



**Pirates: The Golden Age of Piracy: A History  
From Beginning to End (Buccaneer, Blackbeard,  
Grace o Malley, Henry Morgan)**

*Henry Freeman*

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# Pirates: The Golden Age of Piracy: A History From Beginning to End (Buccaneer, Blackbeard, Grace o Malley, Henry Morgan)

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? Pirates ?

Pirates dominate movie box office profits, they are theme park entertainment, and they occupy a place in popular culture that has outlasted the era when they originally ruled the seas. Contemporary audiences who are safe from the pistols and cutlasses of the men who sailed the Caribbean, Indian, and Atlantic Oceans to prey upon ships and claim their cargo may find it hard to reconcile the perceived glamor of Captain Jack Sparrow with the authentic bloodlust and greed of the real pirates who killed without conscience, kidnapped innocent victims for ransom, and ravaged, bribed, and robbed their way into legend. Tragut Rais, Grace O'Malley, William Kidd, Blackbeard and their colleagues were dangerous adventurers who lived at a time when piracy was an economic enterprise which yielded both wealth and a hangman's noose.

Inside you will read about...

- ✓ When Pirates Owned the Seas
- ✓ The Roots of Piracy
- ✓ The Original Pirates of the Caribbean
- ✓ The Pirate Round
- ✓ Piracy after the Spanish War of Succession
- ✓ The Pirates of the Barbary Coast
- ✓ The Modern-Day Pirates

Most pirates had a short life before they were captured and executed. A few lucky ones did die of natural causes, but they were rare. Nonetheless, those tales of swashbuckling adventure under the Jolly Roger continue to mesmerize us. Read more about the reality of the Golden Age of Piracy to find out whether or not Hollywood's version can possibly compare with the truth.

**Pirates: The Golden Age of Piracy: A History From Beginning to End (Buccaneer, Blackbeard, Grace o Malley, Henry Morgan) Details**

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Author : Henry Freeman

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# **From Reader Review Pirates: The Golden Age of Piracy: A History From Beginning to End (Buccaneer, Blackbeard, Grace o Malley, Henry Morgan) for online ebook**

## **Yazir Paredes says**

I always enjoy Henry Freeman books, they are short easy reads that I generally take between fiction books. I enjoy them because in an hour you get good info on an specific subject. This time the book was not that satisfying. With the same paragraph appearing in different parts of the book and having problem with event dates, looks like a draft version of a book. More research was needed on the subject.

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## **Tiago Souza says**

It is a book that will only show you a overview of pirate times.  
The timeline of events and all the story are mixed up between the chapters.  
For a first book on piracy study maybe it is worth.

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## **Faith Cummings says**

### **Piracy: A short History of a Swashbuckling Era**

This small book about the history of piracy is another great addition to the Hourly History series. I find it interesting and exciting to read these little books and discover how lives and eras of famous and in this case, infamous people can be so well presented in so brief a work. These books are great springboards for further research, and even teach us about people who, up till now, were unfamiliar to us. As always, I look forward to the next installment.

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## **Minx -The Genre Minx Book Reviews says**

Let us start this review by stating that this is a summarizing history of piracy and the Golden Age of Piracy. This is not a fictional tale that has leading protagonists. This is a short book with many informational nuggets about piracy and I found the content to be a wonderful introduction about a person or persons that I may want to read about in more detail later.

In the beginning there was some repetition of wording between the prologue and first chapter. I did some fact checking on the material and with how broad of a scope there is on this subject there should have been citations so that I could verify the facts. The intention of this book is to be a concise slice of history that can be read in one hour. I feel that the author was successful in his goal.

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## **Roopkumar Balachandran says**

This eBook is a free download in kindle. Though the tagline is Hourly history, this book provides ample information about the beginning of piracy during the Roman era to the Somali pirates. Most of us know that Caesar was taken custody by the pirates early in his career.

We can get some knowledge about the famous pirates such as Tragut Rais, Grace O' Malley, William Kidd and Blackbeard. The life of Grace O' Malley, who is the first woman pirate and the notorious Edward Teach who best known to this world as Blackbeard are given.

I came to know the meaning of Greek word pirate as "I attempt". The author has wrote what kindled the growth of piracy. "The Golden Age of Piracy arose from a time when the powers of Europe were locked in a fierce battle for navel and mercantile supremacy, and as the fortunes of the nations ebbed and flowed so did piracy".

William Maurice was the first man in England to be convicted of piracy in 1241. Not every pirates faced hangman's noose, there are some exception like Henry Every who was one of the pirate round was more fortunate and bribed for his protection, lived and died later in London.

A separate chapter is included for Piracy and Privateering. I thoroughly enjoyed the book.

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## **Benjamin Barnes says**

### **Pirates**

This is a good book for anyone interested in knowing stuff about real pirates a Great Beginners Guide and has info you won't find many places!

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## **Young Kim says**

The introduction wasn't necessary with exactly the same lines repeated in the following chapters. As a matter of fact it was kind of weird to start reading Chapter 1 after reading the introduction because I was reading what I just read in Introduction second time in a row.

Except that I would like to highly rate this book. Off the beginning the book hooks the serious readers into a depth of the story introducing a realistic history, not a Hollywood-driven, made-up fairy tale of adventurers.

(Kindle Ed., p. 1)

...The Golden Age of Piracy arose from a time when the powers of Europe were locked in a fierce battle for naval and mercantile supremacy, and as the fortunes of the nations ebbed and flowed, so did piracy.

These early lines make clear the reason I wanted to read this book.

(Kindle Ed., p. 9)

...In later years, an English monarch would use her sailors—called pirates by the Spanish who were victimized by their raids—to replenish the royal treasury and attack her enemies even as she pretended to know nothing about their deeds...

This book is so real: That was how unofficial, unorganized the English Navy was in the 16th and 17th centuries. On the other hand, the French Navy under Bourbon Dynasty, officially supplied and armed under the flag of the nation, prevailed over the English until the 18th century.

Today at school and everywhere we've been taught that there a rivalry between England and France was going on since the Hundred Years' War, but seriously it was France, which dominated and led the European affairs and global economy from the mid-17th century to the early-19th century. We often forget that the mighty British naval power first had to overcome the established French naval power in the global water passages to take over the position as the global hegemon in the 19th to early-half of the 20th century.

(Kindle Ed., pp. 10-11)

When Elizabeth I ascended to the throne, her sailors were described as pirates by other nations. The English colony at Roanoke, Virginia was a base for attacks on Spanish shipping. However, there were ramifications to English piracy, as English business interests suffered losses in the water on their own coasts. The monarchy wanted its own routes to be safe from attack, but the merchants and towns that it commissioned as privateers were not paid from the royal treasury and had to outfit their ships at their own expense. The terms of commission permitted them to capture the wealth on the ships in order to recoup their own losses, which meant that instead of easing the problem of piracy, the merchants opted to win back lost money by plundering anyone with goods worth stealing. Elizabeth I's state papers confirm that hundreds of complaints and petitions for compensation were issued, but punishment was inconsistent and lax. When pirates in the Straits of Dover seized the ship carrying the Queen's emissary to the French court, a dozen of the emissary's retainers were killed and property was stolen. Because the Queen was the victim of this attack, hundreds of pirates were jailed, but only three were hanged. The Queen displayed that characteristic pragmatism for which she was known. She made use of the pirates whose wealth benefited her, and chastised them when other monarchs complained. The criminals who sabotaged English shipping were heroes when they attacked England's foes. Elizabeth took a share of the booty, and provided ships for the pirates. Pirates who had patrons in government provided profit for those officials. The pirates themselves often found that success awaited them.

This was the real face of the renowned English naval power, whose tale was created in the 19th to 20th century under the British lead of the global order. And the idea was supported by the English victory against the Spanish Armada in 1588, although the Habsburg-Spanish Maritime Empire remained the head of global order until its defeat to Bourbon-France by the mid-17th century. It is unwise to believe that the ultimate Spanish decline immediately ensued by that one defeat in 1588, while we all know the United States today in 2018 still remains the head of our global order despite its humiliating defeat in Vietnam back in the 1970s.

The examples and evidence of the real face of English naval power in the 16th to 17th century continue throughout pages.

(Kindle Ed., pp. 11-12)

Elizabeth didn't have the money to build a wartime Navy, and the Spanish, the might of Europe, were about to launch their Armada against her small nation. In order to protect English commercial interests, she instituted privateering, which commissioned privately owned vessels with letters of marque from the Crown which allowed them to interrupt and capture the ships of their enemies during times of war. The letters provided for prizes—contraband from an enemy—to be confiscated by an Admiralty Court with a division of

the goods going to the privateers, other officials, and the Crown. Privateering, which had existed as a practice before the threat of the Armada, became sanctioned in the 1580s as war loomed. Letters of reprisal allowed the bearer to pursue operations that interrupted enemy shipping even though there was not yet a declaration of war against that enemy. Privateers with the promise of government sanction and enemy prizes set to their work with alacrity. Martin Frobisher was called into service and given command of a squadron of ships when the Spanish Armada threatened in 1588. He was enraged when Sir Francis Drake, a pirate who was rewarded with a knighthood for his prize-taking prowess, seized a Spanish ship as part of the spoils of war. Frobisher said, "...she (the Spanish Galleon) had spent her masts, then like a coward he (Drake) kept by her all night because he would have all the spoil. He thinketh to cozen us of our shares of 15 Thousand ducats: but we will have our shares or I will make him spend the best blood in his belly: for [I have] had enough of those cozening cheats already." Frobisher wasn't irate at the taking of the ship; he was furious because Drake was taking more than his legitimate share of the plunder. Frobisher himself earned a knighthood for his distinguished service during the Armada engagement. Under Elizabeth, the duality of this authorized pirate was exhibited through the careers of not only Francis Drake but also Sir Walter Raleigh, John Hawkins, Richard Grenville, and the Gilberts, whose climb in rank did not suffer from their pirate leanings. As Sir Henry Mainwaring, pirate turned admiral of the navy under King James I, put it "...the State may hereafter want such men who are commonly the most serviceable in war."

(Kindle Ed., p. 21)

The sacking of Porto Bello, Panama City, and Maracaibo by England's Henry Morgan was enormously lucrative and, as was the case for other Englishmen, eventually led to a knighthood, this one from King Charles II. The honor would have been disputed by the nations whose ships he plundered...

Even under Charles II, whose reign went through the late-half of the 17th century from 1660 to 1685, during the early years of the French championship in Europe and over the global water passages building huge colonies in India, Africa and especially in North America, the English pirates had to work for English Navy. At the time the English got through their Civil War, whereas the French just won the global warfare against the Habsburg Empire by 1660, and so parliamentary England had much less colonies compared to those of monarchical France under the centralized and united power of "absolute" Bourbon Dynasty, though England's rise was to come rather soon with her unification with Scotland as the United Kingdom of Great Britain in the early-18th century.

(Kindle Ed., p. 13)

Spain was a barometer of the viability of the pirate trade, and behind Spain was the power of the Roman Catholic Church and the nation's own religious zeal. Changes were coming to Europe, the effects of which would ripple throughout the New World. Religion, which had proved so destructive an element to the stability of Europe, would also plant divisive seeds in the New World. The Thirty Years War lasted from 1618-1648 and included not only the doctrinal conflict between Protestants and Catholics that the Reformation had incited, but also between Catholic powers Spain and France. The war itself was actually fought in Germany; casualties devastated the population, but war was not contained by Europe's boundaries. As the power of Spain diminished in Europe, the effects would eventually be seen in Spain's colonial empire. Dependence on slave labor from Africa increased among the plantations, ranches and mines. Fewer troops guarding the Spanish Main weakened the settlements. The economy of Spain became stagnant...

The book just proves all my points presented in my book "Admiral Lee and the First Global War."

(Kindle Ed., p. 17)

The wealth of the Spanish Empire provided the world with its first global currency. Known as pieces of eight, these coins—the front of which bore the coat of arms of the Hapsburg dynasty which ruled

Spain—were used from South America to the Philippines but were accepted all over the commercial world. One coin would have been the equal of a fifty-pound note in today's economy, ample reason for the zest with which the pirate entrepreneurs sought to plunder Spanish ships.

I agree and disagree: Yes, it was the Habsburg-Spanish power that established the first global currency, but it was silver, which Spain had the most abundant revenue in the world from its vast colonies in the Americas.

(Kindle Ed., p. 27)

...Many travelers were on their way to make their annual Haj to Mecca, the religious pilgrimage required of devout Muslims. The pirates would ambush the pilgrims along with the merchants of the East India Company off the coasts of Malabar, Coromandel, and Reunion Island, which was owned by France...

In the middle of the Indian Ocean: The English and Dutch East India Companies were not colonial territories yet. Although the English East India Company was established in 1603, Indian ports and passages were not under the English naval control until Great Britain won the conflict with France over India and North America in the mid- to late-18th century. Until then it was France, which controlled the most important Indian ports and passages in the Indian Ocean.

Lastly I'd like to point out the difference between the pirates of France and England of the time that this book has missed: Like the book says there were French pirates, actually leading global pirates targeting the rich Spanish booty, but they were "pirates" for France, whereas the English pirates were like the "national naval forces" for England at the time.

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## **Robert Thomas says**

### **Actual history**

I learned a few actual facts from this read, and being interested in history, it was a pleasure to learn about pirates that are not Blackbeard or Jack Sparrow. I enjoyed it, a light hearted read.

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## **Thom Swennes says**

Who hasn't followed the often humorous antics and actions of Johnny Depp as Captain Jack Sparrow in the Pirates of the Caribbean series? Those more vintage readers, like me, remember Kirk Douglas, Errol Flynn, Tyrone Power, and Douglas Fairbanks as the charismatic buccaneers that got the bootie and the beautiful heroine. Like the outlaws of the Wild West and their twentieth-century counterparts, Al Capone, John Dillinger, and Bonny and Clyde, the real thing was a far cry from their silver screen impersonators. It could be claimed that piracy is the second oldest profession as thieves were on the open seas and coastal waters long before the birth of Christ. The Golden Age of Piracy is roughly during the Sixteenth and Seventeenth Centuries. Due to hostilities brewing in Europe and the riches imported from far-flung colonization. Letters of marque were issued by heads of state, giving piracy a certain degree of legality but were often used to attack neutral as well as enemy shipping. A vast majority of these adventurers of the sea were eventually caught and met an ignominious death at the end of a rope.

This book is bite size but it presents a clear and concise picture of the shameful occupation on the high seas



and shows how the practice underwent numerous metamorphosis's as times, politics, and customs changes. In the title is written that this is a history from beginning to end. Unfortunately, this is an erroneous statement as piracy continues to flourish today. Even now, with the Twenty-first Century well underway, ships from all nations are being attacked and seized off the African coast around Somalia. Like the oldest profession in the world, piracy will probably exist as long as people see a profit and are willing to take the risk.

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### **Morris Graham says**

#### **Pirates is an interesting historical journey**

Jack Sparrow was fictitious. Freeman takes us on a historical journey of thousands of years of piracy. The only reason I didn't leave a five-star review is that he never mentioned the Americans who refused to pay tribute to the Barbary pirates and attacked them instead. The USMC theme song mentions "to the shores of Tripoli; we will fight our country's battles."

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### **Ray Spencer says**

#### **Piracy then and now**

I thoroughly enjoyed this book. I normally only read adventure fiction so I thought I had some insight into piracy. Needless to say, many of my preconceived notions were dispelled while enjoying this book. Good read. Would highly recommend.

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### **Pat Stanford says**

#### **Good, short read**

A good short read. A Cliff Notes version of facts that go straight to the point without a lot of extraneous verbiage. Enjoyed it.

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