

## Chapter 1 : Jonathan Cavendish - Wikipedia

*Woodes Rogers (c. - 15 July ) was an English sea captain and privateer and, later, the first Royal Governor of the Bahamas. He is known as the captain of the vessel that rescued marooned Alexander Selkirk, whose plight is generally believed to have inspired Daniel Defoe's Robinson Crusoe.*

At least four vessels in which Rogers had an ownership interest were granted the letters. It did not reach Africa, but was captured by the French. He turned to privateering as a means of recouping these losses. Unaware of this, Rogers agreed. Forty of the Bristol crew deserted or were dismissed, and he spent a month in Ireland recruiting replacements and having the vessels prepared for sea. Many crew members were Dutch, Danish, or other foreigners. When the mutiny was put down, he had the leader flogged, put in irons, and sent to England aboard another ship. The less culpable mutineers were given lighter punishments, such as reduced rations. Dampier was able to guide the ships to little-known Juan Fernandez Island to replenish supplies of fresh produce. The next morning Rogers sent a party ashore and discovered that the fire was from Scottish sailor Alexander Selkirk, who had been stranded there four years previously. When Rogers attempted to negotiate with the governor, the townsfolk secreted their valuables. Rogers was able to get a modest ransom for the town, but some crew members were so dissatisfied that they dug up the recently dead hoping to find items of value. This led to sickness on board ship, of which six men died. On a subsequent voyage to the Pacific, Hatley would emulate Selkirk by becoming the centre of an event which would be immortalised in literature. His ship beset by storms, Hatley shot an albatross in the hope of better winds, an episode memorialised by Samuel Taylor Coleridge. Rogers sustained a wound to the face in the battle. Rogers notes that had there been a British colony in the South Seas, he would not have had to worry about food supplies for his crew. Sir William Whetstone had died, and Rogers, having failed to recoup his business losses through privateering, was forced to sell his Bristol home to support his family. He was successfully sued by a group of over of his crew, who stated that they had not received their fair share of the expedition profits. The profits from his book were not enough to overcome these setbacks, and he was forced into bankruptcy. In , Rogers led what was ostensibly an expedition to purchase slaves in Madagascar and take them to the Dutch East Indies, this time with the permission of the British East India Company. Rogers collected information regarding pirates and their vessels near the island. Accordingly, Rogers turned his sights from Madagascar to the West Indies. Colonial governors and deputy governors were authorised to grant the pardon. On 22 April, the expedition, accompanied by three Royal Navy vessels, sailed out of the Thames. After negotiations failed, Vane used a captured French vessel as a fireship in an attempt to ram the naval vessels. Less than a month into his residence on New Providence, Rogers was faced with a double threat: Vane wrote, threatening to join with Edward Teach better known as Blackbeard to retake the island, and Rogers learned that the Spanish also planned to drive the British out of the Bahamas. An unidentified disease killed almost a hundred of his expedition members, while leaving the long-term residents nearly untouched. Two of the three navy vessels, having no orders to remain, left for New York. Ships sent to Havana to conciliate the Spanish governor there never arrived, their crew revolting and becoming pirates mid-voyage. Finally, the third naval vessel left in mid-September, its commander promising to return in three weeks—a promise he had no intention of keeping. Finally, the former pirates returned. They had failed to find an opportunity to kill Vane or bring him to battle, but had captured one ship and a number of pirate captives. Captain Hornigold was then sent to recapture the ships and crews who had gone pirate en route to Havana. He returned with ten prisoners, including captain John Auger [48], and three corpses. Nine were convicted, and Rogers had eight hanged three days later, reprieving the ninth on hearing he was of good family. One of the condemned, Thomas Morris, quipped as he climbed the gallows, "We have a good governor, but a harsh one. Rogers had them flogged, then released as harmless. This gave Rogers time to continue to fortify and supply New Providence, and it was not until 24 February that a Spanish fleet arrived. With Spain and Britain at peace again, the Spanish made no further move against the Bahamas. Vane never returned, having been shipwrecked and captured in the Bay Islands—a year later, he was hanged in Jamaica. His health suffered, and he spent six

weeks in Charleston , South Carolina, hoping to recuperate. He arrived three months later to find that a new governor had been appointed, and his company had been liquidated. Personally liable for the obligations he had contracted at Nassau, he was imprisoned for debt. Even so, Rogers wrote that he was "perplexed with the melancholy prospect of [his] affairs". The resulting work, *A General History of the Robberies and Murders of the Most Notorious Pyrates* , published under the pseudonym Captain Charles Johnson , was an enormous hit on both sides of the Atlantic, and catapulted Rogers for the second time to the status of a national hero. With public attention focused on him again, Rogers was successful in petitioning the king for financial redress. The governmental battle exhausted Rogers, who again went to Charleston in early in an attempt to recover his health. Though he returned in July , he never truly regained his health, and died in Nassau on 15 July

*On July 25, 1498, Woodes Rogers arrived in the Bahamas as the islands' first appointed Royal Governor. Piracy grew rampant in the untamed colony, and Rogers' official mission was to stamp it out.*

At the age of 15 he entered Corpus Christi College, Cambridge, remaining for two years, but did not take a degree. He was a Member of Parliament for Shaftesbury, Dorset, in 1621. In 1622 he sailed with Sir Richard Grenville to aid in the colonization of Roanoke, gaining much valuable experience but losing money on his investments. He was a member of Parliament for Wilton, 1628. Cavendish determined to follow Sir Francis Drake by raiding the Spanish ports and ships in the Pacific and circumnavigating the globe. After getting permission for his proposed raids, Cavendish built a 300-ton sailing ship, with 18 cannons, named the *Desire*. He was joined by the 60-ton, 10-cannon ship *Content*, and the 40-ton ship *Hugh Gallant*. Departure and Atlantic crossing[ edit ] With his three ships and men he set out from Plymouth, England on 21 July and reached the Strait of Magellan on 6 January 1667. There, in two hours, they killed and salted two barrelfuls of penguins for food. After extensive exploration of the many inlets, labyrinths, and intricate channels of the islands and broken lands of Tierra del Fuego and its environs they emerged from the strait into the Pacific on 24 February and sailed up the coast of South America. Exploring and raiding off the west coast of South America[ edit ] There on the Pacific coast he sank or captured 9 Spanish ships and looted several towns of quantities of fresh food, supplies and treasure while intentionally sinking the ship *Hugh Gallant* to use her crew to replace crew members lost on his other ships. Capturing a Manila galleon[ edit ] A pilot from one of the captured Spanish ships revealed that a Manila galleon was expected in October or November and usually stopped at Cape San Lucas on the Baja California peninsula before going on to Acapulco. In there were two Manila galleons: Unfortunately both encountered a typhoon on leaving the Philippines and were wrecked on the coast of Japan. Only the *Santa Ana* was salvageable and after repairs resumed her voyage. The North Pacific currents and winds used by both the Manila Galleon and Cavendish to get to Guam and the Philippines --the North Pacific Gyre Upon reaching the Gulf of California in October Cavendish and his two ships put in at an island above Mazatlan where they careened their ships to clean their bottoms and made general repairs. They had to dig wells for water. After a several-hour chase the English ships overhauled the *Santa Ana*—which conveniently had no cannons on board, in order to carry the added cargo. After several hours of battle during which Cavendish used his cannon to fire ball and grape shot into the galleon while the Spanish tried to fight back with small arms, the *Santa Ana*, now starting to sink, finally struck her colours and surrendered. Because of the great disparity in size the *Content* and *Desire* had to pick and choose what rich cargo they wanted to transfer to their ships from the much larger *Santa Ana*. Cavendish kept with him two Japanese sailors, three boys from Manila, a Portuguese traveler familiar with China, and a Spanish pilot navigator. Some in Mexico claimed that the total value of the cargo was about 2,000,000 pesos. After setting fire to the *Santa Ana*, the *Desire* and *Content* sailed away on 17 November to begin their voyage across the Pacific Ocean. While burning, the *Santa Ana* drifted onto the coast where the Spanish survivors extinguished the flames, re-floated the ship and limped into Acapulco. The *Content* was never heard from again. The *Desire* tried to avoid conflict for the rest of her voyage. There he traded iron tools for fresh supplies, water and wood, supplied by the natives. On further landings in the Philippines, Java and other islands, he traded some of his captured linen and other goods for fresh supplies, water and wood, and collected information about the Chinese and Japanese coasts. He hoped to use this information to augment existing English knowledge of the area and for a possible second voyage. His crew of about 48 men replaced their worn-out clothing and bedding with uniforms made out of silken damask. Cavendish attacked Arevalo, the capital of the Spanish settlement in Iloilo at the time in with the raid giving the town the distinction of being the first Spanish settlement in the Philippines to be attacked by a British pirate. It was also the first recorded British incursion into Philippine waters. Later she paraded up the River Thames through London, displaying her new sails of blue damask. The circumnavigation of the globe had been completed in two years and 49 days, nine months faster than Drake, although, like Drake, Cavendish returned with only one of his ships—the *Desire* with a crew of about 48 men. England celebrated both the

return of the *Desire* and the defeat of the Spanish Armada earlier that year. One abandoned sailor, Anthony Knivet , later wrote about his adventures in Brazil. Cavendish set off across the Atlantic towards Saint Helena with the remainder of the crew, but died of unknown causes at age 31, possibly off Ascension Island in the South Atlantic in 1595. The last letter of Cavendish, written to his executor a few days before his death, accuses John Davis of being a "villain" who caused the "decay of the whole action". In popular culture[ edit ] Cavendish is the central figure in the historical novel *Captain for Elizabeth* by Jan Westcott , which follows the events of his first circumnavigation.

**Chapter 3 : German addresses are blocked - [www.nxgvision.com](http://www.nxgvision.com)**

*Sir Francis Drake and Captains Thomas Cavendish, Henry Morgan and Woodes Rogers are famous names that would be perfect for the big screen. They would place the American West Coast on the pirate map.*

It could be considered a quiet paradise that is perfect for sunbathing. However, there is nothing peaceful about the ocean that borders the golden sands. There could be a pirate hiding in one of the caves! I have liked pirate stories since I was a child. It is the adventures of a young man who battles pirates and navigates dangerous seas to find a treasure. Can you imagine my surprise when I came to live in Los Cabos and discovered that my new home had been visited by pirates and privateers, just like in my favourite stories? Pirate stories such as the Johnny Depp movies produced by Walt Disney Pictures and Jerry Bruckheimer Films might make you think that pirate adventures only happened in the Caribbean. They would place the American West Coast on the pirate map. The pirates sailed the so-called Seven Seas. Between the years 1500 to 1700, they crossed the Atlantic and came mainly to the Caribbean Sea and the Gulf of Mexico. The colonization by Spain of vast areas of America, and even the Philippine Islands, made it an incredibly rich country. Silver, gold, spices, silks and precious stones were plentiful along the route from India. Capturing a ship from the King of Spain that contained valuable cargo was a crowning achievement for a pirate. They were considered part of the navy and agreed to share equitably in the captured loot. As a result, private companies, acting under the legal authority of their government, went to sea with their captains in search of adventures. Carrying a corso patent provided the sailors with the benefit of being war prisoners if captured. That was very different from the destiny that awaited pirates; death by the most sinister forms of torture. For their nations, the privateers were heroes, but for the Spanish, privateers were pirates. Why was the Pacific Ocean so coveted by privateers and pirates? Because of the Manila Galleons. The ships, the largest in the world at the time, were the coveted prey that travelled between Acapulco and Manila. They transported fabrics, articles made of silk and other bounty, including gunpowder, from China. From the Middle East, came carpets and cotton. From Japan, fans, chests of drawers, lacquered and jewelled combs, bells, silk screens and porcelain. From Java and Ceylon, the galleons brought spices, garments, jade, amber, precious stones, hardwoods, mother of pearl, iron, tin, and more. The galleons arrived at Acapulco, transporting the merchandise by land to Veracruz and then to the final destiny of Seville, Spain. From America, they carried silver in the form of coins and in bars, gold nuggets, cochineal for dyes, seeds, tobacco, chickpeas, chocolate, cocoa and other fruits. The Atlantic Ocean was heavily guarded but the Pacific not so much. The pirates and privateers that sailed these seas had more opportunity to obtain the desired booty. Great Britain is the nation whose privateers visited Cabo San Lucas the most in search of the Spanish Galleons, although there were pirates from other nations such as France and Holland. But how did they reach the peninsula of Baja California Sur? There was no Panama Canal. The English privateers sailed to America, passing through the Strait of Magellan at the southern tip of the continent and sailed the entire length of the Pacific Coast, facing the dangers of warring Portuguese and Spanish ships. In addition, they had to battle the weather, diseases, indigenous tribes when stopping for water or wood, before attacking and plundering the imposing Spanish galleons and returning to England with the cargo. Cavendish had spied the two ships when they were on the horizon and assumed they were Spanish. After a chase of several hours, Cavendish started firing. However, the English had to withdraw. It arrived safely in Acapulco. Cavendish left Spaniards, including women, on the beach of Cabo San Lucas without so much as a garment. They were only given the Santa Ana sails to use as tents. Thomas Cavendish took some prisoners, like Alonso de Valladolid, the captain of the galleon, who knew the routes of the Pacific. He also took a priest who had offended him. The priest was hanged and the body tossed into the sea. They lived with the Pericues Indians, who were sometimes a hospitable tribe. The natives were probably surprised with these blondes who gave them strange valuable articles. The British became impatient and were about to return to Britain with the profits from previous lootings. They had captured vessels on both the Pacific and Atlantic coasts, including two French ships and had occupied the town of Guayaquil. Finally, at dawn on January 1, 1600, a light was seen on the horizon. Rogers was hit in the jaw by a bullet. However, having been warned in New Spain now Mexico about

Rogers, the Spaniards were prepared to face their enemy. The security of the port of Acapulco had been reinforced and several ships were sent to Cabo San Lucas and to the islands of Three Marias. The galleon left for Acapulco with eight dead and several injured. This small and distant land has its stories. The next time you visit the beach in Cabo San Lucas or sail to where the Pacific Ocean meets the Sea of Cortez, I am sure you can imagine the sense of adventure the privateers experienced when giving the signal to attack a Manila galleon and risking their lives to become heroes of their nation.

**Chapter 4 : European Explorers of the Pacific | NZETC**

*There are accounts of visits to Guam from the following 'adventurers': Thomas Cavendish, Oliver Van Noort, John Eaton and William Ambrosia Crowley, Charles Swan and William Dampier, Woodes Rogers, John Clipperton and George Shelvocke, and William "Bully" Hayes.*

After three months at sea, the sailors would reach the coast of Baja California starved, scurvy-ridden, and with no naval escort. Sea turtles were an important part of the buccaneer diet, mainly because they could be held alive, without water, for weeks or months at a time. The diaries of corsairs like Thomas Cavendish, Edward Cooke, and Woodes Rogers contain detailed descriptions of where, how, and how many turtles were caught on the stops between Lima and Cabo San Lucas. There, turtles were consumed as the privateers and sailors waited for the Manila ships. They are easily taken at sea, when it is their breeding time. By searching through the archives and the memories of fishermen living today, as well as scientific literature, I am trying to evaluate the changes in the population of the East Pacific Green Turtle, *Chelonia mydas*, in the central Baja California peninsula. At least as far as the chronology will take me. The Californios and sea turtle meat The first humans to migrate to the Baja California peninsula encountered a vast, arid environment. Fresh water and edible plants were scarce, but rich seas provided ample food in the form of mollusks, fish, and, of course, sea turtles. Marine turtles are one of the most common taxa found in pre-historic sites, and by 6, B. The arrival of Spanish missionaries in the seventeenth century brought about massive changes: The establishment of the missions and the arrival of colonists from Europe and mainland New Spain brought about the establishment of a new society: Given that they were easily caught and that an average juvenile East Pacific green turtle *Chelonia mydas* can feed up to twenty people, sea turtles had great cultural and material importance in these isolated desert outposts. Aside from being a staple food, they were also used for medicine and tanning. Eaten in soups, as salted jerky or roasted, they were consumed as much as two or three times a week in some communities. Whaling in the Baja California lagoons in the mid 1800s left detailed records of sea turtle captures. Sea turtles provided sustenance on the whaling voyages and, as global whale stocks plummeted and voyages became less profitable, sea turtles could supplement meager earnings from sperm whale oil and rendered blubber. Captain Charles Scammon, a whaler and one of the first naturalists to make detailed descriptions of cetacean biology, describes the abundance of the Baja California lagoons stating that "the waters were alive with whales, porpoises, and fish of many varieties; turtle and seal basked upon the shores. In 1842, he reported a catch of green turtles in a single haul of a seine, and "probably half as many more escaped from the seine before it could be beached; there being a continual loss by turtles crawling over the cork lines during the entire time. Throughout the early twentieth century, sea turtles were captured for subsistence from wooden canoes powered by oars or paddles. On clear nights, harpooners would follow the bioluminescent stellae left by swimming turtles, rowing quietly and throwing the harpoon with just enough pressure to perforate the shell without breaking it. The weather, the tides, the small population, and the difficult art of harpooning all limited captures. Fishermen and scientists alike describe a great abundance of green turtles: One fisher describes a particularly good night, when he and his crew captured around turtles in a night with a single net. This abundance, however, would quickly change. During the 1900s the economic growth of cities along the U.S. West Coast coincided with the introduction of off-board motors, sea turtle nets, and the first highway in the peninsula. The increase in demand, technology, and communication led to an exponential growth in sea turtle captures, bringing about a commercial collapse in the early 1900s. Turtle sketch by buccaneer Woodes Rogers. Sea turtle fishing today Sea turtle captures have been banned in Mexico since 1990. Although sea turtle consumption and poaching are still common in some regions, populations of *Chelonia mydas* have been growing and are showing initial signs of recovery. In contrast, a younger fisher may have been accustomed to catching only 2 or 3 per trip, judging this level of abundance to be normal as well. In a similar manner, if scientific monitoring initiates after years or decades of exploitation—as in the case of sea turtles in Baja California—the baseline abundance may be that of a depleted population. Although the population of *Chelonia mydas* has grown as compared to the populations levels in late 20th century, it must still be compared to a pre-exploitation baseline in order to

evaluate its recovery. This situation is not unique to Baja California or to sea turtles. Because scientific monitoring of many marine species is relatively recent in much of the world rarely going back more than 40 or 50 years , there is a high risk of underestimating the past abundance of marine species and ecosystems. For this reason, it is critical to look into the past, both the scientific record and the collective memory of fishers, pirates, and whalers, in order to understand changes in the ocean. The art of the harpoon: She received a graduate degree in Ocean Sciences and Limnology at the National Autonomous University of Mexico UNAM and researches long-term human interactions with marine ecosystems by integrating ethnographic fieldwork, archival research and statistical analysis. She is author of the book Voces del Oleaje: Follow her on Twitter earlycapistran. Editing and layout by Aleszu Bajak.

## Chapter 5 : San Francisco History - The Annals of San Francisco, Contents

*Pirates. ENGLISH PIRATES ON THE SEA OF CORTEZ Sir Francis Drake, Thomas Cavendish, William Dampier, Woodes Rogers, Thomas Dover, and other English privateers left behind a colorful Baja legacy.*

An Introduction to Polynesian Anthropology European Explorers of the Pacific European Explorers of the Pacific Magellan The first white navigator to cross the Pacific was the Portuguese, Ferdinand Magellan , who sailed under the banner of Spain to prove his theory that there was a western passage to the east. He discovered the western passage, which was named the Strait of Magellan after him, and his fleet entered the "Great South Sea" in November, Magellan reached the Ladrones Marianas on March 6, , and he was killed a month later at the small island of Mactan in the Philippines. One of his officers, another Portuguese named Sebastian del Cano , managed to navigate the small Victoria back to Europe and thus became the first to circumnavigate the globe. Loyasa A second expedition, under the command of Loyasa, a Spaniard, with Del Cano as second-in-command, sailed from Spain in The ships passed through the Strait of Magellan and crossed the Pacific on much the same course as that followed by Magellan. During the passage from the Strait of Magellan 40 men had died, and at the Ladrones De Salazar also died. At Tidore, the Spaniards successfully repelled attacks by the Portuguese, who had established posts at Ternate and claimed exclusive rights over the Moluccas. Saavedra The two Spanish expeditions had made the eastern part of the Pacific crossing south of the equator, but they did not encounter any Polynesian islands. These ships, under the command of Saavedra, left the Pacific coast of Mexico on October 31, It was the first voyage initiated from America and, unlike the two other expeditions, it sailed from a port north of the equator. Two of the ships were lost in a storm, but Saavedra reached the Ladrones in his flagship, the Florida, and sailed on to the Philip- page 17 pines. Later, he reinforced his countrymen in Tidore. Juan Gaetano crossed from Navidad, Mexico, in , and the Spaniards claim that he discovered the Hawaiian Islands, giving the date , however. Careful examination of the evidence by various research workers has conclusively proved that the islands were unknown until they were first visited by Captain James Cook in The first Spanish settlement in the Philippines was made by Legaspi at Cebu in From then on, the voyages between New Spain and the Philippines were regular. The westward course on the parallel of Guam became well known and the British navigators, Drake , Cavendish , Woodes Rogers , Anson , and others followed it after harrying the coast of South America. The Dutch commanders, also seeking Spanish prizes, followed a similar course. Thus, the earliest voyages were made in the northern hemisphere and Polynesia, south of the equator, remained immune from such visitations. With the conquest of Peru by Pizarro, Spain extended her American possessions into Peru and Chile, and the southern ports of Callao and Payta became established on the Peruvian coast. Even so, the Spanish ships worked north along the coast to Acapulco and made their crossings to the Philippines on the parallel of Guam. However, crossings south of the equator came in due time. He passed between the Marquesas and the Tuamotus without sighting either. He did sight what may have been one of the Ellice Islands, but his main discovery was the Solomon page 18 Islands in Melanesia. He thus performed the astonishing feat of sailing across the Polynesian triangle without encountering an island in that area. The two ships, on their return voyage, reached Callao on September 11, without having added anything to the knowledge about Polynesia. However, the first voyage had been made south of the equator and the discovery of the Solomon Islands was destined to lead to discovery in Polynesia.

## Chapter 6 : pirates Bingo Cards

*Sir Thomas Cavendish (19 September - May ) was an English explorer and a privateer known as "The Navigator" because he was the first who deliberately tried to emulate Sir Francis Drake and raid the Spanish towns and ships in the Pacific and return by circumnavigating the globe.*

## Chapter 7 : Thomas Cavendish - Wikipedia

*Captain Woodes Rogers and Courtney, including the History of Alexander Selkirk, who was found on the uninhabited Island of Juan Fernandes in the South Seas, after four years residence. Don George Juan, and Don Antonio de Ulloa.*

### Chapter 8 : The history of sea turtle soup in Baja California

*The diaries of corsairs like Thomas Cavendish, Edward Cooke, and Woodes Rogers contain detailed descriptions of where, how, and how many turtles were caught on the stops between Lima and Cabo San Lucas.*

### Chapter 9 : Woodes Rogers - Wikipedia

*Cunningham, William (British) (d) - gunner for Edward Teach, later hanged by Woodes Rogers for violating pardon  
Cuttle, Thomas (English) (c) - master aboard the Pelican on Francis Drake's journey around the world.*