King James & William of Orange - the Glorious Revolution

- The **Glorious Revolution** was the deposition of James II and VII in November 1688. He was replaced by his daughter Mary II, and her Dutch husband, William III of Orange, who was also James's nephew. The two ruled as joint monarchs of England, Scotland, and Ireland until Mary's death in 1694, when William became ruler in his own right...Despite his own Catholicism, James became king in February 1685 with widespread backing from the Protestant majorities in England and Scotland, as well as largely Catholic Ireland. His policies quickly eroded support, and by June 1688, dissatisfaction turned into active, yet largely unarmed, resistance. The prospect of a Catholic dynasty following the birth of his son James Francis Edward on 10 June led a group of domestic opponents to issue the Invitation to William, seeking Dutch support to remove him...Modern historians argue James failed to appreciate how much Royal power relied on support from the landed gentry, and the loss of that support fatally damaged his regime. The vast majority of the gentry in England and Scotland were Protestant, while even in largely Catholic Ireland a disproportionate number were members of the Protestant Church of Ireland. Although willing to accept James's personal religious beliefs, his backers did so only so long as he maintained the primacy of the Protestant Church of England and Church of Scotland. When his policies appeared to undermine the existing political and religious order, the result was to alienate his English and Scottish supporters and destabilise Ireland.

British penal transportation

- Initially based on the royal prerogative of mercy, and later under English law, transportation was an alternative sentence imposed for a felony. It was typically imposed for offences for which death was deemed too severe. By 1670, as new felonies were defined, the option of being sentenced to transportation was allowed. Depending on the crime, the sentence was imposed for life or for a set period of years. If imposed for a period of years, the offender was permitted to return home after serving their time, but had to make their own way back. Many offenders thus stayed in the colony as free persons, and might obtain employment as jailers or other servants of the penal colony. England transported an estimated 50,000 to 120,000 convicts and political prisoners, as well as prisoners of war from Scotland and Ireland, to its overseas colonies in the Americas from the 1610s until early in the American Revolution in 1776, when transportation to America was temporarily suspended by the Criminal Law Act 1776

- Transportation became a business: merchants chose from among the prisoners on the basis of the demand for labour and their likely profits. They obtained a contract from the sheriffs, and after the voyage to the colonies they sold the convicts as indentured servants. The payment they received also covered the jail fees, the fees for granting the pardon, the clerk's fees, and everything necessary to authorise the transportation. These arrangements for transportation continued until the end of the 17th century and beyond, but they diminished in 1670 due to certain complications. The colonial opposition was one of the main obstacles: colonies were unwilling to collaborate in accepting prisoners: the convicts represented a danger to the colony and were unwelcome. Maryland and Virginia enacted laws to prohibit transportation in 1670, and the king was persuaded to respect these.

British piracy

- With the New World discovered in the Americas, the United Kingdom, Spain, France, and Portugal rushed to lay claim on its lands and resources. Oftentimes, these world powers fought each other for resources and engaged private citizens to help with this "resource reallocation." In time, once there was no further use for the Crown to sanction their actions, these private sailors when rogue.

- The first thing to note is that **what separated a pirate from a privateer was a contract from the Crown.** Privateers were commissioned by the British government to raid Spanish and French ships for gold, crops, and other precious resources. A privateer was essentially a "pirate with a license", though to the opposing governments of the world, they were still pirates. Privateers began to operate for the United Kingdom as early as the 16th Century. One of the most famous of these privateers, **Francis Drake**, received his commission from **Queen Elizabeth I** in 1572 and used it to rob Spanish settlements in the Americas. In doing so, he gained much favor with the queen...Some sailors chose the life of a privateer crewman because it was far more lucrative than service in the Royal Navy. Additionally, privateers were known to go beyond their commissions and attack merchant ships that didn't belong to France, Spain, or whatever nation their commission allowed them to attack. In other cases, pirates that stuck to attacking ships that weren't from the United Kingdom were given a blind eye from Her Majesty's Government.

- By the mid-17th Century, Spain was on the decline as a power in the Americas, but still maintained a strong presence. France had been gone for some time, consumed by its own internal strife, but it came back to establish itself as one of the leading powers in the Caribbean along with the British and the Dutch. Without a need to raid Spanish ships and cripple their colonial efforts, the British government cut loose many of the privateers it had employed. Many of these former British privateers opted to continue their ways without leave from the Crown. Pirates such as **"Calico" Jack Rackham, Sir Henry Morgan, William Kidd, Bartholomew "Black Bart" Roberts, Anne Bonny, and Edward "Blackbeard" Teach** became notorious names in the New World.

- Fortunes changed for the pirates after they began targeting slave ships bringing captured Africans to the colonies. In some cases, pirates freed the slaves and offered them an option to join their ranks. In others, the pirates captured the slaves for themselves to ransom them or sell them. British slave traders urged the government to crackdown. Parliament expanded the Royal Navy and created a system of courts for the Vice-Admiralty to charge suspected pirates there in the Caribbean colonies rather than having to bring them back to the United Kingdom.

https://www.britannica.com/event/Navigation-Acts

- Colonial governors in America initially tolerated privateering because it allowed them to get goods in spite of restrictions put in place by the Navigation Acts:

  - **Navigation Acts**, in English history, a series of laws designed to restrict England's carrying trade to English ships, effective chiefly in the 17th and 18th centuries. The measures, originally framed to encourage the development of English shipping so that adequate auxiliary vessels would be available in wartime, became a form of trade protectionism during an era of mercantilism...The system came into its own at the beginning of the colonial era, in the 17th century. The great Navigation Act passed by the Commonwealth government in 1651 was aimed at the Dutch, then England's greatest commercial rivals. It distinguished between goods imported from European countries, which could be brought in either English ships or ships of the country of origin, and goods brought from Asia, Africa, or America, which could travel to England, Ireland, or any English colony only in ships from England or the particular colony. Various fish imports and exports were entirely reserved to English shipping, as was the English coastal trade. The law was reenacted in 1660, and the practice was introduced of "enumerating" certain colonial products, which could be shipped directly only to England, Ireland, or another English colony. These included sugar (until 1739), indigo, and tobacco

https://www.us.mensa.org/read/bulletin/features/western-religion-influence-on-piracy/

- With the religiously motivated expulsion of Muslims and Jews from Spain starting in 1492 and the development of Spanish trade routes in the 15th and 16th centuries, increased piracy across the Atlantic and Mediterranean followed. The European pirates preying on this trade hailed from many nations, so many forms of Christianity were represented...In some instances, religion was the direct motivation; in others it created the right environment for piracy to flourish. For example, the 16th- and 17th-century Catholic Spanish conflict

with the Protestant Netherlands allowed Dutch pirates and privateers to use religious differences as rationale for their attacks on Spanish ships. Later, war between England and Spain opened a window for English letters of marque to be given in the Caribbean, including to pirates from Catholic nations. Letters of marque are licenses for military piracy; it was a legal way for private citizens to prey on enemy nations. It was also a way for countries with limited navies to fight powers with more ships.

- The majority of piracy targeted Spanish trade, and many pirates came from Protestant countries; this punctuated the divide between Catholics and Protestants, whose conflict was in some ways worse than the one between Christian Europe and the Islamic world. An ongoing fear among the Spanish was the possibility of an alliance between either the English or Dutch and the Barbary corsairs, particularly an alliance between England and Morocco.

Piracy in the Caribbean Sea

https://www.smithsonianmag.com/history/who-were-the-real-pirates-of-the-caribbean-180984343/

- *A General History of the Pirates*—a comprehensive biography that shaped perceptions of pirates both then and now—was first sold [in Paternoster, East London] in May 1724...Johnson never existed (he was a pseudonym for an author alternatively identified as Daniel Defoe or Nathaniel Mist), and most of the clichés of the era—walking the plank, buried treasure and drunk pirates in the lovable rogue mold of Captain Jack Sparrow—are make-believe, invented by Robert Louis Stevenson for his 1883 novel, *Treasure Island*.

- Overall, around 4,000 sea dogs plagued the world's sea lanes during the golden age of piracy. In the 1690s, early pirates sailed between western India and the Red Sea coasts of modern-day Yemen and Saudi Arabia. A few decades later, in the 1710s and 1720s, they turned their attention to Spanish and European shipping routes in the Caribbean and slave traders off West Africa. At the peak of the mayhem, around 1720, up to 32 pirate ships crewed by 2,400 multiethnic sailors disrupted the Caribbean at any given time. Pirates ranged in age from about 14 to 50, though most were in their mid- to late 20s. Around half were English...The vast majority had been sailors in the Royal Navy and especially the merchant shipping industry, where they had experienced death-defying labor, poor food (biscuit so full of vermin, they said it could walk around by itself) and the captain's back-scarring cat-o'-nine-tails."

- One in five pirates got their start after mutinies at sea, but the majority volunteered after pirates seized their merchant vessels. Highly skilled carpenters and doctors might be forcibly enlisted, but most captains, like Samuel "Black Sam" Bellamy, "forced nobody to go with them, and said they would take nobody against their wills," as one sailor later testified...

https://en.wikipedia.org/wiki/Piracy_in_the_Caribbean

- The period during which pirates were most successful was from the 1650s to the 1730s. Piracy flourished in the Caribbean because of the existence of pirate seaports such as Port Royal in Jamaica, Tortuga in Haiti, and Nassau in the Bahamas. Piracy in the Caribbean was part of a larger historical phenomenon of piracy, as it existed close to major trade and exploration routes in almost all the five oceans...Piracy was sometimes given legal status by the colonial powers, especially France under King Francis I (r.1515–1547), in the hope of weakening Spain and Portugal's *mare clausum* trade monopolies in the Atlantic and Indian Oceans. This officially sanctioned piracy was known as privateering. From 1520 to 1560, French privateers were alone in their fight against the Crown of Spain and the vast commerce of the Spanish Empire in the New World. The French privateers were not considered pirates in France as they were in the service of the king of France, they were considered combatants and granted a lettre de marque or lettre de course which legitimized any actions they took under the French justice system. They were later joined by the English and Dutch. The English were dubbed "sea dogs"

- In the 1494 Treaty of Tordesillas the non-European world had been divided between the Spanish and the Portuguese along a north–south line 370 leagues west of the Cape Verde Islands. This gave Spain control of the Americas, a position the Spaniards later reiterated with an equally unenforceable papal bull (The Inter

caetera). On the Spanish Main, the key early settlements were Cartagena in present-day Colombia, Porto Bello and Panama City on the Isthmus of Panama, Santiago on the southeastern coast of Cuba, and Santo Domingo on the island of Hispaniola. In the 16th century, the Spanish were mining extremely large quantities of silver from the mines of Zacatecas in New Spain (Mexico) and Potosí in Bolivia (formerly known as Upper Peru). The huge Spanish silver shipments from the New World to the Old attracted pirates and French privateers like François Leclerc or Jean Fleury, both in the Caribbean and across the Atlantic, all along the route from the Caribbean to Seville.

- The Anglo-Spanish War in 1585–1604 was partly due to trade disputes in the New World. A focus on extracting mineral and agricultural wealth from the New World rather than building productive, self-sustaining settlements in its colonies; inflation fueled in part by the massive shipments of silver and gold to Western Europe; endless rounds of expensive wars in Europe; an aristocracy that disdained commercial opportunities; and an inefficient system of tolls and tariffs that hampered industry all contributed to Spain's decline during the 17th century. However, very profitable trade continued between Spain's colonies, which continued to expand until the early 19th century.

Port Royal, Jamaica

https://allthatsinteresting.com/port-royal

- It was a city so overrun with liquor, slavers, and prostitution that one in every four buildings was either a bar or a brothel. But on that fateful June day, the very earth beneath the sin city began to shake. The brothels were collapsed and a great tidal wave rose up over the city walls. Thousands died and their bodies polluted the water. But in the eyes of many around the world, the destruction of Port Royal was no tragedy. It was nothing short of divine retribution; the hand of God coming down to smite a modern-day Sodom and Gomorrah.

- From 1494 to 1655, it was nothing more than a minor Spanish port, largely undeveloped because the Spanish didn't see much gain in keeping hold of it. The English took control of the city in 1655 and realizing the port was surrounded by a Spanish fleet, invited a coalition of pirates and privateers to protect the port. In the name of the King of England, the Buccaneers harassed and stole from the Spanish ships to their liking, and the port became a refuge for those making their living by the sword on the high seas.

- protected some of the biggest names from the age of piracy, including Captain Morgan, Anne Bonny, Mary Read, Calico Jack, and Blackbeard himself.

- In the glory days of the pirate city, Port Royal had developed into the second largest English city in the world, behind Boston. But by 1692, Port Royal had also become the most corrupt. The city was overrun with brothels, taverns, and drinking halls, and filled with slavers and pirates alike.

- Pirate captain Henry Morgan became the Lieutenant Governor of the city and himself was dissatisfied with the chaos of the port. He tried to crack down on the pirateering, but his efforts proved useless. He died some four years before the great tidal wave.

- With a drink burning in their bellies, the pirates became deadly. Alexandre Olivier Exquemelin, an expert on piracy in the Americas, wrote of one Port Royal pirate Roche Brasiliano: *"When he was drunk, he would roam the town like a madman. The first person he came across, he would chop off his arm or leg, without anyone daring to intervene. … Some of them he tied or spitted on wooden stakes and roasted them alive between two fires, like killing a pig."*

- A 7.5 magnitude hit the city just before noon on June 7, 1692. It was the Sabbath. A watch discovered in 1969 showed that it had been stopped at 11:43 a.m. The houses of Port Royal, in a folly straight out of the gospel, had been built on sand. When the earthquake hit, it liquefied what little supported them, and whole building, roads, and people were sucked straight into the ground. As the people panicked, a great tidal wave crashed through the docks and over the city walls and consequently brought down what still stood.

Pirate life & famous buccaneers

- September 1695, [Henry] Avery disarmed the Mughal Emperor Aurangzeb's treasure ship and helped himself to £600,000 in gold, silver and jewels (about $130 million today)—the largest single haul in pirate history.

- As floating Towers of Babel crewed by poor men of mixed religions and nations, pirate ships welcomed everyone into the brotherhood—except for women, who were considered bad luck. (Bonny and Mary Read's adventures with Calico Jack Rackham lasted just two months.) On pirate decks, there was no social ranking. Everyone got to vote on decisions and take a fair cut of the spoils...pirate crews signed articles to strictly control life at sea. Edward Low, the meanest pirate of the golden age, banned drunkenness at times of attack. Roberts forbade the lighting of candles after 8 p.m. George Lowther's articles included compensation for the loss of a limb in an assault.

- Male friendships on pirate vessels could be extremely close, to such an extent that **matelotage**, "a kind of civil union [performed] in front of witnesses and the captain," was allowed, says Simon. "Two sailors would join into a bond to enable their property, in the event of their death, to be sent back to their families or willed to each other." Simon notes that some scholars have speculated that matelotage was akin to "legalized gay marriage on pirate ships," but the written documents are ambiguous. "Sexual relationships were banned on most ships, pirate ships as well, and this included sodomy, which was against the law," she explains. "Some civil unions would have been out of very deep friendships, but it is very possible" that men who shared close quarters for long stretches of time engaged in sexual activity.

- While violence was sometimes inevitable, pirates' main goal was to persuade victims to give up their cargoes without a fight. "It was a bit of a spectrum, but pirates weren't as deadly as we think," says Simon. "If you're going to engage in a massive battle, that means you're going to be losing massive numbers of your own crew as well, and pirates don't want to do that. They want to get in and get out as fast as they can." Though most pirates avoided violence when possible, some relished it. Blackbeard supposedly lit fuses in his beard when approaching enemy prizes, looking like a demon straight out of hell. But no sea dog rivaled Low's cruelty. When the pirate found out that the captain of a seized Portuguese ship had dropped a bag of 11,000 gold coins into the sea rather than hand it over, he had the man's lips cut off, broiled and fed to the ship's mate. Low and his men then murdered the captain and his crew of 31.

- The ultimate prop was the pirate flag, which could be decorated with a skull and crossbones (as in the classic Jolly Roger design), bleeding hearts, hourglasses, spears, cutlasses and skeletons. A black flag told terrified crews that the pirates were willing to give quarter if they surrendered. When all else failed, a blood-red flag signaled that no mercy would be shown.

- Perhaps surprisingly for a gang of cut-throats, a pirate captain was frequently elected to his position, but then again, it was difficult to lead through coercion a group of individuals who valued their liberty above all else. Many mariners had turned to piracy precisely because of the strict discipline and harsh punishments of life on a merchant or naval ship and so they were hardly likely to put up with a leader who ruled by the rod alone.

"Captain Blood" - 1935 film

- 1935 American black-and-white swashbuckling pirate film from First National Pictures and Warner Bros. Pictures, produced by Harry Joe Brown and Gordon Hollingshead (with Hal B. Wallis as executive producer), directed by Michael Curtiz and starring Errol Flynn, Olivia de Havilland, Basil Rathbone, and Ross

Alexander...An earlier 1924 Vitagraph silent film version of *Captain Blood* starred J. Warren Kerrigan as Peter Blood.

- Flynn's performance made him a major Hollywood star and established him as the natural successor to Douglas Fairbanks and a "symbol of an unvanquished man" during the Great Depression. *Captain Blood* also established de Havilland, in just her fourth screen appearance, as a major star and was the first of eight films costarring Flynn and de Havilland. In 1962, Flynn's son Sean starred in *The Son of Captain Blood*.

- Warner Bros. was inspired to remake the film, which it had first produced as a silent picture in 1923, after the popularity of *Treasure Island* (1934) and *The Count of Monte Cristo* (1934) revived the Hollywood swashbuckler genre.

- Some of the film's sea-battle footage was taken from the silent film *The Sea Hawk*

- *Captain Blood* became an immediate hit, with an Oscar nomination for the score. As Korngold's first fully symphonic film score, it marked a milestone in his career, as he became the first composer of international stature to sign a contract with a film studio. It also launched Flynn's film career and gave a major boost to that of de Havilland, who would appear in another seven features with Flynn. Korngold would score six more starring Flynn. The film also opened the way for other costumed, romantic film adventures, which had not been seen since the silent era.

- The film's production budget was US$1,242,000 (equivalent to $27,601,340 in 2023)

- Most of the film was shot on a sound stage in the summer of 1935. Some exterior scenes, such as the sword fight between Rathbone and Flynn on a Caribbean shore, were shot at Laguna Beach, California. The final battle sequence between Blood's pirate crew and the French ships employed one of the largest technical crews assembled for a film, requiring 2,500 extras.

- During filming, Flynn collapsed from a bout of malaria that he had contracted in New Guinea. (Good.)

Rafael Sabatini biography

https://www.rafaelsabatini.com/rsbio.html

- Rafael Sabatini was born April 29, 1875 in what was then the small town of Jesi, Italy...Sabatini's parents were well-known operas singers in their day, travelling around the world...Since Rafael's parents were still performing when Rafael was an infant, they likely decided that the itinerant life of an opera singer was ill suited to a child. They sent him to Anna's parents in England to a small village outside Liverpool...Vincenzo spoke only Italian. Anna spoke both Italian and English. However, I would be surprised if Anna's parents spoke anything other than English, so at a very young age, Rafael was already exposed to two languages...When Rafael was about seven, he was called back to the side of his parents. After long and distinguished operatic careers, they had left the stage to pursue careers as singing teachers...The Sabatinis moved to Porto, Portugal to open their first school, so Rafael was able to add Portuguese as a third language to his linguistic repertoire...Rafael spent his teenage years in Switzerland. This was another country he would often return to as an adult. During this time, Sabatini continued his voracious reading. In later years, he talked about reading Shakespeare (for the stories) and Dumas and Manzoni and Jules Verne and Scott. He was especially enamoured with William Prescott, the American historian. Prescott wrote such books as *History of the Conquest of Mexico* and *History of the Conquest of Peru*. In later years Sabatini admitted to daydreaming that he himself was Pizzaro. Surely such reading was an outstanding education for the future romancer...Vincenzo decided to send Rafael to Liverpool. First, because Anna had family in the area who would watch over the lad and guide him into commerce. But second, because Liverpool was the largest port in England and would provide many opportunities for employment. Rafael arrived in Liverpool in 1892...About 1895 or 6, it appears, he began to write romances because, so he said, it was more fun to write them than read them...According to Sabatini, he was talking with a reporter one day when Rafael reluctantly (one wonders how reluctantly!) admitted that he was writing short stories himself. The reporter asked to see them, liked them, and submitted them to an editor, who apparently liked them well enough to buy them. Those early

stories have been lost...Sabatini quickly advanced to the better paying markets. By 1899 Rafael was selling his short fiction to first class national magazines like Pearson's Magazine, London Magazine, and Royal Magazine...Once he devoted himself to writing full-time, Rafael produced a book a year. In addition, he was an active short story writer...In 1921 Scaramouche was published in England, as well as in America, after having been rejected in America by a number of publishers. To everyone's surprise this romance of the French Revolution became an international best seller. Then in 1922 Captain Blood proved an even larger success. The publisher rushed dozens of Sabatini's early titles back into print. At last, Rafael was an overnight success after only 25 years of writing...April 1, 1927: On the way back from the train station, Rafael saw a wreck. With a wrenching feeling, he knew it was Binkie's car. Alongside the road was the body of his beloved son, expiring. They took Binkie back to Brockweir House, but it was too late. Their son was dead...at the age of 60 Rafael remarried in 1935...Besides writing, he had two passions in his life. He loved to fish; that he could do by stepping out his door and indulge himself whenever he liked. He also loved to ski, and every January, with the exception of war time, Rafael and Christine went to Adelboden, Switzerland...On February 13, 1950 the end came for Rafael Sabatini. He is buried in Adelboden, Switzerland. Christine created a touching