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Seafarers' Voices 3: Slaver Captain ePub (616.6 KB) Add to Basket: £ 4.99: Description; Reviews (5) John Newton is now best remembered as an Anglican clergyman and the author of the hymn Amazing Grace. For the first thirty years of his life, however, he was engrossed in the slave trade. His father planned for him to take up a position as slave ...

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This is a groundbreaking application of contemporary philosophy to human rights law that proposes significant innovations for the progressive development of human rights. Drawing on the works of prominent 'philosophers of the Other' including Emmanuel Levinas, Gayatri Chakravorti Spivak, Judith Butler and, most centrally, the Argentine philosopher of liberation Enrique Dussel, this book develops an ethics based on concrete face-to-face relationships with the Marginalized Other. It proposes that this should inspire a human rights law that is grounded in transcendental justice and framed from the perspective of marginalized groups. This would continuously deconstruct the original violence found in all human rights treaties and tribunals and promote preferential treatment for the marginalized. It would be especially attentive to such issues as access to justice, voice, representation, agency and responsibility. This differs markedly from more conventional theories that prioritize the autonomy of the ego, state sovereignty, democracy and/or equality.

Few Americans, black or white, recognize the degree to which early African American history is a maritime history. W. Jeffrey Bolter shatters the myth that black seafaring in the age of sail was limited to the Middle Passage. Seafaring was one of the most significant occupations among both enslaved and free black men between 1740 and 1865. Tens of thousands of black seamen sailed on lofty clippers and modest coasters. They sailed in whalers, warships, and privateers. Some were slaves, forced to work at sea, but by 1800 most were free men, seeking liberty and economic opportunity aboard ship. Bolter brings an intimate understanding of the sea to this extraordinary chapter in the formation of black America. Because of their unusual mobility, sailors were the eyes and ears to worlds beyond the limited horizon of black communities ashore. Sometimes helping to smuggle slaves to freedom, they were more often a unique conduit for news and information of concern to blacks. But for all its opportunities, life at sea was difficult. Blacks actively contributed to the Atlantic maritime culture shared by all seamen, but were often outsiders within it. Capturing that tension, Black Jacks examines not only how common experiences drew black and white sailors together—even as deeply internalized prejudices drove them apart—but also how the meaning of race aboard ship changed with time. Bolter traces the story to the end of the Civil War, when emancipated blacks began to be systematically excluded from maritime work. Rescuing African American seamen from obscurity, this stirring account reveals the critical role sailors played in helping forge new identities for black people in America. An epic tale of the rise and fall of black seafaring, Black Jacks is African Americans' freedom story presented from a fresh perspective.

This remarkable memoir tells of the miseries of Jean Marteilhe of Bergerac, "a Protestant condemned to the Galleys of France for his Religion", who, after the revocation of the Edict of Nantes in 1685, attempted, like so many French Huguenots, to escape to the more sympathetic Protestant countries bordering France. In 1700, heading through the Ardennes towards Charleroi, he was captured by French Dragoons and thrown into gaol. In 1707 he then found himself, like so many Huguenots, condemned to serve in the French Mediterranean galleys. Little is known of life as a galley slave on these oared vessels. Certainly no accounts have come down to us from ancient Greece or Rome, though a little is known from the time of the Crusades. So Marteilhe's racy account represents the only authentic record of the miseries of a galley slave who experienced all the horrors of "whips and chains" and the dreaded "bastinado" - foot whipping. For six years he pulled his oar, often seeing friends and co-religionists lashed - sometimes to death - under the whips of the overseers. He himself sustained almost fatal injuries in a bloody engagement with the British off the mouth of the Thames before being released under a general amnesty in 1713. Galley Slave brings vividly to life the sufferings and conditions on the seventeenth- and eighteenth-century galleys and is a unique and unforgettable account.

Smalls' Run ... May 13, 1862 ... Escape from Slavery is the powerful account of a little-known escape that occurred in Charleston, South Carolina - smack in the heart of the Confederacy, early in the Civil War. Robert Smalls, a young slave harbor pilot, led a crew of slave sailors and their families to freedom by commandeering a confederate transport, loaded with guns and munitions, and running a rebel gauntlet to reach then surrender the boat to the blockading Union flotilla. This act became an early war victory for the Union. Smalls met with President Lincoln, spoke before Congress, received prize money, and was appointed Captain of the commandeered transport, becoming the first black officer in the U.S. Navy. Smalls later served in the South Carolina State legislature, and five terms in the U.S. Congress during Reconstruction. In South Carolina, he introduced legislation creating the first free and compulsory school system and was thereafter in the forefront of the struggle for civil rights. An extraordinary hero and citizen, Smalls died in 1915 and is buried in Beaufort, South Carolina. About the Author: Ric V. Solano, a Chicagoan, was a World War II merchant seaman, newspaper reporter, correspondent, management consultant, academic, and executive assistant to the Chancellor, University of California, San Diego, before becoming a PhD psychotherapist in Albuquerque, New Mexico. His earlier book was Yaqui Woman and the Crystal Cactus, and his next book is Confronting Carlos Castaneda ... and Selected Stories, based on time spent with Castaneda in Baja, Mexico in 1988 Publisher's website: http: // /SBPRA.com/RicVSolano

Taking a cross-cultural perspective, this book explores how privatization and globalization impact contemporary feminist and social justice approaches to public responsibility. Feminist legal theorists have long problematized divisions between the private and the political, an issue with growing importance in a time when the welfare state is under threat in many parts of the world and private markets and corporations transcend national boundaries. Because vulnerability analysis emphasizes our interdependency within social institutions and the need for public responsibility for our shared vulnerability, it can highlight how neoliberal policies commodify human necessities, channeling unprofitable social relationships, such as caretaking, away from public responsibility and into the individual private family. This book uses comparative analyses to examine how these dynamics manifest across different legal cultures. By highlighting similarities and differences in legal responses to vulnerability, this book provides important insights and arguments against the privatization of social need and for a more responsive state.

Published in 1839 and edited by abolitionist Theodore Dwight Weld, this work presents hundreds of primary-source accounts of the reality of slavery in the American South. The book's first section collects vivid first-person accounts by former slaves of their lives in slavery. In the second part, Weld offers page after page of stark quotationsome as short as a single sentencefrom various Southern periodicals that illustrate in graphic detail the bondage, floggings, maimings and other horrors endured by slaves. Weld also presents and dissects various pro-slavery arguments. Distributed by the American Anti-Slavery Society, American Slavery As It Is was second only to Uncle Tom's Cabin for its impact on the anti-slavery movement in the United States.

The Editor is conscious that the following Narrative has only its truthfulness to recommend it to favorable consideration. It is nothing more than it purports to be, namely, a plain, unvarnished tale of real Slave-life, conveyed as nearly as possible in the language of the subject of it, and written under his dictation. It would have been easy to fill up the outline of the picture here and there, with dark shadows, and to impart a heightened dramatic colouring to some of the incidents; but he preferred allowing the narrator to speak for himself, and the various events recorded to tell their own tale. He believes few persons will peruse it unmoved; or arise from a perusal of it without feeling an increased abhorrence of the inhuman system under which, at this hour, in the United States of America alone, three millions and a half of men, women, and children, are held as "chattels personal," by thirty-seven thousand and fifty-five individuals, many of them professing Ministers of the Gospel, and defenders of "the peculiar institution." In undertaking to prepare this volume for the press, the Editor's object was two-fold, namely, to advance the anti-slavery cause by the diffusion of information; and to promote the success of the project John Brown has formed, to advance himself by his own exertions, and to set an example to others of his "race." If by the little the Editor has done to render the volume interesting, he should secure for it a fair meed of popular favor, these two objects will be certainly accomplished, and his labor will not have been expended in vain.

Written by a senior scholar and master mariner, Sailors and Traders is the first comprehensive account of the maritime peoples of the Pacific. It focuses on the sailors who led the exploration and settlement of the islands and New Zealand and their seagoing descendants, providing along the way new material and unique observations on traditional and commercial seagoing against the background of major periods in Pacific history. The book begins by detailing the traditions of sailors, a group whose way of life sets them apart. Like all others who live and work at sea, Pacific mariners face the challenges of an often harsh environment, endure separation from their families for months at a time, reverse their vessels, and share a singular attitude to risk and death. The period of prehistoric seafaring is discussed using archaeological data, interpretations from interisland exchanges, experimental voyaging, and recent DNA analysis. Sections on the arrival of foreign exploring ships centuries later concentrate on relations between visiting sailors and maritime communities. The more intrusive influx of commercial trading and whaling ships brought new technology, weapons, and differences in the ethics of trade. The successes and failures of Polynesian chiefs who entered trading with European-type ships are recounted as neglected aspects of Pacific history. As foreign-owned commercial ships expanded in the region so did colonialism, which was accompanied by an increase in the number of sailors from metropolitan countries and a decrease in the employment of Pacific islanders on foreign ships. Eventually small-scale island entrepreneurs expanded interisland shipping, and in 1978 the regional Pacific Forum Line was created by newly independent states. This was welcomed as a symbolic return to indigenous Pacific ocean linkages. The book 's final sections detail the life of the modern Pacific seafarer. Most Pacific sailors in the global maritime labor market return home after many months at sea, bringing money, goods, a wider perspective of the world, and sometimes new diseases. Each of these impacts is analyzed, particularly in the case of Kiribati, a major supplier of labor to foreign ships.