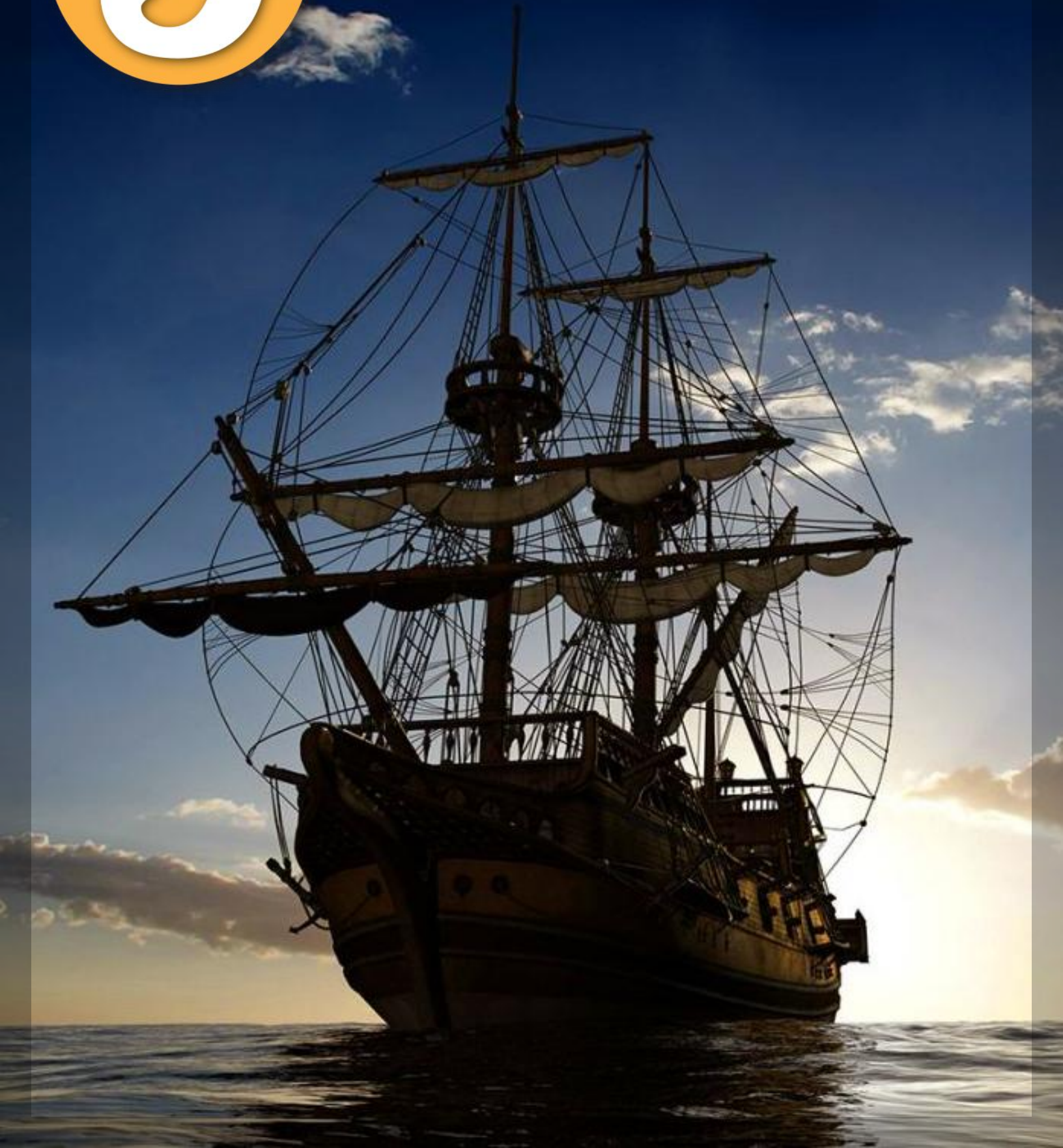




de Stolfe Journal

14.SPECIAL : PIRATE DAY 2025



# Contents

## 12.SPECIAL : PIRATE DAY 2025

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*St. John's River, Jacksonville, Florida*

# COMMENTS BY RG

## It's the Pirate Life For Me

All ye bilge rats...  
On port, don't crack Jenny's tea  
cup or down you go to Davy  
Jones' locker!

(Okay, so that's extremely harsh  
but accurate to pirate codes!)

Here is the translation:

"All you scum...  
Once docked, don't partake of the  
house of ill repute or down you  
go to your watery grave!"

Today, September 19, is  
International Talk Like A Pirate  
day!

This annual celebration started in  
2002 by a couple of guys in  
Oregon. Read more about them  
and the founding elsewhere in this  
journal.

I did this special issue in 2020  
and have wanted to do an update  
for a couple of years now. This  
special issue is not solely a redo  
of the previous special issue, but  
rather partly a second part and  
partly an expansion of the  
previous special issue.

I had noted in that  
previous issue that  
"I ran short on time to  
add some other things I  
wanted to add. So next  
year, I'll make a sequel to  
include those other topics."  
Well, five years later, here is the  
sequel!

There are a few things that I  
included again, but modified,  
from that previous issue, and  
there are some things I removed  
seeing no need to repeat them,  
along with some entirely new  
features. The combination of the  
two special issues give  
complement to the special day of  
celebration about pirates.

In early 2019, I wrote a short  
history about the Golden Age of  
Piracy upon a whim, and I have  
included that writing again with  
some additional graphics.

I think you'll find this second  
special issue fun and enlightening  
along with educational.

Enjoy!

RG

*Ship Mate Gator*



# September 19



**Every year since 2002, September 19 is International Talk Like A Pirate Day!**

[www.talklikeapirate.com](http://www.talklikeapirate.com)

## How It Started

*International Talk Like a Pirate Day* was the idea of John Baur and Mark Summers, two friends from Albany, Oregon who were playing racquetball when, for reasons that are no longer clear to them anymore, they started insulting each other in pirate jargon. They decided to start Talk Like a Pirate Day, and chose September

19th because it was Summers' ex-wife's birthday. From such unlikely seeds was born an international sensation. The two friends – who now go by the pirate personas of Ol' Chumbucket and Cap'n Slappy – have swashed their buckles from the Gulf of Mexico to the Puget Sound, from Los Angeles to Chicago to Philadelphia.



*"Cap'n Slappy"  
(Mark Summers)*



*"Ol' Chumbucket"  
(John Baur)*

# First, A Few Definitions

## Pirate

one who commits or practices piracy, an act of robbery on the high seas

## Privateer

an armed private ship licensed to attack enemy shipping; also, a sailor on such a ship

## Buccaneer

any of the freebooters preying on Spanish ships and settlements especially in 17th century West Indies (Southeast Asia islands)

## Corsair

a privateer of the Barbary Coast (North African coast)

## Freebooter

a pirate or plunderer

## Raider

a fast lightly armed ship operating against merchant shipping

## Marauder

one who roams from place to place making attacks and raids in search of plunder : one who marauds

## Pillager

a person committing an act of looting or plundering, taking something as booty

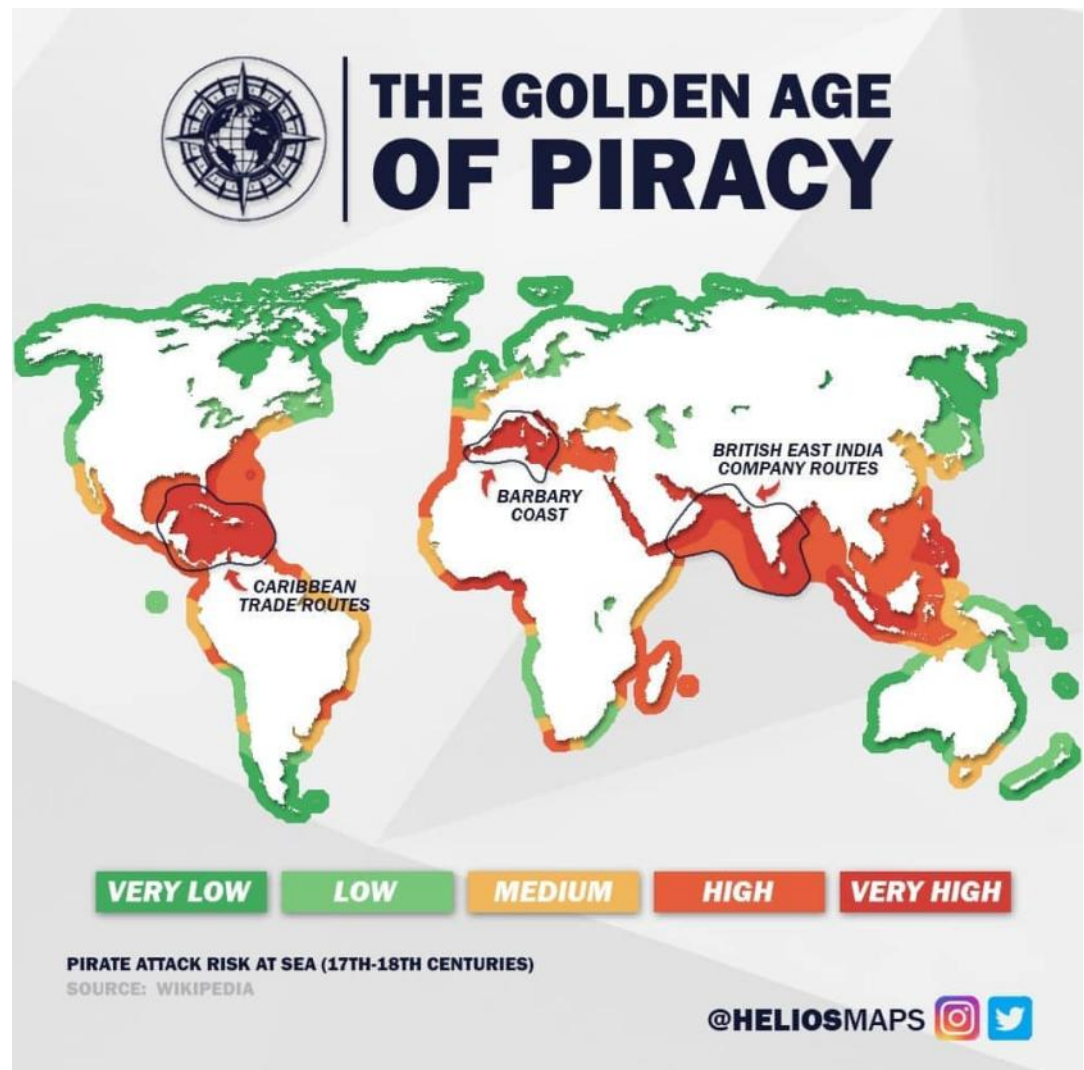
## Rover

a pirate

*Definitions provided by Merriam-Webster, [www.merriam-webster.com](http://www.merriam-webster.com)*

*This map highlights the level of pirate activity around the world. The hottest areas were in the Caribbean and eastern North America, the western half of the Mediterranean (the “Barbary Coast”), the southern coast of West Africa (Gold Coast), northern Indian Ocean, and southeast Asian islands with the Philippines. Additional notable activity was around Madagascar, around São Paulo and Rio de Janeiro (Brazil), around Lima (Peru), Cape Town (South Africa), eastern Mediterranean, and Central America.*

Map created by Heliosmaps: <https://brilliantmaps.com/golden-age-of-piracy/>



# The Golden Age Of Piracy

*By Robert-George de Stolfe, written in 2019*

If you have ever seen any of the five *Pirates of the Caribbean* films [1] (2003, 2006, 2007, 2011, 2017), you could be in the assumption that it takes place sometime during the colonial period of the 1700s from the strong reference of the tricorne hats and the British and Revolutionary style clothing. However, by that point, piracy was far past its prime even

though it technically did still exist. The so called Golden Age of Piracy [2] actually spans from 1650 to the 1730s. Historians will often categorize this age into several periods: buccaneering (1650-1680), the “Pirate Round” (1693-1700 and 1719-1722), and a post Spanish succession period (1716-1726). Note that these are approximate dates and

not all historians necessarily agree with the information disseminated about piracy. The Internet Movie Data Base (IMDB) provides a trivia snippet [3] that the films take place approximately within 1720 to 1750, which is at the end and after the general golden age period. But, piracy did not just stop because the “golden age” passed.

No matter what the fictional films presented about pirates, piracy certainly did exist and was often a result of discrepancies between higher class citizens and the lower class citizens. Piracy still exists even today, but it is fragile shell of the glorified pirates from centuries long past. This topic is much too involved to discuss in a short writing here.

*Conch House Marina Resort in St. Augustine, Florida right at sunset. Summer 1994.*



# The Golden Age Of Piracy

## Early Piracy

The general concept of piracy has existed nearly as long as ships have floated upon the seas. Just for quick note, Wikipedia states, “The earliest documented instances of piracy are the exploits of the Sea Peoples who threatened the ships sailing in the Aegean and Mediterranean waters in the 14th century BC. In classical antiquity, the Phoenicians, Illyrians, and Tyrrhenians were known as pirates. In the pre-classical era, the

ancient Greeks condoned [meaning, allowed or approved] piracy as a viable profession; it apparently was widespread and “regarded as an entirely [honorable] way of making a living””. [4] For the rest of this writing, the focus is specifically on the Golden Age of Piracy.

## Buccaneering period, circa 1650 to 1680

Like with most anything, piracy was a gradual process starting out in some more “innocent” way then evolving to full blown piracy. Buccaneers [5] were a type of privateer, free sailors not belonging to anyone, particular to the Caribbean Sea. They were originally landless hunters of wild boars and cattle on Hispaniola and would dry the meat in little huts called

boucanes to make jerked meat or “jerky”, what was called viande boucanée. Wikipedia states, “The term buccaneer was taken from the Spanish bucanero and derives from the Caribbean Arawak word buccan, a wooden frame on which Tainos and Caribs [island Indians] slowly roasted or smoked meat... From it derived the French word boucane and hence the name boucanier... English colonists anglicised the word boucanier to

*This map is of the Greater Antilles showing Cuba, Hispaniola, Jamaica, and Puerto Rico. Tortuga is a small island to the north of Haiti.*



# The Golden Age Of Piracy

buccaneer”. (So from buccan, to bucanero, to boucanier by way of boucane, to buccaneer.) This period seems to be a “Spanish against French” issue with additional French, Dutch, and English people joining up to resist the Spanish after being cast off Hispaniola to Tortuga (Île de la Tortue [6]), even after attempts to be cast off Tortuga. The

lawlessness would increase, and they become more antagonistic as the hostility continued. (There is a whole lot more to this! This description is grossly simplified!)

## Pirate Round, circa 1693 to 1700

According to Wikipedia, the Pirate Round was “a sailing

route followed by certain, mainly English, pirates, during the late 17th century and early 18th century. The course led from the western Atlantic, parallel to the Cape Route around the southern tip of Africa, stopping at Madagascar, then on to targets such as the coast of Yemen and India”. One transition from the buccaneering period

was “the fall of Britain's Stuart period [that] restored the traditional enmity between Britain and France, thus ending the profitable collaboration between English Jamaica and French Tortuga.” Additionally, multiple ransacks of different towns left the available booty exhausted, and so pirates started looking towards other directions.



Map showing the West Indies and Caribbean from 1755.

“A New & accurate MAP of the WEST INDIES and the adjacent Parts of North & South AMERICA.”

# The Golden Age Of Piracy

## Post Spanish Succession period, circa 1715 -1726

With a series of seamen being let go with the end of the War of the Spanish Succession (among other issues), many of these now unemployed men became eager to abandon their previous professions and resort to pirating, which also became an irresistible lure for pirate captains to “hire on” new recruits. In addition, transatlantic shipping trade was starting to boom among Africa, the Caribbean, and Europe. This led to ideal conditions for pirates to roam the seas for considerable gains. [8] The trade ships would leave Europe with goods and weapons and go to West Africa to trade them for slaves. From there, they sailed across the Atlantic to colonies in the Caribbean and North America settlements. Then, the ships would load up on goods like sugar, tobacco, cocoa, raw materials, preserved cod, and rum (depending on the particular trade route) to take back to Europe. This was known as the Triangular Transatlantic

Slave Trade. (This is a topic all to itself and represents a dark period for the United States for over 150 years, which is not the topic of this writing.) It is possible that the route could sometimes be a quadrangle in going from Europe to West Africa to the Caribbean to New England and back to Europe. [9] With many of the men having been in the Royal Navy, as privateers, or as merchant seamen, they would have experience on the sea. Those who were sailors for the king (the navy) would often have little eat, get sick, or even die. However, unlike general opinion of those unfamiliar with pirate ways, the captains and the pirate crews held a higher standard of how to treat each other on the ship. Captains were voted to be captain, and each ship had a council of all those on the ship. Only in battles did the captain have full authority, but was otherwise another equal the rest of the time. The captain could be removed as captain if showed cowardice during battles. Undoubtedly, there were those who fight to be the captain in such

cases of dissatisfaction with a current captain. [10] This period is likely what most people think of when thinking of “pirates” and is often the period (early 1700s) depicted in films.

## Return of the Pirate Round, circa 1719 to 1722

A brief return of the Pirate Round came at the start of the second decade of the 1700s. Wikipedia makes a short but well put description of this brief period. “Between the years 1719 and 1721 Edward England, John Taylor, Olivier [“La Buse” Levasseur] [11], and Christopher Condent operated from Madagascar. Taylor and La Buse reaped the greatest prize in the history of the Golden Age of Piracy, the Plunder of the Portuguese East Indiman Nossa Senhora Do Cabo (Our Lady of the Cape) at Réunion in April [12] 1721, getting diamonds and other treasures worth a total of £800,000 [13]. Condent was also a successful pirate, but Edward England was not. He was marooned [left trapped and isolated] on Comoros by

Taylor and La Buse in 1721, and died not long afterward. Despite the success of Taylor and La Buse, the Pirate Round quickly declined again.” [14]

## Piracy after the 1720s

The piracy discussed here mostly focused on the Atlantic and Caribbean. However, piracy was all over the world and in more localized areas across the world. [15] Many of the “famous” pirates would not surrender in battle and were often captured or killed. Wikipedia also states, “Captain Chaloner Ogle of HMS Swallow cornered Bartholomew Roberts [John Roberts, Welsh [16]] in 1722 at Cape Lopez, and a fatal broadside from the Swallow killed the pirate captain instantly. Roberts’ death shocked the pirate world, as well as the Royal Navy. The local merchants and civilians had thought him invincible, and some considered him a hero. Roberts’ death was seen by many historians as the end of the Golden Age of Piracy. Also crucial to the end of this era of piracy was the loss of

# The Golden Age Of Piracy

the pirates' last Caribbean safe haven in Nassau Bahamas]." [17] Another wave of piracy picked up about a hundred years later in the 1820s to about 1835 in the Gulf of Mexico and Caribbean, the West Indies. "About the time of the Mexican-American War in 1846, the United States Navy had grown strong and numerous enough to eliminate the pirate threat in the West Indies. By the 1830s, ships had begun to

convert to steam propulsion, so the Age of Sail [1571-1862 [18]] and the classical idea of pirates in the Caribbean ended." [19]

Even in the 21st Century, modern day "pirates" have existed, [20] but they were usually more like aggressive hooligans on

water more than they anything that could be remotely similar to classical piracy.



*Photo of model ships taken in 1992 at the Jacksonville Landing while getting random footage for a "slide video" assignment in my photography class that summer.*

## Footnotes

- 1 The Curse of the Black Pearl (2003), Dead Man's Chest (2006), At World's End (2007), On Stranger Tides (2011), Dead Men Tell No Tales (2017), and reportedly, there is a sixth film still in development with no specified release date.
- 2 [https://en.wikipedia.org/wiki/Golden\\_Age\\_of\\_Piracy](https://en.wikipedia.org/wiki/Golden_Age_of_Piracy)
- 3 <https://www.imdb.com/title/tt1298650/trivia>
- 4 <https://en.wikipedia.org/wiki/Piracy>
- 5 <https://en.wikipedia.org/wiki/Buccaneer>
- 6 [https://en.wikipedia.org/wiki/Tortuga\\_\(Haiti\)](https://en.wikipedia.org/wiki/Tortuga_(Haiti))
- 7 [https://en.wikipedia.org/wiki/Pirate\\_Round](https://en.wikipedia.org/wiki/Pirate_Round)
- 8 [https://en.wikipedia.org/wiki/Golden\\_Age\\_of\\_Piracy](https://en.wikipedia.org/wiki/Golden_Age_of_Piracy)
- 9 [https://en.wikipedia.org/wiki/Triangular\\_trade](https://en.wikipedia.org/wiki/Triangular_trade)
- 10 [https://en.wikipedia.org/wiki/Golden\\_Age\\_of\\_Piracy](https://en.wikipedia.org/wiki/Golden_Age_of_Piracy)
- 11 [https://en.wikipedia.org/wiki/Olivier\\_Levasseur](https://en.wikipedia.org/wiki/Olivier_Levasseur)
- 12 [https://en.wikipedia.org/wiki/John\\_Taylor\\_\(pirate\)](https://en.wikipedia.org/wiki/John_Taylor_(pirate))
- 13 It is not certain if this is in today's value or of 1721. If of today's value, the amount would be well over one million dollars at approximately \$1,042,452 (as of February 4, 2020 according to Google).
- 14 [https://en.wikipedia.org/wiki/Golden\\_Age\\_of\\_Piracy](https://en.wikipedia.org/wiki/Golden_Age_of_Piracy)
- 15 <https://en.wikipedia.org/wiki/Piracy>
- 16 [https://en.wikipedia.org/wiki/Bartholomew\\_Roberts](https://en.wikipedia.org/wiki/Bartholomew_Roberts)
- 17 <https://en.wikipedia.org/wiki/Piracy>
- 18 [https://en.wikipedia.org/wiki/Age\\_of\\_Sail](https://en.wikipedia.org/wiki/Age_of_Sail)
- 19 <https://en.wikipedia.org/wiki/Piracy>
- 20 [https://en.wikipedia.org/wiki/Piracy\\_in\\_the\\_21st\\_century](https://en.wikipedia.org/wiki/Piracy_in_the_21st_century)

# Talk Like A Pirate

[www.pirateglossary.com](http://www.pirateglossary.com)

*An extensive site of definitions by category relating to pirates, piracy, ships, etc.*

## Ahoy

An interjection used to hail a ship or a person, or to attract attention. [The word “ahoy” is used as an informal expression for “hi” in some Slavic languages.]

## Arr!

An exclamation.

## Avast!

A command meaning stop or desist, from the Italian “basta”, meaning stop.

## Aye (or ay)

Yes; an affirmation.

## Becalmed

The state of a sailing vessel which cannot move due to a lack of wind.

## Belay

1. To secure or make fast (a rope, for example) by winding on a cleat or pin.
2. To stop, most often used as a command.

## Bilged on her anchor

A ship holed or pierced by its own anchor.

## Blimey!

An exclamation of surprise, short for “God blind me!”, which is very common to this day in Britain and sometimes shortened less to “Gor blimey” or “Cor blimey”.

## Blow the man down

To kill someone.

## Boom about

When a ship turns in the wind the boom can swing violently enough to injure or kill a person on board. “Boom about” may be shouted to warn others the boom is about to move.

## Bring a spring upon her cable

To come around in a different direction, oftentimes as a surprise maneuver.

## Careen

To take a ship into shallower waters or out of the water altogether and remove barnacles and pests such as mollusks, shells and plant growth from the bottom. Often a pirate needs to careen his ship to restore it to proper speed. Careening can be dangerous to pirates as it leaves the ship inoperable while the work is being done.

## Chase

A ship being pursued, or the act of pursuing a ship.

## Code of conduct

A set of rules which govern pirates behavior on a vessel.

## Come about

To bring the ship full way around in the wind. Used in general while sailing into the wind, but also used to indicate a swing back into the enemy in combat.

## Crack Jenny’s tea cup

To spend the night in a house of ill repute.

## Crimp

To procure (sailors or soldiers) by trickery or coercion, or one who crimps.

## Dance the hempen jig

To hang.

## Davy Jones’ Locker

A fictional place at the bottom of the ocean. In short, a term meaning death. Davy Jones was said to sink every ship he ever over took, and thus, the watery grave that awaited all who were sunk by him was given his name. To die at sea is to go to Davy Jones’ Locker.

## Dead men tell no tales

Standard pirate excuse for leaving no survivors.

## Deadlights

1. Strong shutters or plates fastened over a ship's porthole or cabin window in stormy weather.
2. Thick windows set in a ship's side or deck.
3. Eyes.

## Fire in the hole

A warning issued before a cannon is fired. (Also used in mining)

# Talk Like A Pirate

## **Furl**

To roll up and secure, especially a ship's sail.

## **Give no quarter**

The refusal to spare lives of an opponent. Pirates raise a red flag to threaten no quarter will be given.

## **Handsomely**

Quickly or carefully; in a shipshape style.

## **Haul wind**

To direct a ship into the wind.

## **Heave down**

To turn a vessel on its side for cleaning.

## **Heave**

An interjection meaning to come to a halt.

## **Ho**

Used to express surprise or joy, to attract attention to something sighted, or to urge onward.

## **Letter of marque**

A document given to a sailor (privateer) giving him amnesty from piracy laws as long as the ships plunders are of an enemy nation. A large portion of the pirates begin as privateers with this symbol of legitimacy.

The earnings of a privateer are significantly better than any of a soldier at sea.

Letters of marque aren't always honored, however, even by the government that issues them. Captain Kidd had letters of marque and his own country hanged him anyway.

## **List**

To lean to one side.

## **Long clothes**

A style of clothing best suited to land. A pirate, or any sailor, doesn't have the luxury of wearing anything loose that might get in the way while climbing up riggings. Landsmen, by contrast, could adorn themselves with baggy pants, coats, and stockings.

## **Marooned**

To be stranded, particularly on a desert isle.

## **Me**

My.

## **No prey, no pay**

A common pirate law meaning a crew received no wages, but rather shared whatever loot was taken.

## **Overhaul**

1. To slacken a line.
2. To gain upon in a chase; to overtake.

## **Parley**

*(sometimes incorrectly spelled as "parlay")*

A conference or discussion between opposing sides during a dispute, especially when attempting a truce, originating from the French, "parler", meaning "to speak". The term was used in Pirates of the Caribbean: The Curse of the Black Pearl as part of Pirate law.

## **Piracy**

Robbery committed at sea.

## **Quarter**

Derived from the idea of "shelter", quarter is given when mercy is offered by pirates. Quarter is often the prize given to an honorable loser in a pirate fight.

## **Reef sails**

To shorten the sails by partially tying them up, either to slow the ship or to keep a strong wind from putting too much strain on the masts.

## **Run a shot across the bow**

A command to fire a warning shot.

## **Sail ho!**

An exclamation meaning another ship is in view. The sail, of course, is the first part of a ship visible over the horizon.

## **Scupper that!**

An expression of anger or derision meaning "Throw that overboard!"

## **Sea legs**

The ability to adjust one's balance to the motion of a ship, especially in rough seas. After walking on a ship for long periods of time, sailors became accustomed to the rocking of the ship in the water. Early in a voyage a sailor was said to be lacking his "sea legs" when the ship motion was still foreign to him. After a cruise, a sailor would often have trouble regaining his "land legs" and would swagger on land.

# Talk Like A Pirate

## **Shiver me timbers!**

An expression of surprise or strong emotion. In stormy weather and rough seas, the support timbers of a ship would “shiver” which might startle the crew. The phrase may have been less common during the Golden Age of Piracy than it had become later in fictional works.

## **Show a leg!**

A phrase used to wake up a sleeping pirate.

## **Sink me!**

An expression of surprise. Many pirate exclamations used exaggerated imagery to heighten a point. Ye might say the sailors were punchy or a bit melodramatic after a lengthy stay at sea.

## **Smartly**

Quickly.

## **Take a caulk**

To take a nap. On the deck of a ship, between planks, was a thick caulk of black tar and rope to keep water from between decks. This term came about either because sailors who slept on deck ended up with black lines across their backs or simply because sailors laying down on deck were as horizontal as the caulk of the deck itself.

## **To go on account**

A pleasant term used by pirates to describe the act of turning pirate. The basic idea was that a pirate was more “free lance” and thus was, more or less, going into business for himself.

## **Warp**

To move (a vessel) by hauling on a line that is fastened to or around a piling, anchor, or pier.

## **Weigh anchor**

To haul the anchor up; more generally, to leave port.

## **Ye**

You.

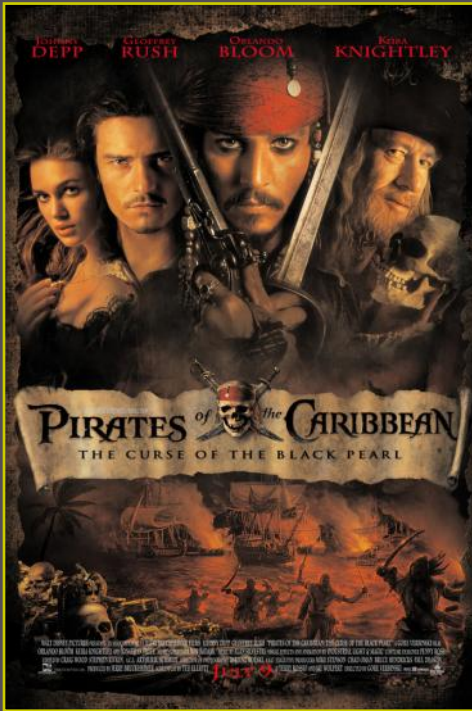


## **Blunderbuss**

A muzzle loading gun with a distinctive, flared muzzle, common among pirates and privateers, and typically loaded with a number of small lead balls.

(The purpose of the flared muzzle was to spread out the shot, though experiments have shown no difference compared to guns with a non flared muzzle.)

# Pirates of the Caribbean Films



Pirates of the Caribbean:  
The Curse of the Black Pearl (2003)



Pirates of the Caribbean:  
Dead Man's Chest (2006)



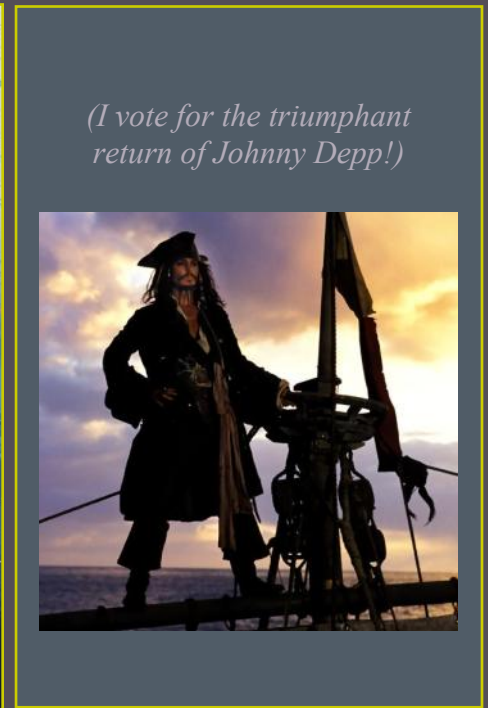
Pirates of the Caribbean:  
At World's End (2007)



Pirates of the Caribbean:  
On Stranger Tides (2011)



Pirates of the Caribbean:  
Dead Men Tell No Tales (2017)

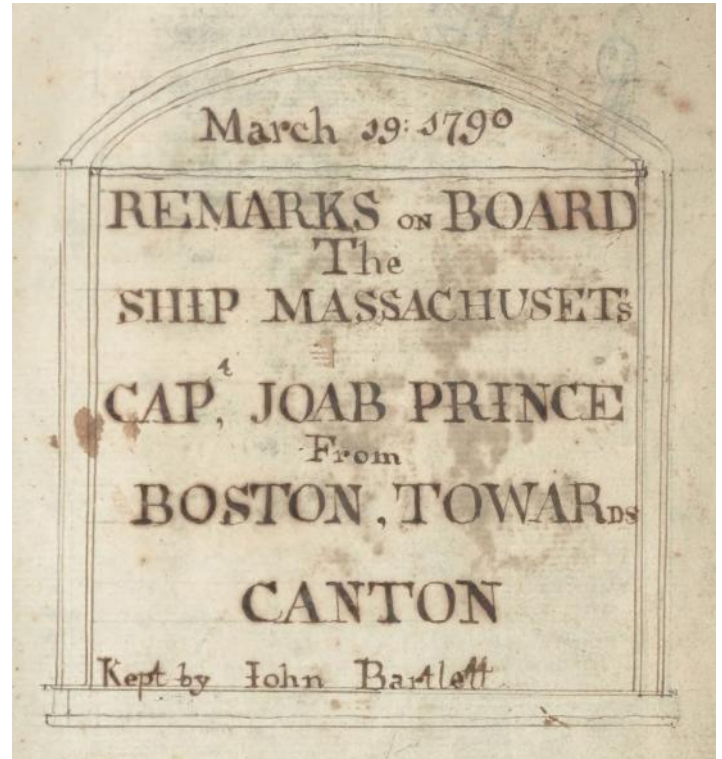


Pirates of the Caribbean: ? (202x?)

# John Bartlett's Journal

I was watching a Friday live stream (or perhaps the recording of the live stream) by the channel Townsends. I have covered this channel before. They are a company located in northern Indiana that makes all kinds of period products for the 1700s and early 1800s. I have personally bought a few items over the last ten or so years that I have been watching the

channel. At any rate, the discussion included references to a sailor named John Bartlett. He kept a journal (imagine that!) while on various ships in the early 1790s. In addition to the writings, he added sketches of things he saw and especially of other ships. These pages include some of those drawings of ships from his journal.

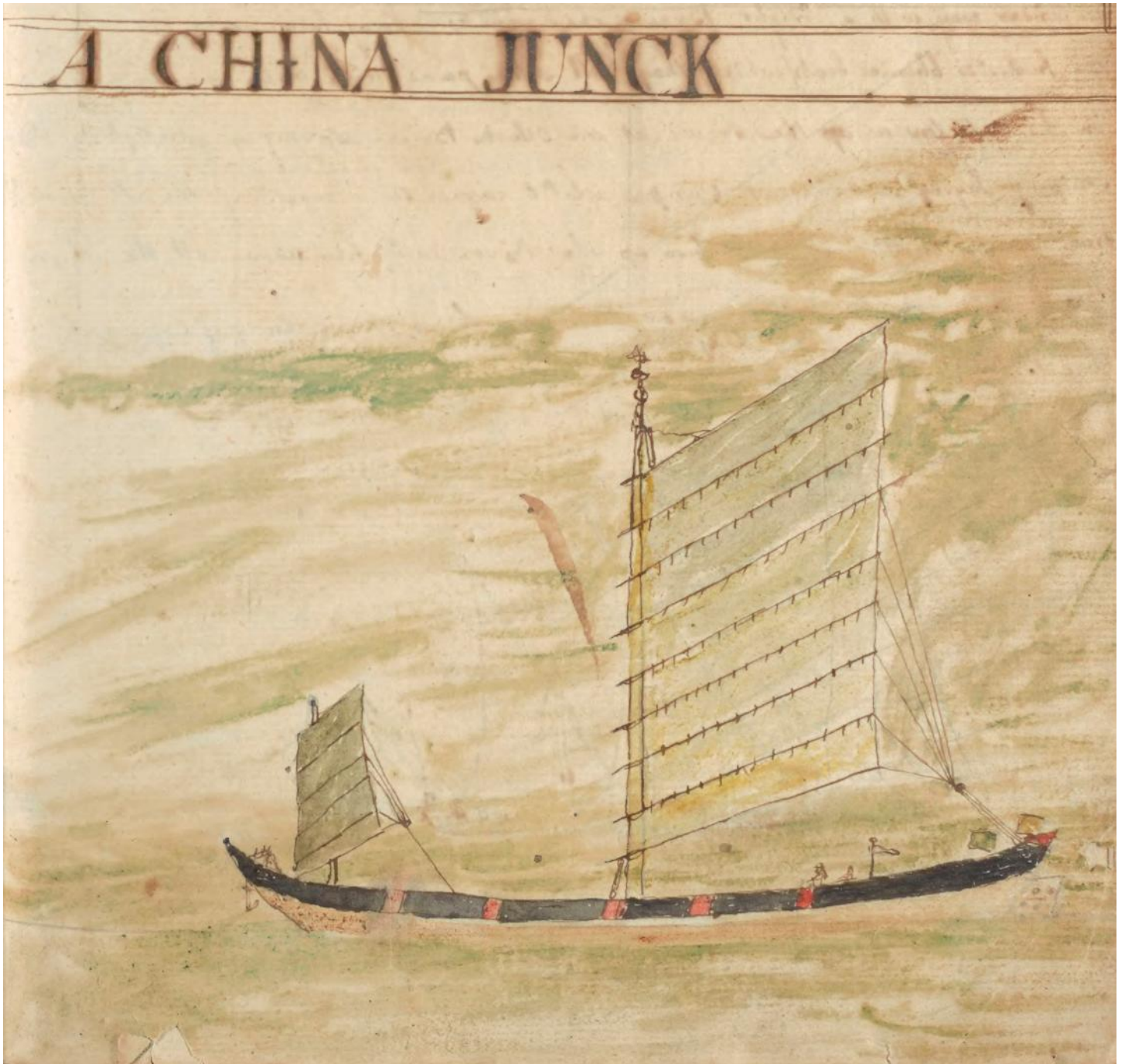


*Inside title page, March 19, 1790.*



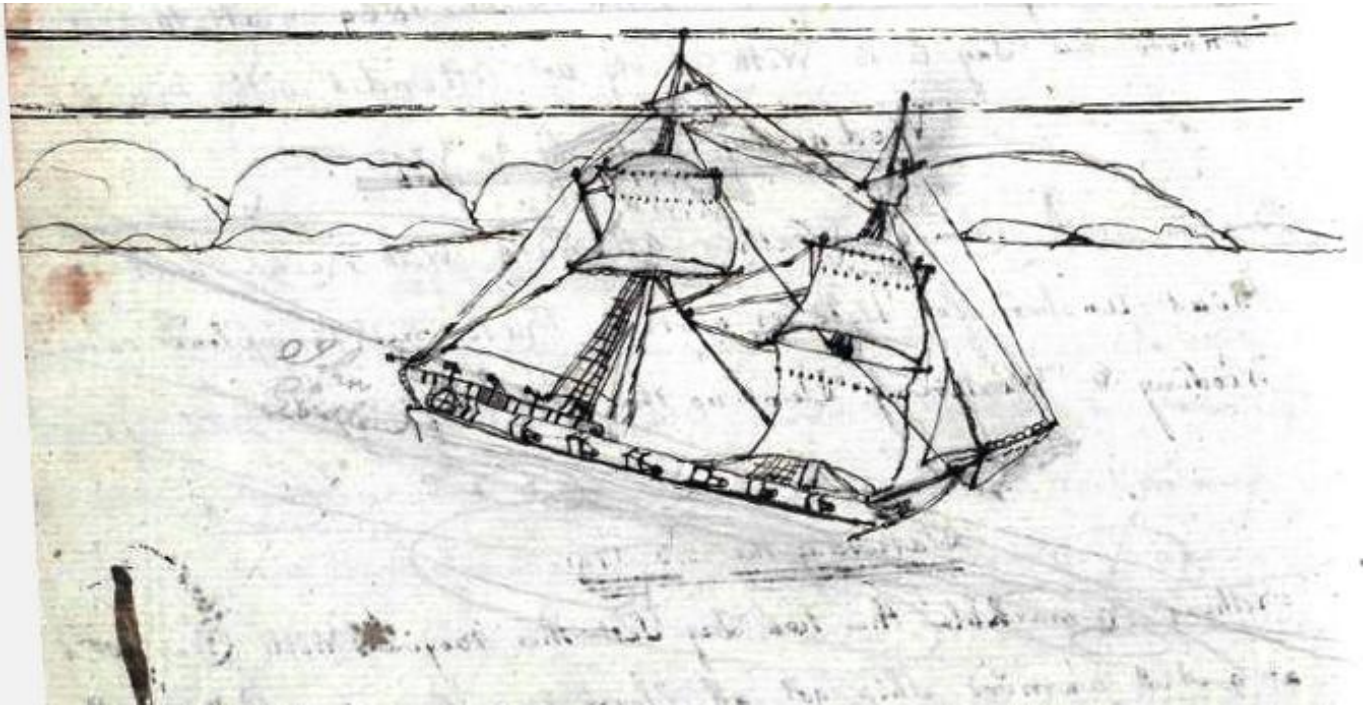
*October 12, 1790.*

# John Bartlett's Journal

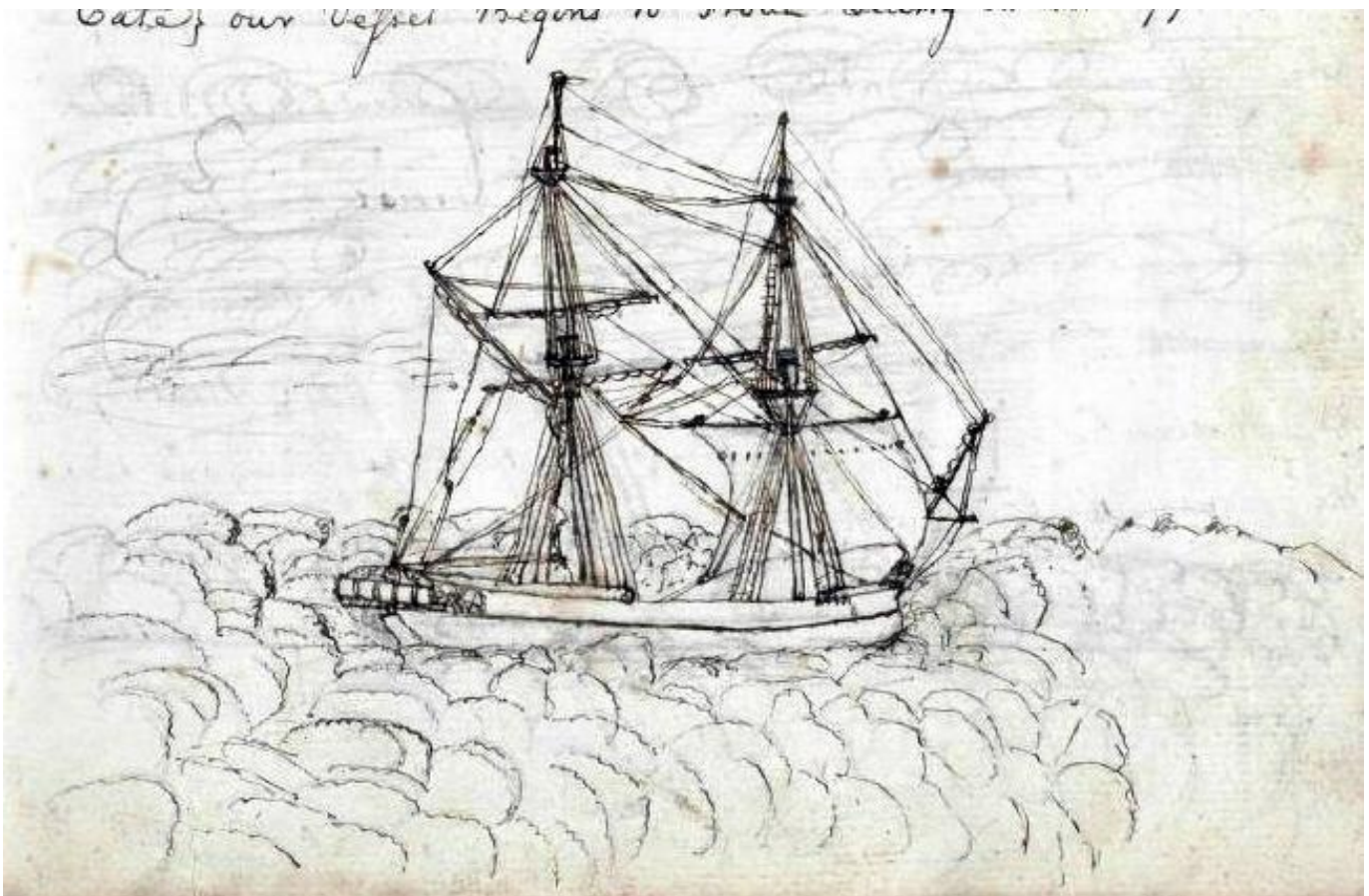


*October 7, 1790.*

# John Bartlett's Journal

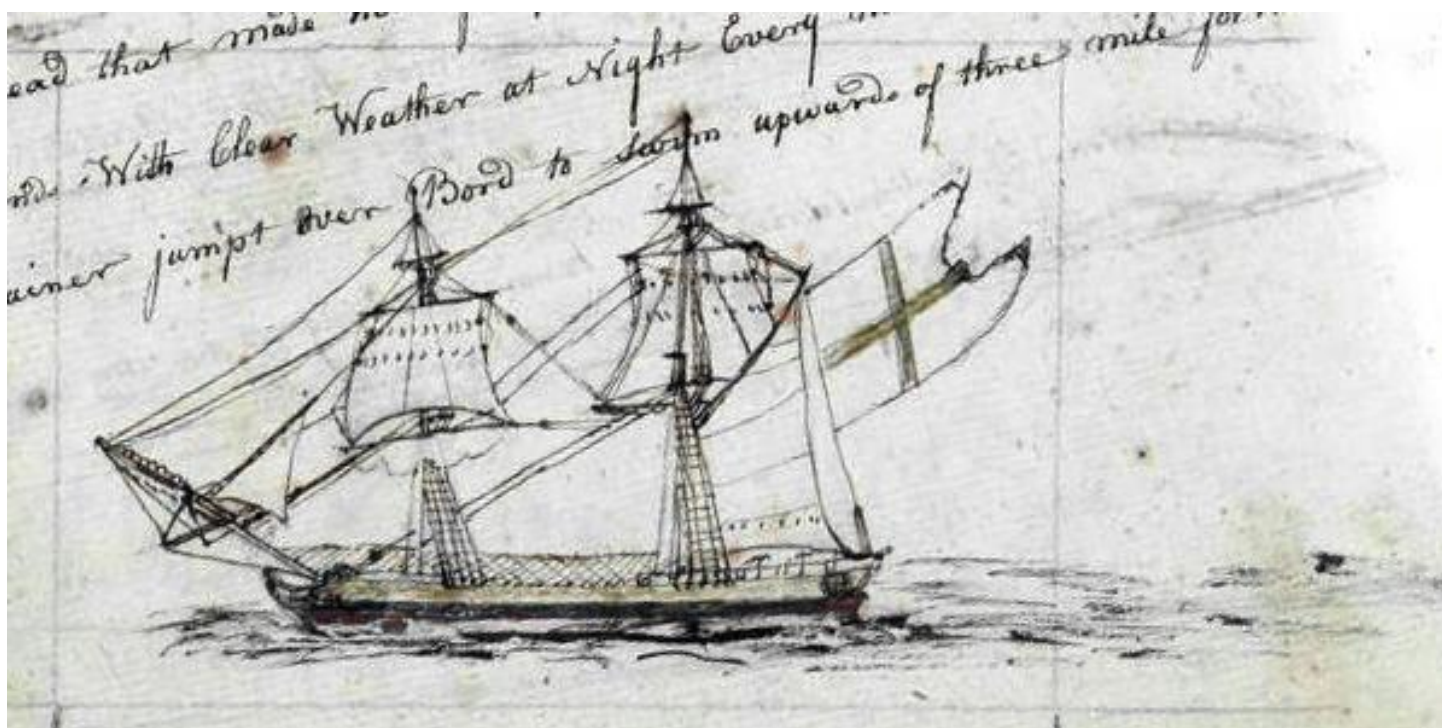


*Wednesday, July 24 or 29, 1791.*

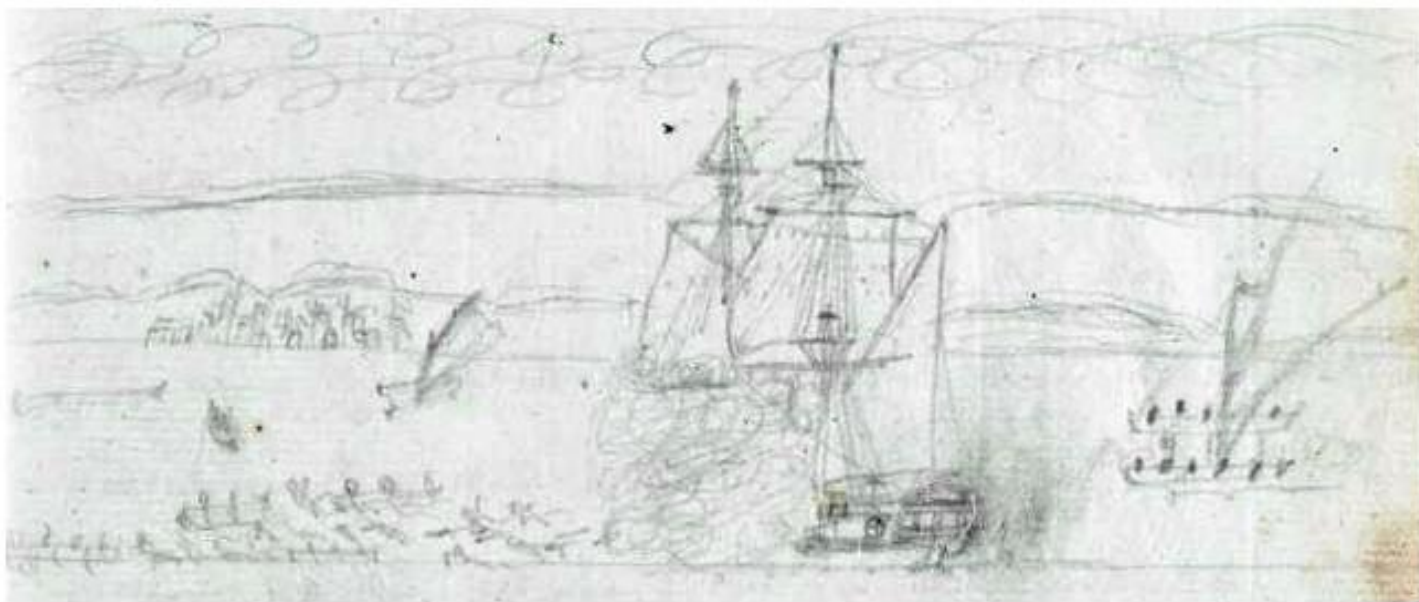


*August 15, 1791.*

# John Bartlett's Journal

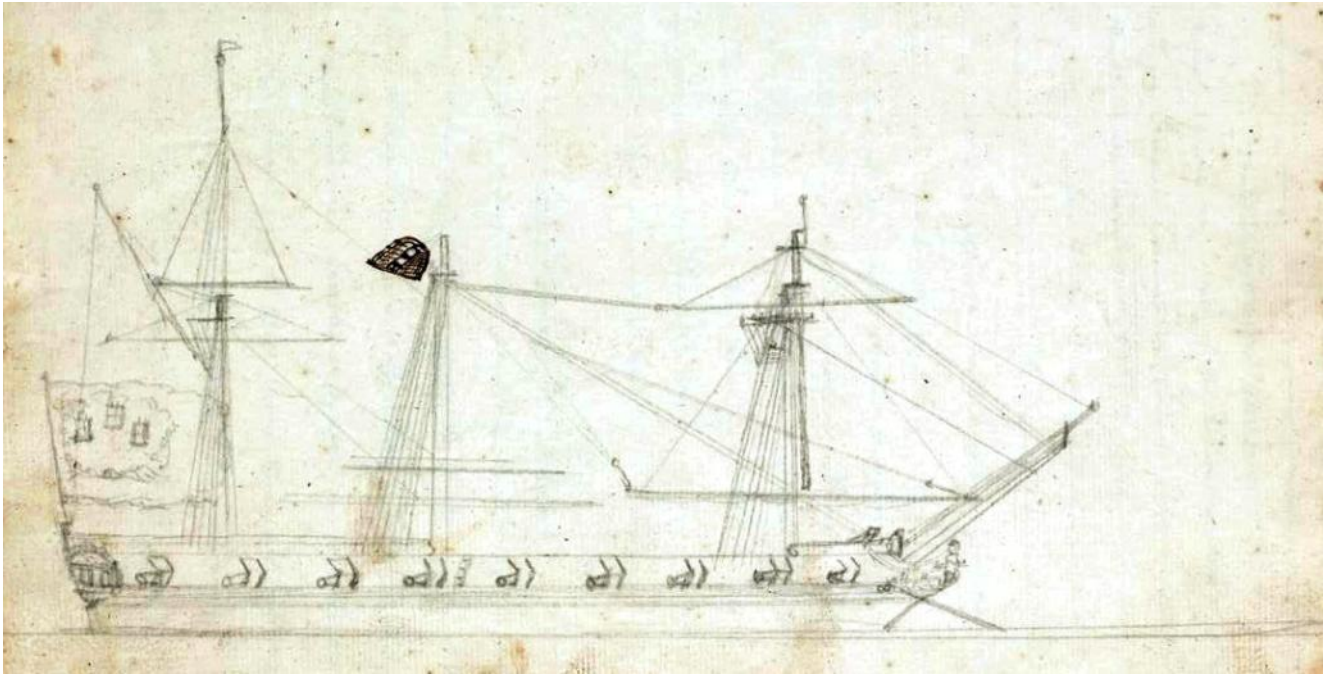


*Wednesday, August 24, 1791*

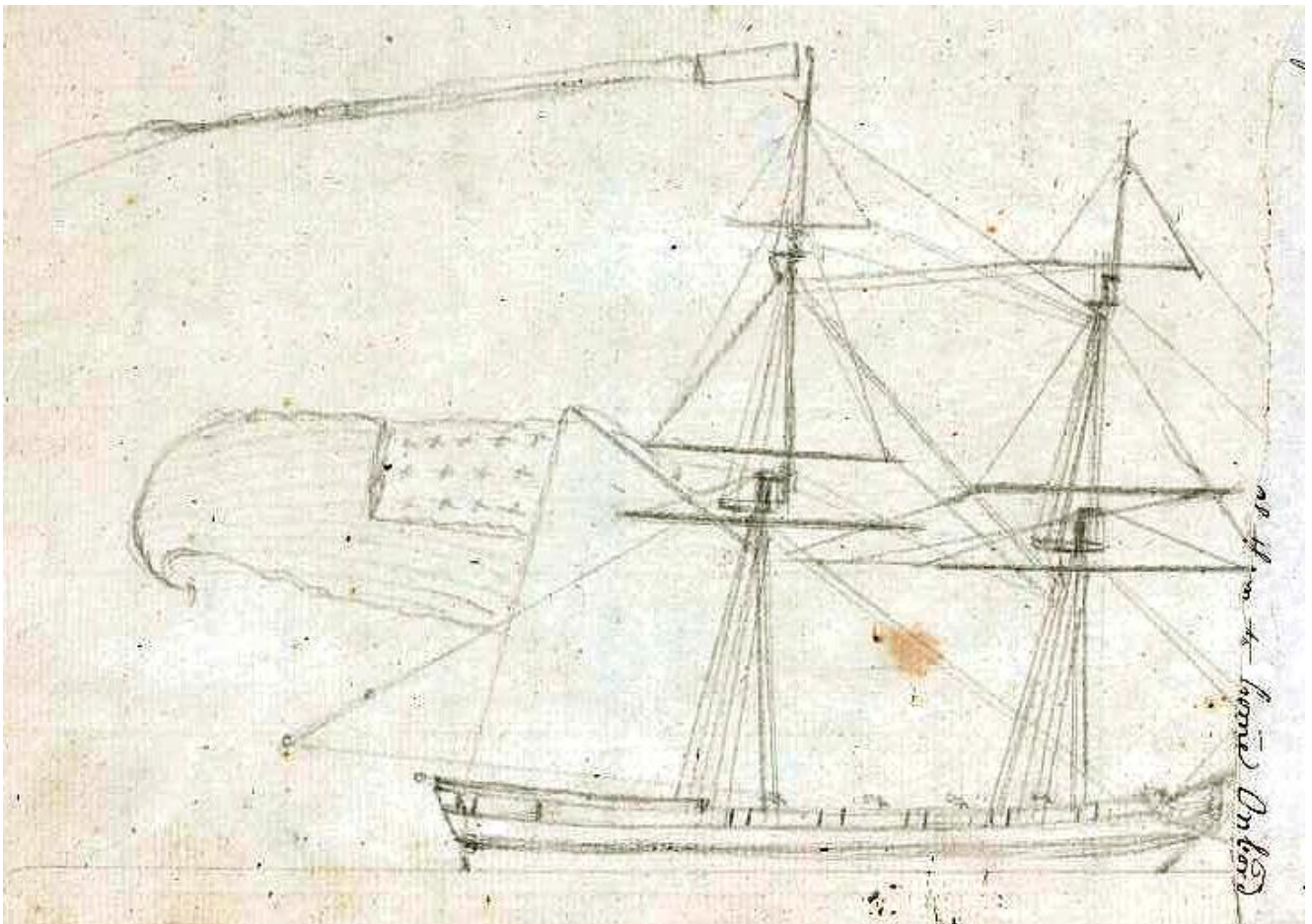


*Wednesday, August 31, 1791.*

# John Bartlett's Journal



*Between October 30 and November 12, 1791.*

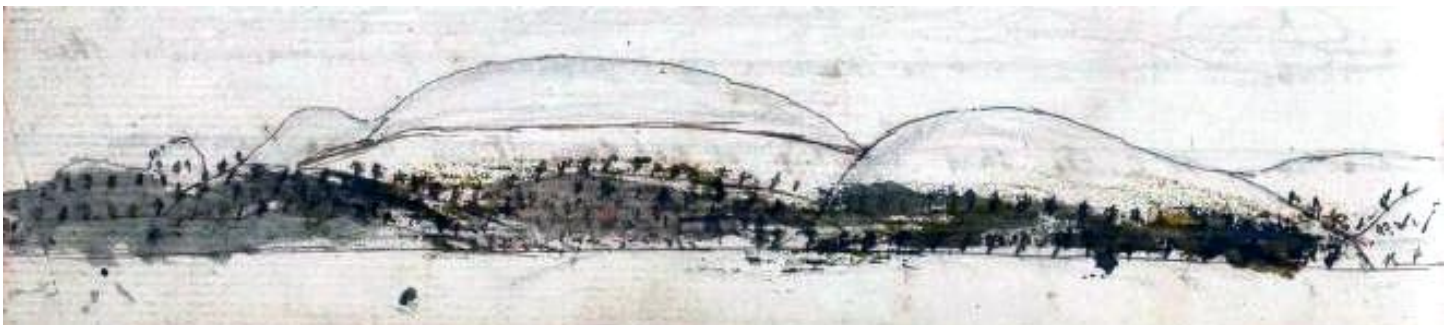


*Between November 26 and December 25, 1791*

# John Bartlett's Journal



*Between November 26 and December 25, 1791.*



*Hills. Friday, May 29, 1791.*

Read the journal: <https://archive.org/details/log1765bartlett/page/n25/mode/2up>

# Pirate Code

Summarized from Wikipedia, [https://en.wikipedia.org/wiki/Pirate\\_code](https://en.wikipedia.org/wiki/Pirate_code)  
(Take this for what it is since it came from Wikipedia!)

What is today known as the “pirate code” is a set of articles of agreement as a code of conduct for governing ships of pirates, particularly in the 1600s and 1700s, during the “Golden Age of Piracy”. These “articles of agreement” became the authority independent of any nation, and were variously called the Chasse-Partie, Charterparty, Custom of the sea, or Jamaica Discipline. They were not codes of chivalry but instead were designed to keep order aboard the ship, to avoid dissension or mutinies, and to ensure the crew’s loyalty, important for the mutual survival of the group.

The makeup of a crew of pirates was often a mix of former sailors, escaped convicts, disillusioned men, among others. Once aboard ship, the group would draw up a code, or articles, specific to that ship. There was no official hierarchy, and every vote carried equal weight in establishing the codes. The captain’s authority was not absolute, although the

articles might have been influenced by his leadership style and experience. The captain’s primary duties included navigation and deciding when to engage in naval warfare. Once decided, each crew member had to sign or make his mark on the articles, then swear an oath of allegiance or honor, sometimes upon a Bible, but sometimes on crossed pistols, swords, on a human skull, or astride a cannon in the absence of or instead of a Bible. With that, each signer formally became a crew member. The code was then posted in a prominent place, often

on the door to the captain’s cabin. The quartermaster was responsible for overseeing daily operations, including interpreting the articles.

The articles listed and described the crew’s policies regarding pirate behavior and the associated disciplinary action if a code was violated. Failing to adhere to the articles could get a pirate marooned, whipped, beaten, or even executed. Some pirate articles dictated that no women were permitted aboard ships and violating this code could be punishable by death.

While legend describes that the first set of pirate codes were written by the Portuguese buccaneer Bartolomeu Português sometime in the early 1660s, the first formally recorded set of codes came from George Cusack, who was active from 1668 to 1675. These early buccaneer articles were based on even earlier maritime laws and privateer codes, such as the Rolls of Oléron from the 1100s, and were later used by buccaneers and pirates like John Phillips, Edward Low, and Bartholomew Roberts.



# What Ship Is That?

## First, a boat is not a ship!

According to Marine Insight, the way to tell the difference between a ship and a boat is that “a ship can carry a boat, but a boat cannot carry a ship”. By that definition, you could say that a pontoon is a “ship” because it can carry a kayak! The size of the vessel is not the only factor. Here are some more generalized differences. (You can fabricate reasons to fit either definition. This is just a summary.)

### Ship

heavy:  $\geq 500$  tonnes  
deep oceans, high seas  
heavy machinery  
sophisticated navigation  
carries cargo or passengers  
sails long distances  
large crew with captain  
commercial use  
complicated design  
dedicated engines or sails

### Boat

much lighter  
rivers, lakes, coasts  
none or light machinery  
none, simple navigation  
no cargo, few passengers  
localized distances  
no crew usually  
recreational use  
simple design  
sails, motor, human force

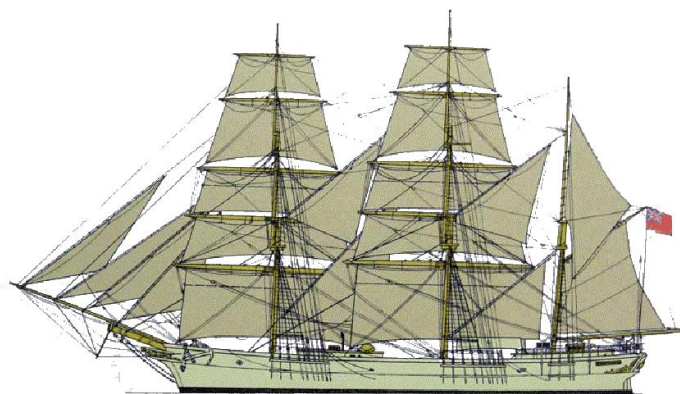
*\*Denotes a favorite ship of pirates*



*Brigantine \*(Mediterranean)*



*Caravel*



*Barque \*(Caribbean)*

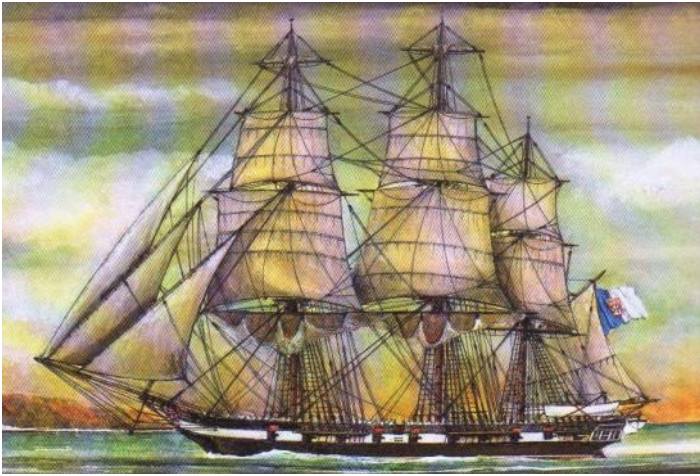


*Brig \*(not in America or Caribbean)*



*Carrack*

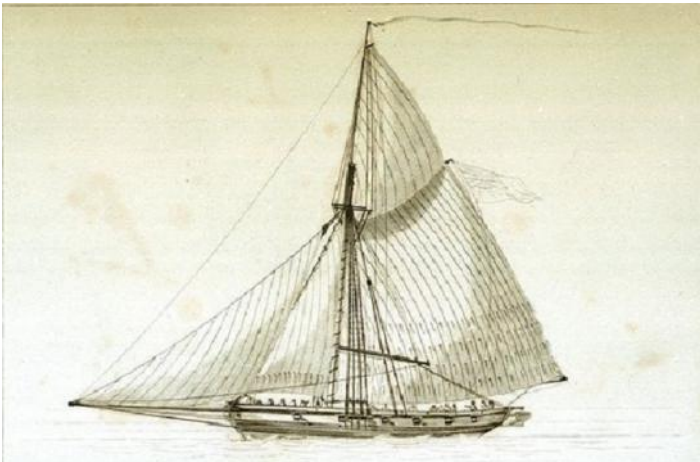
# What Ship Is That?



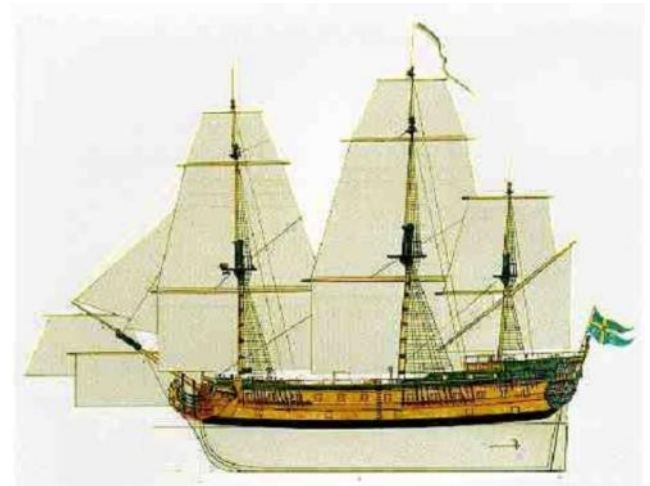
*Corvette*



*Dutch Fleut*



*Cutter*



*East Indiaman*



*Dhow \*Arabs*

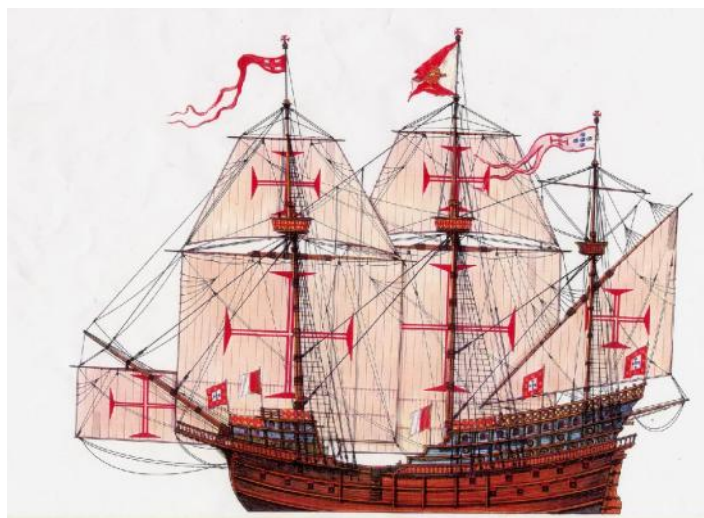


*Frigate*

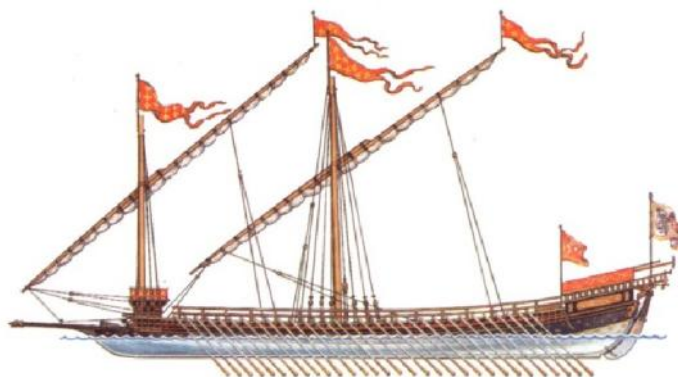
# What Ship Is That?



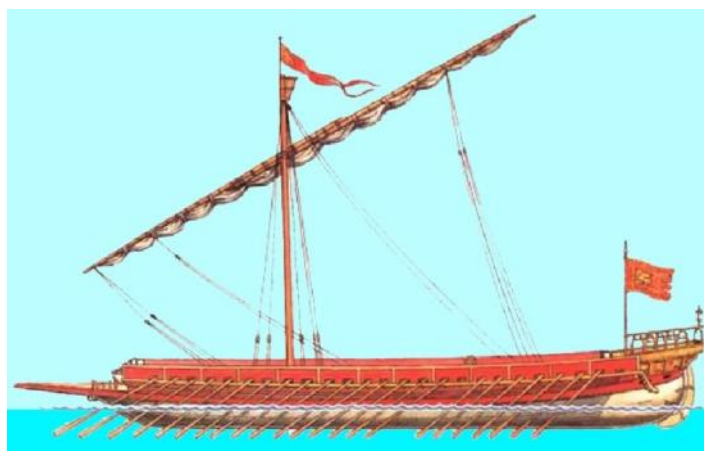
*Fuste \*(Barbary Corsairs)*



*Galleon*



*Galiot \*(Barbary Corsairs in Mediterranean)*



*Galley \*(Barbary Corsairs in Mediterranean)*



*Galliot*

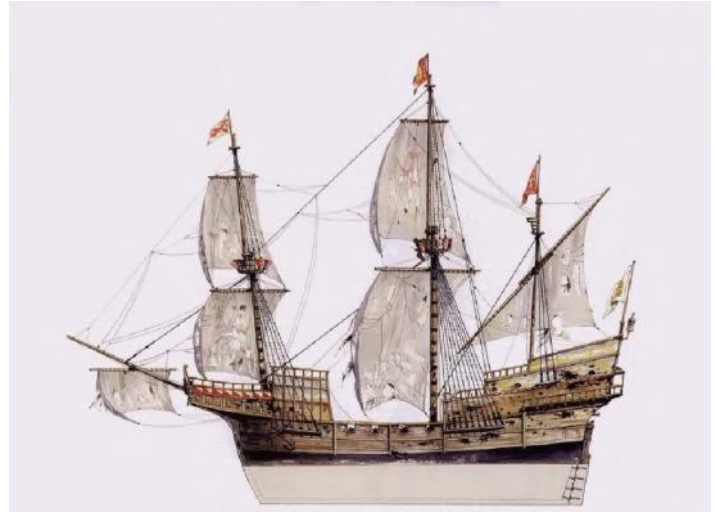


*Junk*

# What Ship Is That?



*Ketch*



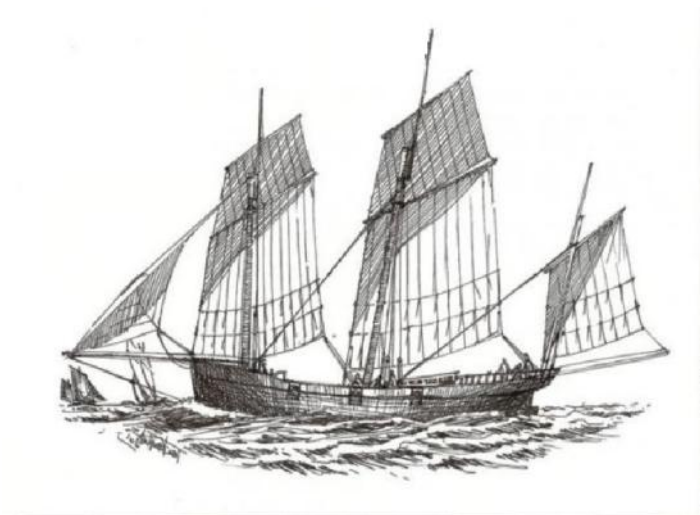
*Pink/Merchant*



*Longboat*



*Pinnace*



*Lugger*

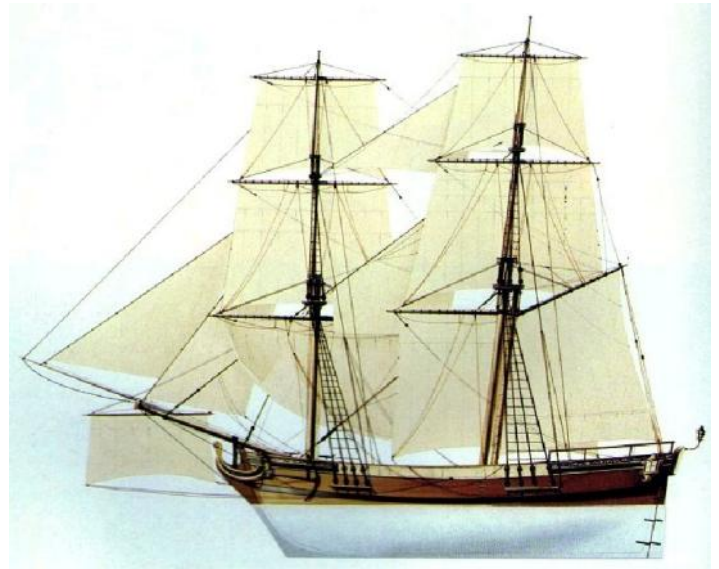


*Schooner\**

# What Ship Is That?



*Ship of the Line (Man-O-War)*



*Snow/Snaw*



*Sloop\**



*Xebec \*(Barbary pirates)*



*Sloop-of-War*

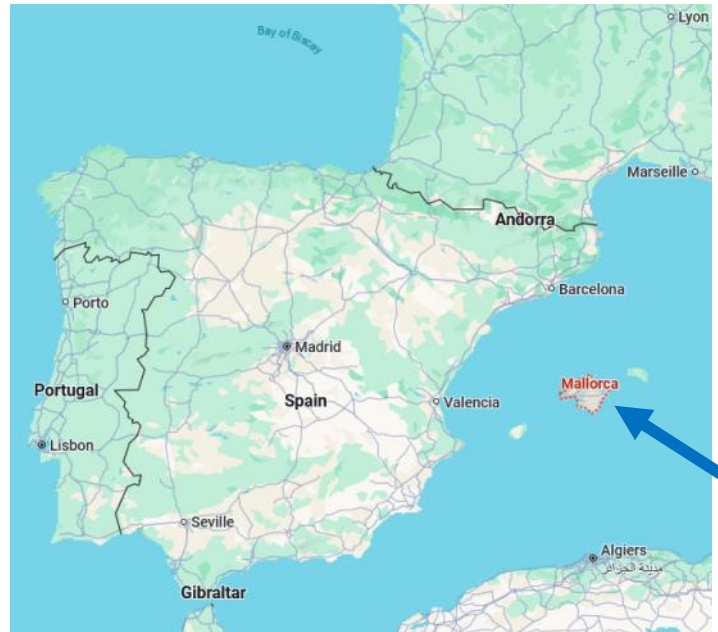
## SOURCES

- <https://www.marineinsight.com/types-of-ships/7-differences-between-a-ship-and-a-boat>
- <https://beyond-the-shore.obsidianportal.com/wikis/ship-types>

# Ships On Atlas of Catalan

There is a famous map dated to the 1370s, circa 1375, called the Atlas of Catalan. This mappae mundi is considered the “most important map of the Middle Ages” for its great detail and complexity. It is in an old form of Portuguese. Wikipedia states, *It was produced by the Majorcan cartographic*

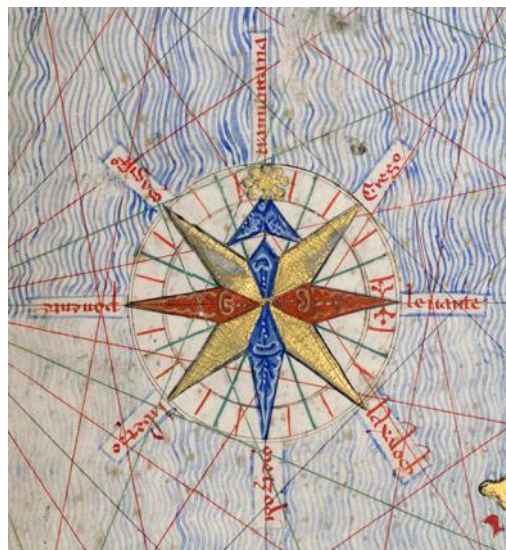
*school, possibly by Abraham Cresques, a Jewish book illuminator who was described by a contemporary as a master of mappae mundi as well as of compasses.* Here, I feature the ships shown on the waters of the map. Arrows on the map below show where the ships are located.



*Location of Mallorca (Majorca) of the Balearic Islands in the Mediterranean Sea southeast of Spain.*



*The compass on the Atlas of Catalan. The directions are written in a old form of Portuguese.*



*Balearic Islands*

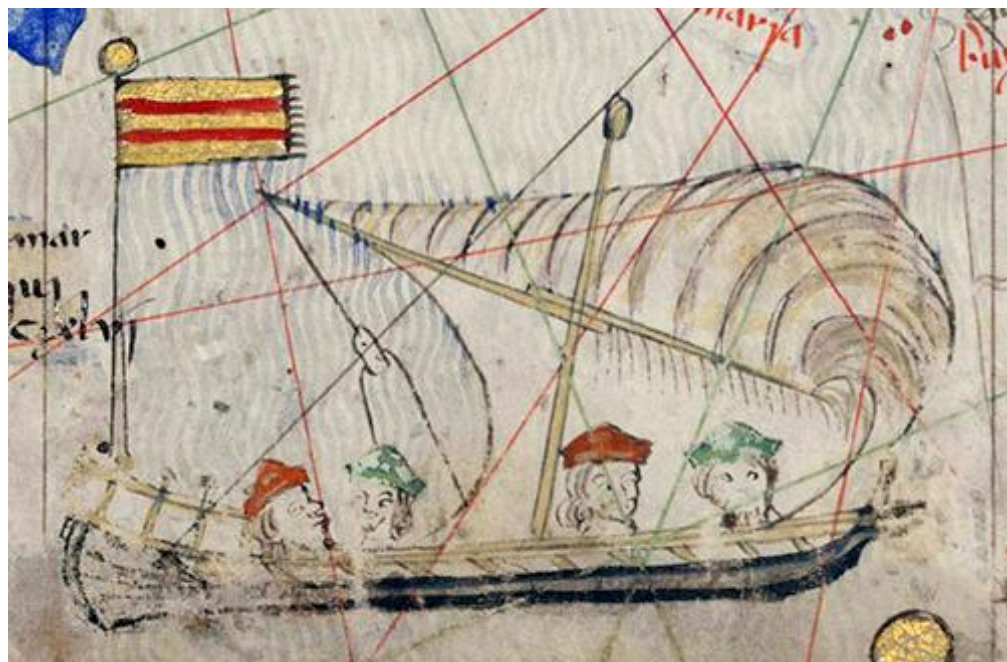
# Ships On Atlas of Catalan

*The writing to the left of the ship (cut off) shows:*

*Partich l'uxer d'en Jacme  
Ferer...*

*The ship of Jaume Ferrer  
departed for the River of Gold  
on the 10th of August of 1346,  
the feast of St. Lawrence.*

*I think the flag is supposed to  
be the flag of Mallorca.*



*While there is no specific  
writing by this ship that refers to  
the ship itself, what writing that  
is shown states:*

*Aquest mar és appellada mar  
del Sarra...*

*This sea is called Sea of Sarra  
and Bacú*

*The flag is the flag of The  
Golden Horde of the Mongols.*



## SOURCES

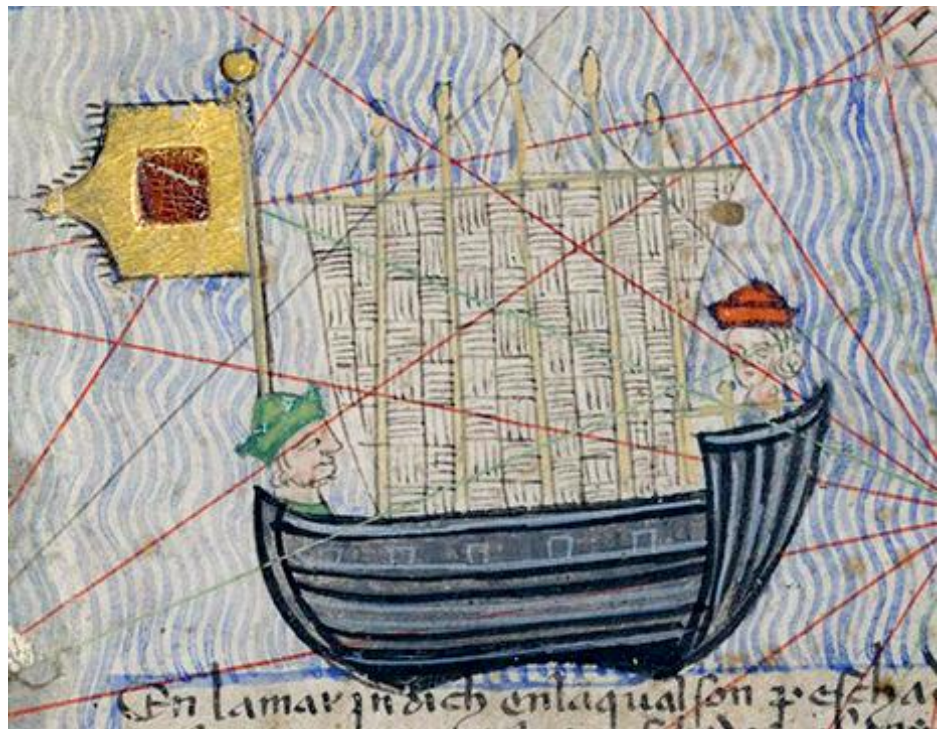
- [https://en.wikipedia.org/wiki/Catalan\\_Atlas](https://en.wikipedia.org/wiki/Catalan_Atlas)
- <https://www.cresquesproject.net/home>
- <https://www.historyofinformation.com/detail.php?id=3420>
- [https://commons.wikimedia.org/wiki/Category:Symbols\\_and\\_flags\\_from\\_the\\_Catalan\\_Atlas](https://commons.wikimedia.org/wiki/Category:Symbols_and_flags_from_the_Catalan_Atlas)
- [https://commons.wikimedia.org/wiki/File:1375\\_Atlas\\_Catalan\\_Abraham\\_Cresques.jpg](https://commons.wikimedia.org/wiki/File:1375_Atlas_Catalan_Abraham_Cresques.jpg)

# Ships On Atlas of Catalan

*Sapiats que aquestes naus són  
apellades Nichi...*

*Let it be known that these ships are  
named nichi, and measure sixty  
cubits in depth and thirty-four  
cubits in length; there are few with  
less than four masts and some even  
have ten. The sails are made of  
reed and palm leaves.*

*This is why the sail looks like a  
basket weave! The flag is of the  
Ilkhanate.*



*In reference to this little boat shown below:*

*En la mar indich en la qual són pescahdós...*

*In the Indian Ocean where they are fishermen  
and very rich islands. The fishermen that  
descend into the sea say their incantations  
before diving into the sea and this way they  
dispel the fish. In the event that they do not say  
them, the fish devour them, and this has been  
demonstrated.*



# Wellerman Sea Shanty



Nathan Evans - Wellerman (Sea Shanty)

*Wellerman (Sea Shanty) by Nathan Evans: <https://www.youtube.com/watch?v=qP-7GNoDJ5c> (April 9, 2021)*

There once was a ship that put to sea  
The name of the ship was the Billy of Tea  
The winds blew up, her bow dipped down  
O blow, my bully boys, blow

Soon may the Wellerman come  
To bring us sugar and tea and rum  
One day, when the tonguin' is done  
We'll take our leave and go

She had not been two weeks from shore  
When down on her a right whale bore  
The captain called all hands and swore  
He'd take that whale in tow

Soon may the Wellerman come  
To bring us sugar and tea and rum  
One day, when the tonguin' is done  
We'll take our leave and go

Before the boat had hit the water  
The whale's tail came up and caught her  
All hands to the side, harpooned and fought her  
When she dived down low

Soon may the Wellerman come  
To bring us sugar and tea and rum  
One day, when the tonguin' is done  
We'll take our leave and go

No line was cut, no whale was freed  
The Captain's mind was not of greed  
And he belonged to the whaleman's creed  
She took that ship in tow

Soon may the Wellerman come  
To bring us sugar and tea and rum  
One day, when the tonguin' is done  
We'll take our leave and go

For forty days, or even more  
The line went slack, then tight once more  
All boats were lost, there were only four  
But still that whale did go

Soon may the Wellerman come  
To bring us sugar and tea and rum  
One day, when the tonguin' is done  
We'll take our leave and go

As far as I've heard, the fight's still on  
The line's not cut and the whale's not gone  
The Wellerman makes his regular call  
To encourage the Captain, crew, and all

Soon may the Wellerman come  
To bring us sugar and tea and rum  
One day, when the tonguin' is done  
We'll take our leave and go

Soon may the Wellerman come  
To bring us sugar and tea and rum  
One day, when the tonguin' is done  
We'll take our leave and go

# Wellerman Sea Shanty



Wellerman (Sea Shanty / 220 KID x Billen Ted Remix) | Official Video



NathanEvanss  
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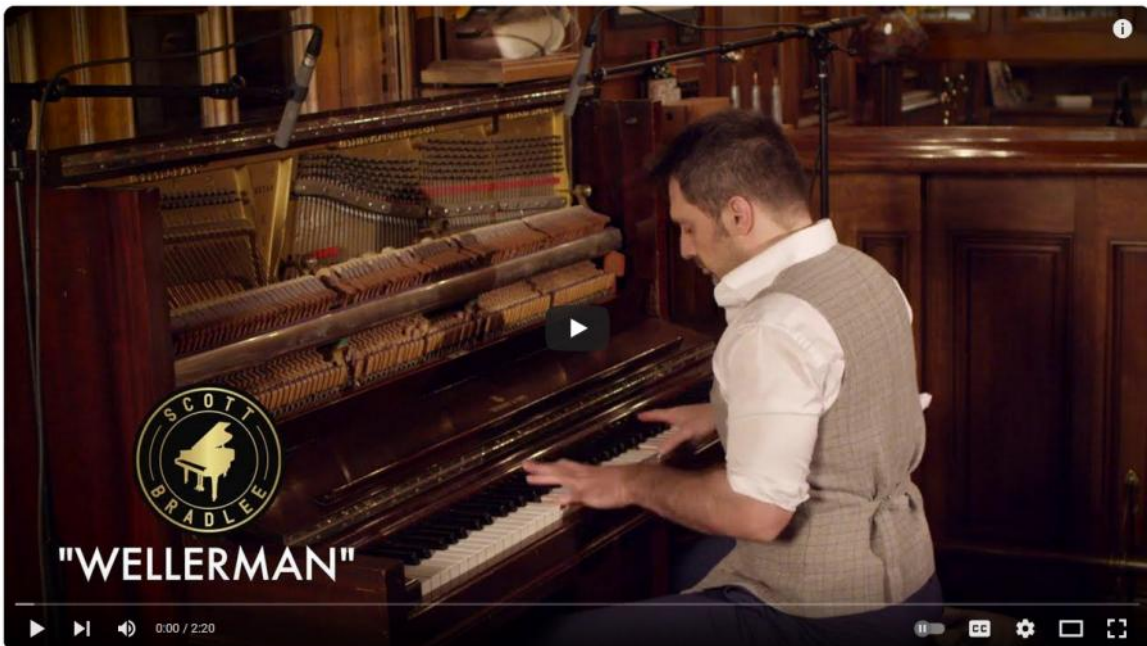
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*Wellerman (Sea Shanty) (220 KID x Billen Ted Remix) by Nathan Evans (March 8, 2021)*

<https://www.youtube.com/watch?v=M26V1IWAP-E>



Wellerman (Ragtime Sea Shanty) - Scott Bradlee Piano Cover



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1994 Slide Video Remastered - Wicked Game

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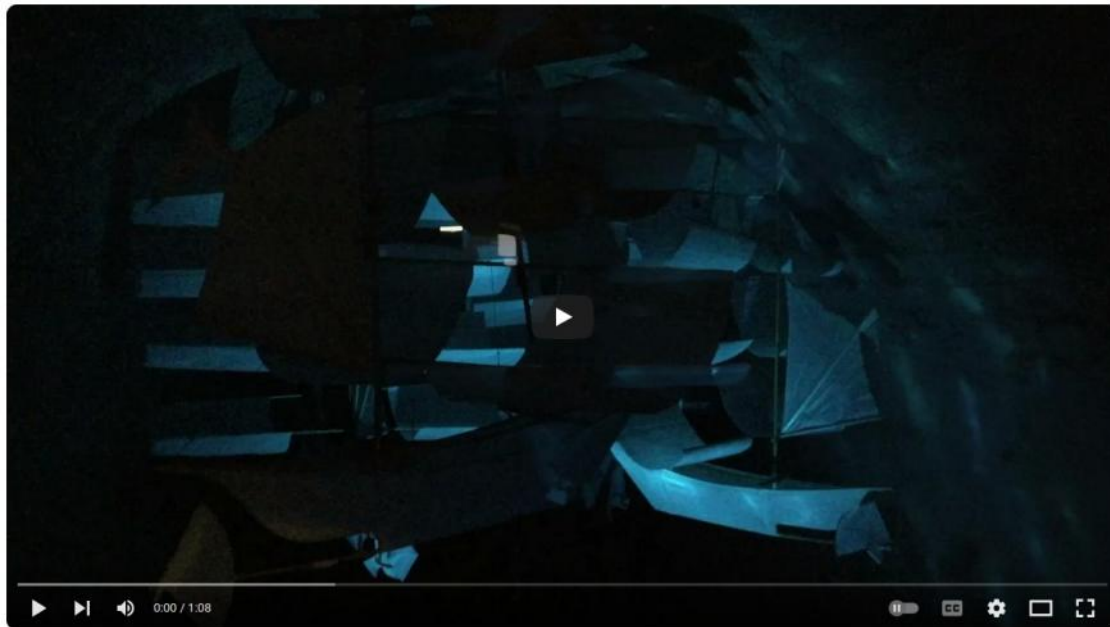


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Video Short - Ghost Ships



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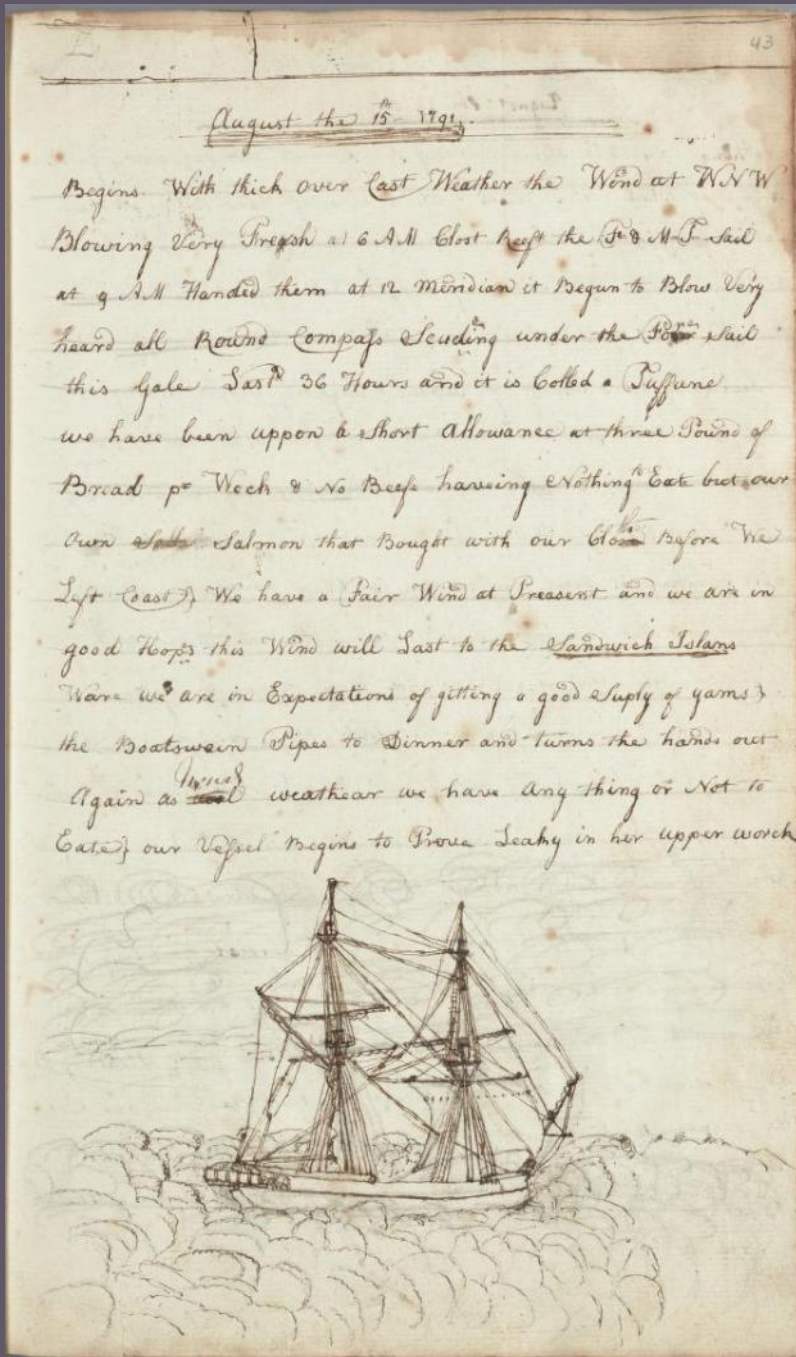
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*Ghost Ships, RG de Stolfe (November 23, 2021)*  
<https://www.youtube.com/watch?v=JRMd3ezJIpA>

# Final Thought



Full page from John Bartlett's journal.



The [de Stolfe Journal](http://www.destolfe.com) is a publication made by Robert-George de Stolfe. The first issue was published in March 1986 as the de Stolfe Journal and published irregularly until 1998 (17 issues total). The *Candid* version of the Journal started in July 2012 through December 2018 (over 60 regular and special issues). Now back to the original name starting in 2019, archives of all issues—including the original ones (1980s-1990s)—are available on the website: [www.destolfe.com](http://www.destolfe.com)

#### **Publisher/Owner/Editor**

Robert-George de Stolfe

#### **Graphics/Layout\***

Robert-George de Stolfe

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