



WYOMUN V

Battle for the Seas: The Golden Age of Piracy



Chair: Anya Kirsch

Crisis Directors: Katherine Nocks

Director-General: Isabel Coyle

Chief of Staff: Rasleen Krupp

Secretary-General: Yu-Chia Cheng

Avast ye Delegates,

Ahoy! My name is Anya Kirsch, and I am so excited to be serving as yer head chair for Battle for the Seas: The Golden Age of Piracy for WYOMUN V. The staff of this committee and I have been working hard all summer and fall to ensure that the conference runs smoothly, and that ye have the best experience possible. I hope that ye enjoy debating the topics in this committee, and don't find yerself at the bottom of Davy Jones' Locker at the end of the day.

I am currently a senior at Wyoming High School. This year will mark my third year participating in WYOMUN. Outside of Model UN, which I have been a part of since sixth grade, I enjoy many other activities. I play tennis year round, and also play saxophone in my school's concert and jazz bands, as well as the Cincinnati Youth Wind Ensemble. Currently I volunteer at my local library, Cincinnati Children's, and other organizations around Cincinnati. Outside of extracurriculars, some of my favorite pastimes include trying new foods and travelling. Again, I would like to reiterate how excited I am to meet all of ye and to be serving as yer head chair in this committee! If ye have any questions about this committee or yer position, please do not hesitate to email me at anyakirsch1@gmail.com. Savvy?



Anya Kirsch
Head Chair
Battle for the Seas: The Golden Age of Piracy

Ahoy me Hearties,

Arrr! My name is Katherine Nocks and t'is my honor to be yer crisis director for thee JCC Battle of thee Seas. I am excited to see how ye toil within this committee and bring what we have all been working on to life. Thee staff and I have been working hard creating this conference and committee. 'Tis my sincere hope that ye have fun at WYOMUN, but that ye also leave having learned something. This committee has been a dream of Anya Kirsch and myself since we started WYOMUN and we be excited to see it finally come into reality. savvy?



I am currently a senior at Wyoming High school. This year will be my fifth year participating in WYOMUN. Outside of Model United Nations, I am co-stage stage manager in our theater productions, a competitive figure skater, and a flutist in our school marching band. I am an avid lover of thee “Pirates of the Caribbean” movies and all things having to do with pirates. I want to emphasize how excited I be to meet ye all and watch ye toil within this committee. Please do not be afraid to reach out to any of us if ye have any questions about our committee or about thee actual day o', my email is katnocks@gmail.com. It may take a while for ye to git yer sea legs, so do not hesitate to ask thee chairs or myself any questions ye have. I'm very excited for thee day of WYOMUN and I hope ye share similar excitement! So let's all git ready to weigh anchor and hoist thee mizzen!

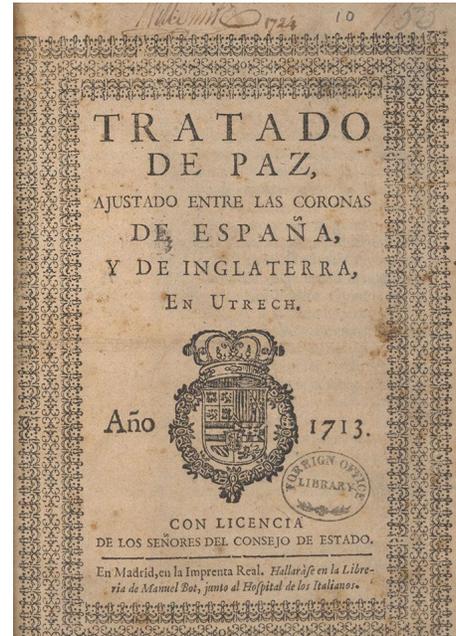
Katherine Nocks

Crisis Director

Battle for thee seas: The Golden Age of Piracy

Introduction

The year is 1718. Only a few short years have passed since the Treaty of Utrecht was signed, bringing an end to the War of Spanish Succession and establishing a tense ceasefire between major European powers. As an unexpected result of the peace, unemployed sailors are increasingly turning to illicit means to make a living, thus reigniting piracy across the oceans. Pirate ships now prowl the seas around the Caribbean and up the North American coast, preying on merchants sailing from England. However, the English are beginning to strike back against the pirates, and with a vengeance. In this cabinet, delegates will be representing pirate captains and leaders in an emergency meeting at the pirate stronghold of Nassau. Delegates will debate issues such as how to evade the British and which ships to attack next, while at the same time maintaining control over their own crews and their base at Nassau.



Background

The Golden Age of Piracy

Beginning officially in 1650, the Golden Age of Piracy was a term coined by historians to describe the various periods of piracy in the early modern period. This Golden Age has so far consisted of three distinct outbursts of piracy. During the first period, lasting from 1650 until 1680, the seas were ruled by Anglo-French seamen operating out of Jamaica or Tortuga. These buccaneers, who were often supported by British and French governments, harassed Spanish ships and ports in the Caribbean. The second period of piracy, encompassing the 1690's, was characterized by pirates preying on the East Indian Company and Muslim targets in the Indian Ocean and Red Sea. These pirates were incentivized by rumors of ships carrying gold dust, ivory, gemstones, silk, and a number of other exotic goods. Also known as the Post-Spanish Succession Period, the third and current period of the Golden Age began in 1716, two years before the start of this committee.

Recent Causes of Piracy

During the early 1700's, a number of factors caused throngs of men to turn to piracy. One unforeseen cause of piracy was the Treaty of Utrecht. This treaty ended the lengthy War of Spanish Succession fought between England, France, Spain and a number of other European powers. As a result, thousands of sailors suddenly lost their positions in navies, especially those who had once fought as British paramilitary privateers. Colonial ports were soon bursting with experienced sailors desperate for jobs. Seeing no other option to support themselves or their families, many turned to piracy. Now, the major pirate captains of the time had a steady pool of recruits flowing onto their ships.

Along with an increase in the number of pirates, the quantity of merchant ships sailing over the Atlantic Ocean also increased in the early 18th century. Cross-Atlantic shipping trade boomed during peacetime as Europeans shipped valuable cargoes over the open ocean to their colonies. The triangular trade between Africa, the Caribbean, and Europe became an especially popular and lucrative target for pirates.

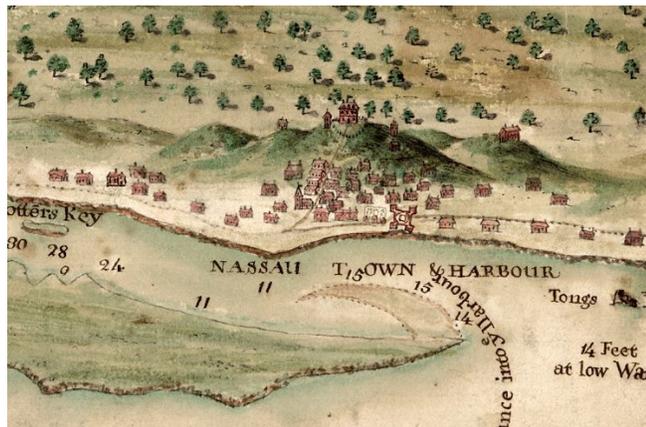
Another cause of piracy during this period was the reduction of European navies in certain regions. Following the War of Spanish Succession, European powers did not have the funds or the need to maintain the large size of the navies they had supported during wartime. As a result, they began retracting ships from the Atlantic Ocean. This, in turn, left merchant ships with less protection, marking them as an easy target for greedy pirates.

Finally, piracy offered men and the occasional woman the possibility of living a better life. Sailors aboard merchant ships lived in poor conditions. Under the British in particular, sailors had little to eat and were exposed to a wide array of diseases, which led to many growing sick, starving, or dying. Tired of living under such conditions, many sailors turned to piracy, which offered an improved standard of living. In addition, piracy offered sailors socioeconomic motility and the rare opportunity to exert a degree of power over others. Many sailors, tired of the meager wages they earned aboard merchant ships, were lured towards the pirate way of life with promises of riches and glory.

Establishment of a Pirate Base

In 1715, a group of pirates launched a raid on Spanish divers attempting to recover gold from a sunken treasure galleon off of the Florida coast. These pirates, including Henry Jennings, Charles Vane, Samuel Bellamy, Benjamin Hornigold and Edward England, were mainly English ex-privateers. As privateers, they had once been able to command their own ships loaded with guns, capturing any enemy ships they wanted under the legal protection of English letters of marque. Following their dismissal from the English navy, they turned to piracy. Rich with gold, these new pirates attempted to spend their loot on the island of Jamaica, but were denied because of their criminal activities. Instead, the pirates turned to Nassau, located on the island of New Providence in the Bahamas. With the arrival of these pirates, the city was transformed into a pirate base and safe haven, dubbed the “vile nest of the rogues” by the British. In addition to Nassau, Port Royal in Jamaica also came to serve as a safe haven for pirates, but to a lesser extent.

The establishment of a pirate base at Nassau was an important contribution to the spread of piracy in the following years: Nassau offered pirates a safe haven to restock, sell their loot, repair their ships, and recruit more men. More importantly, there was no royal presence,



either in the form of governors or navy ships, in the area. The pirates essentially ruled themselves.

Pirate Characteristics

Most pirates were originally sailors for the Royal Navy, privateersmen, or merchant seamen. Therefore, the large majority had experience living on the seas and dealing with the harsh conditions that often arose in such conditions.

Pirate captains held the most power on ships, however, in order to obtain this power they had to be voted in and were required to follow strict rules. These included sharing the same food and living quarters as the crew and treating others respectfully. Essentially, even though they were in a position of power, they were required to share the same standard of living as everyone else aboard. The only instance in which the captain had full authority was in times of battle, and if they did not prove themselves to be courageous, they would be punished or removed from their position. On a day to day basis, the captain shared responsibility and received guidance from multiple councils composed of all members on the ship. Some councils dealt with making and carrying out daily decisions, while others functioned as a court system. Such councils could also impeach the captain if a majority of the crew decided that the captain was not considering their best interests.

Pirates, especially captains, attempted to maintain a frightening reputation. They believed this would aid them in battle by inspiring fear into other pirates or merchant ships. For example, the famous pirate Blackbeard was known for lighting the ends of his beard on fire when fighting in an attempt to scare opponents. Captains never refrained from punishing those deemed deserters or not loyal to the ship. A common form of punishment was death or maroonment, in which the guilty would be deserted on a desolate island or coast, leaving them to their own fate. Keelhauling was another form of punishment used aboard pirate ships, in which the offending pirate was tied to a rope and dragged under the keel of the boat. This usually resulted in a slow and painful death by drowning, preceded by the pirate's skin and clothes being torn to shreds by the barnacles attached to the hull of the ship.



Blackbeard

Pirate Code

While many different versions of the pirate code existed, the most extensive and widely used one was written by Bartholomew Roberts. The most important rules in the code stated that each member of the crew had an equal vote and voice. When bounty was captured, everyone aboard would receive an equal portion.

Pirate Attacks

For many pirates, acquiring their first ship was no easy feat. Some pirates would stage a mutiny onboard a merchant or navy ship, then claim the ship as their own. If they later came across other ships that were more seaworthy than their current one, pirates would trade ships using force. Pirates often modified their ships by adding more cannons, giving them the advantage of more firepower.

Most pirates carried out attacks in similar manners. Pirates would often lure other ships toward them by pretending that their ship was sinking or in distress. In addition, many pirates raised a false flag, such as one of the Royal Navy, in order to deceive other ships. Only when a merchant ship was in range of fire would the pirates raise their true flag, known as a Jolly Roger. The Jolly Roger stood for no quarter, which meant no mercy. At this point, it would be too late for the merchant ship to turn back, and many would surrender at the sight of the Jolly Roger. On occasion, pirate ships would fire a couple of warning shots over the deck of the other ship. Doing so could scare the other crew into surrendering, while still leaving the enemy ship undamaged. If the other ship did not surrender on sight, pirates often deployed smaller boats and boarded the enemy ship using grappling hooks and ropes. Disabling the other ship's rudder was another tactic used to prevent their escape.

After the attack occurred, pirates would have no mercy on the surviving enemy crew, as their flag dictated. Those who survived until surrender would be thrown overboard, or made to walk the plank.



The Jolly Roger

Pirate Advantages During Attacks

When attacking other ships, pirates often had the advantage. One reason for this was their crew size. Merchant ships tended to have small crews, with the number of men rarely exceeding 12, whereas pirate crews could have twice as many men. Pirate ships also tended to be smaller in size than merchant ships, which allowed them to sail faster than merchant ships. If pirates did not believe that they could win an attack, they would often flee from the enemy ship. Aiding in their escape was the extensive knowledge on the geography of the Caribbean and

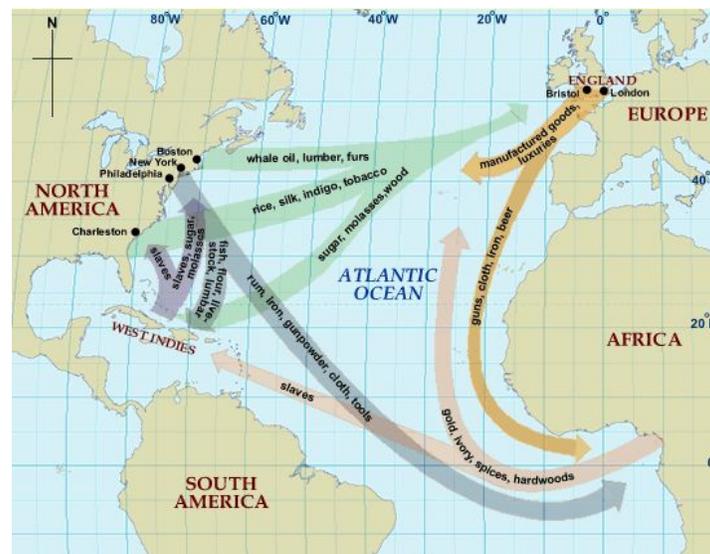
North American coasts that many pirates possessed. Especially in the Caribbean, there were many small, uninhabited islands that pirates could flee to. The small size of their ships also allowed pirates to enter shallower waters that could be filled with reefs and sandbars, which was another way to evade more heavily armed ships.

Pirate Weaknesses During Attacks

While pirates did hold many advantages over merchant and navy ships, there was one unifying weakness among all pirates. In the words of Thomas Green, a pirate captain put on trial, “A pirate is in a perpetual war with every individual, and every state, christian or infidel. Pirates properly have no country, but by the nature of their guilt, separate themselves, and renounce on this matter, the benefit of all lawful societies.” Essentially, pirates all operated separately. They had no king, no common master, and did not sail under a universal flag. In times of hardship, this made it especially hard for individual pirate crews to band together. Thus, they were forced to rely on themselves in times of trouble.

Pirate Targets

In the early 1700's, pirates focused their attacks on Atlantic trade routes, where a high concentration of merchant ships travelled. Trade routes were very predictable, making it easy to find a ship to attack. Ideally, pirates targeted lone, undefended merchant ships that were full of products, leaving less room for arms and munitions. To find a ship alone, pirates would scout the less traveled sea lanes where merchant ships would go in order to find different and cheaper products. Common stolen goods included gold, silver, and jewels. Emeralds and pearls were the most abundant jewels found aboard ships travelling in the Atlantic. However, pirates much preferred coins due to the fact that they were easier to split up among the crew, and later, spend. On occasion, pirates would also plunder for more practical goods such as food, wine, brandy, sails, anchors, and any other needed equipment. While most sailors died at the hands of the pirates, in some instances those that survived could buy their life and stolen goods back from the pirates. However, such mercy was rare.



Atlantic Trade Routes

British Attitude Towards Piracy

The British did not always have their sights set on eradicating pirates. In fact, they once employed them as a cheap way to expand their country's economic and naval might during war. These hired pirates, known as privateers, were active in the 1600's. Operating under a British permit, they would attack French, Spanish, and other enemy ships. This weakened Spanish and French seapower, thus opening up more opportunities for British trade across the Atlantic.

However, the strained relationship between the privateers and British did not last long. When the Spanish monopoly on the seas was broken, the British no longer had a need for privateers, and stopped employing them. Some British citizens in the American colonies were also behind the push to eradicate piracy. Alexander Spotswood, the Lieutenant Governor of Virginia, believed that "the whole trade of [the Americas] may be endangered if timely measures be not taken to suppress this growing evil." In this quote, the growing evil that Spotswood refers to is piracy. Spotswood further requested that the king send more ships to patrol the Atlantic with the purpose of protecting merchants and attacking pirate ships before they grew too formidable. Besides Spotswood, a large number of merchants, masters of ships, and governors of British colonies complained to the king about the growing threat of pirates. They too feared that pirates posed a serious threat to British Atlantic trade, and that if measures were not taken, the economic results could be devastating. In response to these numerous complaints, in 1717 the King ordered a naval force consisting of numerous ships, guns, and men to be deployed to combat piracy. These ships would be used to both escort merchant vessels and actively hunt pirate ships. This action marked the first definite military action taken by the British to combat piracy. In addition, it set a precedent for a strict anti-pirate stance, and harsh punishments for those convicted of the crime.

British Law Regarding Pirates

In the past, convicting men of piracy had been a difficult task. Prior laws had required captured pirates to be caught and tried guilty by a jury, which was difficult to achieve for a number of reasons. Witnesses were difficult to find because most sailors had departed long before the trial, while those who remained behind were generally reluctant to supply incriminating evidence. To make the matter even more difficult, getting a jury to deliver a guilty verdict was near impossible. Many pirates were local men, and were often protected by their friends on the jury as well as those who profited from their piracy. Because of this, most pirates were deemed innocent and continued their criminal activities.

However, as the British anti-pirate stance grew, laws to combat piracy became increasingly harsh. In 1698, Parliament passed the Piracy Act to make it easier for pirates to be tried for their crimes. Still in effect today, this act allows admirals to conduct trials on the spot instead of



transporting the accused pirates all the way back to England. In addition, the pirates would be tried by Vice Admiralty Courts, which were jurorless, thus eliminating the issue of bias. This resulted in immediate actions being taken against pirates, and allowed for them to be punished in the region in which they committed their crimes. Once convicted of piracy, pirates were commonly sentenced to a public execution in the gallows. To send a warning to other pirates and deter citizens from turning to piracy, dead pirates were left hanging for three tides and displayed in a cage. The act proved promising; piracy has decreased since.

To further deter citizens from turning to piracy, British law further stated that any citizen who aids or conceals pirates can be charged as an “accessory to piracy” and given the death penalty. The British government also offered generous rewards for citizens who turn in pirates hiding among them. These two laws were meant to work in conjunction to make citizens unaccepting of piracy. However, there remain a number of individuals who continue to ally themselves with pirates despite the risk of punishment.

Government Corruption

It is no secret that there are British officials who may be conspiring with and aiding pirates. Officials in the Americas in particular have begun to turn a blind eye to piracy. This is possible because of the lack of direct involvement in the colonies from the British government. As a result, citizens and governors alike both have the mentality that they can get away with almost anything. For example, many merchant are suspected of collaborating with pirates who can provide them with cheaper goods. Thus, the merchants are able to avoid the constraints of mercantilism placed on the colonies by England. To combat this issue, the British government passed a law in 1696, prohibiting the appointment of governors without the approval of the King’s council. The hope was that governors loyal to the king would be able to put an end the pre-existing corruption. However, it is likely that this Act will not remove all corruption from the government, and pirates may be able to use this to their advantage.

British Royal Navy

Although Henry VIII is known as the official father of the English Navy, the navy began its first large scale development under the leadership of Oliver Cromwell following the end of the English Civil War in 1651. Cromwell expanded the fleet with the goal of transforming it into a blue-water navy— one capable of operating on a global scale. While Cromwell failed to accomplish this goal, he did succeed in adding 217 vessels to the Royal Navy in just ten years. However, it was not until the rule of Charles II that the blue-water navy became a reality.



British Royal Navy

During this time, commercial wealth and naval power became closely linked. The navy received large amounts of funds from wealthy English merchants who conducted foreign trade. In exchange, the navy protected foreign markets and opened up new markets through coercion or even war. In addition, Charles II founded the Royal Society of London, which encouraged scientific exploration into the areas of astronomy, navigation, and seamanship. The result was a greatly expanded navy equipped with the newest discoveries in technology.

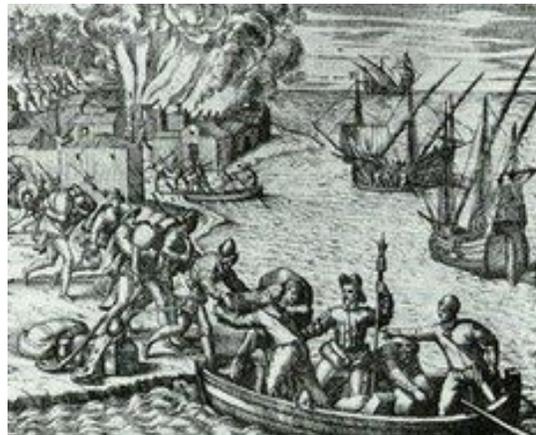
As the political climate grew increasingly tense throughout the late 1600s, Britain launched another expansion of their fleet. Preparing for war, they increased their number of first through fourth rate ships from 100 to 131, and increased their cruisers from 8 to 66. By the end of the War of Spanish Succession, the British had defeated the French and become the world's most dominant naval power.

Ships in Royal Navy

| Ship Rate | Guns | Number in 1718 |
|------------------|-------|----------------|
| 1st rate | 100+ | 7 |
| 2nd rate | 90-98 | 8 |
| 3rd rate | 64-80 | 103 |
| 4th rate | 50-60 | 10 |
| 5th and 6th rate | 20-44 | 134 |

Current Situation

In this committee, delegates will be faced with a series of problems, such as how to respond to the increased number of British navy ships patrolling the oceans, as well as how to continue luring citizens to the pirate way of life. However, the pirate captains should also be concerned with keeping their own crews under control whilst they debate these issues. While many captains present at the meeting have had previous fallings-out with other pirates, it is important that any tensions that may arise between crew members are resolved before they become major issues. Additionally, pirate captains are encouraged to continue attacking merchant vessels in order to increase their riches and therefore influence in this committee.



Questions To Consider

- How can pirates evade capture by the British?
- How can more sailors be recruited to the pirate way of life?
- How can the pirate base at Nassau be stabilized to prevent the British from recapturing it?
- How can pirates captains continue bringing in revenue?
- How will existing alliances and antagonisms between pirate captains influence the progression of this committee?

Delegates

| | |
|----------------------------|--|
| Edward “Blackbeard” Teach | Born in England in 1680, Teach served on a privateer ship during Queen Anne’s War before settling in New Providence. It was here that he met Benjamin Hornigold, whose crew he joined in 1716. Over the next year he was placed in charge of a sloop, and worked closely with Hornigold and Stede Bonnet. At one point, Teach was placed in charge of Bonnet’s ship <i>Revenge</i> , with Bonnet’s permission. Through experience, Teach became a cunning leader, and was infamous for using his appearance to scare his enemies into surrender. Currently, Teach commands the ship <i>Queen Anne’s Revenge</i> , a 40 gun ship. |
| Howell Davis | Davis first turned to piracy in early 1718, when the slave ship he was serving on, the <i>Cadogan</i> , was captured by pirate Edward England. When given the opportunity to join the pirates, Davis accepted and was given command of the <i>Cadogan</i> . While he originally wanted to sail to Brazil, he was forced to sail to the Barbados instead. A clever and charming man, Davis would pretend to be a legitimate privateer to deceive enemy ships. Currently, Davis remains in command of the <i>Cadogan</i> . |
| John “Calico Jack” Rackham | Born in England in 1682, Rackham first served as a quartermaster on Charles Vane’s sloop <i>Ranger</i> , operating out of New Providence. As quartermaster, Rackham held special privileges aboard the pirate ship. One of these was a veto power, which could be used to counteract the power of the captain, Vane. As second in command aboard the ship, many quartermasters became captains if the previous captain was deposed or killed. Currently, the tension between Rackham and Vane is high, because Vane is beginning to lose |

| | |
|--------------------|---|
| | control over his crew, many of whom wish for Rackham to become captain. |
| Captain Napin | Beginning in 1717, Napin and Hornigold were known for working closely together to attack merchant ships. However, following Hornigold's deposition by Bellamy, Napin must take care in deciding which pirate captain to side with, as angering Bellamy could prove dangerous. Napin also faced significant success independently, and is known for fearlessly attacking ships such as the <i>Restoration</i> and <i>Adventure</i> . He is currently in command of a 12 gun, 100 man ship. |
| Benjamin Hornigold | Hornigold began menacing merchant ships off the coast of New Providence in 1714, and by 1717 became captain of the <i>Ranger</i> . Having 30 guns, this ship was one of the most heavily armed in the Caribbean, which allowed him to seize ships with impunity. Earlier, Hornigold had developed a strong relationship with Teach, who became his second in command. Upon acquiring the <i>Ranger</i> , Hornigold placed Teach in command of his previous sloop, the <i>Revenge</i> . However, Hornigold's good fortune did not last long. Following a mutiny aboard his ship, Hornigold was replaced by another pirate, Samuel Bellamy. Hornigold then took command of a much smaller sloop and sailed back to the Bahamas. This resulted in a bitter rivalry between Bellamy and Hornigold. Another pirate whom Hornigold is not on good terms with is Jennings. Earlier in their careers, Jennings seized a ship from Hornigold, and was later appointed pirate governor of Nassau, which was a position that Hornigold desired. While Hornigold may have lost his prized vessel, he is still incredibly respected among pirates, and remains strong allies with Teach. |
| Turn Joe | Similar to Christopher Winter and Richard Noland, Joe originally was an independent pirate, but soon came to work as a Spanish privateer. He commanded a trio of ships under commission from a Spanish governor in the Caribbean, attacking English merchant vessels. |
| Henry Jennings | Hailing from a wealthy family in Bermuda, Jennings served as a privateer during the War of Spanish Succession, operating out of Jamaica. In 1716, Jennings, along with Vane, Bellamy, Hornigold and England raided a sunken Spanish treasure galleon off the coast of Florida. Soon after, Jennings turned on Hornigold and took a small trading sloop from him, who was unable to stop Jennings. Later, Jennings would establish his base at Nassau, in the Bahamas. Other |

| | |
|-----------------------------------|--|
| | <p>pirates began flocking to the city, and Jennings was appointed the unofficial governor of the pirate base. To this day, Jennings remains bitter rivals with Hornigold.</p> |
| <p>Samuel “Black Sam” Bellamy</p> | <p>Bellamy became a sailor from a young age by joining the Royal Navy and fighting in several battles. In 1716, Bellamy was a member of the pirate group that raided a sunken Spanish treasure galleon off the Florida coast. After the raid, Bellamy set sail with Hornigold, and ended up overtaking him as captain in a mutiny, thus earning a crew of 90 men. From then on, Bellamy and Hornigold have been bitter rivals. Known for his mercy towards those he captured on raids, many began calling Bellamy the “Prince of Pirates”. Currently, Bellamy main ship is the <i>Wydah</i>, a sloop with 28 guns. However, he is in possession of another, smaller ship that can travel much quicker but is less heavily armed.</p> |
| <p>Stede Bonnet</p> | <p>Born into a wealthy English family from Barbados, Bonnet is often called the “Gentleman Pirate” because of his previous life as a wealthy landowner. Despite his lack of sailing experience, Bonnet took to the sea in 1717 and became a pirate. After travelling to Nassau, Bonnet met Teach, and temporarily ceded his ship the <i>Revenge</i> to him, because Bonnet could not control his crew. Together, the two pirates plundered merchant ships along the east coast. In 1718, Bonnet once again captained his own ship, the <i>Royal James</i>, but still remained close friends with Teach.</p> |
| <p>Richard Noland</p> | <p>Early in his career, Noland worked closely with Bellamy. When Hornigold was deposed by his crew, Bellamy became the new captain and appointed Noland captain of the sloop <i>Anne Galley</i>. After travelling to Nassau, Noland then rendezvoused with Hornigold, and acted briefly as a recruiter for Hornigold on Nassau, convincing men to become pirates. Much like Christopher Winter, Noland ended up working for the Spanish as a privateer, raiding English ships.</p> |
| <p>Charles Vane</p> | <p>Vane found success working as a pirate by aiding Jennings in his attacks on the Spanish treasure galleon. He would then go on to operate as an independent captain of his own ship, the <i>Ranger</i>. Like many pirates, Vane operated out of Nassau. His connections with Jennings lead him to be one of the pirate leaders there, a position with significant influence.</p> |
| <p>Josiah Burgess</p> | <p>Along with Hornigold and Jennings, Burgess was one of the most influential pirates in Nassau. Because of the bitter rivalry between Hornigold and Jennings, supporting one</p> |

| | |
|--------------------|---|
| | <p>pirate over the other could have dangerous effects. Known for his ruthlessness and courage, Burgess is credited with attacking many ships up the North American coast. Burgess is currently in command of the sloop <i>Providence</i>, which has 24 guns and a crew of over 65 men.</p> |
| Christopher Winter | <p>Winter began his piracy career in Nassau, much like many other pirates. In 1716, he captured a ship near Jamaica and forced one of its crewmen, Edward England, to become a pirate. England embraced piracy, and the two worked together for a while before England left on his own ship. Later, Winter sailed to Cuba and signed on as a privateer for the Spanish. In this position, he attacked English ships and settlements off Jamaica, often raiding them for slaves. By working for the Spanish, Winter receives considerable protection- both legal and physical- against the British.</p> |
| Edward England | <p>Shortly after becoming a pirate, England was captured by another pirate captain, Christopher Winter, and forced to join his crew. After aiding Jennings in raiding the Spanish treasure galleons, England travelled to Nassau. Eventually England left Nassau for the Indian Ocean and African Coast. There, he raids merchant ships using his vessel <i>The Pearl</i>. While England is no longer active in the Caribbean and North American coast, he offers interesting perspectives on piracy in other regions of the world.</p> |
| Oliver Levasseur | <p>Born to a wealthy family in Calais, Levasseur became a well educated naval officer. During the War of Spanish Succession he served as a privateer for the French, but instead of returning home after the war ended, he joined Hornigold's pirate group. Following a year of successful looting, Levasseur split from Hornigold and briefly partnered with Bellamy before they too split. From then on, Levasseur gained control of his own ship and amassed a tremendous fortune from looting. He is called <i>La Buse</i>, or the buzzard, in English, by other pirates because of the speed and ruthlessness he used to attack enemies.</p> |

Works Cited

- Adamson, Roger. "The Fading Gleam of a Golden Age: Britain's Battle Against Piracy in the Americas in the Early 18th Century." *Illinois Wesleyan University Digital Commons*, Illinois Wesleyan University, 2004, digitalcommons.iwu.edu.
- "The Buccaneers." *The Way of the Pirates*, The Way of the Pirates, 2018, www.thewayofthepirates.com/types-of-pirates/buccaneers/.
- "The Life and Times of a Pirate." *Royal Museums Greenwich*, Royal Museums Greenwich, 18 Jan. 2017, www.rmg.co.uk/discover/explore/life-and-times-pirate.
- Mares, Martin. "The British Contribution to the Development of Piracy in the Golden Age of Piracy." *University College London*, 2015.
- Military History Monthly. "Pirates: the Royal Navy and the Suppression of Maritime Raiding 1620-1830." *Military History Monthly*, Military History Monthly, 9 Feb. 2017, www.military-history.org/articles/early-modern/pirates-the-royal-navy-and-the-suppression-of-maritime-raiding-1620-1830.htm.
- Minster, Christopher. "The Pirate Hunters." *ThoughtCo*, ThoughtCo, 16 May 2017, www.thoughtco.com/the-pirate-hunters-2136282.
- "Piracy." *National Museum of the Royal Navy*, Royal Navy, www.nmrn.org.uk/research/piracy.
- "Pirate Slang." *The Way of the Pirates*, www.thewayofthepirates.com/pirate-life/pirate-slang/.
- "Pirates: the Royal Navy and the Suppression of Maritime Raiding 1620-1830." *Military History Monthly*, Military History Monthly, 9 Feb. 2017, www.military-history.org/articles/early-modern/pirates-the-royal-navy-and-the-suppression-of-maritime-raiding-1620-1830.htm.
- Sheehan, Casey. "Pirates & Privateers: Tracing the Golden Age of Piracy." *Pirates & Privateers: The History of Maritime Piracy*, 2010, www.cindyvallar.com/tracinggoldenage.html.

Wilson, Tracy V. "How Pirates Work." *HowStuffWorks*, HowStuffWorks, 7 July 2006,
people.howstuffworks.com/pirate4.htm.