

Slave Ship Marcus Rediker

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Slave Ship Sailors and Their Captive Cargoes, 1730-1807 Everest Media LLC

The incredible true story of the last ship to carry enslaved people to America, the remarkable town its survivors founded after emancipation, and the complicated legacy their descendants carry with them to this day—by the journalist who discovered the ship's remains. Fifty years after the Atlantic slave trade was outlawed, the Clotilda became the last ship in history to bring enslaved Africans to the United States. The ship was scuttled and burned on arrival to hide evidence of the crime, allowing the wealthy perpetrators to escape prosecution. Despite numerous efforts to find the sunken wreck, Clotilda remained hidden for the next 160 years. But in 2019, journalist Ben Raines made international news when he successfully concluded his obsessive quest through the swamps of Alabama to uncover one of our nation's most important historical artifacts. Traveling from Alabama to the ancient African kingdom of Dahomey in modern-day Benin, Raines recounts the ship's perilous journey, the story of its rediscovery, and its complex legacy. Against all odds, Africatown, the Alabama community founded by the captives of the Clotilda, prospered in the Jim Crow South. Zora Neale Hurston visited in 1927 to interview Cudjo Lewis, telling the story of his enslavement in the New York Times bestseller *Barracoon*. And yet the haunting memory of bondage has been passed on through generations. Clotilda is a ghost haunting three communities—the descendants of those transported into slavery, the descendants of their fellow Africans who sold them, and the descendants of their American enslavers. This connection binds these groups together to this day. At the turn of the century, descendants of the captain who financed the Clotilda's journey lived nearby—where, as significant players in the local real estate market, they disenfranchised and impoverished residents of Africatown. From these parallel stories emerges a profound depiction of America as it struggles to grapple with the traumatic past of slavery and the ways in which racial oppression continue to this day. And yet, at its heart, *The Last Slave Ship* remains optimistic—an epic tale of one community's triumphs over great adversity and a celebration of the power of human curiosity to uncover the truth about our past and heal its wounds.

Simon and Schuster

What keeps capitalism afloat? The global ocean has through the centuries served as a trade route, strategic space, fish bank and supply chain for the modern capitalist economy. While sea beds are drilled for their fossil fuels and minerals, and coastlines developed for real estate and leisure, the oceans continue to absorb the toxic discharges of our carbon civilization - warming, expanding, and acidifying the blue water part of the planet in ways that will bring unpredictable but irreversible consequences for the rest of the biosphere. In this bold and radical new book, Campling and Colás analyze these and other sea-related phenomena through a historical and geographical lens. In successive chapters dealing with the political economy, ecology and geopolitics of the sea, the authors argue that the earth's geographical separation into land and sea has significant consequences for capitalist development. The distinctive features of this mode of production continuously seek to transcend the land-sea binary in an incessant quest for profit, engendering new alignments of sovereignty, exploitation and appropriation in the capture and coding of maritime spaces and resources.

Slavery at Sea Penguin

A stunning behind-the-curtain look into the last years of the illegal transatlantic slave trade in the United States "A remarkable piece of scholarship, sophisticated yet crisply written, and deserves the widest possible audience."--Eric Herschthal, *New Republic* "Engrossing. . . . Astonishingly well-documented. . . . A signal contribution to U.S. antebellum historiography. Highly recommended for U.S. Middle Period, African American, and Civil War historians, and for all general readers."--*Library Journal*, Starred Review Long after the transatlantic slave trade was officially outlawed in the early nineteenth century by every major slave trading nation, merchants based in the United States were still sending hundreds of illegal slave ships from American ports to the African coast. The key instigators were slave traders who moved to New York City after the shuttering of the massive illegal slave trade to Brazil in 1850. These traffickers were determined to make Lower Manhattan a key hub in the illegal slave trade to Cuba. In conjunction with allies in Africa and Cuba, they ensnared around two hundred thousand African men, women, and children during the 1850s and 1860s. John Harris explores how the U.S. government went from ignoring, and even abetting, this illegal trade to helping to shut it down completely in 1867.

Capitalism and the Sea Oxford University Press

Today most Americans, black and white, identify slavery with cotton, the deep South, and the African-American church. But at the beginning of the nineteenth century, after almost two hundred years of African-American life in mainland North America, few slaves grew cotton, lived in the deep South, or embraced Christianity. *Many Thousands Gone* traces the evolution of black society from the first arrivals in the early seventeenth century through the Revolution. In telling their story, Ira Berlin, a leading historian of southern and African-American life, reintegrates slaves into the history of the American working class and into the tapestry of our nation. Laboring as field hands on tobacco and rice plantations, as skilled artisans in port cities, or soldiers along the frontier, generation after generation of African Americans struggled to create a world of their own in circumstances not of their own making. In a panoramic view that stretches from the North to the Chesapeake Bay and Carolina lowcountry to the Mississippi Valley, *Many Thousands Gone* reveals the diverse forms that slavery and freedom assumed before cotton was king. We witness the transformation that occurred as the first generations of creole slaves--who worked alongside their owners, free blacks, and indentured whites--gave way to the plantation generations, whose back-breaking labor was the sole engine of their society and whose physical and linguistic isolation sustained African traditions on American soil. As the nature of the slaves' labor changed with place and time, so did the relationship between slave and

master, and between slave and society. In this fresh and vivid interpretation, Berlin demonstrates that the meaning of slavery and of race itself was continually renegotiated and redefined, as the nation lurched toward political and economic independence and grappled with the Enlightenment ideals that had inspired its birth. *Many Middle Passages* Createspace Independent Publishing Platform

Draws on three decades of research to chart the history of slave ships, their crews, and their enslaved passengers, documenting such stories as those of a young kidnapped African whose slavery is witnessed firsthand by a horrified priest from a neighboring tribe responsible for the slave's capture. 30,000 first printing.

Reparations for Slavery and the Slave Trade Beacon Press

This volume presents the first full-scale treatment of the only instance in history where African blacks, seized by slave dealers, won their freedom and returned home. Jones describes how, in 1839, Joseph Cinqu  led a revolt on the Spanish slave ship, the *Amistad*, in the Caribbean. The seizure of the ship by an American naval vessel near Montauk, Long Island, the arrest of the Africans in Connecticut, and the Spanish protest against the violation of their property rights created an international controversy. The *Amistad* affair united Lewis Tappan and other abolitionists who put the "law of nature" on trial in the United States by their refusal to accept a legal system that claimed to dispense justice while permitting artificial distinctions based on race or color. The mutiny resulted in a trial before the U.S. Supreme Court that pitted former President John Quincy Adams against the federal government. Jones vividly recaptures this compelling drama--the most famous slavery case before *Dred Scott*--that climaxed in the court's ruling to free the captives and allow them to return to Africa.

The Last Slave Ships Simon and Schuster

Charts the history of slave ships, their crews, and their enslaved passengers, documenting such stories as those of a young kidnapped African whose slavery is witnessed firsthand by a priest responsible for the slave's capture.

No God But Gain Princeton University Press

This maritime history "from below" exposes the history-making power of common sailors, slaves, pirates, and other outlaws at sea in the era of the tall ship. In *Outlaws of the Atlantic*, award-winning historian Marcus Rediker turns maritime history upside down. He explores the dramatic world of maritime adventure, not from the perspective of admirals, merchants, and nation-states but from the viewpoint of commoners--sailors, slaves, indentured servants, pirates, and other outlaws from the late seventeenth to the early nineteenth century. Bringing together their seafaring experiences for the first time, *Outlaws of the Atlantic* is an unexpected and compelling peoples' history of the "age of sail." With his signature bottom-up approach and insight, Rediker reveals how the "motley" --that is, multiethnic--crews were a driving force behind the American Revolution; that pirates, enslaved Africans, and other outlaws worked together to subvert capitalism; and that, in the era of the tall ship, outlaws challenged authority from below deck. By bringing these marginal seafaring characters into the limelight, Rediker shows how maritime actors have shaped history that many have long regarded as national and landed. And by casting these rebels by sea as cosmopolitan workers of the world, he reminds us that to understand the rise of capitalism, globalization, and the formation of race and class, we must look to the sea.

The Voyage of the Slave Ship Hare Beacon Press

Villains of All Nations explores the 'Golden Age' of Atlantic piracy (1716-1726) and the infamous generation whose images underlie our modern, romanticized view of pirates. Rediker introduces us to the dreaded black flag, the Jolly Roger; washbuckling figures such as Edward Teach, better known as Blackbeard; and the unnamed, unlimbed pirate who was likely Robert Louis Stevenson's model for Long John Silver in *Treasure Island*. This history shows from the bottom up how sailors emerged from deadly working conditions on merchant and naval ships, turned pirate, and created a starkly different reality aboard their own ships, electing their officers, dividing their booty equitably, and maintaining a multinational social order. The real lives of this motley crew--which included cross-dressing women, people of color, and the 'outcasts of all nations'-are far more compelling than contemporary myth.

Outlaws of the Atlantic Harvard University Press

From 1754 to 1755, the slave ship Hare completed a journey from Newport, Rhode Island, to Sierra Leone and back to the United States—a journey that transformed more than seventy Africans into commodities, condemning some to death and the rest to a life of bondage in North America. In this engaging narrative, Sean Kelley painstakingly reconstructs this tumultuous voyage, detailing everything from the identities of the captain and crew to their wild encounters with inclement weather, slave traders, and near-mutiny. But most importantly, Kelley tracks the cohort of slaves aboard the Hare from their purchase in Africa to their sale in South Carolina. In tracing their complete journey, Kelley provides rare insight into the communal lives of slaves and sheds new light on the African diaspora and its influence on the formation of African American culture. In this immersive exploration, Kelley connects the story of enslaved people in the United States to their origins in Africa as never before. Told uniquely from the perspective of one particular voyage, this book brings a slave ship's journey to life, giving us one of the clearest views of the eighteenth-century slave trade.

A Global History of Runaways Beacon Press

Los Angeles Times Book Prize Finalist in History A dramatic work of historical detection illuminating one of the most significant—and long forgotten—Supreme Court cases in American history. In 1820, a suspicious vessel was spotted lingering off the coast of northern Florida, the Spanish slave ship *Antelope*. Since the United States had outlawed its own participation in the international slave trade more than a decade before, the ship's almost 300 African captives were considered illegal cargo under American laws. But with slavery still a critical part of the American economy, it would eventually fall to the Supreme Court to determine whether or not they were slaves at all, and if so, what should be done with them. Bryant describes the captives' harrowing voyage through waters rife with pirates and governed by an array of international treaties. By the time the *Antelope* arrived in Savannah, Georgia, the puzzle of how to determine the captives' fates was inextricably knotted. Set against the backdrop of a city in the grip of both the financial panic of 1819 and the lingering effects of an outbreak of yellow fever, *Dark Places of the Earth* vividly recounts the eight-year legal conflict that followed, during which time the *Antelope's* human cargo were mercilessly put to work on the plantations of Georgia, even as their freedom remained in limbo. When at long last the Supreme Court heard the case, Francis Scott Key, the

legendary Georgetown lawyer and author of "The Star Spangled Banner," represented the Antelope captives in an epic courtroom battle that identified the moral and legal implications of slavery for a generation. Four of the six justices who heard the case, including Chief Justice John Marshall, owned slaves. Despite this, Key insisted that "by the law of nature all men are free," and that the captives should by natural law be given their freedom. This argument was rejected. The court failed Key, the captives, and decades of American history, siding with the rights of property over liberty and setting the course of American jurisprudence on these issues for the next thirty-five years. The institution of slavery was given new legal cover, and another brick was laid on the road to the Civil War. The stakes of the Antelope case hinged on nothing less than the central American conflict of the nineteenth century. Both disquieting and enlightening, *Dark Places of the Earth* restores the Antelope to its rightful place as one of the most tragic, influential, and unjustly forgotten episodes in American legal history.

[Villains of All Nations Penguin](#)

Winner of the International Labor History Award Long before the American Revolution and the Declaration of the Rights of Man, a motley crew of sailors, slaves, pirates, laborers, market women, and indentured servants had ideas about freedom and equality that would forever change history. The Many Headed-Hydra recounts their stories in a sweeping history of the role of the dispossessed in the making of the modern world. When an unprecedented expansion of trade and colonization in the early seventeenth century launched the first global economy, a vast, diverse, and landless workforce was born. These workers crossed national, ethnic, and racial boundaries, as they circulated around the Atlantic world on trade ships and slave ships, from England to Virginia, from Africa to Barbados, and from the Americas back to Europe. Marshaling an impressive range of original research from archives in the Americas and Europe, the authors show how ordinary working people led dozens of rebellions on both sides of the North Atlantic. The rulers of the day called the multiethnic rebels a 'hydra' and brutally suppressed their risings, yet some of their ideas fueled the age of revolution. Others, hidden from history and recovered here, have much to teach us about our common humanity.

[Dreams of Africa in Alabama Beacon Press](#)

From 1501 to 1867 more than 12.5 million Africans were brought to the Americas in chains, and many millions died as a result of the slave trade. The US constitution set a 20-year time limit on US participation in the trade, and on January 1, 1808, it was abolished. And yet, despite the spread of abolitionism on both sides of the Atlantic, despite numerous laws and treaties passed to curb the slave trade, and despite the dispatch of naval squadrons to patrol the coasts of Africa and the Americas, the slave trade did not end in 1808. Fully 25 percent of all the enslaved Africans to arrive in the Americas were brought after the US ban — 3.2 million people. This breakthrough history, based on years of research into private correspondence; shipping manifests; bills of lading; port, diplomatic, and court records; and periodical literature, makes undeniably clear how decisive illegal slavery was to the making of the United States. US economic development and westward expansion, as well as the growth and wealth of the North, not just the South, was a direct result and driver of illegal slavery. The Monroe Doctrine was created to protect the illegal slave trade. In an engrossing, elegant, enjoyably readable narrative, Stephen M. Chambers not only shows how illegal slavery has been wholly overlooked in histories of the early Republic, he reveals the crucial role the slave trade played in the lives and fortunes of figures like John Quincy Adams and the “ generation of 1815, ” the post-revolution cohort that shaped US foreign policy. This is a landmark history that will forever revise the way the early Republic and American economic development is seen.

[Committed to Memory Penguin](#)

How the death of a fifteen-year-old girl aboard the slave ship *Recovery* shook the British establishment.

[A Slave No More NYU Press](#)

It's an awful story. It's an awful story. Why do you want to bring this up now?--Chief Awusa of Atorkor For centuries, the story of the Atlantic slave trade has been filtered through the eyes and records of white Europeans. In this watershed book, historian Anne C. Bailey focuses on memories of the trade from the African perspective. African chiefs and other elders in an area of southeastern Ghana-once famously called "the Old Slave Coast"-share stories that reveal that Africans were traders as well as victims of the trade. Bailey argues that, like victims of trauma, many African societies now experience a fragmented view of their past that partially explains the blanket of silence and shame around the slave trade. Capturing scores of oral histories that were handed down through generations, Bailey finds that, although Africans were not equal partners with Europeans, even their partial involvement in the slave trade had devastating consequences on their history and identity. In this unprecedented and revelatory book, Bailey explores the delicate and fragmented nature of historical memory. From the Trade Paperback edition.

[African Voices of the Atlantic Slave Trade University of Illinois Press](#)

The little-known story of an eighteenth-century Quaker dwarf who fiercely attacked slavery and imagined a new, more humane way of life In *The Fearless Benjamin Lay*, renowned historian Marcus Rediker chronicles the transatlantic life and times of a singular man—a Quaker dwarf who demanded the total, unconditional emancipation of all enslaved Africans around the world. Mocked and scorned by his contemporaries, Lay was unflinching in his opposition to slavery, often performing colorful guerrilla theater to shame slave masters, insisting that human bondage violated the fundamental principles of Christianity. He drew on his ideals to create a revolutionary way of life, one that embodied the proclamation “ no justice, no peace. ” Lay was born in 1682 in Essex, England. His philosophies, employments, and places of residence—spanning England, Barbados, Philadelphia, and the open seas—were markedly diverse over the course of his life. He worked as a shepherd, glove maker, sailor, and bookseller. His worldview was an astonishing combination of Quakerism, vegetarianism, animal rights, opposition to the death penalty, and abolitionism. While in Abington, Philadelphia, Lay lived in a cave-like dwelling surrounded by a library of two hundred books, and it was in this unconventional abode where he penned a fiery and controversial book against bondage, which Benjamin Franklin published in 1738. Always in motion and ever confrontational, Lay maintained throughout his life a steadfast opposition to slavery and a fierce determination to make his fellow Quakers denounce it, which they finally began to do toward the end of his life. With passion and historical rigor, Rediker situates Lay as a man who fervently embodied the ideals of democracy and equality as he practiced a unique concoction of radicalism nearly three hundred years ago. Rediker resurrects this forceful and prescient visionary, who speaks to us across the ages and whose innovative approach to activism is a gift, transforming how we consider the past and how we might imagine the future.

[The Last Slave Ship Houghton Mifflin Harcourt](#)

The Black History of the White House presents the untold history, racial politics, and shifting significance of the White House as experienced by African Americans, from the generations of enslaved people who helped to build it or were forced to work there to its first black First Family, the Obamas. Clarence Lusane juxtaposes significant events in White House history with the ongoing struggle for democratic, civil, and human rights by black Americans and demonstrates that only during crises have presidents used their authority to advance racial justice. He describes how in 1901 the building was officially named the “ White House ” amidst a furious backlash against President Roosevelt for inviting Booker T. Washington to dinner, and how that same year that saw the consolidation of white power with the departure of the last black

Congressman elected after the Civil War. Lusane explores how, from its construction in 1792 to its becoming the home of the first black president, the White House has been a prism through which to view the progress and struggles of black Americans seeking full citizenship and justice. “ Clarence Lusane is one of America ’ s most thoughtful and critical thinkers on issues of race, class and power. ” —Manning Marable "Barack Obama may be the first black president in the White House, but he's far from the first black person to work in it. In this fascinating history of all the enslaved people, workers and entertainers who spent time in the president's official residence over the years, Clarence Lusane restores the White House to its true colors."—Barbara Ehrenreich "Reading *The Black History of the White House* shows us how much we DON'T know about our history, politics, and culture. In a very accessible and polished style, Clarence Lusane takes us inside the key national events of the American past and present. He reveals new dimensions of the black presence in the US from revolutionary days to the Obama campaign. Yes, 'black hands built the White House'—enslaved black hands—but they also built this country's economy, political system, and culture, in ways Lusane shows us in great detail. A particularly important feature of this book its personal storytelling: we see black political history through the experiences and insights of little-known participants in great American events. The detailed lives of Washington's slaves seeking freedom, or the complexities of Duke Ellington's relationships with the Truman and Eisenhower White House, show us American racism, and also black America's fierce hunger for freedom, in brand new and very exciting ways. This book would be a great addition to many courses in history, sociology, or ethnic studies courses. Highly recommended!"—Howard Winant "The White House was built with slave labor and at least six US presidents owned slaves during their time in office. With these facts, Clarence Lusane, a political science professor at American University, opens *The Black History of the White House* (City Lights), a fascinating story of race relations that plays out both on the domestic front and the international stage. As Lusane writes, 'The Lincoln White House resolved the issue of slavery, but not that of racism.' Along with the political calculations surrounding who gets invited to the White House are matters of musical tastes and opinionated first ladies, ingredients that make for good storytelling."—Boston Globe Dr. Clarence Lusane has published in *The Washington Post*, *The Miami Herald*, *The Baltimore Sun*, *Oakland Tribune*, *Black Scholar*, and *Race and Class*. He often appears on PBS, BET, C-SPAN, and other national media.

[The Coffin Ship Library of Alexandria](#)

A vivid, new portrait of Irish migration through the letters and diaries of those who fled their homeland during the Great Famine The standard story of the exodus during Ireland ’ s Great Famine is one of tired clich é s, half-truths, and dry statistics. In *The Coffin Ship*, a groundbreaking work of transnational history, Cian T. McMahon offers a vibrant, fresh perspective on an oft-ignored but vital component of the migration experience: the journey itself. Between 1845 and 1855, over two million people fled Ireland to escape the Great Famine and begin new lives abroad. The so-called “ coffin ships ” they embarked on have since become infamous icons of nineteenth-century migration. The crews were brutal, the captains were heartless, and the weather was ferocious. Yet the personal experiences of the emigrants aboard these vessels offer us a much more complex understanding of this pivotal moment in modern history. Based on archival research on three continents and written in clear, crisp prose, *The Coffin Ship* analyzes the emigrants ’ own letters and diaries to unpack the dynamic social networks that the Irish built while voyaging overseas. At every stage of the journey—including the treacherous weeks at sea—these migrants created new threads in the worldwide web of the Irish diaspora. Colored by the long-lost voices of the emigrants themselves, this is an original portrait of a process that left an indelible mark on Irish life at home and abroad. An indispensable read, *The Coffin Ship* makes an ambitious argument for placing the sailing ship alongside the tenement and the factory floor as a central, dynamic element of migration history.

[The Slave Trade Beacon Press](#)

"Extends the concept of the Middle Passage to encompass the expropriation of people across other maritime and inland routes. No previous book has highlighted the diversity and centrality of middle passages, voluntary and involuntary, to modern global history."—Kenneth Morgan, author of *Slavery and the British Empire* "This volume extends the now well-established project of 'Atlantic World Studies' beyond its geographic and chronological frames to a genuinely global analysis of labour migration. It is a work of major importance that sparkles with new discoveries and insights."—Rick Halpern, co-editor of *Empire and Others: British Encounters with Indigenous Peoples, 1600-1850*

[Dark Places of the Earth: The Voyage of the Slave Ship Antelope Cambridge University Press](#)

The nature and effects of that unhappy and disgraceful branch of commerce, which has long been maintained on the Coast of Africa, with the sole, and professed design of purchasing our fellow-creatures, in order to supply our West-India islands and the American colonies, when they were ours, with Slaves; is now generally understood. So much light has been thrown upon the subject, by many able pens; and so many respectable persons have already engaged to use their utmost influence, for the suppression of a traffic, which contradicts the feelings of humanity; that it is hoped, this stain of our National character will soon be wiped out. If I attempt, after what has been done, to throw my mite into the public stock of information, it is less from an apprehension that my interference is necessary, than from a conviction that silence, at such a time, and on such an occasion, would, in me, be criminal. If my testimony should not be necessary, or serviceable, yet, perhaps, I am bound, in conscience, to take shame to myself by a public confession, which, however sincere, comes too late to prevent, or repair, the misery and mischief to which I have, formerly, been accessary. I hope it will always be a subject of humiliating reflection to me, that I was, once, an active instrument, in a business at which my heart now shudders. My headstrong passions and follies plunged me, in early life, into a succession of difficulties and hardships, which, at length, reduced me to seek a refuge among the Natives of Africa. There, for about the space of eighteen months, I was in effect, though without the name, a Captive and a Slave myself; and was depressed to the lowest degree of human wretchedness. Possibly, I should not have been so completely miserable, had I lived among the Natives only, but it was my lot to reside with white men; for at that time, several persons of my own colour and language were settled upon that part of the Windward coast, which lies between Sierra-Leon and Cape Mount; for the purpose of purchasing and collecting Slaves, to sell to the vessels that arrived from Europe.