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nacionalidades ni proyectos nacionales que intenten homogeneizar a sus miembros. ¿Podría luego pensarse al país y la formación de comunidades políticas que permitan la contaminación con el otro, la solidaridad infinita y la apertura hacia aquéllos que en realidad nada tienen que ver con uno? Sería interesante, luego, contemplar la creación de un espacio infinitamente solidario y abierto que permita nuevas propuestas políticas que rompan con toda cerrazón nacionalista y con la debacle neoliberal capitalista que en más de un momento ha sido responsable por la situación en que hoy día se encuentra la mayor parte de la humanidad.

**Russell K. Skowronek and Charles R. Ewen, eds. 2006. *X Marks the Spot: The Archaeology of Piracy*. Gainesville: University Press of Florida. 384 pp. ISBN: 0-8130-2875-2.**

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**A**rchaeology and Piracy—highly popular subjects on their own that together would make any History or Discovery Channel producer salivate. Archaeological investigation of early modern piracy holds promise because the documentary record (if not the secondary literature!) is fairly thin: Alexander Exquemelin’s *Buccaneers of the Americas*, the enigmatic Charles Johnson’s *General History of the Pirates*, and a few vice admiralty trials, log book entries, and colonial newspaper accounts make up the bulk of our evidence for the “Golden Age of Piracy” (1650-1730). Pirates themselves kept few records and deliberately hid much of their activities. Archaeology potentially offers an expansive new source for understanding pirates’ world, their social organization, and their bloody business. Russell Skowronek and Charles Ewen tackle the question: can pirates be identified in the archaeological record independent of historical references? And if so, what would signature “pirate patterns” look like? (pp. 7, 295). The essays they present are a blend of site reports on specific pirate ships and places associated with pirates, broader conceptual considerations of pirates and their victims, and popular culture impressions of historical and present-day piracy (in the David Cordingly “fact and fiction” vein).

Despite a pledge to explore beyond the mostly English and generally

Caribbean-based Golden Age pirates, the majority of essays do focus on this region, period, and pirate nationality. The four essays investigating “pirate lairs” (terrestrial sites)—Jamaica’s Port Royal, Louisiana’s Grand Terre Island, Roatan, and Belize—all examine Caribbean basin locales. Their authors disagree over the pirate particularism of their sites. Although many pirates spent much time and money in Port Royal, Donny Hamilton concludes that their material impact on the seaport was negligible compared with merchants’ legitimate trade (p. 26). Joan Exnicios reports the recent identification of Jean Lafitte’s short-lived (1808-1814) smuggling and privateering base at Grand Terre Island, but admits that no substantive excavation has been done. “Perhaps there is a [pirate] pattern in the types or distribution of” artifacts to be found, she speculates, but it awaits testing. (Archaeologists had better get to work soon: Exnicios warns that the site will be lost to erosion and inundation within two decades.) J. David McBride recounts Roatan’s association with 17th-century pirates but did not find any evidence of them through fieldwork; instead he relates his findings on documented 1740s and 1780s-period settlements with no pirate connections. Daniel Finamore’s feat in locating a seasonal, ephemeral logwood cutter camp on the Belize River dating to the pirate period (1680-1730) is impressive, but the tenuous jumps he makes that residents were pirates (many woodcutters were not) who “rejected the ceremonies of bourgeois competition and status negotiation” and “flaunted [their] independence from” an “oppressive [British] social hierarchy,” on the basis of five Chinese porcelain sherds gave me pause (pp. 75, 76). The presence of porcelain should be interpreted using internal maritime cultural norms: sailors had frequent, relatively cheap access to porcelain through the Dutch merchants who regularly bought logwood at Belize and regularly sold it at Curacao and St. Eustatius. The lack of coarse hollow-ware vessels probably stems from the use of perishable wooden, calabash, or coconut bowls and cups, rather than Baymen’s exclusive use of high-end ceramics (p. 74). Although interesting and useful in their own right for drawing attention to out-of-the-way corners of the maritime Atlantic world, these site reports fail persuasively to establish distinct pirate patterns and lean more heavily on documentary sources than excavated material.

The six essays focused on shipwrecks thought to be pirate vessels or victims are the centerpiece of the collection. Patrick Lizé and John de Bry make plausible but circumstantial cases for identifying two shipwrecks at Mauritius and Madagascar as English pirate vessels. Both were large heavily armed vessels that yielded an impressive array of cannon, coins, and global trade goods. Wrecked off Cape Cod in 1717, the former English slaver *Whydah* is the only definitively identified pirate ship found to date (confirmed by recovering the ship’s named and dated

bell). Christopher Hamilton strives to read meaningful patterning in this shallow, deeply disturbed wreck site. The mixed variety of cannon, small arms, and coins he found certainly fits the profile of a pirate vessel, but Hamilton admits that the wrecks of privateers and armed merchantmen would yield similar assemblages. Mark Wilde-Ramsing and Wayne Lusardi follow this up by presenting the case for and against identifying a shipwreck at Beaufort Inlet as Blackbeard's 1718 flagship, the *Queen Anne's Revenge*. Wilde-Ramsing cites the wreck's orientation, presence of loaded cannon, preponderance of dated artifacts, and the ship's atypical large size for coastal trading to support positive identification. Lusardi counters that a recovered 1709 Iberian ship's bell, a cannon dated 1730, the lack of teredo infestation on surviving hull sections, and the absence of French and slave trade items associated with the ship's career before pirate capture raise doubts. Together the essays illustrate how archaeologists debate each other and ground their interpretations, leaving the reader to decide whether the *Queen Anne's Revenge* has been found. The final shipwreck considered is an Ohio River flatboat locally thought to be the victim of early 19th-century river pirates. While the discussion of inland river banditry usefully pushes considerations of piracy into new territory its inclusion seemed a bit gratuitous, given the lack of material evidence of violence and the ubiquity of flatboat sinkings due to normal navigational hazards. The authors provocatively speculate about what the archaeological assemblage of river bandit camps might look like and whether they could yield a durable "identifiable archaeological signature of criminal activity," only to conclude that firm identification was unlikely (p. 243).

The collection closes with three additional inconclusive essays. Skowronek and Ewen reflect on how English, French, and Dutch pirate raiding shaped the physical development of Spanish American seaports and consider material reflections of illicit trans-national exchange, but their essay does little to tangibly identify "the victims of piracy" archaeologically. An essay of pirate attire and imagery concludes that it is virtually impossible to distinguish pirates from sailors generally on land or aboard ship archaeologically. Russell Skowronek's final essay intriguingly relates how modern-day popular images of pirates vary by generation and nationality, noting how Baby Boomers' imagined pirates differ from that of Jonny Depp-influenced college students. More familiar with modern-day pirate-terrorists and media piracy, a Filipino respondent nonetheless held similar stereotypical pirate associations—perhaps reflecting the global extent of American media influence.

While most of the essays were quite enjoyable to read and highlight innovations in nautical archaeology remote sensing, the collection on the whole is a bit disappointing. The editors raise the prospect of using

archaeology to gain new insights into pirate activity and culture but offer little in the way of concrete examples. The book also fails to live up to the potential of its title: if anthropological archaeology is a universalist discipline, why then do the authors confine inquiry to the conventional Golden Age sphere? The archaeology of piracy is a global subject that should span the centuries, taking in Hellenic Mediterranean ports and wrecks, medieval Norse and Danish ships and raiding sites, raiders and wreckers in 18th-century coastal Vietnam or 19th-century Cuba, and present-day Indonesian and other Asian bases alike. Perhaps by the expanding temporal and spatial scope beyond Anglo-American Golden Age pirates, archaeologists might find the signature pirate patterns that Skowronek and Ewen hope to find.

**Armando Choy, Gustavo Chui, Moisés Sío Wong. 2005. *Our History Is Still Being Written: The Story of Three Chinese-Cuban Generals in the Cuban Revolution*. New York: Pathfinder Press. 216 pp. ISBN: 0-87348-978-0.**

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**L**ike other volumes from the socialist press Pathfinder, this book highlights the struggles and accomplishments of the 1959 Cuban Revolution, but through the unique lens of three Chinese-Cuban generals. President of the press and editor of *New Internationalist* Mary-Alice Waters and her associates conducted interviews with the generals, Armando Choy Rodríguez, Gustavo Chui Beltrán, and Moisés Sío Wong, over a period of four years. The men discuss their roles in the revolution, their participation in international military, medical, and educational missions, and their continued involvement with Cuban government initiatives today.

In Part I the generals describe their own backgrounds and provide a short history of the Chinese in Cuba. While Chinese were imported as contract workers throughout the post-abolition Caribbean, in Cuba, where slavery did not end until 1886, they labored alongside African slaves for the duration of the coolie trade (1847 to 1874). Like slaves, Chinese resisted the deception and coercion of the recruitment system

Russell K. Skowronek, Charles R. Ewen, eds. *X Marks the Spot: The Archaeology of Piracy*. Gainesville: University Press of Florida, 2006. xxvi + 339 pp. \$55.00 (cloth), ISBN 978-0-8130-2875-0. While piracy has always existed and still exists, as evidenced by recent attacks on ships off Somalia, piracy in the Caribbean during the Golden Age of piracy before 1730 significantly affected local commerce and the location of settlements (to make them more defensible), and provided an alternate way to exchange goods. One can think of piracy as an adjunct to normal trade relations, a way to redistribute the wealth, and certainly some of the popular imagery of the pirates lends itself to the idea of pirates as Robin Hoods of the high seas. Surely, joke Russell K. Skowronek and Charles R. Ewen, not all of them had peg legs. The scholars were once boys who loved playing pirate but grew up to be archaeologists, at Santa Clara and East Carolina Universities, respectively. Together they edited *X Marks the Spot: The Archaeology of Piracy* (University Press of Florida). Despite popularity in fiction and history books, pirates have been rare in archaeological research. One reason is the link with treasure hunters. *X marks the spot* by Russell K. Skowronek, Charles Robin Ewen, 2006, University Press of Florida edition, in English. X marks the spot. the archaeology of piracy. by Russell K. Skowronek, Charles Robin Ewen. 0 Ratings. 0 Want to read. 0 Currently reading. 0 Have read. This edition was published in 2006 by University Press of Florida in Gainesville.