

# DOWNLOAD PDF PRIVATEERS AND PRIVATEERING: I. FORTUNATUS WRIGHT II. GEORGE WALKER.

## Chapter 1 : Privateer - Wikipedia

*GEORGE WALKER. Privateers and Privateering English vessel Englishman escape fight fire Fortunatus Wright French privateer Frenchmen frigate gave George.*

English people

The English are a nation and an ethnic group native to England, who speak the English language. The English identity is of medieval origin, when they were known in Old English as the Angelcynn. Their ethnonym is derived from the Angles, one of the Germanic peoples who migrated to Great Britain around the 5th century AD, England is one of the countries of the United Kingdom. Over the years, English customs and identity have become closely aligned with British customs. The English people are the source of the English language, the Westminster system and these and other English cultural characteristics have spread worldwide, in part as a result of the former British Empire. The concept of an English nation is far older than that of the British nation, many recent immigrants to England have assumed a solely British identity, while others have developed dual or mixed identities. Use of the word English to describe Britons from ethnic minorities in England is complicated by most non-white people in England identifying as British rather than English. In their Annual Population Survey, the Office for National Statistics compared the ethnic identities of British people with their national identity. Following complaints about this, the census was changed to allow respondents to record their English, Welsh, Scottish, another complication in defining the English is a common tendency for the words English and British to be used interchangeably, especially overseas. In his study of English identity, Krishan Kumar describes a common slip of the tongue in which people say English, I mean British. He notes that this slip is made only by the English themselves and by foreigners. Kumar suggests that although this blurring is a sign of England's dominant position with the UK and it tells of the difficulty that most English people have of distinguishing themselves, in a collective way, from the other inhabitants of the British Isles. In , the historian A. Foreigners used it as the name of a Great Power and indeed continue to do so, bonar Law, by origin a Scotch Canadian, was not ashamed to describe himself as Prime Minister of England Now terms have become more rigorous. The use of England except for a geographic area brings protests and this version of history is now regarded by many historians as incorrect, on the basis of more recent genetic and archaeological research.

Privateer

A privateer was a private person or ship that engaged in maritime warfare under a commission of war. Captured ships were subject to condemnation and sale under prize law, a percentage share usually went to the issuer of the commission. Since robbery under arms was common to trade, all merchant ships were already armed. During war, naval resources were auxiliary to operations on land so privateering was a way of subsidizing state power by mobilizing armed ships, the letter of marque of a privateer would typically limit activity to one particular ship, and specified officers. Typically, the owners or captain would be required to post a performance bond, in the United Kingdom, letters of marque were revoked for various offences. Some crews were treated as harshly as naval crews of the time, some crews were made up of professional merchant seamen, others of pirates, debtors, and convicts. Some privateers ended up becoming pirates, not just in the eyes of their enemies, William Kidd, for instance, began as a legitimate British privateer but was later hanged for piracy. The investors would arm the vessels and recruit large crews, much larger than a merchantman or a vessel would carry. Privateers generally cruised independently, but it was not unknown for them to form squadrons, a number of privateers were part of the English fleet that opposed the Spanish Armada in Privateers generally avoided encounters with warships, as such encounters would be at best unprofitable, for instance, in Chasseur encountered HMS St Lawrence, herself a former American privateer, mistaking her for a merchantman until too late, in this instance, however, the privateer prevailed. The United States used mixed squadrons of frigates and privateers in the American Revolutionary War, the practice dated to at least the 13th century but the word itself was coined sometime in the mid-century. England, and later the United Kingdom, used privateers to great effect and these privately owned merchant ships, licensed by the crown, could legitimately take vessels that were

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deemed pirates. The increase in competition for crews on armed merchant vessels and privateers was due, in a large part, because of the chance for a considerable payoff. Whereas a seaman who shipped on a vessel was paid a wage and provided with victuals. This proved to be a far more attractive prospect and privateering flourished as a result, during Queen Elizabeth's reign, she encouraged the development of this supplementary navy. Over the course of her rule, she had allowed Anglo-Spanish relations to deteriorate to the point where one could argue that a war with the Spanish was inevitable. By using privateers, if the Spanish were to take offense at the plundering of their ships, some of the most famous privateers that later fought in the Anglo-Spanish War included the Sea Dogs. In the late 16th century, English ships cruised in the Caribbean and off the coast of Spain, at this early stage the idea of a regular navy was not present, so there is little to distinguish the activity of English privateers from regular naval warfare <sup>3</sup>. He was notable at court for his jousting, at the Accession Day Tilts, two famous survivals, his portrait miniature by Nicholas Hilliard and a garniture of Greenwich armour reflect this important part of his life. In contrast, he neglected his estates in the far north of England, Clifford was born on 8 August at Brougham Castle in Westmorland, the son and heir of Henry Clifford, 2nd Earl of Cumberland. His valuable wardship and marriage was granted by Queen Elizabeth to Francis Russell, 2nd Earl of Bedford, life at court meant that George Clifford spent an increasing amount of time in southern England, away from his family's estates. As a result, Brougham Castle, one of his properties in the north, was neglected and abandoned, Clifford rose in the world as an accomplished jouster and became Queen Elizabeth's second Champion on the retirement of Sir Henry Lee of Ditchley. A portrait miniature by Nicholas Hilliard circa commemorates the appointment and she made him a Knight of the Garter in and he sat as a peer in the trial of Mary, Queen of Scots. Clifford was involved in the formation of the East India Company and he commanded the galleon Elizabeth Bonaventure in the Anglo-Spanish War of , during which he had little success but fared better in later naval battles against the Spanish fleet in the Caribbean. He led and invested in a number of expeditions but many were turned back due to storms or lack of prizes and his first success was an expedition to the Azores in taking a number of Portuguese and Spanish prizes. He helped to prepare an expedition with Walter Raleigh which led to the Battle of Flores in and the capture of richly laden carrack Madre de Deus off Flores in the Azores. Clifford and his force of men had arrived in Puerto Rico on 15 June , all the great wealth he gained from his buccaneering he lost in jousting and horse racing and was eventually obliged to sell his inherited lands. It formerly hung in Appleby Castle and is now displayed in the Abbot Hall Art Gallery, Kendal and it depicts Anne as a girl at left and as a mature woman at right. The central panel shows her parents and young brothers, the painting is replete with significant elements referring to her life and to her succession to her paternal inheritance, gained after a lengthy legal dispute, only settled in His two sons, Robert and Francis, had died young before the age of 5, thus his daughter and only surviving child Anne Clifford became his sole heiress. She inherited the title Baron de Clifford *suo jure*, which having been created by writ in was able to descend in the female line, after lengthy litigation Anne won much of the land, including Brougham and Appleby castles. Clifford died on 30 October within the Liberty of the Savoy in London and his chest tomb monument survives in Holy Trinity church, Skipton, adjacent to his seat of Skipton Castle. George Clifford's tournament armour survives and is considered the finest surviving garniture of the Tudor period, as Queen's Champion Clifford's armour would have been unrivaled in beauty <sup>4</sup>. William Dampier – William Dampier was an English explorer and navigator who became the first Englishman to explore parts of what is today Australia, and the first person to circumnavigate the world three times. He has also described as Australia's first natural historian, as well as one of the most important British explorers of the period between Sir Walter Raleigh and James Cook. William Dampier was born at Hymerford House in East Coker, Somerset and he was baptised on 5 September, but his precise date of birth is not recorded. He took part in the two Battles of Schooneveld in June of that year, Dampier's service was cut short by a catastrophic illness, and he returned to England for several months of recuperation. For the next years he tried his hand at various careers, including plantation management in Jamaica and logging in Mexico. Returning to England, he married Judith around , only to leave for the sea a few months later. This expedition collected buccaneers and

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ships as it went along, at one time having a fleet of ten vessels, Cooke died in Mexico, and a new leader, Edward Davis, was elected captain by the crew. Dampier transferred to the privateer Charles Swans ship, *Cygnets*, and on 31 March they set out across the Pacific to raid the East Indies, calling at Guam, Spanish witnesses saw the predominantly English crew as not only pirates and heretics but also cannibals. On 5 January, *Cygnets* anchored two miles from shore in 29 fathoms on the northwest coast of Australia, near King Sound. Later that year, by agreement, Dampier and two shipmates were marooned on one of the Nicobar Islands and they obtained a small canoe which they modified after first capsizing and then, after surviving a great storm at sea, called at Acheen in Sumatra. Dampier returned to England in via the Cape of Good Hope, penniless and he also had as a source of income a slave known as Prince Jeoly, from Miangas, who became famous for his tattoos. Dampier exhibited Jeoly in London, thereby also generating publicity for a book based on his diaries, the publication of the book, *A New Voyage Round the World*, in was a popular sensation, creating interest at the Admiralty.

Francis Drake – Sir Francis Drake, vice admiral was an English sea captain, privateer, navigator, slaver, and politician of the Elizabethan era. With his incursion into the Pacific he inaugurated an era of privateering, Elizabeth I of England awarded Drake a knighthood in 1581. He was second-in-command of the English fleet against the Spanish Armada in 1588 and he died of dysentery in January 1596 after unsuccessfully attacking San Juan, Puerto Rico. Francis Drake was born in Tavistock, Devon, England, although his birth is not formally recorded, it is known that he was born while the Six Articles were in force. Drake was two and twenty when he obtained the command of the *Judith* and this would date his birth to a date of c. 1544. The first son was alleged to have named after his godfather Francis Russell. Because of religious persecution during the Prayer Book Rebellion in 1549, there the father obtained an appointment to minister the men in the Kings Navy. He was ordained deacon and was vicar of Upnor Church on the Medway. Drakes father apprenticed Francis to his neighbour, the master of a used for coastal trade transporting merchandise to France. The ship master was so satisfied with the young Drakes conduct that, being unmarried and childless at his death, Francis Drake married Mary Newman in 1564. At age 23, Drake made his first voyage to the Americas, sailing with his cousin, Sir John Hawkins, on one of a fleet of ships owned by his relatives. He made two voyages to the West Indies, in 1568 and 1570, of which little is known, in 1577, he embarked on his first major independent enterprise. In 1577, he led an expedition to the West Indies, the illegitimate son of Robert Dudley, 1st Earl of Leicester, he inherited the bulk of the Earls estate in accordance with his fathers will, including Kenilworth Castle. In 1576, he tried unsuccessfully to establish his legitimacy in court, after that he left England forever, finding a new existence in the service of the Grand Dukes of Tuscany. There, he worked as an engineer and shipbuilder, and designed and published *Dell'Arcano del Mare* and he was also a skilled navigator and mathematician. He grew up in the houses of his father and his fathers friends and his mother married Sir Edward Stafford in November 1564, and then left for Paris. Leicester was fond of his son and often made trips to see him, Dudley was given an excellent education and was enrolled at Christ Church, Oxford, in 1574, with the status of *filius comitis*. There, his mentor was Thomas Chaloner, who became his close friend. His will gave Dudley a large inheritance, including the castle and estate at Kenilworth, and on the death of his uncle, Ambrose Dudley, 3rd Earl of Warwick, the lordships of Denbigh and Chirk. In early 1572, Dudley was contracted to marry Frances Vavasour with the consent of Queen Elizabeth I, later that year, Vavasour secretly married another man and was banished from court. In turn, the year-old Dudley married Margaret, a sister of Sir Thomas Cavendishs, Dudley was excluded from court for this secret marriage, but only for a few days. Margaret was given two ships by her father Robert, named the *Leicester* and the *Roebuck*, in 1577, Dudley assembled a fleet of ships, including his flagship, the galleon *Beare*, as well as the *Beares Whelpe*, and the pinnaces *Earwig* and *Frisking*. He intended to use them to harass the Spaniards in the Atlantic, the Queen did not approve of his plans, because of his inexperience and the value of the ships. She did commission him as a general but insisted that he sail to Guiana, Dudley recruited veteran sailors, including the navigator Abraham Kendal, and the captains Thomas Jobson and Benjamin Wood. Dudleys fleet sailed on 6 November 1577, but a storm separated the ships. Dudley sent word to the captain of the *Beares Whelp* to join him in the Canary

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Islands or Cabo Blanco, at first, Dudley's trip proved unlucky, the *Earwig* sank, and most of the vessels he encountered were friendly. Dudley led only one raid in the Gulf of Lagos, in December, the expedition finally managed to capture two Spanish ships at Tenerife. Dudley renamed them *Intent* and *Regard*, manned them with his sailors and he sailed to Cabo Blanco, expecting to meet the *Beares Whelpe* there, but it did not show up. On his second voyage, Frobisher found what he thought was gold ore, encouraged, Frobisher returned to Canada with an even larger fleet and dug several mines around Frobisher Bay. He was later knighted for his service in repelling the Spanish Armada in 1588, the son of merchant Bernard Frobisher of Altofts, Yorkshire. He was raised in London by a relative, Sir John York, however, some records question the parentage of Frobisher being Bernard, suggesting instead that his father was actually Gregory Frobisher, Esq. He first went to sea as a boy in 1577. In 1578 he was captured by the Portuguese and spent some time in captivity and he later became a pirate, operating from a port in southern Ireland. As early as 1576, Frobisher had formed a resolution to undertake a voyage in search of a Northwest Passage as a route to India. It took him 5 years to gain funding for his project. He weighed anchor at Blackwall, and, after having received a word from Queen Elizabeth I of England at Greenwich, set sail on 7 June 1578. In a storm, the pinnace was lost and *Michael* was abandoned, Baffin Island was reached on 18 August 1578, where the expedition met some local Inuit. The boats crew disobeyed, however, and five of Frobisher's men were taken captive, after days of searching Frobisher could not recover them, and eventually took hostage the man who had agreed to guide them to see if an exchange for the missing boats crew could be arranged.

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## Chapter 2 : Privateer - WikiVisually

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Cookies help us deliver our services. By using our services, you agree to our use of cookies. The commission, also known as a letter of marque, empowers the person to carry on all forms of hostility permissible at sea by the usages of war, including attacking foreign vessels during wartime and taking them as prizes. Historically captured ships were subject to condemnation and sale under prize law, with the proceeds divided between the privateer sponsors, shipowners, captains and crew. A percentage share usually went to the issuer of the commission. Since robbery under arms was once common to seaborne trade, all merchant ships were already armed. During war, naval resources were auxiliary to operations on land so privateering was a way of subsidizing state power by mobilizing armed ships and sailors. In practice the legality and status of privateers historically has often been vague. The privateers themselves were often simply pirates who would take advantage of wars between nations to gain semi-legal status for their enterprises. By the end of the 19th century the practice of issuing letters of marque had fallen out of favor because of the chaos it caused and its role in inadvertently encouraging piracy. Typically, the owners or captain would be required to post a performance bond. In the United Kingdom, letters of marque were revoked for various offences. Some crews were treated as harshly as naval crews of the time, while others followed the comparatively relaxed rules of merchant ships. Some crews were made up of professional merchant seamen, others of pirates, debtors, and convicts. Some privateers ended up becoming pirates, not just in the eyes of their enemies but also of their own nations. William Kidd, for instance, began as a legitimate British privateer but was later hanged for piracy. Among the corsairs that acted under authorization of his country they emphasize: The investors would arm the vessels and recruit large crews, much larger than a merchantman or a naval vessel would carry, in order to crew the prizes they captured. Privateers generally cruised independently, but it was not unknown for them to form squadrons, or to co-operate with the regular navy. A number of privateers were part of the English fleet that opposed the Spanish Armada in Privateers generally avoided encounters with warships, as such encounters would be at best unprofitable. Still, such encounters did occur. For instance, in Chasseur encountered HMS St Lawrence, herself a former American privateer, mistaking her for a merchantman until too late; in this instance, however, the privateer prevailed. During the 15th century, "piracy became an increasing problem and merchant communities such as Bristol began to resort to self-help, arming and equipping ships at their own expense to protect commerce. This constituted a "revolution in naval strategy" and helped fill the need for protection that the current administration was unable to provide as it "lacked an institutional structure and coordinated finance. By using privateers, if the Spanish were to take offense at the plundering of their ships, Queen Elizabeth could always deny she had anything to do with the actions of such independents. Some of the most famous privateers that later fought in the Anglo-Spanish War" included the Sea Dogs. In the late 16th century, English ships cruised in the Caribbean and off the coast of Spain, trying to intercept treasure fleets from the Spanish Main. At this early stage the idea of a regular navy the Royal Navy, as distinct from the Merchant Navy was not present, so there is little to distinguish the activity of English privateers from regular naval warfare. Attacking Spanish ships, even during peacetime, was part of a policy of military and economic competition with Spain" which had been monopolizing the maritime trade routes along with the Portuguese helping to provoke the first Anglo-Spanish War. Capturing a Spanish treasure ship would enrich the Crown as well as strike a practical blow against Spanish domination of America. Piet Pieterszoon Hein was a brilliantly successful Dutch privateer who captured a Spanish treasure fleet. Magnus Heinason was another privateer who served the Dutch against the Spanish. Elizabeth was succeeded by the first Stuart monarchs, James I and Charles I, who did not permit privateering. There were a number of

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unilateral and bilateral declarations limiting privateering between and However, the breakthrough came in when the Declaration of Paris, signed by all major European powers, stated that "Privateering is and remains abolished". The US did not sign because a stronger amendment, protecting all private property from capture at sea, was not accepted. In the 19th century many nations passed laws forbidding their nationals from accepting commissions as privateers for other nations. The only difference between this and privateering was that these volunteer ships were under the discipline of the regular navy. In the first Anglo-Dutch War, English privateers attacked the trade on which the United Provinces entirely depended, capturing over 1, Dutch merchant ships. During the subsequent war with Spain, Spanish and Flemish privateers in the service of the Spanish Crown, including the notorious Dunkirkers, captured 1, English merchant ships, helping to restore Dutch international trade. British trade, whether coastal, Atlantic, or Mediterranean, was also attacked by Dutch privateers and others in the Second and Third Anglo-Dutch wars. In the following War of Spanish Succession, privateer attacks continued, Britain losing 3, merchant ships. Parliament passed an updated Cruisers and Convoys Act in allocating regular warships to the defence of trade. In the subsequent conflict, the War of Austrian Succession, the Royal Navy was able to concentrate more on defending British ships. Britain lost 3, merchantmen, a smaller fraction of her merchant marine than the enemy losses of 3, The latter schooner captured over 50 American vessels during the War of The newly independent United States later became involved in this scenario, complicating the conflict. His fleet was composed of approx. One of the most famous privateers from mainland Spain was Amaro Pargo. Many Bermudians were employed as crew aboard privateers throughout the century, although the colony was primarily devoted to farming cash crops until turning from its failed agricultural economy to the sea after the dissolution of the Somers Isles Company a spin-off of the Virginia Company which had overseen the colony since With a total area of and lacking any natural resources other than the Bermuda cedar, the colonists applied themselves fully to the maritime trades, developing the speedy Bermuda sloop, which was well suited both to commerce and to commerce raiding. Bermudian merchant vessels turned to privateering at every opportunity in the 18th century, preying on the shipping of Spain, France, and other nations during a series of wars, including: Fifteen privateers operated from Bermuda during the war, but losses exceeded captures ; the to American War of Independence; and the to Anglo-Spanish War. By the middle of the 18th century, Bermuda was sending twice as many privateers to sea as any of the continental colonies. They typically left Bermuda with very large crews. This advantage in manpower was vital in overpowering the crews of larger vessels, which themselves often lacked sufficient crewmembers to put up a strong defence. The extra crewmen were also useful as prize crews for returning captured vessels. The Bahamas, which had been depopulated of its indigenous inhabitants by the Spanish, had been settled by England, beginning with the Eleutheran Adventurers, dissident Puritans driven out of Bermuda during the English Civil War. Spanish and French attacks destroyed New Providence in , creating a stronghold for pirates, and it became a thorn in the side of British merchant trade through the area. In , Britain appointed Woodes Rogers as Governor of the Bahamas, and sent him at the head of a force to reclaim the settlement. Before his arrival, however, the pirates had been forced to surrender by a force of Bermudian privateers who had been issued letters of marque by the Governor of Bermuda. Bermuda was in de facto control of the Turks Islands, with their lucrative salt industry, from the late 17th century to the early 19th. The Bahamas made perpetual attempts to claim the Turks for itself. On several occasions, this involved seizing the vessels of Bermudian salt traders. A virtual state of war was said to exist between Bermudian and Bahamian vessels for much of the 18th century. When the Bermudian sloop Seaflower was seized by the Bahamians in , the response of the Governor of Bermuda, Captain Benjamin Bennett, was to issue letters of marque to Bermudian vessels. In , Spanish and French forces ousted the Bermudians, but were driven out themselves three years later by the Bermudian privateer Captain Lewis Middleton. His ship, the Rose, attacked a Spanish and a French privateer holding a captive English vessel. Defeating the two enemy vessels, the Rose then cleared out the thirty-man garrison left by the Spanish and French. Despite strong sentiments in support of the rebels, especially in the early stages, Bermudian privateers turned as aggressively on American shipping during the

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American War of Independence. Bermudian trade with the rebellious American colonies actually carried on throughout the war. Some historians credit the large number of Bermuda sloops reckoned at over a thousand built in Bermuda as privateers and sold illegally to the Americans as enabling the rebellious colonies to win their independence. Also, the Americans were dependent on Turks salt, and one hundred barrels of gunpowder were stolen from a Bermudian magazine and supplied to the rebels as orchestrated by Colonel Henry Tucker and Benjamin Franklin, and as requested by George Washington, in exchange for which the Continental Congress authorised the sale of supplies to Bermuda, which was dependent on American produce. The realities of this interdependence did nothing to dampen the enthusiasm with which Bermudian privateers turned on their erstwhile countrymen. An American naval captain, ordered to take his ship out of Boston Harbor to eliminate a pair of Bermudian privateering vessels that had been picking off vessels missed by the Royal Navy, returned frustrated, saying, "the Bermudians sailed their ships two feet for every one of ours". Around 10, Bermudians emigrated in the years prior to American independence, mostly to the American colonies. In the Battle of Wreck Hill, brothers Charles and Francis Morgan, members of a large Bermudian enclave that had dominated Charleston, South Carolina and its environs since settlement, captaining two sloops the Fair American and the Experiment, respectively, carried out the only attack on Bermuda during the war. The target was a fort that guarded a little used passage through the encompassing reefline. After the soldiers manning the fort were forced to abandon it, they spiked its guns and fled themselves before reinforcements could arrive. When the Americans captured the Bermudian privateer Regulator, they discovered that virtually all of her crew were black slaves. Authorities in Boston offered these men their freedom, but all 70 elected to be treated as prisoners of war. Sent as such to New York on the sloop Duxbury, they seized the vessel and sailed it back to Bermuda. The War of saw an encore of Bermudian privateering, which had died out after the s. This colony was initially settled largely via Bermuda, with about eighty Bermudians moved to Providence in . Although it was intended that the colony be used to grow cash crops, its location in the heart of the Spanish controlled territory ensured that it quickly became a base for privateering. Bermuda-based privateer Daniel Elfrith, while on a privateering expedition with Captain Sussex Camock of the bark Somer Ilands a rendering of "Somers Isles", the alternate name of the Islands of Bermuda in , discovered two islands off the coast of Nicaragua, apart from each other. During this time, Elfrith served as a guide to other privateers and sea captains arriving in the Caribbean. Elfrith invited the well-known privateer Diego el Mulato to the island. Samuel Axe, one of the military leaders, also accepted letters of marque from the Dutch authorizing privateering. The Spanish did not hear of the Providence Island colony until , when they captured some Englishmen in Portobelo, on the Isthmus of Panama. The Spanish were repelled and forced to retreat "in haste and disorder". After the attack, King Charles I of England issued letters of marque to the Providence Island Company on 21 December authorizing raids on the Spanish in retaliation for a raid that had destroyed the English colony on Tortuga earlier in Tortuga had come under the protection of the Providence Island Company. In a Spanish fleet raided Tortuga. The company could in turn issue letters of marque to subcontracting privateers who used the island as a base, for a fee. This soon became an important source of profit. In March the Company dispatched Captain Robert Hunt on the Blessing to assume the governorship of what was now viewed as a base for privateering. Depredations continued, leading to growing tension between England and Spain, which were still technically at peace. Butler returned to England in , satisfied that the fortifications were adequate, deputizing the governorship to Captain Andrew Carter.

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Paris Declaration Respecting Maritime Law Being privately owned and run, privateers did not take orders from the Naval command. The letter of marque of a privateer would typically limit activity to a specific area and to the ships of specific nations. Typically, the owners or captain would be required to post a performance bond against breaching these conditions, or they might be liable to pay damages to an injured party. In the United Kingdom, letters of marque were revoked for various offences. Some crews were treated as harshly as naval crews of the time, while others followed the comparatively relaxed rules of merchant ships. Some crews were made up of professional merchant seamen, others of pirates, debtors, and convicts. Some privateers ended up becoming pirates, not just in the eyes of their enemies but also of their own nations. William Kidd, for instance, began as a legitimate British privateer but was later hanged for piracy. It regulated the relationship between neutral and belligerent and shipping on the high seas introducing new prize rules. The investors would arm the vessels and recruit large crews, much larger than a merchantman or a naval vessel would carry, in order to crew the prizes they captured. Privateers generally cruised independently, but it was not unknown for them to form squadrons, or to co-operate with the regular navy. A number of privateers were part of the English fleet that opposed the Spanish Armada in 1588. Privateers generally avoided encounters with warships, as such encounters would be at best unprofitable. Still, such encounters did occur. For instance, in 1795 the *Chasseur* encountered HMS *St Lawrence*, herself a former American privateer, mistaking her for a merchantman until too late; in this instance, the privateer prevailed. During the 15th century, "piracy became an increasing problem and merchant communities such as Bristol began to resort to self-help, arming and equipping ships at their own expense to protect commerce. This constituted a "revolution in naval strategy" and helped fill the need for protection that the current administration was unable to provide as it "lacked an institutional structure and coordinated finance. Some of the most famous privateers that later fought in the Anglo-Spanish War" included the Sea Dogs. In the late 16th century, English ships cruised in the Caribbean and off the coast of Spain, trying to intercept treasure fleets from the Spanish Main. At this early stage the idea of a regular navy the Royal Navy, as distinct from the Merchant Navy was not present, so there is little to distinguish the activity of English privateers from regular naval warfare. Attacking Spanish ships, even during peacetime, was part of a policy of military and economic competition with Spain - which had been monopolizing the maritime trade routes along with the Portuguese helping to provoke the first Anglo-Spanish War. Magnus Heinason was one privateer who served the Dutch against the Spanish. Elizabeth was succeeded by the first Stuart monarchs, James I and Charles I, who did not permit privateering. There were a number of unilateral and bilateral declarations limiting privateering between and However, the breakthrough came in when the Declaration of Paris, signed by all major European powers, stated that "Privateering is and remains abolished". The USA did not sign because a stronger amendment, protecting all private property from capture at sea, was not accepted. In the 19th century many nations passed laws forbidding their nationals from accepting commissions as privateers for other nations. The only difference between this and privateering was that these volunteer ships were under the discipline of the regular navy. CSS *Savannah*, a Confederate privateer. In the first Anglo-Dutch War, English privateers attacked the trade on which the United Provinces entirely depended, capturing over 1, Dutch merchant ships. During the subsequent war with Spain, Spanish and Flemish privateers in the service of the Spanish Crown, including the notorious *Dunkirkers*, captured 1, English merchant ships, helping to restore Dutch international trade. England lost roughly 4, merchant ships during the war. In the subsequent conflict, the War of Austrian Succession, the Royal Navy was able to concentrate more on defending British ships. Britain lost 3,

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merchantmen, a smaller fraction of her merchant marine than the enemy losses of 3, During the American Civil War privateering took on several forms, including blockade running while privateering in general occurred in the interests of both the North and the South. Letters of marque would often be issued to private shipping companies and other private owners of ships, authorizing them to engage vessels deemed to be unfriendly to the issuing government. Crews of ships were awarded the cargo and other prizes aboard any captured vessel as an incentive to search far and wide for ships attempting to supply the Confederacy, or aid the Union, as the case may be. It was a way to gain for themselves some of the wealth the Spanish and Portuguese were taking from the New World before beginning their own trans-Atlantic settlement, and a way to assert naval power before a strong Royal Navy emerged. Sir Andrew Barton , Lord High Admiral of Scotland , followed the example of his father, who had been issued with letters of marque by James III of Scotland to prey upon English and Portuguese shipping in ; the letters in due course were reissued to the son. Barton was killed following an encounter with the English in Sir Francis Drake , who had close contact with the sovereign, was responsible for some damage to Spanish shipping, as well as attacks on Spanish settlements in the Americas in the 16th century. He participated in the successful English defence against the Spanish Armada in , though he was also partly responsible for the failure of the English Armada against Spain in He arrived in Puerto Rico on June 15, , but by November of that year Clifford and his men had fled the island due to fierce civilian resistance. He gained sufficient prestige from his naval exploits to be named the official Champion of Queen Elizabeth I. Clifford became extremely wealthy through his buccaneering, but lost most of his money gambling on horse races. An action between an English ship and vessels of the Barbary corsairs Captain Christopher Newport led more attacks on Spanish shipping and settlements than any other English privateer. Sir Henry Morgan was a successful privateer. Operating out of Jamaica, he carried on a war against Spanish interests in the region, often using cunning tactics. His operation was prone to cruelty against those he captured, including torture to gain information about booty, and in one case using priests as human shields. Despite reproaches for some of his excesses, he was generally protected by Sir Thomas Modyford , the governor of Jamaica. He took an enormous amount of booty, as well as landing his privateers ashore and attacking land fortifications, including the sack of the city of Panama with only 1, crew[ citation needed ]. The latter schooner captured over 50 American vessels during the War of When Spain issued a decree blocking foreign countries from trading, selling or buying merchandise in its Caribbean colonies, the entire region became engulfed in a power struggle among the naval superpowers. Bermuda sloop - privateer. Bermudian merchant vessels turned to privateering at every opportunity in the 18th century, preying on the shipping of Spain, France, and other nations during a series of wars, including: Fifteen privateers operated from Bermuda during the war, but losses exceeded captures ; the to American War of Independence ; and the to Anglo-Spanish War. They typically left Bermuda with very large crews. This advantage in manpower was vital in overpowering the crews of larger vessels, which themselves often lacked sufficient crewmembers to put up a strong defence. The extra crewmen were also useful as prize crews for returning captured vessels. The Bahamas, which had been depopulated of its indigenous inhabitants by the Spanish, had been settled by England, beginning with the Eleutheran Adventurers , dissident Puritans driven out of Bermuda during the English Civil War. Spanish and French attacks destroyed New Providence in , creating a stronghold for pirates, and it became a thorn in the side of British merchant trade through the area. In , Britain appointed Woodes Rogers as Governor of the Bahamas , and sent him at the head of a force to reclaim the settlement. Before his arrival, however, the pirates had been forced to surrender by a force of Bermudian privateers who had been issued letters of marque by the Governor of Bermuda. Bermuda Gazette - 12 November The Bahamas made perpetual attempts to claim the Turks for itself. On several occasions, this involved seizing the vessels of Bermudian salt traders. A virtual state of war was said to exist between Bermudian and Bahamian vessels for much of the 18th Century. When the Bermudian sloop Seaflower was seized by the Bahamians in , the response of Bermuda Governor Bennett was to issue letters of marque to Bermudian vessels. In , Spanish and French forces ousted the Bermudians, but were driven out themselves three years later by the Bermudian

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privateer Captain Lewis Middleton. His ship, the *Rose*, attacked a Spanish and a French privateer holding a captive English vessel. Defeating the two enemy vessels, the *Rose* then cleared out the thirty-man garrison left by the Spanish and French. Bermudian trade with the rebellious American colonies actually carried on throughout the war. Some historians credit the large number of Bermuda sloops reckoned at over a thousand built in Bermuda as privateers and sold illegally to the Americans as enabling the rebellious colonies to win their independence. The realities of this interdependence did nothing to dampen the enthusiasm with which Bermudian privateers turned on their erstwhile countrymen. An American naval captain, ordered to take his ship out of Boston Harbor to eliminate a pair of Bermudian privateering vessels that had been picking off vessels missed by the Royal Navy, returned frustrated, saying, "the Bermudians sailed their ships two feet for every one of ours". In the Battle of Wreck Hill, a pair of Bermudian-born brothers, [22] captaining two sloops, carried out the only attack on Bermuda during the war. The target was a fort that guarded a little used passage through the encompassing reefline. After the soldiers manning the fort were forced to abandon it, they spiked its guns and fled themselves before reinforcements could arrive. Authorities in Boston offered these men their freedom, but all 70 elected to be treated as prisoners of war. Sent as such to New York on the sloop *Duxbury*, they seized the vessel and sailed it back to Bermuda. French corsairs in taking prizes and British prisoners France Main article: French corsairs Corsairs French: Seized vessels and cargo were sold at auction, with the corsair captain entitled to a portion of the proceeds. Although not French Navy personnel, corsairs were considered legitimate combatants in France and allied nations , provided the commanding officer of the vessel was in possession of a valid Letter of Marque fr. Lettre de Marque or Lettre de Course , and the officers and crew conducted themselves according to contemporary admiralty law. By acting on behalf of the French Crown, if captured by the enemy, they could claim treatment as prisoners of war , instead of being considered pirates. Because corsairs gained a swashbuckling reputation, the word "corsair" is also used generically as a more romantic or flamboyant way of referring to privateers, or even to pirates. United States *Pride of Baltimore II* , replica United States topsail schooner , favored by privateers for its speed and ability to sail close to the wind. During the American Revolutionary War , the Continental Congress, and some state governments on their own initiative , issued privateering licenses, authorizing "legal piracy", to merchant captains in an effort to take prizes from the British Navy and Tory Loyalist privateers. This was done due to the relatively small number of commissioned American naval vessels and the pressing need for prisoner exchange. About 55, American seamen served aboard the privateers. New London, Connecticut was a chief privateering port for the American colonies, leading to the British Navy blockading it in In the months before the British raid on New London and Groton, a New London privateer took *Hannah* in what is regarded as the largest prize taken by any American privateer during the war. Retribution was likely part of Gov. Naval battle off Halifax , Nova Scotia American privateers are thought to have seized up to British ships during the war. One of the more successful of these ships was the *Prince de Neufchatel* , which once captured nine British prizes in swift succession in the English Channel. American privateers not only fought naval battles but also raided numerous communities in British colonies, such as the Raid on Lunenburg, Nova Scotia The United States Constitution authorized the U. Congress to grant letters of marque and reprisal.

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### Chapter 4 : Privateers and Privateering - Edward Phillips Statham - Google Books

*A privateer is a private person or ship that engages in maritime warfare under a commission of war. The commission, also known as a letter of marque, empowers the person to carry on all forms of hostility permissible at sea by the usages of war, including attacking foreign vessels during wartime and taking them as prizes.*

Ships[ edit ] Entrepreneurs converted many different types of vessels into privateers, including obsolete warships and refitted merchant ships. The investors would arm the vessels and recruit large crews, much larger than a merchantman or a naval vessel would carry, in order to crew the prizes they captured. Privateers generally cruised independently, but it was not unknown for them to form squadrons, or to co-operate with the regular navy. A number of privateers were part of the English fleet that opposed the Spanish Armada in 1588. Privateers generally avoided encounters with warships, as such encounters would be at best unprofitable. Still, such encounters did occur. For instance, the *Chasseur* encountered HMS *St Lawrence*, herself a former American privateer, mistaking her for a merchantman until too late; in this instance, however, the privateer prevailed. Spanish treasure fleets linking the Caribbean to Seville, Manila-Acapulco galleons started in white and rival Portuguese India Armadas of "blue". The practice dated to at least the 13th century but the word itself was coined sometime in the mid-15th century. During the 15th century, "piracy became an increasing problem and merchant communities such as Bristol began to resort to self-help, arming and equipping ships at their own expense to protect commerce. This constituted a "revolution in naval strategy" and helped fill the need for protection that the current administration was unable to provide as it "lacked an institutional structure and coordinated finance". Some of the most famous privateers that later fought in the Anglo-Spanish War included the Sea Dogs. In the late 16th century, English ships cruised in the Caribbean and off the coast of Spain, trying to intercept treasure fleets from the Spanish Main. At this early stage the idea of a regular navy, the Royal Navy, as distinct from the Merchant Navy was not present, so there is little to distinguish the activity of English privateers from regular naval warfare. Attacking Spanish ships, even during peacetime, was part of a policy of military and economic competition with Spain which had been monopolizing the maritime trade routes along with the Portuguese helping to provoke the first Anglo-Spanish War. Piet Pieterszoon Hein was a brilliantly successful Dutch privateer who captured a Spanish treasure fleet. Magnus Heinason was another privateer who served the Dutch against the Spanish. Elizabeth was succeeded by the first Stuart monarchs, James I and Charles I, who did not permit privateering. There were a number of unilateral and bilateral declarations limiting privateering between and with nations. However, the breakthrough came in 1763 when the Declaration of Paris, signed by all major European powers, stated that "Privateering is and remains abolished". The US did not sign because a stronger amendment, protecting all private property from capture at sea, was not accepted. In the 19th century many nations passed laws forbidding their nationals from accepting commissions as privateers for other nations. The only difference between this and privateering was that these volunteer ships were under the discipline of the regular navy. CSS *Savannah*, a Confederate privateer. In the first Anglo-Dutch War, English privateers attacked the trade on which the United Provinces entirely depended, capturing over 1,000 Dutch merchant ships. During the subsequent war with Spain, Spanish and Flemish privateers in the service of the Spanish Crown, including the notorious Dunkirkers, captured 1,000 English merchant ships, helping to restore Dutch international trade. England lost roughly 4,000 merchant ships during the war. In the subsequent conflict, the War of Austrian Succession, the Royal Navy was able to concentrate more on defending British ships. Britain lost 3,000 merchantmen, a smaller fraction of her merchant marine than the enemy losses of 3,000. During the American Civil War privateering took on several forms, including blockade running while privateering in general occurred in the interests of both the North and the South. Letters of marque would often be issued to private shipping companies and other private owners of ships, authorizing them to engage vessels deemed to be unfriendly to the issuing government. Crews of ships were awarded the cargo and other prizes aboard any captured vessel as an incentive to search far and wide for

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ships attempting to supply the Confederacy, or aid the Union, as the case may be. It was a way to gain for themselves some of the wealth the Spanish and Portuguese were taking from the New World before beginning their own trans-Atlantic settlement, and a way to assert naval power before a strong Royal Navy emerged. Sir Andrew Barton, Lord High Admiral of Scotland, followed the example of his father, who had been issued with letters of marque by James III of Scotland to prey upon English and Portuguese shipping; the letters in due course were reissued to the son. Barton was killed following an encounter with the English in Sir Francis Drake, who had close contact with the sovereign, was responsible for some damage to Spanish shipping, as well as attacks on Spanish settlements in the Americas in the 16th century. He participated in the successful English defence against the Spanish Armada in 1588, though he was also partly responsible for the failure of the English Armada against Spain in 1589. He arrived in Puerto Rico on June 15, 1588, but by November of that year Clifford and his men had fled the island due to fierce civilian resistance. He gained sufficient prestige from his naval exploits to be named the official Champion of Queen Elizabeth I. Clifford became extremely wealthy through his buccaneering, but lost most of his money gambling on horse races. An action between an English ship and vessels of the Barbary corsairs Captain Christopher Newport led more attacks on Spanish shipping and settlements than any other English privateer. He lost an arm whilst capturing a Spanish ship during an expedition in 1585, but despite this he continued on privateering, successfully blockading Western Cuba the following year. Sir Henry Morgan was a successful privateer. Operating out of Jamaica, he carried on a war against Spanish interests in the region, often using cunning tactics. His operation was prone to cruelty against those he captured, including torture to gain information about booty, and in one case using priests as human shields. Despite reproaches for some of his excesses, he was generally protected by Sir Thomas Modyford, the governor of Jamaica. He took an enormous amount of booty, as well as landing his privateers ashore and attacking land fortifications, including the sack of the city of Panama with only 1, crew [12]. Many Bermudians were employed as crew aboard privateers throughout the century, although the colony was primarily devoted to farming cash crops until turning from its failed agricultural economy to the sea after the dissolution of the Somers Isles Company a spin-off of the Virginia Company which had overseen the colony since Bermudian merchant vessels turned to privateering at every opportunity in the 18th century, preying on the shipping of Spain, France, and other nations during a series of wars, including: Fifteen privateers operated from Bermuda during the war, but losses exceeded captures; the to American War of Independence; and the to Anglo-Spanish War. They typically left Bermuda with very large crews. This advantage in manpower was vital in overpowering the crews of larger vessels, which themselves often lacked sufficient crewmembers to put up a strong defence. The extra crewmen were also useful as prize crews for returning captured vessels. The Bahamas, which had been depopulated of its indigenous inhabitants by the Spanish, had been settled by England, beginning with the Eleutheran Adventurers, dissident Puritans driven out of Bermuda during the English Civil War. Spanish and French attacks destroyed New Providence in 1672, creating a stronghold for pirates, and it became a thorn in the side of British merchant trade through the area. In 1686, Britain appointed Woodes Rogers as Governor of the Bahamas, and sent him at the head of a force to reclaim the settlement. Before his arrival, however, the pirates had been forced to surrender by a force of Bermudian privateers who had been issued letters of marque by the Governor of Bermuda. Bermuda Gazette of 12 November 1686, calling for privateering against Spain and its allies during the to Anglo-Spanish War, and with advertisements for crew for two privateer vessels. Bermuda was in de facto control of the Turks Islands, with their lucrative salt industry, from the late 17th century to the early 19th. The Bahamas made perpetual attempts to claim the Turks for itself. On several occasions, this involved seizing the vessels of Bermudian salt traders. A virtual state of war was said to exist between Bermudian and Bahamian vessels for much of the 18th century. When the Bermudian sloop *Seaflower* was seized by the Bahamians in 1702, the response of the Governor of Bermuda, Captain Benjamin Bennett, was to issue letters of marque to Bermudian vessels. In 1704, Spanish and French forces ousted the Bermudians, but were driven out themselves three years later by the Bermudian privateer Captain Lewis Middleton. His ship, the *Rose*, attacked a Spanish and a French privateer holding a captive

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English vessel. Defeating the two enemy vessels, the *Rose* then cleared out the thirty-man garrison left by the Spanish and French. Bermudian trade with the rebellious American colonies actually carried on throughout the war. Some historians credit the large number of Bermuda sloops reckoned at over a thousand built in Bermuda as privateers and sold illegally to the Americans as enabling the rebellious colonies to win their independence. The realities of this interdependence did nothing to dampen the enthusiasm with which Bermudian privateers turned on their erstwhile countrymen. An American naval captain, ordered to take his ship out of Boston Harbor to eliminate a pair of Bermudian privateering vessels that had been picking off vessels missed by the Royal Navy, returned frustrated, saying, "the Bermudians sailed their ships two feet for every one of ours". In the Battle of Wreck Hill, brothers Charles and Francis Morgan, members of a large Bermudian enclave that had dominated Charleston, South Carolina and its environs since settlement, [22] [23] captaining two sloops the *Fair American* and the *Experiment*, respectively, carried out the only attack on Bermuda during the war. The target was a fort that guarded a little used passage through the encompassing reefline. After the soldiers manning the fort were forced to abandon it, they spiked its guns and fled themselves before reinforcements could arrive. When the Americans captured the Bermudian privateer *Regulator*, they discovered that virtually all of her crew were black slaves. Authorities in Boston offered these men their freedom, but all 70 elected to be treated as prisoners of war. Sent as such to New York on the sloop *Duxbury*, they seized the vessel and sailed it back to Bermuda. Providence Island colony[ edit ] Bermudians were also involved in privateering from the short-lived English colony on *Isla de Providencia*, off the coast of Nicaragua. This colony was initially settled largely via Bermuda, with about eighty Bermudians moved to Providence in . Although it was intended that the colony be used to grow cash crops, its location in the heart of the Spanish controlled territory ensured that it quickly became a base for privateering. During this time, Elfrith served as a guide to other privateers and sea captains arriving in the Caribbean. Elfrith invited the well-known privateer Diego el Mulato to the island. Samuel Axe, one of the military leaders, also accepted letters of marque from the Dutch authorizing privateering. The Spanish did not hear of the Providence Island colony until , when they captured some Englishmen in Portobelo , on the Isthmus of Panama. In a Spanish fleet raided Tortuga. The company could in turn issue letters of marque to subcontracting privateers who used the island as a base, for a fee. This soon became an important source of profit. On 11 July the Spanish Ambassador in London complained again, saying he understands that there is lately brought in at the Isle of Wight by one, Captain James Reskinner [ James Reiskimmer ], a ship very richly laden with silver, gold, diamonds, pearls, jewels, and many other precious commodities taken by him in virtue of a commission of the said Earl [of Warwick] from the subjects of his Catholic Majesty Butler returned to England in , satisfied that the fortifications were adequate, deputizing the governorship to Captain Andrew Carter. Taking advantage of having infantry from Castile and Portugal wintering in his port, he dispatched six hundred armed Spaniards from the fleet and the presidio, and two hundred black and mulatto militiamen under the leadership of don Antonio Maldonado y Tejada , his Sergeant Major, in six small frigates and a galleon. The Spanish were forced to withdraw when a gale blew up and threatened their ships. Carter had the Spanish prisoners executed. When the Puritan leaders protested against this brutality, Carter sent four of them home in chains. Spanish capture of Providencia The Spanish acted decisively to avenge their defeat. At first Pimienta planned to attack the poorly defended east side, and the English rushed there to improvise defenses. With the winds against him, Pimienta changed plans and made for the main New Westminster harbor and launched his attack on 24 May. He held back his large ships to avoid damage, and used the pinnaces to attack the forts. The Spanish took sixty guns, and captured the settlers who remained on the island – others had escaped to the Mosquito coast. They took the prisoners to Cartagena. The Spanish found gold, indigo, cochineal and six hundred black slaves on the island, worth a total of , ducats, some of the accumulated booty from the English raids. He found the Spanish in occupation.

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### Chapter 5 : Privateer | Maveric Universe Wiki | FANDOM powered by Wikia

*Privateers and Privateering* by Edward Phillips Statham In this book, first published in at the height of Britain's naval arms race with Germany, E. P. Statham (b. ) presented the lives and exploits of, in his words, 'licensed plunderers'.

Please use the follow button to get notification about the latest chapter next time when you visit LightNovelFree. Use F11 button to read novel in full-screen PC only. Drop by anytime you want to read free "fast" latest novel. Humbly begging for precise information as to the force he was permitted, as a merchant vessel, to take on board, he was informed, after some deliberation, that he must limit himself to four small guns and a crew of five-and-twenty, and the authorities kept a very sharp eye upon him to see that he complied. Not in the least disconcerted, Wright displayed the greatest anxiety not to exceed the limit, and even suggested that guard-boats should be kept rowing round his s. Finally, before sailing, Wright obtained from the Governor a certificate to the effect that he had complied with all requirements. Armed with this, he put to sea on July 28th, , in company with four merchant vessels, with valuable cargoes, bound for England. She had been waiting off the port for some time, and her captain had been heard to ask in Leghorn, "When is Captain Wright coming out? He has kept me waiting a long time already. Here were nice pickings, indeed! Sailing out from Leghorn in the hot summer weather, Wright had to make what seamen term an offing, before he could set about trans. Fortunatus Wright saw her coming, and measured the decreasing distance, calculating the time which remained for him to prepare with a cool and critical eye, while his men worked like giants; and, when all was done, he could mount but twelve guns, including the four pop-guns which he had been permitted to s. Hastily telling off his men to their stations, and leaving his four traders lying to in a cl. And now the royal favour and comfortable pension, the handsome donation from the Ma. Even supposing, as would seem probable, that he was not altogether unaware of the operations of the Englishman, his vastly superior force, with his practised crew, should have placed the betting at three to one in his favour; but the layer of such odds would have failed to reckon with the forceful personality of Fortunatus Wright, which inspired his men with the conviction that, odds or no, they must win. When men go into action with that sort of spirit they invariably do win; nothing will stand against them. Wright followed, but, seeing another Frenchman threatening his convoy, he returned to their protection, sent them back into Leghorn, and anch. No sooner had the gallant Wright cast anchor in Leghorn, than he realised that he had landed in a nest of hornets. The authorities were furious at the failure of their schemes, and the clever fas. He was ordered to bring his vessel to the inner harbour, or she would be brought in by force. He refused, and two vessels of vastly superior force were placed alongside his. He appealed to Sir Horace Mann, and there was a fine battle of words between him and the Tuscans, the latter alleging that Wright had deceived them as to his force, and had fought in their waters; and they were very angry also that he should have dared to refuse to take his vessel inside the mole. In a little while, having taken some more prizes, he put into Malta, only to find that French influence was there as potent as at Leghorn. He was not permitted to buy necessary stores for his crew, and when he took on board a number of English seamen, who had been landed there from s. Early in the Italian authorities, realising that they had, by their duplicity and anti-English rancour, done their trade an infinity of harm, undertook, on the representation of Sir Horace Mann, to observe a strict neutrality in future; and thereupon Sir Horace wrote to Wright that he might bring his prizes into Leghorn. But he was compelled to rescind this permission; whatever else they might be prepared to yield, they could not stomach Wright! In July , after lamenting the injury to trade caused by French privateers, etc. Several prizes made by him have lain some months at Cagliari in Sardinia, waiting for an opportunity to get with safety to Leghorn. Smithers, in his "History of the Commerce of Liverpool," says: It is, as has been stated, a most romantic tale, but by no means an incredible one: Selim, the son of a Turkish grandee, on a voyage to Genoa, was captured by a Spanish corsair, and eventually sold as a slave to a young Moor at Oran, in Barbary. Here he suffered many cruel hards. The lovely Zaida had, however, like other young women of all ages, her own ideas about the sort of man she favoured. All this is

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told at great length; the upshot was that the lovers escaped together, and got on board a French privateer, together with a Swede, also a captive. Then they were informed that the privateer "had orders to cruise near Malta, in order to take a bold Englishman called Fortunatus Wright, and, if the winds would permit, we should be landed in that island Ten days were pa. Thus was I made a prisoner, and my fair Moor left a prey to all the wretchedness of despair. After several vain attempts to board each other, the two s. As soon as she saw me her voice failed her; I had almost lost her by an agony of astonishment and joy as soon as I had recovered her. Hours were counted ere she would believe her senses, and even days pa. The remark attributed to Wright--which it is scarcely possible to imagine could have been invented by the narrator--that he was "unhappily exiled" from England appears to point to some complications at home to which there is no clue. And so we must bid farewell to Fortunatus Wright, who, had he been an officer in the Royal Navy, might certainly have rivalled some of our most ill. He was born at Newcastle-on-Tyne, in , and commenced his sea-career at an early age as "cook, cabin-boy, and beer-drawer for the men" on board a collier. From this humble beginning he worked his way up, with varied fortune and a full share of the hards. He was always apparently a strenuous, conscientious, and courageous man, and attained immense skill as a seaman. It was probably during this time that an incident occurred which called for ready wit and pluck in order to avert disaster, not to say disgrace. Hutchinson may have been in command of a privateer at the time but it is more likely that he was with Wright, and in charge of the deck; and there were a number of French prisoners on board, the crews of three prizes, who were, perhaps somewhat rashly, permitted to be on deck, with full liberty, all at one time. Hutchinson had occasion--no doubt in connection with the scheme of cruising already described--to take all the canvas off the s. While they were so employed he detected a movement among the prisoners which appeared suspicious: But they had not reckoned with the officer in charge. With his hand in his pocket, clutching his pistol, but not exhibiting it so as to precipitate violence, he approached the French captain, and quietly told him that instant death was his portion on the smallest evidence of any attempt to capture the s. Nothing save undaunted courage, combined with absolute outward calm, could have saved the situation; had Hutchinson appeared alarmed or fl. We are told that "he would not permit the least article to be taken from any of the French prisoners," from which we may conclude that, as we should expect of a man of his stamp, he was an honourable and strict privateer commander, who was emphatically captain of his s. One night he made a lamentable mistake. The only reply was a tremendous and well-directed broadside, which did serious damage aloft, pierced the hull close to the water-line, and wounded no fewer than twenty-eight of the crew. Hutchinson did no more in the way of privateering after the year In the following year he was appointed princ. In he published a book ent. Let each experienced Briton then impart His naval skill to perfect naval art. He was certainly well qualified for the task, and the work is very full and complete, containing incidentally some yarns concerning his own experiences, and practical hints upon sundry subjects, as, for instance, the brewing of tea when at sea, without the common adjuncts of teapot, cups and saucers, etc.: Whether the salt beef added to the virtue of the "brew" we do not know; probably the gallant and hardy skipper was "tannin-proof" inside! Hutchinson was a religious man apparently, in a true sense, always seeking to discharge his duties in accordance with the high standard thus derived. It is related of him that, when his s. The lot fell upon Hutchinson; but, before the horrible act could be consummated, a sail appeared, and they were rescued. Hutchinson, it is said, observed the anniversary of this day with strict devotions of thanksgiving for the remainder of his life. Such recognition was certainly due; but how many sailors would so faithfully have rendered it? These vessels were very heavily masted, and, if the weights were not carefully bestowed, a sudden squall when under full sail, with, perhaps, the lee gun-ports open, might easily be fatal. This cruise is remarkable for two things: On July 10th three sails were seen, bearing west, and the two privateers immediately gave chase. They were now returning from Lima; and little did Talbot and his men suspect the riches they carried. The casualties were not heavy on either side, but the two French s. Reaching Kinsale on July 30th, the news of the immense value of the prizes caused special care to be used; they were escorted to Bristol by three men-of-war, and thence the treasure was conveyed to London in forty-five waggons. This

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tremendous cavalcade made its way through the city to the Tower, colours flying, bands playing, and a strong guard of bluejackets marching with it.

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*A privateer or "corsair" was a private person or ship authorized by a government by letters of marque to attack foreign vessels during wartime. Privateering was a way of mobilizing armed ships and sailors without having to spend treasury resources or commit naval officers.*

Lars Gathenhielm Sweden Ships Entrepreneurs converted many different types of vessels into privateers, including obsolete warships and refitted merchant ships. The investors would arm the vessels and recruit large crews, much larger than a merchantman or a naval vessel would carry, in order to crew the prizes they captured. Privateers generally cruised independently, but it was not unknown for them to form squadrons, or to co-operate with the regular navy. A number of privateers were part of the English fleet that opposed the Spanish Armada in 1588. Privateers generally avoided encounters with warships, as such encounters would be at best unprofitable. Still, such encounters did occur. For instance, the *Chasseur* encountered HMS *St Lawrence*, herself a former American privateer, mistaking her for a merchantman until too late; in this instance, however, the privateer prevailed. Spanish treasure fleets linking the Caribbean to Seville, Manila-Acapulco galleons started in white and rival Portuguese India Armadas of "blue". The practice dated to at least the 13th century but the word itself was coined sometime in the mid-15th century. During the 15th century, "piracy became an increasing problem and merchant communities such as Bristol began to resort to self-help, arming and equipping ships at their own expense to protect commerce. This constituted a "revolution in naval strategy" and helped fill the need for protection that the current administration was unable to provide as it "lacked an institutional structure and coordinated finance". Some of the most famous privateers that later fought in the Anglo-Spanish War of 1595-1605 included the Sea Dogs. In the late 16th century, English ships cruised in the Caribbean and off the coast of Spain, trying to intercept treasure fleets from the Spanish Main. At this early stage the idea of a regular navy, the Royal Navy, as distinct from the Merchant Navy was not present, so there is little to distinguish the activity of English privateers from regular naval warfare. Attacking Spanish ships, even during peacetime, was part of a policy of military and economic competition with Spain which had been monopolizing the maritime trade routes along with the Portuguese helping to provoke the first Anglo-Spanish War. Capturing a Spanish treasure ship would enrich the Crown as well as strike a practical blow against Spanish domination of America. Piet Pieterszoon Hein was a brilliantly successful Dutch privateer who captured a Spanish treasure fleet. Magnus Heinason was another privateer who served the Dutch against the Spanish. Elizabeth was succeeded by the first Stuart monarchs, James I and Charles I, who did not permit privateering. There were a number of unilateral and bilateral declarations limiting privateering between nations. However, the breakthrough came in when the Declaration of Paris, signed by all major European powers, stated that "Privateering is and remains abolished". The US did not sign because a stronger amendment, protecting all private property from capture at sea, was not accepted. In the 19th century many nations passed laws forbidding their nationals from accepting commissions as privateers for other nations. The only difference between this and privateering was that these volunteer ships were under the discipline of the regular navy. CSS *Savannah*, a Confederate privateer. In the first Anglo-Dutch War, English privateers attacked the trade on which the United Provinces entirely depended, capturing over 1,000 Dutch merchant ships. During the subsequent war with Spain, Spanish and Flemish privateers in the service of the Spanish Crown, including the *Dunkirkers*, captured 1,000 English merchant ships, helping to restore Dutch international trade. England lost roughly 4,000 merchant ships during the war. In the subsequent conflict, the War of Austrian Succession, the Royal Navy was able to concentrate more on defending British ships. Britain lost 3,000 merchantmen, a smaller fraction of her merchant marine than the enemy losses of 3,000. During the American Civil War privateering took on several forms, including blockade running while privateering in general occurred in the interests of both the North and the South. Letters of marque would often be issued to private shipping companies and other private owners of ships, authorizing them to engage vessels deemed to be unfriendly to the issuing government.

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Crews of ships were awarded the cargo and other prizes aboard any captured vessel as an incentive to search far and wide for ships attempting to supply the Confederacy, or aid the Union, as the case may be. It was a way to gain for themselves some of the wealth the Spanish and Portuguese were taking from the New World before beginning their own trans-Atlantic settlement, and a way to assert naval power before a strong Royal Navy emerged. Sir Andrew Barton, Lord High Admiral of Scotland, followed the example of his father, who had been issued with letters of marque by James III of Scotland to prey upon English and Portuguese shipping in ; the letters in due course were reissued to the son. Barton was killed following an encounter with the English in Sir Francis Drake, who had close contact with the sovereign, was responsible for some damage to Spanish shipping, as well as attacks on Spanish settlements in the Americas in the 16th century. He participated in the successful English defence against the Spanish Armada in , though he was also partly responsible for the failure of the English Armada against Spain in . He arrived in Puerto Rico on June 15, , but by November of that year Clifford and his men had fled the island due to fierce civilian resistance. He gained sufficient prestige from his naval exploits to be named the official Champion of Queen Elizabeth I. Clifford became extremely wealthy through his buccaneering, but lost most of his money gambling on horse races. An action between an English ship and vessels of the Barbary corsairs Captain Christopher Newport led more attacks on Spanish shipping and settlements than any other English privateer. He lost an arm whilst capturing a Spanish ship during an expedition in , but despite this he continued on privateering, successfully blockading Western Cuba the following year. Sir Henry Morgan was a successful privateer. Operating out of Jamaica, he carried on a war against Spanish interests in the region, often using cunning tactics. His operation was prone to cruelty against those he captured, including torture to gain information about booty, and in one case using priests as human shields. Despite reproaches for some of his excesses, he was generally protected by Sir Thomas Modyford, the governor of Jamaica. He took an enormous amount of booty, as well as landing his privateers ashore and attacking land fortifications, including the sack of the city of Panama with only 1, crew[12]. The latter schooner captured over 50 American vessels during the War of . Many Bermudians were employed as crew aboard privateers throughout the century, although the colony was primarily devoted to farming cash crops until turning from its failed agricultural economy to the sea after the dissolution of the Somers Isles Company a spin-off of the Virginia Company which had overseen the colony since . Bermudian merchant vessels turned to privateering at every opportunity in the 18th century, preying on the shipping of Spain, France, and other nations during a series of wars, including: Fifteen privateers operated from Bermuda during the war, but losses exceeded captures ; the to American War of Independence ; and the to Anglo-Spanish War. They typically left Bermuda with very large crews. This advantage in manpower was vital in overpowering the crews of larger vessels, which themselves often lacked sufficient crewmembers to put up a strong defence. The extra crewmen were also useful as prize crews for returning captured vessels. The Bahamas, which had been depopulated of its indigenous inhabitants by the Spanish, had been settled by England, beginning with the Eleutheran Adventurers, dissident Puritans driven out of Bermuda during the English Civil War. Spanish and French attacks destroyed New Providence in , creating a stronghold for pirates, and it became a thorn in the side of British merchant trade through the area. In , Britain appointed Woodes Rogers as Governor of the Bahamas, and sent him at the head of a force to reclaim the settlement. Before his arrival, however, the pirates had been forced to surrender by a force of Bermudian privateers who had been issued letters of marque by the Governor of Bermuda. Bermuda Gazette of 12 November, calling for privateering against Spain and its allies during the to Anglo-Spanish War, and with advertisements for crew for two privateer vessels. Bermuda was in de facto control of the Turks Islands, with their lucrative salt industry, from the late 17th century to the early 19th. The Bahamas made perpetual attempts to claim the Turks for itself. On several occasions, this involved seizing the vessels of Bermudian salt traders. A virtual state of war was said to exist between Bermudian and Bahamian vessels for much of the 18th century. When the Bermudian sloop *Seaflower* was seized by the Bahamians in , the response of the Governor of Bermuda, Captain Benjamin Bennett, was to issue letters of marque to Bermudian vessels. In , Spanish and French

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forces ousted the Bermudians, but were driven out themselves three years later by the Bermudian privateer Captain Lewis Middleton. His ship, the *Rose*, attacked a Spanish and a French privateer holding a captive English vessel. Defeating the two enemy vessels, the *Rose* then cleared out the thirty-man garrison left by the Spanish and French. Bermudian trade with the rebellious American colonies actually carried on throughout the war. Some historians credit the large number of Bermuda sloops reckoned at over a thousand built in Bermuda as privateers and sold illegally to the Americans as enabling the rebellious colonies to win their independence. The realities of this interdependence did nothing to dampen the enthusiasm with which Bermudian privateers turned on their erstwhile countrymen. An American naval captain, ordered to take his ship out of Boston Harbor to eliminate a pair of Bermudian privateering vessels that had been picking off vessels missed by the Royal Navy, returned frustrated, saying, "the Bermudians sailed their ships two feet for every one of ours". In the Battle of Wreck Hill, brothers Charles and Francis Morgan, members of a large Bermudian enclave that had dominated Charleston, South Carolina and its environs since settlement,[22][23] captaining two sloops the *Fair American* and the *Experiment*, respectively, carried out the only attack on Bermuda during the war. The target was a fort that guarded a little used passage through the encompassing reefline. After the soldiers manning the fort were forced to abandon it, they spiked its guns and fled themselves before reinforcements could arrive. When the Americans captured the Bermudian privateer *Regulator*, they discovered that virtually all of her crew were black slaves. Authorities in Boston offered these men their freedom, but all 70 elected to be treated as prisoners of war. Sent as such to New York on the sloop *Duxbury*, they seized the vessel and sailed it back to Bermuda. Providence Island colony Bermudians were also involved in privateering from the short-lived English colony on *Isla de Providencia*, off the coast of Nicaragua. This colony was initially settled largely via Bermuda, with about eighty Bermudians moved to Providence in . Although it was intended that the colony be used to grow cash crops, its location in the heart of the Spanish controlled territory ensured that it quickly became a base for privateering. During this time, Elfrith served as a guide to other privateers and sea captains arriving in the Caribbean. Elfrith invited the well-known privateer Diego el Mulato to the island. Samuel Axe, one of the military leaders, also accepted letters of marque from the Dutch authorizing privateering. The Spanish did not hear of the Providence Island colony until , when they captured some Englishmen in Portobelo, on the Isthmus of Panama. In a Spanish fleet raided Tortuga. The company could in turn issue letters of marque to subcontracting privateers who used the island as a base, for a fee. This soon became an important source of profit. On 11 July the Spanish Ambassador in London complained again, saying he understands that there is lately brought in at the Isle of Wight by one, Captain James Reskinner [James Reiskimmer], a ship very richly laden with silver, gold, diamonds, pearls, jewels, and many other precious commodities taken by him in virtue of a commission of the said Earl [of Warwick] from the subjects of his Catholic Majesty Butler returned to England in , satisfied that the fortifications were adequate, deputizing the governorship to Captain Andrew Carter. Taking advantage of having infantry from Castile and Portugal wintering in his port, he dispatched six hundred armed Spaniards from the fleet and the presidio, and two hundred black and mulatto militiamen under the leadership of don Antonio Maldonado y Tejada, his Sergeant Major, in six small frigates and a galleon. The Spanish were forced to withdraw when a gale blew up and threatened their ships. Carter had the Spanish prisoners executed. When the Puritan leaders protested against this brutality, Carter sent four of them home in chains. At first Pimienta planned to attack the poorly defended east side, and the English rushed there to improvise defenses. With the winds against him, Pimienta changed plans and made for the main New Westminster harbor and launched his attack on 24 May. He held back his large ships to avoid damage, and used the pinnaces to attack the forts. The Spanish took sixty guns, and captured the settlers who remained on the island – others had escaped to the Mosquito coast. They took the prisoners to Cartagena. The Spanish found gold, indigo, cochineal and six hundred black slaves on the island, worth a total of , ducats, some of the accumulated booty from the English raids.

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### Chapter 7 : privateer - definition - What is ?

*A privateer was a private person or private warship authorized by a country's government by letters of marque to attack foreign shipping. Privateers were only entitled by their state to attack and rob enemy vessels during wartime.*

Being privately owned and run, privateers did not take orders from the Naval command. The letter of marque of a privateer would typically limit activity to a specific area and to the ships of specific nations. Typically, the owners or captain would be required to post a performance bond against breaching these conditions, or they might be liable to pay damages to an injured party. In the United Kingdom, letters of marque were revoked for various offences. Conditions on board privateers varied widely. Some crews were treated as harshly as naval crews of the time, while others followed the comparatively relaxed rules of merchant ships. Some crews were made up of professional merchant seamen, others of pirates, debtors, and convicts. Some privateers ended up becoming pirates, not just in the eyes of their enemies but also of their own nations. William Kidd, for instance, began as a legitimate British privateer but was later hanged for piracy. It regulated the relationship between neutral and belligerent and shipping on the high seas introducing new prize rules. Ships Edit Entrepreneurs converted many different types of vessels into privateers, including obsolete warships and refitted merchant ships. The investors would arm the vessels and recruit large crews, much larger than a merchantman or a naval vessel would carry, in order to crew the prizes they captured. Privateers generally cruised independently, but it was not unknown for them to form squadrons, or to co-operate with the regular navy. A number of privammmms were part of the English fleet that opposed the Spanish Armada in Privateers generally avoided encou This is false. Still, such encounters did occur. For instance, in Chasseur encountered HMS St Lawrence, herself a former American privateer, mistaking her for a merchantman until too late; in this instance, the privateer prevailed. During the 15th century, "piracy became an increasing problem and merchant communities such as Bristol began to resort to self-help, arming and equipping ships at their own expense to protect commerce. This constituted a "revolution in naval strategy" and helped fill the need for protection that the current administration was unable to provide as it "lacked an institutional structure and coordinated finance. By using privateers, if the Spanish were to take offense at the plundering of their ships, Queen Elizabeth could always deny she had anything to do with the actions of such independents. Some of the most famous privateers that later fought in the Anglo-Spanish War " included the Sea Dogs. In the late 16th century, English ships cruised in the Caribbean and off the coast of Spain, trying to intercept treasure fleets from the Spanish Main. At this early stage the idea of a regular navy the Royal Navy, as distinct from the Merchant Navy was not present, so there is little to distinguish the activity of English privateers from regular naval warfare. Attacking Spanish ships, even during peacetime, was part of a policy of military and economic competition with Spain - which had been monopolizing the maritime trade routes by enforcing a mare clausum policy along with the Portuguese - and helped provoke the first Anglo-Spanish War. Capturing a Spanish treasure ship would enrich the Crown as well as strike a practical blow against Spanish domination of America. Magnus Heinason was one privateer who served the Dutch against the Spanish. Elizabeth was succeeded by the first Stuart monarchs, James I and Charles I, who did not permit privateering. There were a number of unilateral and bilateral declarations limiting privateering between and However, the breakthrough came in when the Declaration of Paris, signed by all major European powers, stated that "Privateering is and remains abolished". The USA did not sign because a stronger amendment, protecting all private property from capture at sea, was not accepted. In the 19th century many nations passed laws forbidding their nationals from accepting commissions as privateers for other nations. The only difference between this and privateering was that these volunteer ships were under the discipline of the regular navy. In the first Anglo-Dutch War, English privateers attacked the trade on which the United Provinces entirely depended, capturing over 1, Dutch merchant ships. During the subsequent war with Spain, Spanish and Flemish privateers in the service of the Spanish Crown, including the notorious Dunkirkers, captured 1,

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English merchant ships, helping to restore Dutch international trade. British trade, whether coastal, Atlantic, or Mediterranean, was also attacked by Dutch privateers and others in the Second and Third Anglo-Dutch wars. During the Nine Years War, the French adopted a policy of strongly encouraging privateers, including the famous Jean Bart, to attack English and Dutch shipping. England lost roughly 4, merchant ships during the war. In the following War of Spanish Succession, privateer attacks continued, Britain losing 3, merchant ships. Parliament passed an updated Cruisers and Convoys Act in allocating regular warships to the defence of trade. In the subsequent conflict, the War of Austrian Succession, the Royal Navy was able to concentrate more on defending British ships. Britain lost 3, merchantmen, a smaller fraction of her merchant marine than the enemy losses of 3, While French losses were proportionally severe, the smaller but better protected Spanish trade suffered the least and it was Spanish privateers who enjoyed much of the best allied plunder of British trade, particularly in the West Indies. During the American Civil War privateering took on several forms, including blockade running while privateering in general occurred in the interests of both the North and the South. Letters of marque would often be issued to private shipping companies and other private owners of ships, authorizing them to engage vessels deemed to be unfriendly to the issuing government. Crews of ships were awarded the cargo and other prizes aboard any captured vessel as an incentive to search far and wide for ships attempting to supply the Confederacy, or aid the Union, as the case may be. Britain Edit England and Scotland separately, and together after they united to create the Kingdom of Great Britain in , practised privateering. It was a way to gain for themselves some of the wealth the Spanish and Portuguese were taking from the New World before beginning their own trans-Atlantic settlement, and a way to assert naval power before a strong Royal Navy emerged. Sir Andrew Barton, Lord High Admiral of Scotland, followed the example of his father, who had been issued with letters of marque by James III of Scotland to prey upon English and Portuguese shipping in ; the letters in due course were reissued to the son. Barton was killed following an encounter with the English in Sir Francis Drake, who had close contact with the sovereign, was responsible for some damage to Spanish shipping, as well as attacks on Spanish settlements in the Americas in the 16th century. He participated in the successful English defence against the Spanish Armada in , though he was also partly responsible for the failure of the English Armada against Spain in He arrived in Puerto Rico on June 15, , but by November of that year Clifford and his men had fled the island due to fierce civilian resistance. He gained sufficient prestige from his naval exploits to be named the official Champion of Queen Elizabeth I. Clifford became extremely wealthy through his buccaneering, but lost most of his money gambling on horse races. Captain Christopher Newport led more attacks on Spanish shipping and settlements than any other English privateer. Sir Henry Morgan was a successful privateer. Operating out of Jamaica, he carried on a war against Spanish interests in the region, often using cunning tactics. His operation was prone to cruelty against those he captured, including torture to gain information about booty, and in one case using priests as human shields. Despite reproaches for some of his excesses, he was generally protected by Sir Thomas Modyford, the governor of Jamaica. He took an enormous amount of booty, as well as landing his privateers ashore and attacking land fortifications, including the sack of the city of Panama with only 1, crew. The latter schooner captured over 50 American vessels during the War of Bermudians Edit The English colony of Bermuda, settled accidentally in , turned from a failed agricultural economy to the sea after the dissolution of the Somers Isles Company. With a total area of 21 square miles 54 km<sup>2</sup> and lacking any natural resources other than the Bermuda cedar, the colonists applied themselves fully to the maritime trades, developing the speedy Bermuda sloop, which was well suited both to commerce and to commerce raiding. Bermudian merchant vessels turned to privateering at every opportunity in the 18th century, preying on the shipping of Spain, France, and other nations during a series of wars. By the middle of the eighteenth century, Bermuda was sending twice as many privateers to sea as any of the continental colonies. They typically left Bermuda with very large crews. This advantage in manpower was vital in seizing larger vessels, which themselves often lacked enough crewmembers to put up a strong defence. The extra crewmen were also useful as prize crews for returning captured vessels. The Bahamas, which had been depopulated of its indigenous

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inhabitants by the Spanish, had been settled by England, beginning with the Eleutheran Adventurers, dissident Puritans driven out of Bermuda during the English Civil War. Spanish and French attacks destroyed New Providence in 1666, creating a stronghold for pirates, and it became a thorn in the side of British merchant trade through the area. In 1686, Britain appointed Woodes Rogers Governor of the Bahamas, and sent him at the head of a force to reclaim the settlement. Before his arrival, however, the pirates had been forced to surrender by a force of Bermudian privateers who had been issued letters of marque by the Governor of Bermuda. Bermuda was in de facto control of the Turks Islands, with their lucrative salt industry, from the late 17th century to the early 19th. The Bahamas made perpetual attempts to claim the Turks for itself. On several occasions, this involved seizing the vessels of Bermudian salt traders. A virtual state of war was said to exist between Bermudian and Bahamian vessels for much of the 18th Century. When the Bermudian sloop *Seaflower* was seized by the Bahamians in 1702, the response of Bermuda Governor Bennett was to issue letters of marque to Bermudian vessels. In 1703, Spanish and French forces ousted the Bermudians, but were driven out themselves three years later by the Bermudian privateer Captain Lewis Middleton. His ship, the *Rose*, attacked a Spanish and a French privateer holding a captive English vessel. Defeating the two enemy vessels, the *Rose* then cleared out the thirty-man garrison left by the Spanish and French. Despite strong sentiments in support of the rebels, especially in the early stages, Bermudian privateers turned as aggressively on American shipping during the American War of Independence. Bermudian trade with the rebellious American colonies actually carried on throughout the war. Some historians credit the large number of Bermuda sloops reckoned at over a thousand built in Bermuda as privateers and sold illegally to the Americans as enabling the rebellious colonies to win their independence. Also, the Americans were dependent on Turks salt, and one hundred barrels of gunpowder were stolen from a Bermudian magazine and supplied to the rebels at the request of George Washington, in exchange for which the Continental Congress authorised the sale of supplies to Bermuda, which was dependent on American produce. The realities of this interdependence did nothing to dampen the enthusiasm with which Bermudian privateers turned on their erstwhile countrymen. An American naval captain, ordered to take his ship out of Boston Harbor to eliminate a pair of Bermudian privateering vessels that had been picking off vessels missed by the Royal Navy, returned frustrated, saying, "the Bermudians sailed their ships two feet for every one of ours". A pair of Bermudian-born brothers, captaining two sloops, carried out the only attack on Bermuda during the war; all they achieved before they retreated was to damage a fort and spike its guns. When the Americans captured the Bermudian privateer *Regulator*, they discovered that virtually all of her crew were black slaves. Authorities in Boston offered these men their freedom, but all 70 elected to be treated as prisoners of war. Sent as such to New York on the sloop *Duxbury*, they seized the vessel and sailed it back to Bermuda. The American War of Independence saw an encore of Bermudian privateering, which had died out after the 17th century. France Edit Corsairs French: Seized vessels and cargo were sold at auction, with the corsair captain entitled to a portion of the proceeds. Although not French Navy personnel, corsairs were considered legitimate combatants in France and allied nations, provided the commanding officer of the vessel was in possession of a valid Letter of Marque fr. Lettre de Marque or Lettre de Course, and the officers and crew conducted themselves according to contemporary admiralty law. By acting on behalf of the French Crown, if captured by the enemy, they could claim treatment as prisoners of war, instead of being considered pirates. Because corsairs gained a swashbuckling reputation, the word "corsair" is also used generically as a more romantic or flamboyant way of referring to privateers, or even to pirates. United States Edit During the American Revolutionary War, the Continental Congress, and some state governments on their own initiative, issued privateering licenses, authorizing "legal piracy", to merchant captains in an effort to take prizes from the British Navy and Tory Loyalist privateers. This was done due to the relatively small number of commissioned American naval vessels and the pressing need for prisoner exchange.

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### Chapter 8 : Category:English privateers - WikiVisually

*A privateer was a private person or ship that engaged in maritime warfare under a commission of war. [1] The commission, also known as a letter of marque, empowered the person to carry on all forms of hostility permissible at sea by the usages of war, including attacking foreign vessels during wartime and taking them as prizes.*

Privateering was a way of mobilizing armed ships and sailors without having to spend treasury resources or commit naval officers. They were of great benefit to a smaller naval power or one facing an enemy dependent on trade: The cost was borne by investors hoping to profit from prize money earned from captured cargo and vessels. Privateers were part of naval warfare from the 16th to the 19th centuries. Some privateers have been particularly influential in the annals of history. Sometimes the vessels would be commissioned into regular service as warships. The crew of a privateer might be treated as prisoners of war by the enemy country if captured. Historically, the distinction between a privateer and a pirate has been, practically speaking, vague, often depending on the source as to which label was correct in a particular circumstance. At various times, governments indiscriminately granted authorization for privateering to a variety of ships, so much so that would-be pirates could easily operate under a veil of legitimacy. The letter of marque of a privateer would typically limit activity to a specific area and to the ships of specific nations. Typically, the owners or captain would be required to post a performance bond against breaching these conditions, or they might be liable to pay damages to an injured party. In the United Kingdom, letters of marque were revoked for various offences. Conditions on board privateers varied widely. Some crews were treated as harshly as naval crews of the time, while others followed the comparatively relaxed rules of merchant ships. Some crews were made up of professional merchant seamen, others of pirates, debtors, and convicts. Some privateers ended up becoming pirates, not just in the eyes of their enemies but also of their own nations. William Kidd, for instance, began as a legitimate British privateer but was later hanged for piracy. It regulated the relationship between neutral and belligerent and shipping on the high seas introducing new prize rules. The investors would arm the vessels and recruit large crews, much larger than a merchantman or a naval vessel would carry, in order to crew the prizes they captured. Privateers generally cruised independently, but it was not unknown for them to form squadrons, or to co-operate with the regular navy. A number of privateers were part of the English fleet that opposed the Spanish Armada in 1588. Privateers generally avoided encounters with warships, as such encounters would be at best unprofitable. Still, such encounters did occur. For instance, in 1702 the Chasseur encountered HMS St Lawrence, herself a former American privateer, mistaking her for a merchantman until too late; in this instance, the privateer prevailed. During the 15th century, "piracy became an increasing problem and merchant communities such as Bristol began to resort to self-help, arming and equipping ships at their own expense to protect commerce. This constituted a "revolution in naval strategy" and helped fill the need for protection that the current administration was unable to provide as it "lacked an institutional structure and coordinated finance. Some of the most famous privateers that later fought in the Anglo-Spanish War" included the Sea Dogs. In the late 16th century, English ships cruised in the Caribbean and off the coast of Spain, trying to intercept treasure fleets from the Spanish Main. At this early stage the idea of a regular navy the Royal Navy, as distinct from the Merchant Navy was not present, so there is little to distinguish the activity of English privateers from regular naval warfare. Attacking Spanish ships, even during peacetime, was part of a policy of military and economic competition with Spain - which had been monopolizing the maritime trade routes along with the Portuguese helping to provoke the first Anglo-Spanish War. Capturing a Spanish treasure ship would enrich the Crown as well as strike a practical blow against Spanish domination of America. Magnus Heinason was one privateer who served the Dutch against the Spanish. Elizabeth was succeeded by the first Stuart monarchs, James I and Charles I, who did not permit privateering. There were a number of unilateral and bilateral declarations limiting privateering between and However, the breakthrough came in when the Declaration of Paris, signed by all major European powers, stated that "Privateering is and

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remains abolished". The USA did not sign because a stronger amendment, protecting all private property from capture at sea, was not accepted. In the 19th century many nations passed laws forbidding their nationals from accepting commissions as privateers for other nations. The only difference between this and privateering was that these volunteer ships were under the discipline of the regular navy. In the first Anglo-Dutch War , English privateers attacked the trade on which the United Provinces entirely depended, capturing over 1, Dutch merchant ships. During the subsequent war with Spain , Spanish and Flemish privateers in the service of the Spanish Crown, including the notorious Dunkirkers , captured 1, English merchant ships, helping to restore Dutch international trade. England lost roughly 4, merchant ships during the war. In the subsequent conflict, the War of Austrian Succession , the Royal Navy was able to concentrate more on defending British ships. Britain lost 3, merchantmen, a smaller fraction of her merchant marine than the enemy losses of 3, During the American Civil War privateering took on several forms, including blockade running while privateering in general occurred in the interests of both the North and the South. Letters of marque would often be issued to private shipping companies and other private owners of ships, authorizing them to engage vessels deemed to be unfriendly to the issuing government. Crews of ships were awarded the cargo and other prizes aboard any captured vessel as an incentive to search far and wide for ships attempting to supply the Confederacy, or aid the Union, as the case may be. It was a way to gain for themselves some of the wealth the Spanish and Portuguese were taking from the New World before beginning their own trans-Atlantic settlement, and a way to assert naval power before a strong Royal Navy emerged. Sir Andrew Barton , Lord High Admiral of Scotland , followed the example of his father, who had been issued with letters of marque by James III of Scotland to prey upon English and Portuguese shipping in ; the letters in due course were reissued to the son. Barton was killed following an encounter with the English in Sir Francis Drake , who had close contact with the sovereign, was responsible for some damage to Spanish shipping, as well as attacks on Spanish settlements in the Americas in the 16th century. He participated in the successful English defence against the Spanish Armada in , though he was also partly responsible for the failure of the English Armada against Spain in He arrived in Puerto Rico on June 15, , but by November of that year Clifford and his men had fled the island due to fierce civilian resistance. He gained sufficient prestige from his naval exploits to be named the official Champion of Queen Elizabeth I. Clifford became extremely wealthy through his buccaneering, but lost most of his money gambling on horse races. Captain Christopher Newport led more attacks on Spanish shipping and settlements than any other English privateer. Sir Henry Morgan was a successful privateer. Operating out of Jamaica , he carried on a war against Spanish interests in the region, often using cunning tactics. His operation was prone to cruelty against those he captured, including torture to gain information about booty, and in one case using priests as human shields. Despite reproaches for some of his excesses, he was generally protected by Sir Thomas Modyford , the governor of Jamaica. He took an enormous amount of booty, as well as landing his privateers ashore and attacking land fortifications, including the sack of the city of Panama with only 1, crew Template: The latter schooner captured over 50 American vessels during the War of Bermuda sloop - privateer. With a total area of Template: Convert and lacking any natural resources other than the Bermuda cedar , the colonists applied themselves fully to the maritime trades, developing the speedy Bermuda sloop , which was well suited both to commerce and to commerce raiding. Bermudian merchant vessels turned to privateering at every opportunity in the 18th century, preying on the shipping of Spain, France, and other nations during a series of wars, including: Fifteen privateers operated from Bermuda during the war, but losses exceeded captures ; the to American War of Independence ; and the to Anglo-Spanish War. They typically left Bermuda with very large crews. This advantage in manpower was vital in overpowering the crews of larger vessels, which themselves often lacked sufficient crewmembers to put up a strong defence. The extra crewmen were also useful as prize crews for returning captured vessels. The Bahamas , which had been depopulated of its indigenous inhabitants by the Spanish, had been settled by England, beginning with the Eleutheran Adventurers , dissident Puritans driven out of Bermuda during the English Civil War. Spanish and French attacks destroyed New Providence in , creating a stronghold for pirates, and it became a thorn in the side of

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British merchant trade through the area. In 1671, Britain appointed Woodes Rogers as Governor of the Bahamas, and sent him at the head of a force to reclaim the settlement. Before his arrival, however, the pirates had been forced to surrender by a force of Bermudian privateers who had been issued letters of marque by the Governor of Bermuda. Bermuda Gazette - 12 November 1671 The Bahamas made perpetual attempts to claim the Turks for itself. On several occasions, this involved seizing the vessels of Bermudian salt traders. A virtual state of war was said to exist between Bermudian and Bahamian vessels for much of the 18th Century. When the Bermudian sloop Seaflower was seized by the Bahamians in 1684, the response of Bermuda Governor Bennett was to issue letters of marque to Bermudian vessels. In 1684, Spanish and French forces ousted the Bermudians, but were driven out themselves three years later by the Bermudian privateer Captain Lewis Middleton. His ship, the Rose, attacked a Spanish and a French privateer holding a captive English vessel. Defeating the two enemy vessels, the Rose then cleared out the thirty-man garrison left by the Spanish and French. Bermudian trade with the rebellious American colonies actually carried on throughout the war. Some historians credit the large number of Bermuda sloops reckoned at over a thousand built in Bermuda as privateers and sold illegally to the Americans as enabling the rebellious colonies to win their independence. The realities of this interdependence did nothing to dampen the enthusiasm with which Bermudian privateers turned on their erstwhile countrymen. An American naval captain, ordered to take his ship out of Boston Harbor to eliminate a pair of Bermudian privateering vessels that had been picking off vessels missed by the Royal Navy, returned frustrated, saying, "the Bermudians sailed their ships two feet for every one of ours". Who captaining two sloops, carried out the only attack on Bermuda during the war. The target was a fort that guarded a little used passage through the encompassing reefline. After the soldiers manning the fort were forced to abandon it, they spiked its guns and fled themselves before reinforcements could arrive. Authorities in Boston offered these men their freedom, but all 70 elected to be treated as prisoners of war. Sent as such to New York on the sloop Duxbury, they seized the vessel and sailed it back to Bermuda. Seized vessels and cargo were sold at auction, with the corsair captain entitled to a portion of the proceeds. Although not French Navy personnel, corsairs were considered legitimate combatants in France and allied nations, provided the commanding officer of the vessel was in possession of a valid Letter of Marque fr. Lettre de Marque or Lettre de Course, and the officers and crew conducted themselves according to contemporary admiralty law. By acting on behalf of the French Crown, if captured by the enemy, they could claim treatment as prisoners of war, instead of being considered pirates. Because corsairs gained a swashbuckling reputation, the word "corsair" is also used generically as a more romantic or flamboyant way of referring to privateers, or even to pirates. This was done due to the relatively small number of commissioned American naval vessels and the pressing need for prisoner exchange. About 55, American seamen served aboard the privateers. New London, Connecticut was a chief privateering port for the American colonies, leading to the British Navy blockading it in 1781. In the months before the British raid on New London and Groton, a New London privateer took Hannah in what is regarded as the largest prize taken by any American privateer during the war.

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### Chapter 9 : Privateer | Revolv

*[Pg v]A few words of explanation are necessary as to the pretension and scope of this volume. It does not pretend to be a history of privateering; the subject is an immense one, teeming with technicalities, legal and nautical; interesting, indeed, to the student of history, and never comprehensively.*

Being privately owned and run, privateers did not take orders from the Naval command. The letter of marque of a privateer would typically limit activity to a specific area and to the ships of specific nations. Typically, the owners or captain would be required to post a performance bond against breaching these conditions, or they might be liable to pay damages to an injured party. In the United Kingdom, letters of marque were revoked for various offenses. Conditions on board privateers varied widely. Some crews were treated as harshly as naval crews of the time, while others followed the comparatively relaxed rules of merchant ships. Some crews were made up of professional merchant seamen, others of pirates, debtors and convicts. Some privateers ended up becoming pirates, not just in the eyes of their enemies but also of their own nations. William Kidd, for instance, began as a legitimate British privateer but was later hanged for piracy. Ships Edit Entrepreneurs converted many different types of vessels into privateers, including obsolete warships and refitted merchant ships. The investors would arm the vessels and recruit large crews, much larger than a merchantman or a naval vessel would carry, in order to crew the prizes they captured. Privateers generally cruised independently, but it was not unknown for them to form squadrons, or to co-operate with the regular navy. A number of privateers were part of the English fleet that opposed the Spanish Armada in 1588. Privateers generally avoided encounters with warships as such encounters would be at best unprofitable. Still, such encounters did occur. For instance, the *Chasseur* encountered HMS *St Lawrence*, herself a former American privateer, mistaking her for a merchantman until too late; in this instance, the privateer prevailed. In the late 16th century, English ships cruised in the Caribbean and off the coast of Spain, trying to intercept treasure fleets from the Spanish Main. At this early stage the idea of a regular navy the Royal Navy, as distinct from the Merchant Navy was not present, so there is little to distinguish the activity of English privateers from regular naval warfare. Attacking Spanish ships, even during peace time, was part of a policy of military and economic competition with Spain, and helped provoke the first Anglo-Spanish War. Capturing a Spanish treasure ship would enrich the Crown as well as strike a practical blow against Spanish domination of America. Magnus Heinason served the Dutch against the Spanish. While bringing home a great deal of money, these attacks hardly dented the flow of gold and silver from Mexico to Spain. Elizabeth was succeeded by the first Stuart monarchs, James I and Charles I, who did not permit privateering. There were a number of unilateral and bilateral declarations limiting piracy between and However, the breakthrough came in when the Declaration of Paris signed by all major European powers stated "Privateering is and remains abolished". The USA did not sign because a stronger amendment, preventing all private property from capture at sea, was not accepted. In the 19th century many nations passed laws forbidding their nationals from accepting commissions as privateers for other nations. The only difference between this and privateering was that these volunteer ships were under the discipline of the regular navy. In the first Anglo-Dutch War, English privateers attacked the trade on which the United Provinces entirely depended, capturing over 1, Dutch merchant ships. During the subsequent war with Spain, Spanish and Flemish privateers in the service of the Spanish Crown, including the notorious Dunkirkers, captured 1, English merchant ships, helping to restore Dutch international trade. England lost roughly 4, merchant ships during the war. In the subsequent conflict, the War of Austrian Succession, the Royal Navy was able to concentrate more on defending British ships. Britain lost 3, merchantmen, a smaller fraction of her merchant marine than the enemy losses of 3, Britons Edit England, which united with Scotland in to create the Kingdom of Great Britain, practised privateering both as a way of gaining for herself some of the wealth the Spanish and Portuguese were taking from the New World, before England began her own trans-Atlantic settlement, and as a way of asserting her naval power before a strong

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Royal Navy had emerged. Sir Francis Drake , who had close contact with the sovereign, was responsible for some damage to Spanish shipping, as well as attacks on Spanish settlements in the Americas in the 16th century. He participated in the successful English defense against the Spanish Armada in , though he was also partly responsible for the failure of English Armada against Spain in He arrived in Puerto Rico in June 15, , but by November of that year, Clifford and his men had fled the island due to harsh civilian resistance. He gained sufficient prestige from his naval exploits to be named the official Champion of Queen Elizabeth I. Clifford became extremely wealthy through his buccaneering but lost most of his money gambling on horse races. Captain Christopher Newport led more attacks on Spanish shipping and settlements than any other English privateer. Sir Henry Morgan was a successful privateer. Operating out of Jamaica , he carried on a war against Spanish interests in the region, often using cunning tactics. His operation was prone to cruelty against those he captured, including torture to gain information about booty, and in one case, using priests as human shields. Despite reproaches for some of his excesses he was generally protected by Sir Thomas Modyford , the governor of Jamaica. He took an enormous amount of booty, as well as landing his privateers ashore and attacking land fortifications, including the sack of the city of Panama with only 1, crew Template: The latter schooner captured over 50 American vessels during the War of Bermudians Edit A Bermuda sloop engaged as a privateer. The English colony of Bermuda , settled accidentally in , turned from a failed agricultural economy to the sea after the dissolution of the Somers Isles Company. With a total area of Template: Convert , and lacking any natural resources other than the Bermuda cedar , the colonists applied themselves fully to the maritime trades, developing the speedy Bermuda sloop , which was well suited both to commerce and to commerce raiding. Bermudian merchant vessels turned to privateering at every opportunity in the 18th century, preying on the shipping of Spain, France and other nations during a series of wars Template: They typically left Bermuda with very large crews. This advantage in manpower was vital in seizing larger vessels, which themselves often lacked enough crewmembers to put up a strong defence. The extra crewmen were also useful as prize crews for returning captured vessels. The Bahamas , which had been depopulated of its indigenous inhabitants by the Spanish, had been settled by England, beginning with the Eleutheran Adventurers , dissident Puritans driven out of Bermuda during the English Civil War. Spanish and French attacks destroyed New Providence in , creating a stronghold for pirates, and a thorn in the side of British merchant trade through the area. In , Britain appointed Woods Rogers Governor of the Bahamas , and sent him at the head of a force to reclaim the settlement. Before his arrival, however, the pirates had been forced to surrender by a force of Bermudian privateers, issued letters of marque by the Governor of Bermuda. Bermuda was in de facto control of the Turks Islands , with their lucrative salt industry, from the late 17th century to the early 19th. The Bahamas made perpetual attempts to claim the Turks for itself. On several occasions, this involved seizing the vessels of Bermudian salt traders. A virtual state of war was said to exist between Bermudian and Bahamian vessels for much of the 18th Century. When the Bermudian sloop Seaflower was seized by the Bahamians in , the response of Bermuda Governor Bennett was to issue letters-of-marque to Bermudians vessels. In , Spanish and French forces ousted the Bermudians, but were driven out themselves three years later by the Bermudian privateer Captain Lewis Middleton. His ship, the Rose, attacked a Spanish and a French privateer holding a captive English vessel. Defeating the two enemy vessels, the Rose then cleared out the thirty-man garrison left by the Spanish and French. Bermudian privateers turned as aggressively on American shipping during the American War of Independence. Bermudian trade with the rebellious American colonies actually carried on throughout the war. The Americans were dependent on Turks salt, and one hundred barrels of gunpowder were stolen from a Bermudian magazine and supplied to the rebels at the request of George Washington , in exchange for which the Continental Congress authorised the sale of supplies to Bermuda, which was dependent on American produce. The realities of this interdependence did nothing to dampen the enthusiasm with which Bermudian privateers turned on their erstwhile countrymen. An American naval captain Template: Who , ordered to take his ship out of Boston Harbor to eliminate a pair of Bermudian privateering vessels that had been picking off vessels missed by the Royal Navy, returned

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frustrated, saying, "the Bermudians sailed their ships two feet for every one of ours". Who , captaining two sloops, carried out the only attack on Bermuda during the war; all they achieved before they retreated was to damage a fort and spike its guns. When the Americans captured the Bermudian privateer Regulator, they discovered that virtually all of her crew were black slaves. Authorities in Boston offered these men their freedom, but all 70 elected to be treated as prisoners of war. Sent to New York on the sloop Duxbury, they seized the vessel and sailed it back to Bermuda. The American War of saw an encore of Bermudian privateering, which had died out after the s. During the American Revolution , the American government issued privateering licenses to merchant captains during the Revolutionary War due to the relatively small number of commissioned American naval vessels. State governments also authorized privateers or "legal piracy" in an effort to take prizes from the British Navy and Tory Loyalist privateers. About 55, American seamen served aboard the privateers. New London, Connecticut was a chief privateering port for the American Colonies, leading to the British Navy blockading it in In the months before the British raid on New London and Groton, the a New London privateer took Hannah in what is regarded as the largest prize taken by any American privateer during the war. Retribution was likely part of Gov. The American privateers are thought to have seized up to British ships. One of the more successful of these ships was the Prince de Neufchatel , which once captured nine British prizes in swift succession in the English Channel. The United States Constitution authorized the U. Congress to grant letters of marque and reprisal. Between the end of the Revolutionary War and , less than 30 years, the Britain, France, Naples, the Barbary States, Spain, and the Netherlands seized approximately 2, American ships. During the War of , the British attacked Essex, Connecticut, and burned the ships in the harbor , due to the construction of a number of privateers. This was the greatest financial loss of the entire War of suffered by the Americans. The US was not one of the initial signatories of Declaration of Paris , which outlawed privateering, and the Confederate Constitution authorized use of privateers. However, the USA did offer to adopt the terms of the Declaration during the American Civil War , when the Confederates sent several privateers to sea before putting their main effort in the more effective commissioned raiders. No letter of marque has been legitimately issued by the United States since the nineteenth century. The status of submarine hunting Goodyear airships in the early days of the second world war has created significant confusion. Since neither the Congress nor did the President appear to have authorized a privateer during the war, the Navy would not have had the authority to do so by itself. Forester , had numerous encounters with privateers over the novel span of his career. In his book *The Star Fox* , science fiction writer Poul Anderson depicts a future in which the system of letters of marque has been revived and "space privateers" battle in starships. Several computer games are set in the privateering era. The first was the Danish *Kaptajn Kaper i Kattegat* Captain Kaper in Kattegat , was made in the early s and centers around a Danish privateer attacking British ships in Danish waters.