

## Book Reviews

**Gilbert Buti, Philippe Hroděj, *Histoire des pirates et des corsaires. De l'Antiquité à nos jours*, CNRS Éditions, Paris, 2016, pp. 601.**

This book, edited by Gilbert Buti and Philippe Hroděj, represents an important original contribution to historiography, in that it analyses piracy and corsairs from ancient times to the present – the 21<sup>st</sup> century, with articles dedicated to the Mediterranean, the Atlantic, Africa and Asia. A very important feature is the volume's inter-disciplinary point of view: articles of history, archeology, and sociology; even essays on films.

The volume is divided into nine sections: *La piraterie dans la Méditerranée antique*; *Pirates, piraterie et corsopiraterie en Europe au Moyen Âge*; *Course et piraterie entre Europe et Caraïbes (XVI<sup>e</sup>-XVII<sup>e</sup> s.)*; *Le corso en Méditerranée (XVI<sup>e</sup>-XIX<sup>e</sup> s.)*; *Course et piraterie dans l'espace atlantique (XVIII<sup>e</sup>-XIX<sup>e</sup> s.)*; *Course et piraterie dans le monde asiatique (XVI<sup>e</sup>-XIX<sup>e</sup> s.)*; *Renouveau de la piraterie dans le monde (XX<sup>e</sup>-XXI<sup>e</sup> s.)*; *Le pirate, le corsaire et l'archéologue*; *Conclusion: du mythe au virtuel*.

The first section contains an article by Pascal Arnaud (*L'Antiquité classique et la piraterie*). Arnaud analyses various phenomena of piracy from the third millennium to the first century B.C. His investigation is based on the classical authors, Petronius, Demosthenes, Polybius and Tacitus.

The second section is composed of four articles. The first is Alban Gautier's essay *La piraterie dans les mers du Nord au haut Moyen Âge*. Gautier inquires into the Vikings and their pirate activity. The second, by Pierre Prétou (*L'essor de la piraterie en Europe du XIII<sup>e</sup> au XV<sup>e</sup> siècle*), is a study comparing piracy in the Mediterranean and the North Sea. The third is by Éric Limousin (*Pirates et piraterie en Méditerranée*

*orientale au Moyen Âge*). Here, Limousin shows that the *Mare Nostrum* from the seventh to the ninth century became a great Muslim lake. Only from the tenth century did the Italian maritime republics begin to repel the Muslim pirates. The fourth article, by Christophe Picard (*La piraterie musulmane en Méditerranée au Moyen Âge*), analyses the different phases of Muslim piracy and discusses the problem of the lack of Muslim sources for this type of inquiry.

The third section consists of four articles. The first, by Mickaël Augeron and Philippe Hroděj (*Entre course, contrebande et piraterie, la conquête des mers lointaines au XVI<sup>e</sup> siècle*), analyses French piracy in the Atlantic and the activity of the seadogs of Elizabeth I in the Antilles. The objective of both French and English pirates was to pillage the Spanish galleons and harbours. The second article, by Roberto Barazzutti and Philippe Hroděj (*Course et piraterie en Europe de l'Ouest et aux Antilles: des dernières guerres de Religion aux premiers conflits économiques (1604-1660)*), is dedicated to the VOC (*Vereenigde Oostindische Compagnie*), the WIC (*West-Indische Compagnie*) and the French corsairs in the age of Richelieu. The third essay is by Philippe Hroděj (*Les ressorts de la course ponantaise sous le règne louis-quatorzien*). In this article the author analyses the role of the Conseil des prises in the age of Louis XIV and the role of the officials of the Admiralty in privateering. The fourth essay, Hroděj (*De la filibuste à la «forbannerie» (1650-1720)*). He talks about famous buccaneers – the Olonese and Henry Morgan – and their important captures in the Caribbean. Some harbours, such as Port Royal and La Tortuga, became buccaneering ports, where all government was banned. The first of the two articles composing the fourth section is an essay by Guillaume Calafat and Wolfgang Kaiser (*Le laboratoire méditerranéen. Course et piraterie aux XVI<sup>e</sup> et XVII<sup>e</sup> siècles*). The authors talk about the difference between piracy and corsairs or privateering. In fact, piracy is strictly private, whereas corsairs or privateers are connected with State control. The second essay in this section, by Gilbert Buti (*Déclin de la stratégie corsaire et fin du corso en Méditerranée (XVIII<sup>e</sup>-XIX<sup>e</sup> siècle)*), analyses the arrival of the American fleet in the Mediterranean in the 18<sup>th</sup> and 19<sup>th</sup> centuries.

The fifth section is composed of four articles. The first is an essay by André di Ré (*La guerre de course britannique (1777-1815)*). The author shows the large-scale resort to privateers or “seadogs” by the Royal Navy. The second essay, by Michel Aumont (*La guerre de course française en Atlantique sous Louis XV et Louis XVI (1744-1783)*), covers privateering from the War of the Austrian Succession (1744-1748) to the age of Louis XVI. The third article is by Michel Aumont (*La guerre de course française en Atlantique sous la République et le Premier Empire (1793-1815)*). In 1793 France declared war on Britain and the United Provinces, and privateering continued to be an important means of warfare until the fall of Napoleon. The fourth article is by Nicolas Terrien (*La course maritime en Amérique, de la guerre anglo-américaine de 1812 aux indépendances de l'Amérique espagnole (1812-1823)*). The author shows that in 1812 the US Congress permitted the use of corsair ships to fight the war against France, Britain and also Spain in Central America.

The sixth section is composed of three articles. The first is the essay written by Philippe Haudrière (*Corsaires et pirates dans l'océan Indien (1500-1850)*). The author shows the role of Portugal in the Indian Ocean during the 18th century. The Portuguese clashed with the English and the Dutch, and an important role in this conflict was played by the Malabar pirates. The second essay, by Jean-Louis Margolin (*Piraterie en Asie orientale (XIV<sup>e</sup>-XIX<sup>e</sup> siècle)*), talks about the *Wakô* (Japanese smugglers) and the pirate fleets in north-eastern Asia that battled against State power. The third essay is written by Gouillemette Crouzet (*La piraterie en mer d'Oman au XIX<sup>e</sup> siècle*) and analyses piracy in the Gulf of Oman against the Royal Navy and the East India Company in the 19<sup>th</sup> century.

The seventh section consists of five articles. One, written by Jean-Baptiste Bruneau (*Pirates et corsaires au XX<sup>e</sup> siècle: fortunes de mots*), inquires into what could be described as “privateering” during the First World War. In fact, the U-Boot activity is quite comparable to that of the corsair ships of centuries past. The second essay (*La piraterie à l'époque contemporaine* by Alain Vignal) discusses the UN resolution on piracy of 1973 and contemporary piracy in the Gulf of Oman. Vignal

shows that piracy is very much alive and demonstrates its connections with international terrorism. The third essay (*L'insecurité dans le golfe de Guinée au XX<sup>e</sup> siècle* by Patrice Sartre) describes the current political instability in the Gulf of Guinea, related in part to religious radicalism. The fourth article (*La piraterie somalienne de la fin du XX<sup>e</sup> siècle au début XXI<sup>e</sup> siècle* by François Guiziou), is on present-day piracy in the Gulf of Guinea and the Gulf of Aden. The fifth is the essay written by Éric Frécon (*Piraterie maritime en Asie du Sud-Est (1991-2014)*), which analyses privateering in Southeast Asia in the 20<sup>th</sup> and 21<sup>st</sup> centuries, showing the ambiguous role played by China.

The eighth section is composed of three articles. The essay by Élisabeth Veyrat (*L'archéologie des navires corsaires: la parole est aux épaves!*), accompanied by striking pictures, describes the 18<sup>th</sup>-century wrecks discovered in the Bay of Saint-Malo. The second is an essay by John de Bry (*Recherches sur des épaves de navires de pirates des XVII<sup>e</sup> et XVIII<sup>e</sup> siècles à l'îlot Madame, Sainte-Marie de Madagascar*), on the discovery of the wreck of the *Fiery Dragon* (18<sup>th</sup> century) near the isle of Sainte-Marie (Madagascar). The third, by Roberto Barazzutti (*Course, piraterie et archéologie sous-marine*), analyses the findings of surveys on the role of the Dutch fleet close to the Itaparica Island (Salvador de Bahia, Brazil). Barazzutti shows that discovery, preservation and the promotion of museums can be essential in spreading knowledge.

The last section, the conclusions, carries two articles. First comes an essay by Lucie Card (*Le pirate de «l'Âge d'or»: élaboration d'un mythe (XVI<sup>e</sup>-XIX<sup>e</sup> siècle)*). The author discusses the idealistic notions of piracy developed on the basis of 19<sup>th</sup>-century novels and tales. Finally, an essay by Gilbert Buti and Philippe Hroděj (*L'image, l'écran et la toile*) analyses the adventurous lives of pirates, including through such sources as movies videogames. These modern tools can put people in contact with piracy and its extraordinary, fascinating history.

Fabrizio Filioli Uranio  
*University of Roma Tre*