerc was known as "Pied de bois" because he had a wooden leg. Losing a limb must have been an accepted hazard of a pirate's life because one of the rules on Bartholemew Roberts' ship was that if a man lost a limb or became a cripple "he was to have 800 dollars out of the public stock".

Q Was a marlinspike a tool or a weapon?

A A marlinspike was an essential tool for unravelling ropes. But to a mutinous crew, its sharp point made it a potential weapon. This was because, to keep control of his ship, a captain locked up all weapons until just before an attack. A marlinspike was therefore the only likely object the crew could lay their hands on.

Q Surely a pirate stood a good chance of surviving being marooned?

A Marooning was a terrible punishment because it meant a slow death. Pirates were usually marooned on islands where they stood little chance of surviving – a rocky outcrop, a sandspit that was covered by the tide or a place with little vegetation. Even if a ship did spot a man, knowing of this pirate punishment, they were unlikely to pick him up. The pistol given to a marooned man was most often used by the pirate to end his own misery.

Q Did pirates ever steal possessions from each other?

A They almost certainly tried to, but there were strict rules to stop this happening. A pirate code states that any pirate caught stealing from another should have his ears and nose slit and then be put ashore somewhere he was sure to encounter hardship.

Record Breakers



CRUELEST PIRATE

There are many contenders for this title, among them French buccaneer Francis L'Ollonais and English pirate Edward Low.



MOST SUCCESSFUL PIRATE

Welshman Bartholemew Roberts captured around 400 ships in his lifetime.



MOST USELESS PIRATE

Pirate Edward England was marooned by his crew for showing too much mercy towards his prisoners.



RICHEST PIRATE HAUL

This was possibly Henry Avery's capture of the *Gang-i-Sawai* with a haul of £324,000. The haul gave £2,000 for each man, the equivalent of which would be millions today.



MOST FEARSOME PIRATE

Edward Teach, known as Blackbeard, terrified everybody – even his own crew – yet it is not clear that he killed anyone until the battle in which he died. He operated for just two years yet established a terrifying reputation.



Edward England

Who's who?

IT IS IMPOSSIBLE to list here all the pirates, privateers, corsairs and buccaneers who once sailed the oceans of the world, but below are profiles of some of the most notorious characters in this book, who were active in the golden age of piracy, between the 16th and 19th centuries.

HENRY AVERY 1665–c.1728

English pirate Henry Avery was legendary for his brutal capture of the valuable cargo of the Arab ship the *Gang-i-Sawai* in the Red Sea, in 1696. He was never caught but died a pauper, not leaving enough to buy a coffin.

BARBAROSSA BROTHERS ACTIVE 1500–1546

Barbary corsairs Kheir-ed-din and Aruj Barbarossa were feared for their attacks on Christian settlements and ships in the Mediterranean. Aruj was killed in battle, but Kheir-ed-din went on to establish the Barbary States as a Mediterranean power.

JEAN BART 1651–1702

Frenchman Jean Bart was the leader of a band of privateers operating in the English Channel and North Sea. In 1694, Bart was honoured by King Louis XIV of France for his achievements.

ANNE BONNY ACTIVE 1720

American Anne Bonny fell into piracy when she ran off with pirate captain Jack Rackham. Disguised as a man, she helped him to plunder ships in the Caribbean, but they were captured and Rackham went to the gallows. Bonny escaped the death penalty because she was pregnant.



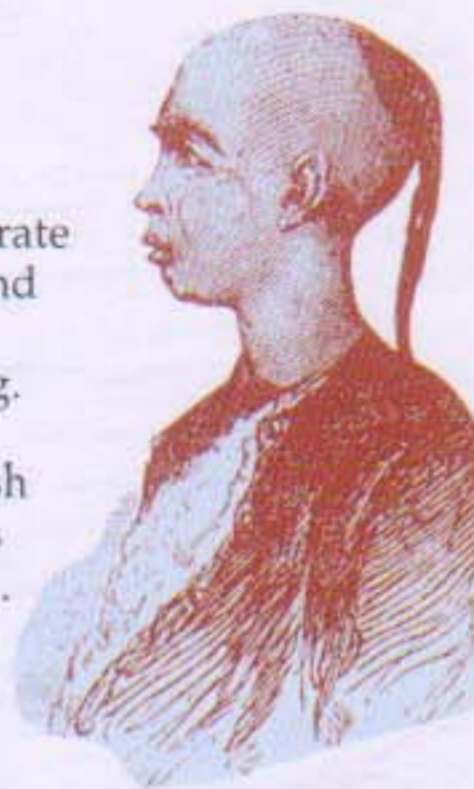
Anne Bonny

CHING SHIH 1807–1810

Madame Ching Shih was the widow of a Chinese pirate captain but turned out to be an even greater pirate leader than her husband. With 1,800 armed junks and around 80,000 men and women, she completely controlled the coastal trade around China.

CHUI APOO DIED 1851

Chui Apoo led a pirate stronghold of around 600 vessels off the coast of Hong Kong. In 1849 he was cornered by a British naval force, and his fleet was destroyed. Apoo escaped, but was betrayed by his followers and captured.



Chui Apoo

HOWELL DAVIS ACTIVE 1719

Welsh pirate Howell Davis operated off Africa's Guinea Coast. He is most famous for his bold capture of two French ships by forcing the crew of the first ship to act as pirates and fly a black flag. The second ship, believing it was surrounded by pirates, quickly surrendered.

CHARLOTTE DE BERRY BORN 1636

Charlotte de Berry disguised herself as a man to join the English Navy with her husband. She was later forced onto a ship bound for Africa and when the captain discovered her secret, he attacked her. De Berry took revenge by leading a mutiny and turning the ship to piracy. She operated off the African coast raiding ships carrying gold.

SIR FRANCIS DRAKE c.1540–1596

Sir Francis Drake was a British privateer and pirate, whose success at plundering Spanish ships in the New World made both himself and the English queen, Elizabeth I, very rich. He was the first Englishman to circumnavigate the globe and was knighted in 1581. He also became a popular naval hero after his defeat of the Spanish Armada in 1588. He died of a fever in Panama, Central America.

RÉNÉ DUGUAY-TROUIN 1673–1736

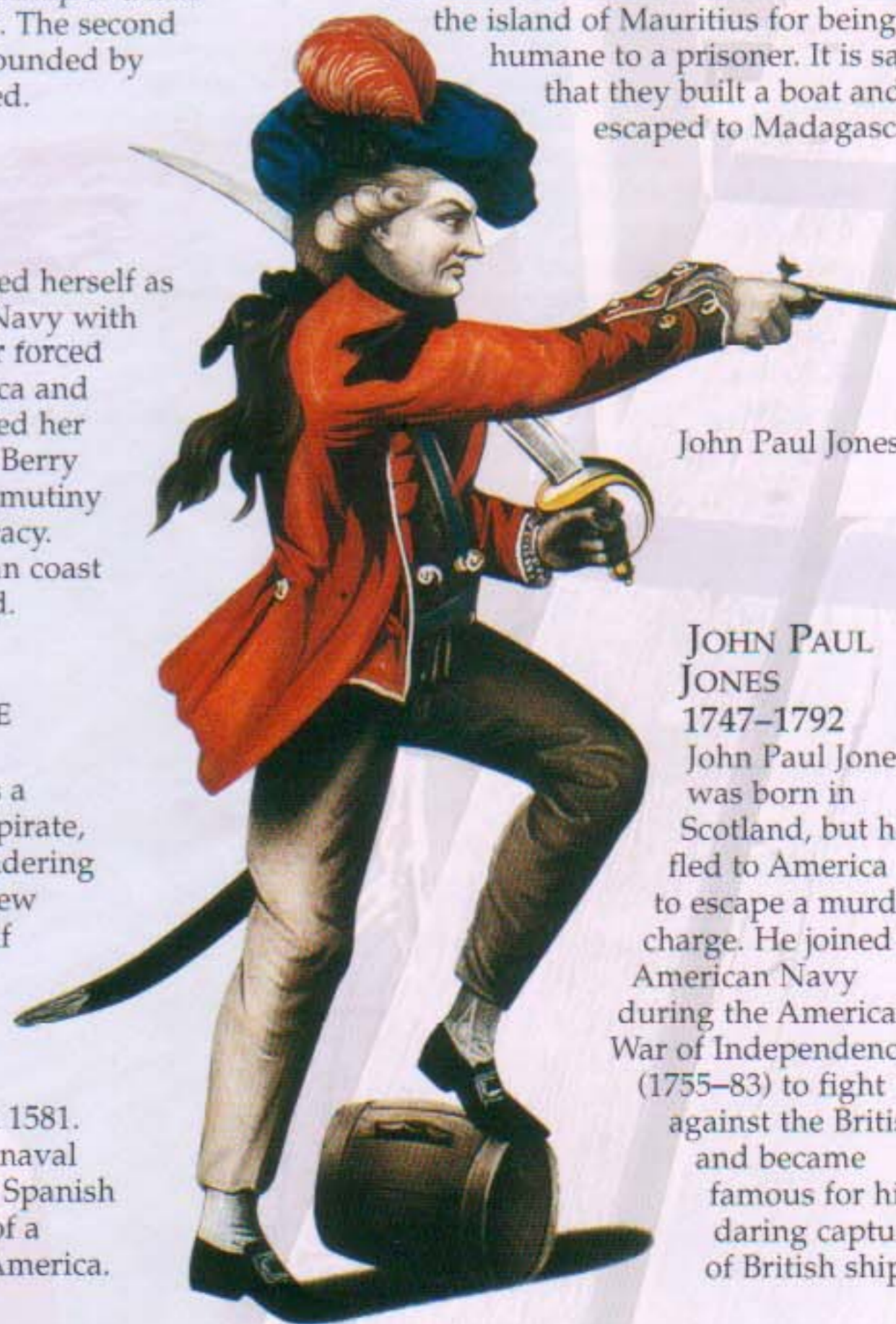
Duguay-Trouin was the son of a St Malo shipping family and joined the French Navy at age 16. By the age of 21, he commanded a 40-gun ship. He was the most famous of the French corsairs and was so successful, he became an Admiral in the French Navy.



René Duguay-Trouin

EDWARD ENGLAND ACTIVE 1718–1720

Edward England was an English pirate who sailed for a time with Bartholomew Roberts. He had some success until his crew marooned him with two others on the island of Mauritius for being too humane to a prisoner. It is said that they built a boat and escaped to Madagascar.



John Paul Jones

JOHN PAUL JONES 1747–1792

John Paul Jones was born in Scotland, but he fled to America to escape a murder charge. He joined the American Navy during the American War of Independence (1755–83) to fight against the British and became famous for his daring captures of British ships.

WILLIAM KIDD
c.1645–1701

William Kidd was an American businessman who was sent to the Indian Ocean to hunt pirates but was forced to raid vessels by his mutinous crew. Bad luck continued to follow Kidd, and on his return to America, he was arrested and sent to England to stand trial for piracy. He was found guilty and hanged. His body was displayed in public to warn seamen of the high price pirates paid for their crimes.

JEAN LAFITTE
c.1780–c.1826

Jean Lafitte ran privateering and smuggling operations in the Gulf of Mexico from a base on Galveston Island, Texas, America. Although Lafitte was outlawed for trading in slaves and attacking vessels that were not covered by letters of marque, he was pardoned because of his brave defence of New Orleans against the British in 1812.



William Kidd

FRANCIS L'OLLONAI
ACTIVE c.1660s

L'Ollonais was a French buccaneer notorious for his cruelty. He is said to have cut open a poor Spaniard with his cutlass, pulled out his heart and gnawed on it, threatening the other prisoners that this would be their fate if they didn't talk.

EDWARD LOW
ACTIVE 1720s

English pirate Edward Low was famous for his cruelty to both prisoners and his crew. His violence drove his men to mutiny, and they set him adrift in a rowing boat with no provisions. Incredibly, Low was rescued by another ship the following day.



Edward Teach, also known as Blackbeard

SIR HENRY MORGAN
c.1635–1688

Welshman Henry Morgan was a buccaneer and privateer operating out of Port Royal in Jamaica. He was a great leader and became legendary for his brilliant and brutal raids on Spanish colonies, for which he was knighted.

JACK RACKHAM
ACTIVE 1718–1720

The English pirate captain Jack Rackham was also known as "Calico Jack" because he liked to wear colourful calico cotton clothes. He operated in the Caribbean but is perhaps best-known as the husband of pirate Anne Bonny. He was hanged for piracy in Port Royal, Jamaica.

MARY READ
1690–1720

Mary Read dressed as man from birth to claim an inheritance, and went on to serve in both the army and navy. She joined the crew of pirate Jack Rackham, where she met fellow female pirate Anne Bonny. The two women were said to have fought more bravely than any of the men. Like Bonny, she escaped hanging because she was pregnant, but she died of an illness soon afterwards.

BARTHOLOMEW ROBERTS
1682–1722

Dashing Welshman Bartholomew Roberts was forced into piracy when his ship was seized by pirates, yet went on to become one of the most successful pirates ever. He operated in the Caribbean and off the Guinea coast. He was killed in a battle with an English man-of-war.

BARTHOLOMEW SHARP
c.1650–1690

In 1680–82, English buccaneer, Bartholomew Sharp made an incredible expedition along the west coast of South America, round Cape Horn to the West Indies, plundering Spanish colonies. He was let off charges of piracy in exchange for a valuable book of charts that he had stolen from the Spanish.

ROBERT SURCOUF
1773–1827

From his base on the island of Mauritius in the Indian Ocean, French corsair, Robert Surcouf plagued British merchant ships trading with India.

EDWARD TEACH (BLACKBEARD)
ACTIVE 1716–1718

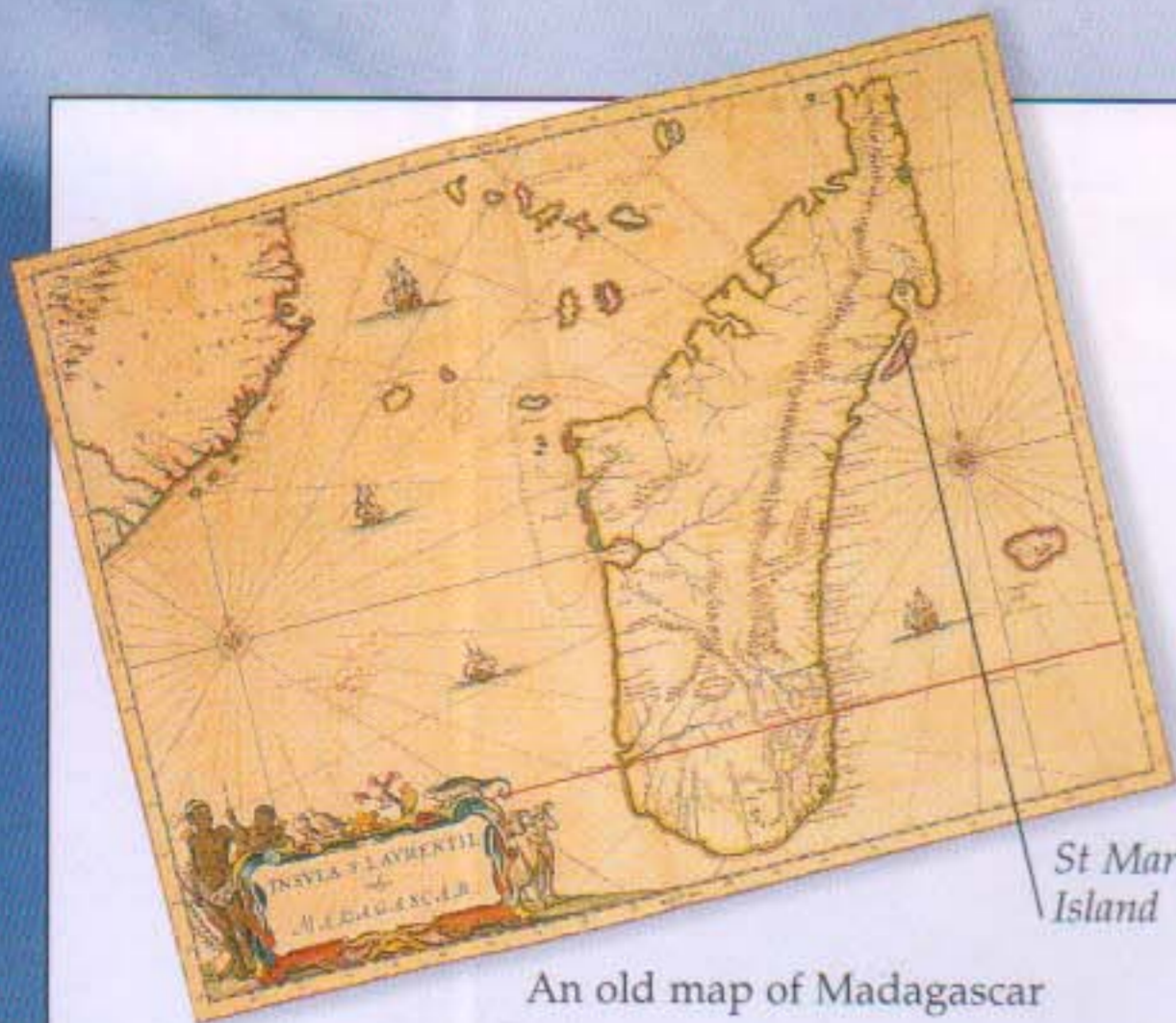
Better known as Blackbeard, Edward Teach operated in the Caribbean terrifying everyone, even his crew, with his wild appearance and violent ways. Finally, he was hunted down by the British Navy and killed, fighting furiously to the very end.



Bartholomew Roberts and two of his ships

Find out more

PIRACY IS A POPULAR subject and anywhere in the world where pirates were active you will find information about them in local museums. Some of the most exciting new information on this subject has come from salvage work on the wrecks of two pirate ships, the *Whydah* and the *Queen Anne's Revenge*. Information about the wrecks is given below, but the most up-to-date details can be found on the projects' websites. Books, however, are still one of the best ways to learn more about pirates. Good sources include original texts written by people who lived with pirates and also modern research.

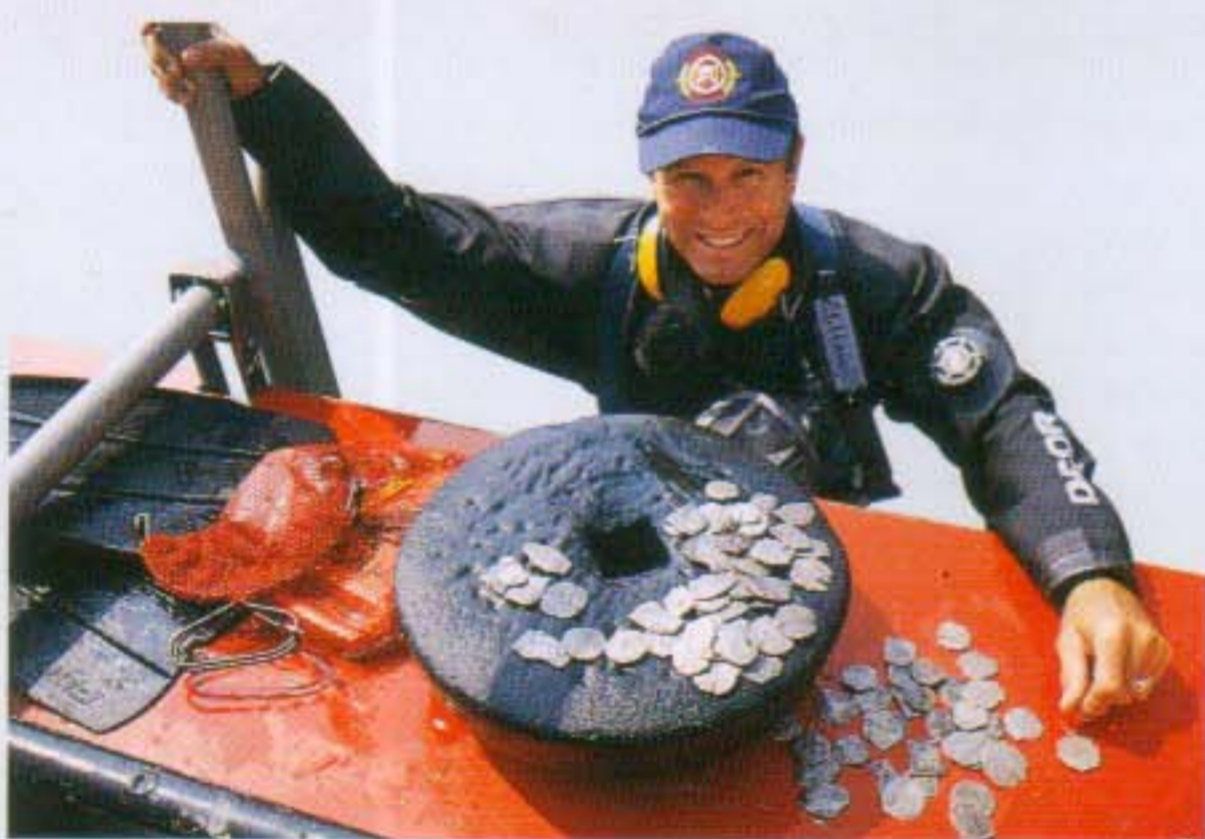


St Mary's Island

An old map of Madagascar

THE WRECK OF THE ADVENTURE GALLEY

In 1698, on St Mary's Island off Madagascar, William Kidd first heard the news that he was wanted for piracy. He set fire to his ship the *Adventure Galley* and fled. For years after, the wreck of the ship could be seen in the water. Today, a search is on to find the *Adventure Galley's* remains and the progress of the project can be followed on the Internet.



THE TREASURE OF THE WHYDAH

Diver Barry Clifford is seen here with some treasure from the pirate ship *Whydah*. In 1717, the *Whydah* was wrecked in a storm off New England, killing her captain and 143 of the crew. One of the two survivors told how the ship carried 180 bags of gold and silver plundered from over 50 ships. Clifford found the wreck in 1984, after a search of 15 years.



THE EXPEDITION WHYDAH SEA LAB AND LEARNING CENTER

Over 100,000 artifacts from the *WHYDAH* have been found and many are exhibited in the Expedition *WHYDAH* Center in Provincetown, Massachusetts, USA (above). Displays in the museum also tell the story of the discovery of the wreck. The *WHYDAH* is still being salvaged, and, in the summer months, visitors can see new treasures being brought in from the wreck and watch artifacts being conserved.

Places to visit

THE NATIONAL MARITIME MUSEUM, GREENWICH, LONDON

A museum covering the whole history of life at sea, with many exhibits on pirates.

JOHN PAUL JONES COTTAGE MUSEUM, KIRKDEAN, DUMFRIES, SCOTLAND

A museum about the American naval hero and privateer, set in the cottage where he was born.

GOLDEN HINDE SAILING MUSEUM, CATHEDRAL ST, LONDON

An educational museum inside a full-size reconstruction of the 16th-century warship of Sir Francis Drake.

EXPEDITION WHYDAH CENTER, PROVINCETOWN, MASS, USA

See artifacts from the wreck of the *Whydah* and watch new items undergoing conservation.

THE WRECK OF QUEEN ANNE'S REVENGE

In 1717, Blackbeard acquired a French merchant ship, *La Concorde*. He renamed it *Queen Anne's Revenge* and returned to North Carolina together with pirate Stede Bonnet in the *Adventure*. It seems that Blackbeard then ran the *Revenge* aground, tricked Bonnet and escaped on the *Adventure* with the treasure. In 1996, a wreck was found at Beaufort Inlet, North Carolina. Items found so far include cannons, anchors, and sections of the hull. The evidence points to the wreck being that of the *Queen Anne's Revenge*. To confirm their theories, divers hope to find the ship's bell, which is inscribed with the ship's details.

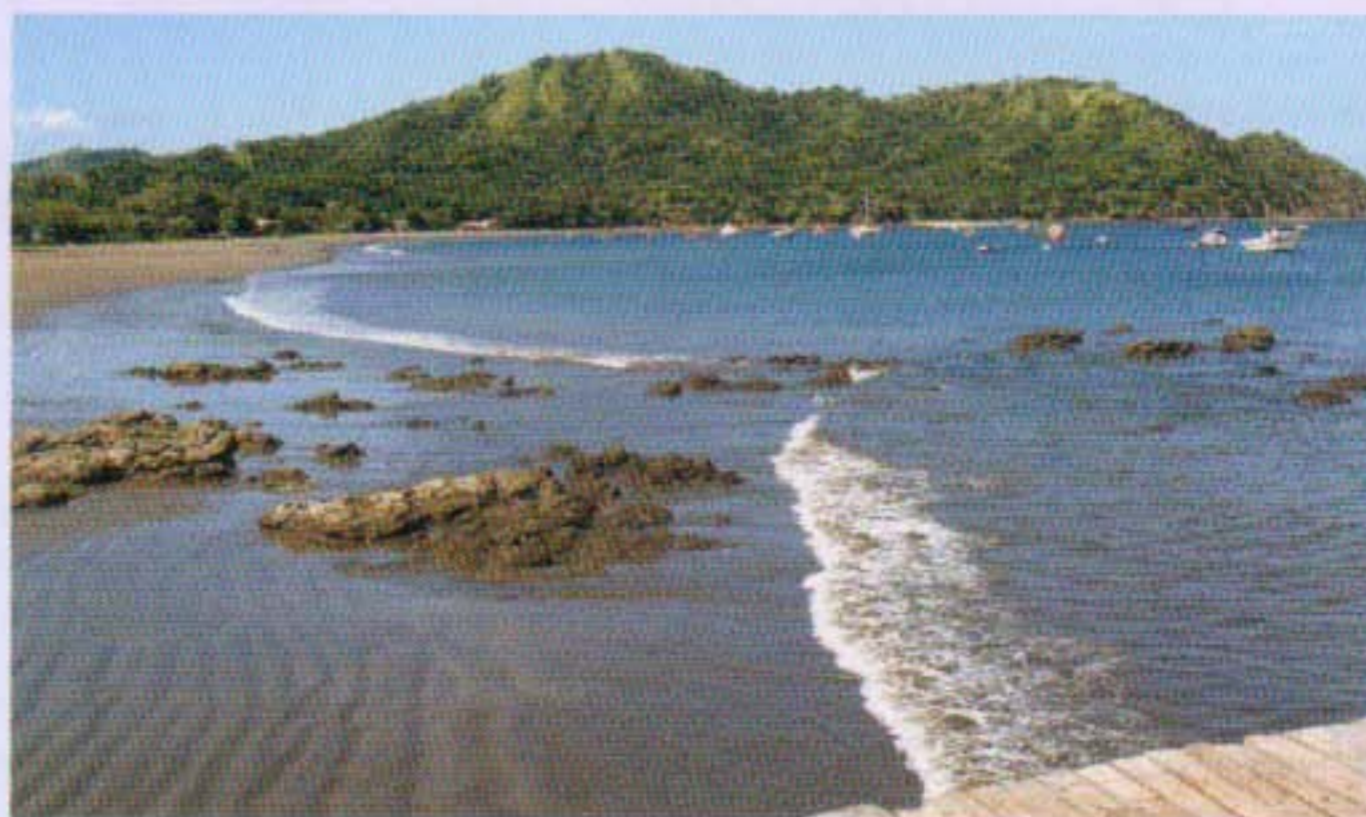
The barnacle-encrusted anchor is about 4 m (14 ft) long



Yellow lines mark out a grid so that the site can be mapped

UNSOLVED PIRATE MYSTERIES

It is said that Blackbeard was once asked if anyone else knew where his treasure was and that he replied, "Only two people know where the treasure lies, the Devil and myself, and he who lives the longest may claim it all." Pirates very rarely buried their treasure, and the few that did left no information about how to find it. But this has not stopped people from looking. There are still famous treasures unaccounted for and many tantalizing mysteries. Stirred by such stories, some people have spent many years looking for clues about pirates and what might have become of their treasure.



Kidd watches as his men bury his treasure on Gardiner's Island

BURIED TREASURE

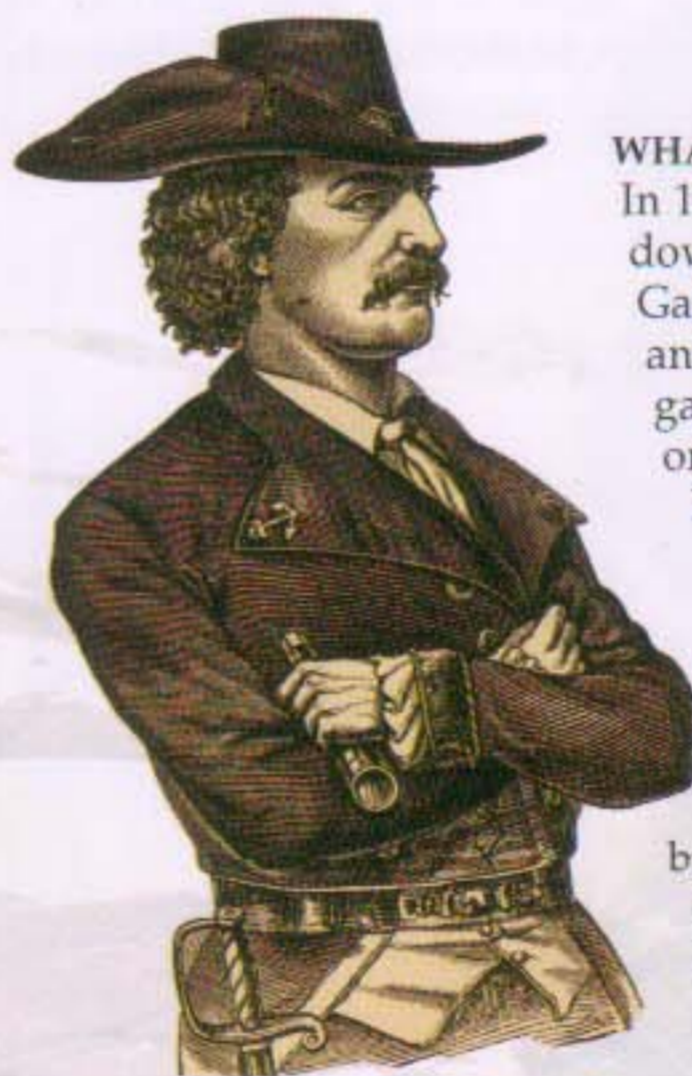
William Kidd is one of the few pirates known to have buried treasure. In 1699, Kidd called in at an island just off New York, and asked Lord Gardiner who lived there if he could leave some items in his trust. Gardiner agreed, but soon after Kidd was arrested. Kidd's treasure was recovered by the authorities. It included gold, silver, precious stones, jewels, sugar and silks. Many believed this was not all of his plunder from the Indian Ocean, but no one has ever discovered what happened to the rest.

USEFUL WEBSITES

- The official site of the *QUEEN ANNE'S REVENGE*: www.ah.dcr.state.nc.us/qar
- Expedition *WHYDAH*: www.whydah.com
- Information on pirates, their weapons and ships: blindkat.tripod.com/pirates
- Award-winning school site with lots of links: www.rochedalss.gld.edu.au/pirates
- Pirates! – pirate legends and facts: www.piratesinfo.com/mainphp

THE TREASURE OF COCOS ISLAND

Cocos Island, off Costa Rica, was the perfect place to hide treasure because it was so hard to find. Not only was the island obscured by rain for nine months of the year, but it was inaccurately mapped and strong winds and currents would drive sailors away from it. Three hoards are said to be hidden there: a 17th century pirate haul, the booty of pirate Benito Bonito and a fantastic haul known as the Treasure of Lima. But no fortunes have been made there yet. Even German adventurer August Gissler, who spent 17 years on the island, left with just one doubloon.



WHAT HAPPENED TO JEAN LAFITTE?

In 1821, the authorities determined to shut down the highly profitable operations on Galveston Island, Texas, USA, of privateer and smuggler Jean Lafitte. Lafitte knew his game was up and agreed to dismantle his organization. Naval officers watched as Lafitte set fire to his headquarters and the next day, his ship was gone. Lafitte was never seen again. Was he killed, as some stories suggest, or did he live on under an alias? What happened to the fortune he was known to have amassed? His friends claimed that he had a mania for burying treasure. Although there have been lots of stories, and even more treasure hunters, nothing has ever been found.

ISLES OF SHOALS

After Blackbeard's death, all that was recovered was cotton, indigo, sugar and cocoa – so what of his treasure? One story is that silver and pieces of eight were buried on Smuttynose, one of the Isle of Shoals, New Hampshire, where Blackbeard spent his last months. In 1820 a man making a wall on the island dug up four bars of silver. Were these Blackbeard's, and are there perhaps more on the island?



Glossary

BARBARY COAST The North African coast of the Mediterranean from where Islamic corsairs (also known as Barbary corsairs) raided European trading ships.

BARQUE The term for a large sailing ship with several masts rigged with fore-and-aft sails (not square-rigged).

BECALMED When a sailing ship cannot move because there is no wind.

BOW The pointed front of a ship, also known as the prow.

BOWSPRIT A long spar that projects out from the front of a ship.



A buccaneer

BUCCANEER A pirate or privateer who attacked Spanish ships and prosperous ports in the West Indies and Central America in the 1600s.

CAREEN To beach a ship and pull it onto its side so that the hull can be cleaned and repaired.

CAULK To repair leaking gaps between the timbers of a ship by filling them with fibre and sealing them with pitch (tar).

CHAIN SHOT A weapon made up of two metal balls chained together. It was used to destroy a ship's rigging, masts and sails.

CHART A map of land and sea used by sailors for navigation.

CORSAIR The term used to describe pirates or privateers who operated in the Mediterranean. The term is also used to refer to the ships sailed by such pirates.

COLOURS Another term for the flags carried by a ship.

CROW'S NEST A small platform high up on a mast used as a lookout position.

CUTLASS A short sword with a broad blade first used by buccaneers. A popular weapon for battles at sea because it did not get caught in the rigging.

DOUBLOON A Spanish coin made of gold worth sixteen pieces of eight.



A flintlock pistol

FLINTLOCK PISTOL An early type of pistol. When the trigger is pulled, a piece of flint strikes a metal plate to make a spark, which fires the gunpowder.

FORECASTLE The raised deck at the front of a ship. Often abbreviated to "fo'c'sle". A raised deck at the back of a ship is called an aftercastle.

GALLEON A large sailing ship with three or more masts used between the 1500s and 1700s, both as a warship and for transporting Spanish treasure.

GALLEY A large ship powered by oars, which were usually operated by galley slaves. Also the term for a ship's kitchen.

GALLOWS The wooden frame used for hanging criminals.

GIBBET A wooden frame used for displaying the dead bodies of criminals as a warning to others.

GRAPPLING IRON A metal hook that is thrown onto an enemy ship to pull it closer to ease boarding.

HALYARD Nautical term for a rope used to hoist a sail or a flag.

HARDTACK Tough, dry ship's biscuits, which made up the main part of a sailor's diet.

HEAVE-TO To come to a halt.



Crow's nest

Aftercastle

Raised forecastle

Bowsprit

Bow

Hull

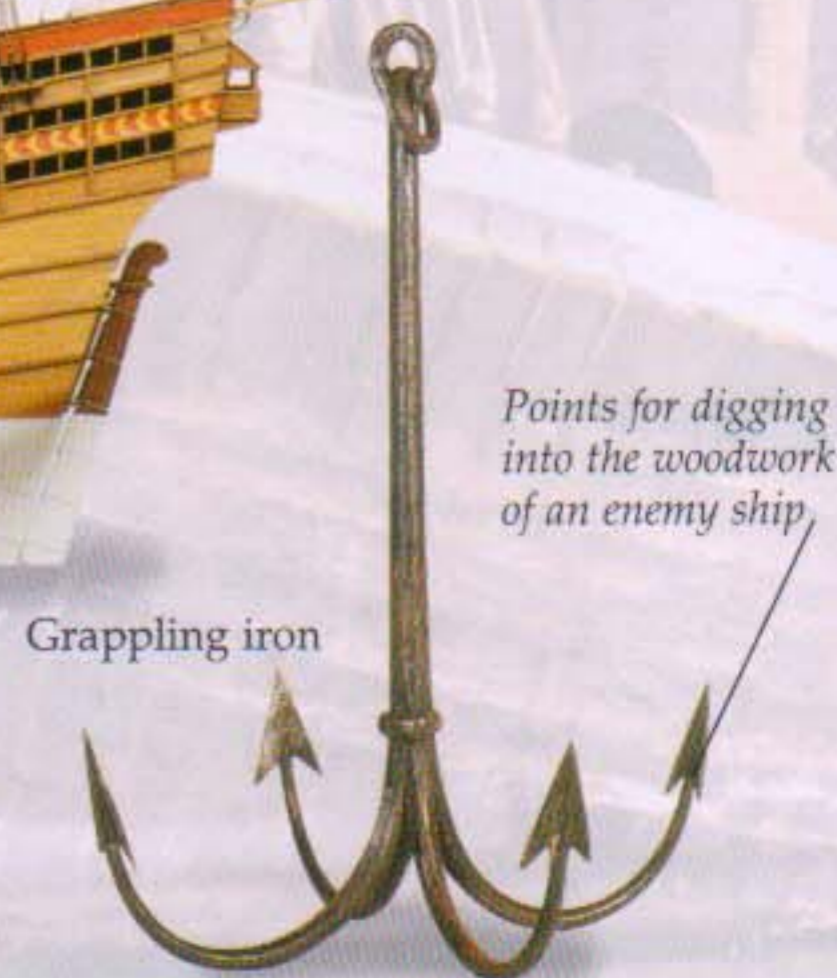
Galleon

EAST INDIAMAN A large English or Dutch merchant vessel used to transport valuable cargoes of porcelain, tea, silks and spices in trade with Asia.



Cat-o'-nine-tails

CAT-O'-NINE TAILS A whip used for punishing sailors, made by unravelling a piece of rope to make nine separate strands. Knots on the end of the strands made the punishment even more painful.



Points for digging into the woodwork of an enemy ship

Grappling iron



Jolly Roger

HISPANIOLA The former name of the island that is today made up of Haiti and the Dominican Republic.

HULKS Naval ships used as floating jails for keeping prisoners.

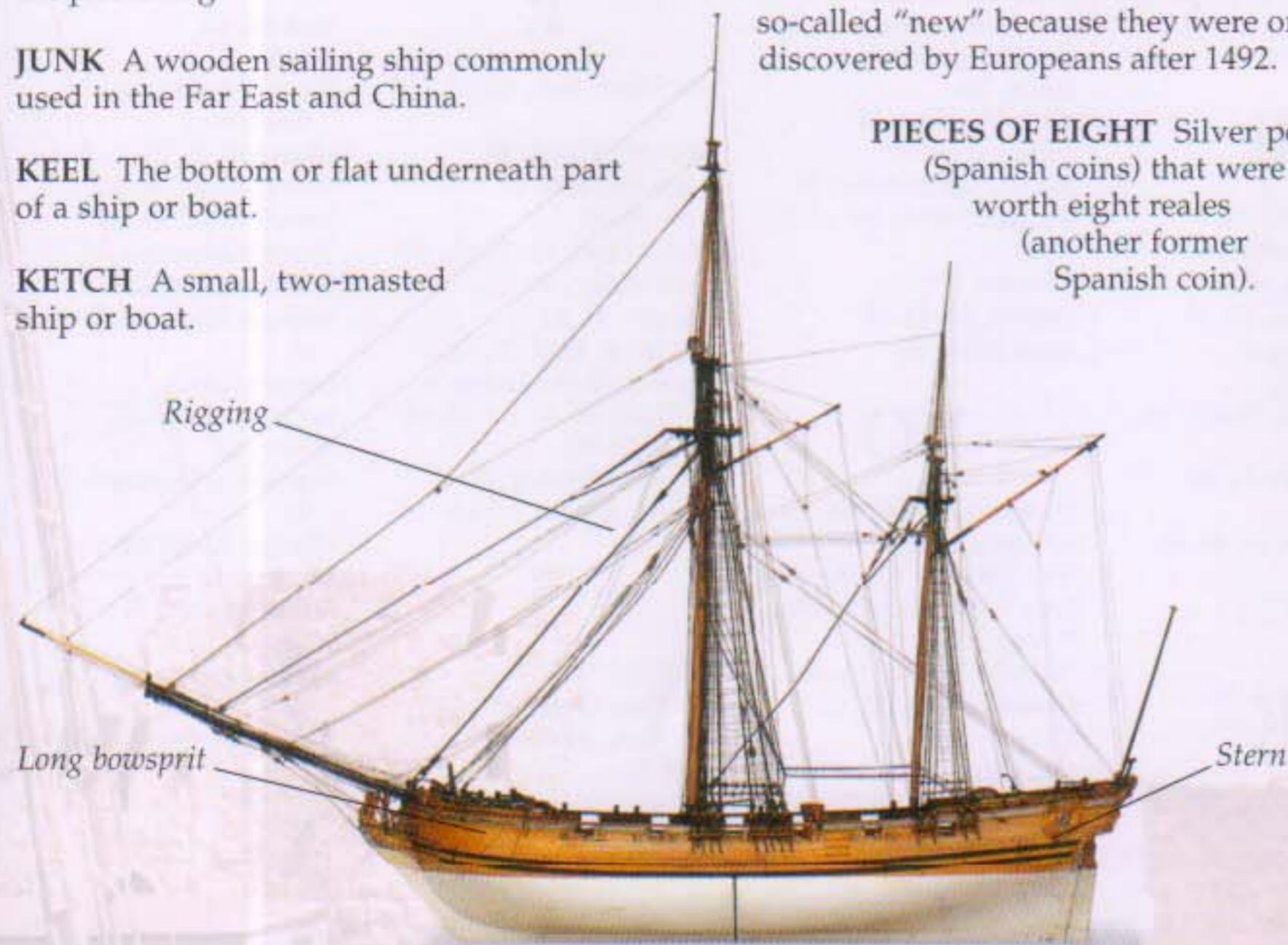
JANISSARY A professional Muslim soldier. Barbary corsairs used Janissaries to attack Christian ships.

JOLLY ROGER The common term for the pirate flag.

JUNK A wooden sailing ship commonly used in the Far East and China.

KEEL The bottom or flat underneath part of a ship or boat.

KETCH A small, two-masted ship or boat.



Ketch

LATITUDE Position north or south of the equator measured according to a system of lines drawn on a map parallel with the equator.

LETTER OF MARQUE A license or certificate issued by a monarch or a government authorizing the bearer to attack enemy ships.

LOG BOOK The book in which details of the ship's voyage are recorded.

LONGBOAT The long wooden ships used by Vikings, powered by sail and oars.

LONGITUDE Position east or west in the world measured according to a system of lines drawn on a map from north to south.

MALOUINE The term used to describe a person (or ship) from St Malo in France.

MAN-OF-WAR A large naval warship.

MARLINSPIKE A pointed tool used for unravelling rope in order to splice it.

MAROON To leave someone to their fate on a remote island – a common pirate punishment.

MIDDLE PASSAGE The middle stage of a slave ship's journey, when it travelled from Africa to the Caribbean with a cargo of slaves to be exchanged for goods.

MUTINY To refuse to obey an officer's orders, or to lead a revolt on board ship.

NEW WORLD In the 16th and 17th centuries, the term was used to describe the continents of North and South America, so-called "new" because they were only discovered by Europeans after 1492.

PIECES OF EIGHT Silver pesos (Spanish coins) that were worth eight reales (another former Spanish coin).



Silver pieces of eight

SQUARE-RIGGED Term for a ship carrying square sails set at right-angles to the mast.

STERN The back end of a ship.

WAGGONER A pirate term for a book of sea charts.

YARD Nautical term for the wooden pole to which the top of a sail is attached. Also known as the yardarm.

A map dating from 1681 showing the coastline around Panama



A waggoner

PIRATE A general term for any person involved in robbery at sea, including buccaneers, corsairs and privateers.

POWDER Common term for gunpowder.

PRESS GANG A group of people who rounded up likely men and forced them to join a ship's crew.

PRIVATEER A person who is legally entitled by letter of marque to attack enemy ships. Also the term used to describe the ships such people used.

Index

AB

Aegean Sea, 8–9
Alexander the Great, 9
Algiers, 14–15, 59
America, privateers of, 52–53
American Revolution, 52, 66
amphorae, 11
anti-piracy measures, 58–59
Assyrians, 8
astrolabe, 24
Avery, Henry, 34, 37, 47, 65, 66
axe, 12, 29, 33
Aztecs, 20–21
backstaff, 25
Baltimore, 53
Barbarossa brothers, 14, 66
Barbary Coast, 7, 14–17, 59, 70
barques, 23, 70
Barrie, JM, 61
Bart, Jean, 51, 64, 66
battle axe, 12, 29
beer, 43, 65
biscuits, 42, 43
Blackbeard, 6, 29, 30–31, 35, 45, 58, 61, 63, 64, 65, 67, 68, 69
boarding, 23, 29, 64
bomb ship, 51
Bonnet, Stede, 57, 68
Bonny, Anne, 32, 35, 63, 66
books, 60–61
booty, 9, 21, 36–37
bowl, 8
bowsprit, 30, 64, 70
Braziliano, Rock, 27
buccaneers, 6–7, 26–27, 30, 42, 45, 60, 64, 70
buried treasure, 36
Byron, Lord, 60

C

caltrops, 29
cannibals, 42
cannon, 7, 23, 28–29
Captain Blood, 63
carteering, 44–45, 64, 70

Caribbean Sea, 20, 22, 30–31, 38–39, 42, 64, 66, 67
Cartagena, 23
cat of nine tails, 40–41, 70
cauldron, 43
caulking, 44, 70
Cavendish, Thomas, 23
chain gang, 39
chainshot, 28, 70
charts, 24, 27, 64, 70
Chesapeake Bay, 53
China Seas, 33, 54–55
Ching Shih, 33, 66
Ching Yih, 54–55
Ching-Chi-ling, 54
Chui Apoo, 54, 66
coffee, 47
Columbus, Christopher, 20
compass, 25
Continental Navy, 52
contract, 41
corbita, 10
corsairs, 6–7, 14–17, 29, 50–51, 56, 64, 66, 67, 70
Cortes, Herman, 21
Cotoner, Nicolas, 17
cross-staff, 24–25
Crusoe, Robinson, 49
cutlass, 27, 28–29, 32

D

dagger, 29, 36
Davis, Howell, 6, 66
de Berry, Charlotte, 33, 66
Defoe, Daniel, 49
Delos, 10
desert islands, 48–49
Díaz, Bernal, 22
Dionysus, 9
dividers, 24–25
doubloons, 22, 36, 70, 71
Drake, Francis, 18, 22, 66, 68
drum, 22
Duguay-Trouin, René, 7, 19, 50, 66
Dunkirk, 5

E

East Indiamen, 6, 19, 46, 47, 51, 70
Elizabeth I (queen of England), 18–19, 66
Ellms, Charles, 7, 61
England, Edward, 49, 65, 66

Eustace the Monk, 12
execution, 56–57
Exquemeling, Alexander, 61
extortion, 54

FG

fetters, 39
figureheads, 51
films, 6, 62–63
flags, 34–35, 41, 55
flintlock, 28, 33, 70
flogging, 39, 41
Flynn, Errol, 63
food, 42–43
forecastle, 20, 29, 70
France, 19, 22, 50–51
galleons, 6, 20, 23, 64, 70
galleys, 8–9, 14–15, 16, 70
gallows, 56, 70
gambling, 45
Genoa, 14
George III (king of England), 18
gibbets, 57, 70
globe, 20, 24
gold, 22, 36, 46, 68, 69
grain ship, 10
grappling iron, 7, 70
Greece, 8–9
grenade, 29
gunboats, 54
gunpowder, 49, 65

HI

hanging, 56–57, 59
Haraden, Jonathan, 53
Hawkins, Jim, 60–61
Hawkins, John, 23, 38
Henry III (king of England), 18
Hispaniola, 20, 26–27, 38, 71
Hook, Captain, 61, 62
Incas, 20–21
Indian Ocean, 36, 46, 51, 66
iron collar, 38
ivory, 42

JK

James I (king of England), 26
Janissaries, 14, 15, 71

Japan, pirates of, 55
jerry iron, 44
jewels, 31, 36–37
Johnson, Charles, 29, 41, 42, 47, 61
Jolly Roger, 34–35, 71
Jones, John Paul, 52–53, 66, 68
Julius Caesar, 10
junks, 54, 71
ketch, 30, 71
Kidd William, 46, 57, 66, 68, 69
knights, 16–17

LM

Lafitte, Jean, 53, 66, 69
Lancaster, Burt, 63
Lepanto, battle of, 16
literature, 60–61
L'Ollonais, 26, 27, 65, 67
longboats, Viking, 13, 71
Louis XIV (king of France), 19, 66
Low, Edward, 30, 59, 65, 67
Madagascar, 46–47, 49, 66, 68
Malta, 16–17
man of war, 59, 64, 67, 71
manillas, 38
maps, 24, 60, 64
marooning, 48–49, 65, 71
marque, letters of, 18
medal, 59
medicine chest, 37
money chest, 36
Moody, Christopher, 35
Morgan, Henry, 26–27, 42, 66
morions, 17
musket, 28, 48, 68
muskatoon, 28

NO

Napoleonic Wars, 59
navigation, 24
New Orleans, 53, 66
New Providence, 31, 35
Newgate Prison, 57
"nimcha" sword, 14–15
Ocracoke inlet, 31, 45
Octavian, 11
Old Calabar River, 45
Ottoman Empire, 14, 16–17

P

Pan, Peter, 61, 62
Paris, Declaration of, 58
patches, 28
pepper, 47
pharmacy, 16
Philadelphia, 52
Phillips, John, 48
Phoenicians, 8
physician, 40
picaroons, 38
pieces of eight, 22, 36, 44, 71
pistol, 28, 37, 48, 50, 64, 65
pitch ladle, 44
Pizarro, Francisco, 21
plantations, 39
plate, 43
platts, 27
porcelain, 47
Port Royal, Jamaica, 45, 66
powder horn, 49, 71
prisons, 56–57
privateers, 6, 18–19, 52–53, 65, 66, 71; in New World, 22–23, 26
punishment, 56–57, 64, 65
puppets, 62
Pyle, Howard, 7, 49

R

Rackham, Jack, 32–33, 66, 67
Raleigh, Walter, 18
ramming iron, 44
rats, 41, 64
Read, Mary, 32, 35, 61, 67
Red Ensign, 41
repairs, 40, 44
Ringrose, Basil, 26, 42
Robert, Bartholomew, 6, 31, 35, 39, 47, 59, 63, 64, 65, 66, 67
Rogers, Woodes, 31
Rome, ancient, 10–11

S

sails, 40
St. John, Order of, 16–17
St. Malo, 50–51, 66
salt, 52
Santo Domingo, 23
Saxons, 12
schooner, 53, 71

scurvy, 43, 64, 71
Selkirk, Alexander, 48
Sennacherib (king of Assyria), 9
Sextus Pompeius, 11
Shap'n'gtzai, 54–55
Shapur (king of Persia), 11
Sharp, Bartholomew, 26, 40, 64, 67
silver hoard, 9
Silver, Long John, 60
slaves, 10, 15, 38
sloop, 30, 58, 71
snuff, 37
Spanish Main, 20–21, 22, 26, 46, 71
speaking trumpet, 19
spices, 47
Spielberg, Stephen, 62
St John, Order of, 16–17
St Malo, 50–51
steam ships, 58–59
Stevenson, Robert Louis, 6, 60–61
sugar, 31, 38, 69
sundial, 25
Surcouf, Robert, 50–51, 67
surgery, 40
swords, 12, 14–15, 55

TVW

tankard, 45
tea, 47
Teach, Edward, *see* Blackbeard
telescope, 19, 25
Tew, Thomas, 34, 36, 47
topsail schooner, 53
Treasure Island, 60–61, 65
treasure maps, 60
treasure ships, 22, 36–37, 64
trireme, 10–11
turtle (as food), 42
Venice, 14
Verrazano, Giovanni de, 22
Vikings, 12–13, 50
Virginia, 18
waggoners, 24, 71
whip, 41
Whydah (pirate ship), 41, 68, 69
women pirates, 23–33, 44

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