



JACMUN 2024

The Fall of the
Republic of Pirates



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Land Acknowledgment

We would like to acknowledge that John Abbott College was built upon the unceded Indigenous lands of the traditional territory of both the Kanien'kehá:ka, "Mohawk," and the Anishinabeg "Algonquin," peoples. We are grateful for the opportunity to gather there, and we thank the many generations of people who have taken care of this land and these waters. Tiohtiá:ke, Montreal, is historically known as a gathering place for diverse First Nations; thus, we recognize and deeply appreciate the historic and ongoing Indigenous connections to, and presence on, these lands and waters. We also recognize the contributions Métis, Inuit, and other Indigenous peoples have made in shaping and strengthening our communities.

It is JACMUN's great honour to be able to host its conference on this territory. We commit to building a sincere relationship with Indigenous peoples based on respect, dignity, trust, and cooperation, in the process of advancing truth and reconciliation.



Letter from the Dais



Hello delegates, Welcome to JACMUN!

My name is Chelsea Sun (she/her) and it is an absolute honour to be chairing your committee. I'm currently studying at Dawson College, in a small program called North-South Studies, where I was fortunate enough to accidentally get wrapped up in the MUN world. My MUN journey began last year, in Cegep, where I was right in your shoes – nervous and not knowing what to expect. However, I've truly come to adore these conferences that get your adrenaline high and your heart pumping. Throughout, I've had the chance to develop many skills ranging from public speaking to research. MUN is such a wonderfully unique interdisciplinary platform. It pushes you beyond your comfort zone, and propels you to use a variety of soft skills – all of which have tremendously helped me in the real world! It is also a great opportunity to meet all kinds of like-minded people from all over the world, some of whom I still talk to today! So do talk to your neighbours and get to know each other!

Since this committee is a novice one, the dais and I very much look forward to guiding you in your MUN journey. We want to make sure that the environment we create within our committee is one that encourages learning and growth. As such, please do not hesitate to ask any questions before, during and even after the conference. It's daunting, but don't be afraid to try and don't be afraid of mistakes, the biggest learning happens outside of your comfort zone. On that note, I hope it will be a memorable learning experience and I look forward to meeting you all!

Sincerely,

Chelsea Sun,
Chair



Letter from the Crisis Director



Dear Delegates,

Welcome to JacMUN's "Caught Between the Devil and the Deep Blue Sea: The Fall of the Republic of Pirates" crisis committee! My name is Isabella Gualtieri (she/her) and it is my privilege to serve as your Crisis Director this year. I am currently a second year at Marianopolis College in the Honours General Social Science program. After this semester, I will be pursuing my education and studying history and political science at Dalhousie University, Nova Scotia.

I was introduced to Model UN at Marianopolis College last year, where I participated in my first conference back in September 2022 at SSUNS. Model UN has had a huge impact on my life, helping me fall deeper in love with the field of political science, introducing me to my best friends, and allowing me to develop essential skills like diplomacy, critical thinking, and public speaking.

From the Caribbean to the Indian Ocean, pirate crews roamed freely, their Jolly Roger flags flying defiantly in the wind. This committee embodies the tension between lawless freedom and the iron grip of empires, representing a pivotal conflict that could culminate in either the flourishing or downfall of piracy as we know it. This struggle carries with it a rich tapestry of tales, folklore, and the occasional hidden treasure map waiting to be unearthed. This weekend is sure to be a riveting and enlightening experience, filled with swashbuckling adventures, page-turning directives (and three or four sword fights).

Without further ado, Penelope Rose, your Assistant Crisis Director, your staffers Lukas, Katerina, Leïla, and I are thrilled to present to you our background guide. Should you have any questions or concerns about the conference—including the position paper, research, or Model UN in general—please do not hesitate to reach out via the following email: jacmun.pirates@gmail.com

Welcome to the Golden Age of Piracy—a time of adventure, danger, and the thrill of the unknown.

Until then,

Isabella Gualtieri,
Crisis Director



Introduction to the Committee

In the early 18th century, the Golden Age of Piracy draws to a close. With treasuries depleted and authorities vigilant, the once-dreaded title of "Pirate" no longer strikes terror into the hearts of merchants, enforcers, and mariners. Fellow freebooters are being caught left and right, their legacies coming to premature ends.

Amidst a web of treachery, government crackdowns, and brazen pirate hunters, the Republic of Pirates, nestled on Nassau, makes its final stand against encroaching British forces. As the vanguard of piracy's survival, the Pirate Council convenes on Nassau in a gathering of distinguished mariners and revered privateers. It falls upon you, esteemed delegates, accomplished sea wolves, and esteemed swashbucklers, to determine whether piracy will endure or succumb in these precarious times.

Under the looming threats of disgrace and demise, the weighty decision rests in your hands. Will you steer the course to preserve the essence of piracy, or witness its fading into the past? The fate of an era hangs in the balance.

A History of Piracy¹⁶ (see end of guide for references)

To Be a Pirate: Buccaneers, Corsairs, and Privateers^{6, 9, 11}

Pirate is the general term englobing all other subcategories of piracy which is defined as “an act of robbery on the high seas”. Within these subcategories, there are three main branches and subbranches: corsairs, buccaneers and privateers.

Buccaneers were originally hunters as they established themselves on the island of Hispaniola in 1625. However, they turned to piracy once the Spanish tried to eradicate them by eliminating their prey. They were then forced to turn their attention to ships as their only resource. Moving islands, they established themselves on the nearby easily defensible island of Tortuga to attack Spanish shipping routes.

Privateers, short for Private Man-of-war, on the other hand, were employed during times of war. They were essentially “legal” pirates as their countries would provide them with “letters of marque”, allowing them to conduct piracy against enemy ships without being charged with such crimes. Governments would make use of these ships to retaliate against the enemy, obtain reparations in times of peace, or simply as a strategy during times of war. The crew aboard these ships were then allowed to keep a share of the profit. However, after war times, privateers would continue the practice without authorization as the profits were too great to stop.

Lastly, corsairs were pirates who operated in the Mediterranean Sea between the 15th and 18th centuries. Most often affiliated with North African countries; they were also privateers – conducting legal piracy for the name of their nation. As such, they’re a subcategory of privateers.



Pre-Golden Age ⁷

Before the Golden Age of Pirates was, nonetheless, a long-lasting tradition of piracy all around the world. One of the earliest depictions of pirate attacks was the Battle of the Delta in 1175 BC on the outer walls of Medinet Habu. It's believed to have been a conflict between Ramses III and the Egyptian Army against the Sea Peoples – confederations of maritime tribes who would raid and plunder coastal cities in the Mediterranean regions. They would contribute to the instability of sprouting civilizations, eventually leading to the collapse of the Late Bronze Age. These opportunist sailors would still exist long after its collapse.

Julius Caesar was actually abducted and ransomed by pirates in 75 BC! The Northern Greek Atolian League, known as prolific pirates, had been pushed towards the towns of Cilicia by Roman soldiers. They would then be known as Cilicians. Rome was in times of peace, and without conquered people, Roman businessmen were in desperate need of slaves. Thus, they would then turn towards the Cilician pirates who would sell them the people they had enslaved during raids. Rome therefore tolerated, and even benefited from, their existence. However, the Cilicians would pillage and create chaos without mercy leading the Senate to eventually pass the “Gabinian Law”, enabling Pompey to completely eradicate these pirates. Another famous group of pirates were the Vikings who were known to loot and plunder for a living. Alternatively, thousands of miles away, across the Caucasus Mountains, pirates operated from the Indian Ocean to the Japanese Sea.

Consequently, it is made clear that piracy has been, for millennia, a practice which has affected the developmental course of civilizations internationally.

Precursor to the Golden Age ^{7,9}

In 1492, Christopher Columbus colonized the Americas in the name of Spain. This would forever disrupt the economic flow of Europe; it turned towards mercantilism. Goods were circulated back and forth on large Spanish ships – galleons – which brought back novel riches to Europe. With so many treasures now going through the sea, piracy became increasingly lucrative and prevalent.

This would also set the scene for an increase in naval expeditions. No longer were the Spanish and Portuguese solely satisfied with looting the riches on land; they also started plantations, which increasingly necessitated free labour to exploit. This led to the growth and expansion of the transatlantic African slave trade. This economic expansion would be an added incentive for piracy to thrive as the number of goods on the sea increased.

The 1494 Treaty of Tordesillas separated the Americas between Spain and Portugal, leaving no space for other countries. England did not believe that to be fair and decided to act upon it. Queen Elizabeth I would order the growing British navy to attack and steal from Spanish ships, allowing crew members to keep a cut as a form of incentive. This was the precursor to privateering in the Western hemisphere.

On land, both in Europe and in the Americas, the consequences of governmental focus on colonial expansion were felt by all. Peasants were being pushed out of their rural lands, and, with nonexistent job opportunities at home, they were forced to migrate to urban areas in order to make a living. However, cities were overcrowded and, with an excess of available labour resulting from the rural exodus, unemployment numbers soared. Without a job, and with pitiable living conditions, cities offered no more a better chance at life than rural areas. Faced with this, many would turn to the sea which provided them with hope for a better life and adventure. Piracy could be seen as an escape from society.

Whilst proper forms of the navy had honour, they were also known to be extremely harsh, hierarchical, and restrictive. The Captain held all the power and the money, whereas the ordinary seaman would have to keep in line and survive off of miserable wages. Piracy offered a different life with the promise of riches to those who dared to risk it all.

While slavery, colonialism, exploitation, and brutality are undeniable horrific realities of life, in the context of the committee (and to this day!), we ask delegates to refrain from using the products and effects of slavery and subjugation of any peoples as substance for their crisis arcs, speeches, and backrooms.

These are topics which require care, respect, and attention, and which must be handled with delicacy both in real life and during debate. JACMUN wishes to create an inclusive and respectful environment for delegates and that comes with the acknowledgement of the atrocities committed against enslaved and native populations.

The Golden Age of Pirates⁷

Most of our modern ideas about piracy are derived from the Golden Age, which is historically (and sometimes contentiously) situated between the 1650s and 1730s.

This era, characterized by near-constant pillaging, naval warfare, and a plethora of astounding betrayals, was made possible by an abundance of privateers-turned-pirates, the development of pioneering nautical and military technology, discontent among the masses, and the increased mythologization of the seafarers' ways of life. A culmination of political factors such as the War of Spanish Succession and smaller proxy conflicts in and around the Caribbean Isles created fertile grounds for the proliferation of banditry on the water.

This period in the history of piracy is particularly interesting in what concerns the evolution and concretization of what it means to be a pirate.

Pirate Politics, Hierarchy, and Decision-Making^{11,17}

Pirates are known for their egalitarian and democratic approach to governance. Unlike merchant and navy ships which had an all-powerful captain named by the merchants financing the journeys, pirate captains were elected democratically and only held absolute power during times of distress such as raids and attacks; otherwise, each decision, from who to attack to where to go, would be voted on. Nonetheless, a form of hierarchy existed on their ships, and went as follows:

Captain

Each ship had a singular captain. They were generally elected by the crew and could have their position revoked at any time. Nonetheless, they were the highest authority of the ship and commanded respect among their crew. They presided over group votes and enforced their version of the ship's code. With that being said, their power was limited by the quartermaster. The only time they would have complete power was during times of distress.

Quartermaster

The second in command, the Captain's right hand. He was in charge when the Captain was not around and had the necessary authority to govern day-to-day operations. They were in charge of settling disputes and representing the crew against the captain if need be. They also oversaw the responsible usage of food and water supplies.

Essential crew

Sailingmaster: In charge of navigation and steering the ship. This role required an education and was often filled by kidnapped hostages. It was a tough job as accurate navigation technology was still in the process of development. A faulty map or compass bearing could mean additional days at sea or treacherous waters, so the sailingmaster's job was of vital importance to the crew's survival and prolonged prosperity.

Boatswain (Bo'sun): Multiple junior officers who run the ship. They were in charge of general maintenance, keeping track of supplies, and other miscellaneous tasks to keep things running smoothly.

Master Gunner: Responsible for the cannons and anything they might need (e.g. maintenance, cleaning, lubrication, repairs, ammunition, etc.). A large pirate ship would have dozens of cannons, so he functioned more as an overseer giving out orders rather than someone personally firing or cleaning the cannons.

Surgeon/Carpenter: Often the same person, and typically more a carpenter who did amputations than a skilled surgeon with a woodworking hobby. If neither role was properly filled, both jobs usually fell on the cook. Medications were typically hard to come by and usually were raided for. Without medication, amputations were often to prevent infections.

Cooper: A skilled barrel-maker, whose job was very important, as barrels were the only way to store food, fresh water, alcohol, or other materials without the products spoiling or going bad.

Crew

Mates: Crew who might be apprenticed to, or serving under, the upper roles. A ship would have multiple mates, with individuals in charge of things like the ropes, sails, and anchors. They themselves had a hierarchy of "first mate", "second mate", and so on.

Gunners: The men who aimed guns and cannons, which is something that took years of practice. They took orders from the Master Gunner. Sometimes they would themselves lead men to operate the artillery, while in charge of aiming the canons.

Powder Monkeys: The young boys (often aged 12 to 14) who moved powder from storage to the cannons, assisting the gunners. They tended to be orphans or from poor families. It was the most dangerous role and often demeaning. There was no pay and treatment was harsh. With no chance for promotions, most would desert.

Cabin boys: Young servants who did dirty work and didn't have a chance for promotion.

Musicians: Sea life could have long stretches of boredom, where nothing happened, and the mundanity of life was made more bearable through music. Musicians were oftentimes captives or hostages, but they received special privileges like less work, more time off, and increased pay.

Cooks: There was rarely an official position as cook and ordinary crewmembers would be in charge of the role, either on a rotational basis or as part of their daily duties, depending on the crew.

At sea, cohesion was of utmost importance to ensure the survival and prosperity of the crew: communication and organization under the captain and quartermaster were the cornerstones of success in a ship. Insubordination was unacceptable and severely punished.

The Pirate Code

The Pirate Code was initially designed by the buccaneers in the 17th century and became an important symbol of piracy during the Golden Age. Derived from privateers' own codes and earlier maritime laws, it's a set of codes that all parties on board had to adhere to.

Before being considered part of the crew, one would have to sign the code (not always willingly) and then swear an oath of allegiance, often on a bible. Differing from ship to ship, they would dictate the rights each member possessed, their obligations, distributions of justice, as well as their share of the loot. Breaking the code was considered a cardinal sin and would result in harsh consequences, even going as far as death.

The following Pirate Code was the one provided by Captain Bartholomew “Black Bart” Roberts:

The Pirate Code

I. Every man shall have an equal vote in affairs of moment. He shall have an equal title to the fresh provisions or strong liquors at any time seized.

II. Every man shall be called fairly in turn by the list on board of prizes. But if they defraud the company to the value of even one dollar, they shall be marooned. If any man robs another, he shall have his nose and ears slit and be put ashore where he shall be sure to encounter hardships.

III. None shall game for money either with dice or cards.

IV. The lights and candles shall be put out at eight at night and if any of the crew desire to drink after that hour, they shall sit upon the open deck without lights.

V. Each man shall keep his piece, cutlass, and pistols at all times clean and ready for action.

VI. No boy or woman to be allowed amongst them. If any man shall be found seducing any of the latter sex and carrying her to sea in disguise he shall suffer death.

VII. He that shall desert the ship or his quarters in time of battle shall be punished by death or marooning.

VIII. None shall strike another on board the ship, but every man's quarrel shall be ended on shore by sword or pistol.

IX. No man shall talk of breaking up their way of living till each has a share of 1,000. Every man who shall become a cripple or lose a limb in the service shall have 800 pieces of eight from the common stock and for lesser hurts proportionately.

X. The captain and quartermaster shall each receive two shares of a prize, the master gunner and boatswain, one and one-half shares, all other officers one and one quarter, and private gentlemen of fortune one share each.

XI. The musicians shall have rest on the Sabbath Day.

The Decline of Piracy

As the War of Spanish Succession dwindled to an end and pirates-turned-privateers lost their status as governmental allies, rebecoming sea brigands, the British Royal Navy, the British East India Company and colonial governors were given much more power and resources towards the eradication of piracy. All major powers increased their naval presence in trade routes or around ports in coastal towns, which made pirate raids much harder. Safe Havens such as Nassau were also being closed and punishment became harsher, leading to fewer incentives to continue down this path.

The Act of Grace saw officials offering pardons from King George I of Great Britain with promises of land and work in the new colonies to incentivize pirates to abandon their old lives. Many did accept this pardon to turn toward more legitimate careers. Others even went as far as becoming pirate hunters and turned on their past comrades. The ones who didn't abandon their criminal activities were promised to be met with harsh and cruel punishments as colonies were now allowed to try and hang pirates. These pirates would be tried in maritime law by new commissioners in colonies, and given zero representation. They would eventually be hung and displayed for all to see as a warning to those who refuse to submit to the Crown. On the other hand, the Royal Navy was becoming increasingly powerful as a force to be reckoned with. By 1718, the British boasted around 124 ships, all dedicated to hunting down and eradicating pirates, a stark contrast to only two ships in 1670.

This committee will pay particular attention to the safe haven of Nassau, a Caribbean island on which the infamous anarchical Republic of Pirates was established. The siege and eventual defeat of Nassau was a climactic point in the squandering of piracy in the Western Hemisphere.

Delegates, it is up to you to prevent or circumvent the decline of piracy and the defeat of the Republic of Pirates by British forces.

General Timeline of Events^{3,8,10}

13th century – Piracy rose in the Mediterranean.

Late 14th century – English and French fleets combined their forces in battle against African-based corsairs.

16th century – Rise in maritime technology and trade traffic between Europe, Africa, and the New World gave rise to piracy. Numerous ships and towns were ransacked in the newly discovered America.

1557 – Conflict between England and Spain brought the rise of privateers. Many famous privateers fought in the seas of Central America, most notably Sir Francis Drake.

1623-1638 – The Caribbean became a haven for pirates. Over 500 ships were destroyed or raided.

1650 to 1680 – Anglo-French commenced their attack on Spanish shipping lanes and ports, creating the first phase of the “Golden Age of Piracy”.

1690s – Caribbean-based pirates started doing their “Pirate Round” by sailing to the Indian and Red Sea in search of trade ships sailing from and to India

1695 – Pirate Captain Henry Every captured Indian treasure ship that contained incredible wealth..

1701 – Trial and execution of famous Scottish pirate William Kidd.

1713 to 1718 – British pirate Benjamin Hornigold is active in the Caribbean and North American coast.

1716 to 1720 – English pirate Charles Vane is active in the Caribbean and the east coast of America.

1717 – Woodes Rogers is appointed Governor of the Bahamas for the first time.

Mar 1717 to Oct 1718 – Barbadian pirate Stede Bonnet is active in the Caribbean and off the east coast of North America.

Apr 1717 – British pirate Samuel Bellamy dies when his ship Whydah is shipwrecked off Cape Cod.

Oct 1718 – Pirate crews of Blackbeard and Charles Vane enjoy a week-long party on Ocracoke Island, North Carolina.

Nov 1718 – Pirate crew of Charles Vane votes to depose him, electing John Rackham ('Calico Jack') as their new captain.

Nov 1718 – Barbadian pirate Stede Bonnet is hanged in Charleston, South Carolina.

General Timeline of Events Cont'd ^{3, 8, 10}

Apr 1719 – Anne Bonny and John Rackham steal a ship in the Bahamas and embark on a life of piracy in the Caribbean.

Nov 1720 – 'Calico Jack' (John Rackham), Anne Bonny, and Mary Read are apprehended in the Caribbean by Jamaican authorities.

28 Nov 1720 – Anne Bonny and Mary Read are tried for piracy in Jamaica, found guilty, but their sentence of death by hanging is postponed as both are pregnant.

Mar 1721 – English pirate Charles Vane is hanged in Jamaica.

Jan 1722 – Welsh pirate Bartholomew Roberts captures 11 ships off the West African coast.

12 Feb 1722 – Welsh pirate Bartholomew Roberts ('Black Bart' Roberts) is killed in action against the Royal Naval vessel HMS Swallow.

1720 – English government managed to capture famous pirate captain Jack Rackham.

1722 – Death of the wealthiest pirates of his time – Bartholomew Roberts.

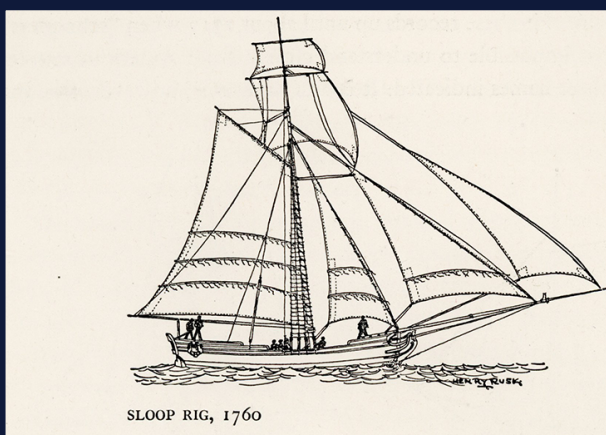
1716 to 1730 – Final stage of the “Golden Age of Piracy”. It was marked by scores of ex-privateers who refused to retire after the hostilities between European countries ceased. They returned to piracy until the combined military forces of Europe and America weeded them out.

Pirate Technology

Ships¹²

Sloop: Originating in Bermuda in the 17th century, it was the most popular ship during the Golden Age. Extremely versatile, they were easily adaptable to pirates' needs. The sailboat was notable for only having one head sail at the front, which made it simpler to operate, while still enabling good performance in different wind directions. They were fast and easily maneuverable, perfect for merchants and pirates alike. With a speed of over 10 knots, merchants in the Caribbean could easily outrun pirates and pirate merchants after a raid. Pirates also preferred it as the ship allowed for swift attacks and raids. Additionally, its small size made it an extremely attractive choice compared to heavier, bulkier and slower ships as they looked inoffensive and allowed for more discreet tactics. Its shallow draft (bottom of a ship) allowed pirates to escape larger vessels by navigating shallow waters.

Brigantines: Sharing similar characteristics to the Sloop, this ship was also a common one within the Mediterranean, second only to the Sloop. It was characterized by two masts, a full square rigged foremast and at least two sails on the main mast including a square topsail and a gaff sail mainsail behind the mast. Pirates enjoyed its speed and easy maneuverability, which were perfect for their needs. It also had the same shallow draft as the Sloop, allowing it to navigate shallower waters. They were mainly used for longer battles and spoils as their bigger size and capacity – holding over 100 men – allowed for greater firepower and more storage. Oars were also commonly added in some designs to counter low winds. They come in various sizes, although all were bigger than sloops.



Sloop



Brigantine

Ships¹²

Galleon: From the Spanish during the 15th to 17th centuries, this was a much bigger ship that was designed for bigger cargo, while being defendable with cannons and other arms. They were even sometimes used as warships. Indeed, most of them had three masts, two square-rigged with a lateen sail on the stern-most mast. Two or more gun decks were also included with 70-100 guns. Its crew counted 200-400 sailors. However, its large size also had its defects: it was slower and harder to maneuver. It was thus preferred by merchants and the Spanish Armada while being the perfect target for pirates.

Schooners: Another fast and easily maneuverable boat, which made it quite popular in the Caribbean and Atlantic. Designed by the Dutch in the 16th or 17th century, it would be altered in North America in the early 18th century to cater to these pirates' needs. It held fore-and-aft sails on two or more masts, the foremast being shorter than the main and no taller than the mizzen if there is one. It also had larger amounts of storage for guns and cannons allowing it to intimidate nearby ships, despite its smaller size. Similar to the other ones, it also had a narrower hull and even shallower draft, allowing it to navigate shallow waters.



Galleon



Schooner



Republic of Pirates

Introduction

The Bahamas – New Providence island and its capital Nassau to be exact – harboured the infamous "Republic of Pirates" from about 1706 to 1718. It was initially claimed by Spain but after falling into the hands of the British, it became an epicentre for piracy due to its strategic location amidst the chaos of European conflicts in the Caribbean. Henry Every's arrival in 1696 set the stage for this golden age of piracy on Nassau, with the Bahamas offering a base for piracy and privateering activities during the War of the Spanish Succession.

History and Foundation^{13, 14, 15}

Nassau, the capital of the Bahamas located on New Providence island, has a rich history rooted in its foundation during the colonial era. Originally belonging to Spain, the Bahamas came under British control in 1648 when settlers from Bermuda, known as the "Eleutheran Adventurers," arrived. By the latter half of the century, Britain formally connected the islands to the newly established province of Carolina – "an absentee-landlord arrangement"– on the American Mainland, allowing for disorder to thrive in the absence of effective governance.

The War of the Spanish Succession made for a very chaotic environment in the Caribbean region. Because of the tensions back in Europe, French, Spanish, Portuguese, British, and Dutch ships were essentially at odds with each other in the Atlantic Ocean, making this the perfect location for pirates and privateers seeking riches in the Caribbean.

England, in particular, played a significant role in shaping the pirate world. Legislative acts, such as the Navigation Act of 1651, incentivized piracy by restricting colonial trade to English vessels. Colonial governors often turned a blind eye to piracy or actively supported it, leading to rampant illegal maritime activities.



Republic of Pirates

The establishment of Nassau as a hub for piracy and privateering began with the arrival of Henry Every in 1696. His ship, the *Fancy*, carrying stolen treasures – 50 tons of elephant tusks and 100 barrels of gunpowder to be exact – found haven in Nassau after the governor, Sir Nicholas Trott, accepted a bribe. This one instance set forth a precedent for piracy in this region since Nassau began to be seen as a safe place where pirates could conduct their illegal behaviour. Thus, the echoes of the Republic of Pirates began to brew on the island, with the growing group gaining more and more power as the years went on.

In the years following Every's arrival, Nassau became an infamous place for pirates and privateers, earning it the moniker of the "Republic of Pirates." The lawless atmosphere and lax governance invited many pirates and privateers in and grew exponentially.

Pirates of Nassau formed a loose confederation, with captains like Benjamin Hornigold, Edward Teach (better known as Blackbeard), and Charles Vane among the most infamous. They operated under their own code of conduct, often targeting ships of rival nations and engaging in acts of piracy that struck fear into the hearts of merchants and sailors alike.

Despite occasional attempts by British authorities to crack down on piracy in the region, Nassau remained largely beyond their control. The pirates fortified the island and established their own system of governance, electing leaders and enforcing their own laws. This period marked a unique chapter in Nassau's history, where lawlessness and adventure intersected amidst the backdrop of colonial power struggles.

Maps of New Providence Island (Nassau)



Current Situation

The European powers are trying to engage in diplomatic negotiations with the pirates, which aim to persuade the pirates into voluntary surrender, in return for amnesty and pardon.

Furthermore, the British Royal Navy is preparing to establish a blockade around Nassau. It will put pressure on the pirates since most of their food, water and essential supplies are imported from neighbouring regions.

There has been talk of the British planning for a siege after the blockade takes its crippling effect on Nassau. They intend to employ the aid of pirates who have surrendered to the crown to further the British attack.

An assembly has been convened in Nassau, intending to unite the pirate community and respond to the European threat. Feared and respected captains from all walks of life will be present, and, in a first, their goal will be the same: preserving the essence of piracy, lest they, their crews, and their livelihoods perish.





Questions to Consider

Political and Diplomatic:

- What organizational structures and governance systems can pirates implement to better withstand pressure from outside powers?
- What diplomatic approaches can pirates employ to negotiate with incoming forces?

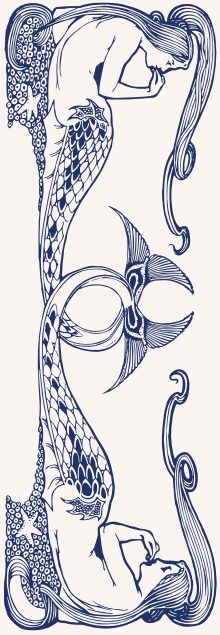
Economy and Technology:

- How can the Republic of Pirates diversify their economy and resources to reduce dependence on raiding and looting? How can they preserve their economy?
- How can pirates adapt their naval tactics to counter advancements in European naval technology and strategies?

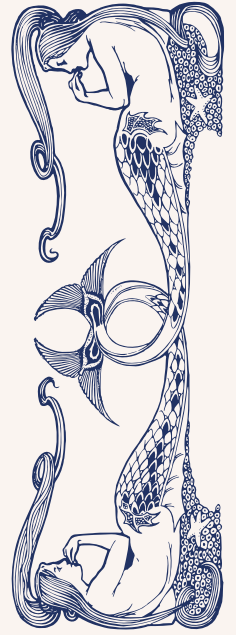
Artistic, Cultural and Societal:

- How can pirates preserve their unique cultural identity and societal values while adapting to the changing geopolitical landscape?
- What efforts can be made to document or commemorate the experiences and achievements of pirate communities through visual arts, music, or oral traditions? How can this help preserve the essence of piracy?

Character List⁴



The characters are placed in random order, and not in any order of importance or status as they each hold the key to the success or failure of this committee. Furthermore, these characters are representative of real people, some of whom have acted in reprehensible ways; ways which are not acceptable in society or in this committee. As such, delegates are encouraged to embody their character's goals and ambitions while remaining diplomatic and respectful of others at all times, in speeches and actions.



John “Calico Jack” Rackham^{2,5}

English pirate, Captain of the Ranger

While not being exceptionally rich or powerful, John Rackham sets himself apart from other pirates by being one of the few captains to have women in his crew.

John Rackham's career as a pirate would start after he seized the role of captain from Charles Vane on one of his ships *Ranger*, in 1718. After some plundering here and there, he would eventually accept the King's Pardon in Nassau, where he began an affair with the wife of a sailor named Anne Bonny. Together, they stole a sloop and John, once again, became a pirate, with his new wife dressing as a man to blend in with the crew. Anne wouldn't be the only woman in his crew, however. When capturing a merchant ship, Mary Read (also disguised as a man) joined his crew. Together, they would continue to plunder for years, all whilst being pursued by pirate hunters.





Henry Jennings¹

British Privateer-Turned-Pirate, Founder of the Republic of Pirates at Nassau

Henry started his privateering in 1716 with the command of 3 ships and around 150-300 men, among which was Charles Vane. He made a hefty profit by raiding Spanish ships and salvaging supplies from abandoned camps. Eventually, he wanted to go bigger and started raiding French ships with the help of Samuel “Black Sam” Bellamy. That is until Sam betrayed him, leading Henry to go on a murder spree, which earned him the status of “pirate”. This forced him to flee Port Royal and set up a new pirate base in Nassau. After this, he retired from piracy and became the unofficial leader of the Republic of Pirates. He would eventually accept the King’s Pardon in 1718, and peacefully lived the rest of his life until old age; an uncommon circumstance for most pirates during this period. His actual career of piracy may have been short, but Henry Jennings is important for his contribution to creating the stage for this standoff.

Stede Bonnet²

The Gentleman Pirate, Captain of the Revenge, Later Renamed Royal James

Stede Bonnet was born into privilege in the 1680s where he enjoyed a liberal education and attained the rank of major before succumbing to a sudden midlife crisis. Despite lacking seafaring experience and with no apparent grievances against society, he abandoned his family and status to live a life of piracy in 1717. Financial troubles, likely exacerbated by natural disasters and personal tragedies – including the loss of a child – likely contributed to this decision.

Despite having once accepted the King’s pardon, piracy was Bonnet’s calling and, having renamed his ship and adopted an alias, he would resume his life of adventure and terrorizing the seas.





Sir Henry Morgan²

Welsh Privateer, Later Lt. Governor of Jamaica, Captain of the Satisfaction

Despite never having officially declared himself a pirate, Welsh privateer Henry Morgan often acted in ways not officially sanctioned by the British or legitimized by his *lettre de marque*. Having had a fruitful and successful career prior to the War of Spanish Succession, acting on behalf of the British Crown and attacking Spaniards in the Caribbean, he would begin to go beyond his duties, pillaging and raiding towns on land all over Latin and South America. Eventually, his attacks on the Spanish forces would shed him in a favourable light in front of the English authorities. As such, he would be appointed Lieutenant Governor of Jamaica, in recognition of his leadership skills and prowess at sea. Despite his high-ranking position, he would continue to wander the seas and lead his men into battle. With strong political, social, and financial capital, Morgan was a force to be reckoned with during the Golden Age of Piracy.



Benjamin Hornigold²

Privateer, Turned Pirate Captain, Turned Pirate Hunter

Infamous in the Caribbean for his long-lived career as a pirate, Hornigold was at one point a mentor to pirates of great renown such as Edward 'Blackbeard' Teach and Sam 'Black Sam' Bellamy. He commanded a fleet of ships and often worked alongside other Captains. His most famous fruitful collaboration was with Blackbeard, during which they captured a French merchant ship. After illustrious decades of banditry at sea, Hornigold would accept the King's pardon and make his money hunting his once-brethren. He famously attempted to capture Charles Vane but was unsuccessful. A sea-farer to the end, Hornigold was a man of legend that shaped the careers of many who came after him.





Anne Bonny ^{2,5}

Irish-American Pirate

Fiery-tempered and strong-willed, Anne Bonny (née Fulford) was illegitimately born to a lawyer father, and, for a time, apprenticed in disguise to follow in his steps. However, she would eventually be betrothed, and, unhappy with this, would instead marry John Bonny, a sailor of whom her father disapproved. The pair moved to New Providence Island, where Bonny would meet John Rackham. Disenchanted with her husband and his role as an informant for the governor, she would join Rackham's crew in disguise. The pair, later joined by Mary Read, another prolific woman pirate, would raid and commandeer ships along the Caribbean. Their actions were noticed by the authorities, who would send privateers and pirate hunters their way. Although they would end up being captured and tried, it is speculated that, having had a stay of execution due to pregnancy, Bonny would go on to escape capital punishment due to her father's influence. She was an influential figure in piracy and paved the way for women with her fierceness and loyalty.



Charles Vane²

Pirate, Once Captain of the Ranger

Known for his cruelty, Vane was a pirate of relative success, having captured the attention and ire of the British and Spanish alike. As his surname implies, he had quite an ego: when offered to take the King's Pardon, he vehemently refused, shooting at the Governor's ship in a sign of defiance. His ego and ruthlessness were double-edged swords; on one hand, they helped him terrorize the seas and capture booty, and, on the other, they led to his crew's mutiny. Indeed, Vane was accused of not sharing his plunder, which, in a pirate's world, is unacceptable. His iron fist led him to lose everything as his crew seized the *Ranger* and appointed John Rackham as captain. Left with a small brigantine and a handful of men,



he was set on rebuilding his power, but, having been caught in a storm, his ship would wreck. He would then be captured by the authorities and tried for his numerous crimes.



Edward 'Blackbeard' Teach²

Privateer-Turned-Pirate, Captain of Queen Anne's Revenge

Having started out as a privateer during the War of Spanish Succession, Teach would turn to piracy starting in 1716. Having captured and refurbished a French merchant ship, he would sail along the Eastern North American coast and around the Caribbean. His claim to fame was his black beard, which, according to some, he would 'set alight' before battle using little candles and small fuses, inciting terror in those who had the misfortune of facing him. He was prolific in the Eastern U.S, having established a 'Pirate Base' in North Carolina, all while collecting tolls and splitting the earnings with the state's governor. He became a folkloric figure as many believe that he buried a great treasure, which has never been found.



Thomas Barrow²

Pirate, Self-Proclaimed Governor of New Providence

Another of Benjamin Hornigold's disciples, Barrow was active in the Caribbean post-Spanish Succession despite not having a ship of his own. Having started out as a mate on a merchant ship, he turned to piracy after having been fired for assaulting another officer and arrested for stealing from a nobleman. Once he gathered a ship, he made his way all over the Caribbean, robbing and pillaging Spanish ships, before heading for Nassau. A charismatic leader with an ego to match Narcissus, he would claim entire straits and merchant routes in his name. Though not exceptional in ways other than his daring, he would rise to infamy after declaring himself governor of New Providence and creating a temporary Pirate Haven on the island.



Samuel 'Black Sam' Bellamy²

"Richest Pirate in History", Captain of the Whydah Gally

Born in England, Bellamy first set sail under the British flag as a teenager. After leaving the Navy, he would spend time in America searching for treasure amidst sunken ships across the United States. This would prove unprofitable, and he would soon join the likes of Hornigold and Teach, officially becoming a pirate. Despite not being active for long, he captured over 53 vessels in a year, earning him the title of #1 Top Earning Pirate according to Forbes magazine. Although he engaged in piracy, his time in the noble navy left an impression on the sailor; imbued with principles from his years of service, he was known for his generosity and kindness with his crew and even those he raided or captured.



Some knew him as the Pirate Prince or as the Robin Hood of the Seas; he seemingly enjoyed these monickers as he would in turn call his shipmates 'Robin Hood's Crew'. He was also apparently quite the ladies' man after abandoning the powdered wig in favour of his natural long black hair, hence the nickname 'Black Sam'. Overall a catch, in more ways than one, Black Sam was a force to be reckoned with.

Bartholomew 'Black Bart' Roberts²

Pirate, Captain of the Royal Fortune

Born in Wales, Roberts was initially forced into piracy when the ship he worked on was captured. Despite his initial reluctance, he would go on to full-heartedly embrace piracy. Recognized for his smarts, wit, and navigation skills, he would become a confidante of Captain Davis who captured him. Roberts would go on to be elected captain by the crew a mere 6 weeks after his capture when Davis was killed. From then on, his many successes would garner him fame and loyalty. He would sail across the Americas, capturing ships along the way, which would ultimately total over 470. For his exploits, he is considered one of the most successful pirates of the Golden Age. His leadership skills were unmatched and he embodied the essence of a pirate.





William Kidd²

Scottish Privateer, Captain of the Adventure Galley

A Scottish Privateer sailing under the British Flag, Kidd was a masterful captain. Having sailed all over the world, from Europe to Africa, and throughout the Americas, he was well-traveled and a skilled navigator. He worked as both a pirate hunter and a privateer, generally protecting British interests. However, after an unsuccessful mutiny in his fleet and multiple failures in achieving targets, he turned to more brutal techniques. He began to sail under false flags, outsmarted the Royal Navy on more than one occasion to preserve his power, and raided ships for personal gain. He was denounced as a pirate and hunted in turn. He would be hunted down by men not unlike his previous self, and eventually tried for treason and piracy. However, the legend of Captain Kidd would spread far and wide, recounting the hidden treasure that he is said to have buried while fleeing authorities.



Mary Read^{2,5}

Pirate

Born in England, Read was first made to dress as a boy by her mother for financial reasons. Mary was the product of an affair, and her older brother, a legitimate child, had died. To keep getting money from the boy's grandmother, Mary's mother made her pretend to be her dead brother until the grandmother's death when Mary was 13. Nonetheless, she continued dressing as a boy and went on to join the military to fight in Flanders. There, she met her husband, with whom she opened a tavern in the Netherlands. Unfortunately, he died, and Mary resumed her life as a man, joining the Navy and sailing to America. A skilled swordswoman, she inspired fear in those she fought. At some point, her ship would be captured, and she, alongside her crewmates, would be forced to join the pirates. From there, she would end up in Nassau, where she would encounter Rackham and Bonny, joining them aboard the *Ranger*. The trio would ravage the Caribbean until their capture.





Amaro Pargo²

Spanish Trader, Privateer and Corsair, Captain of the Ave Maria

Born in Spain, Amaro Rodríguez-Felipe y Tejera Machado was raised wanting little in a very devout Christian household. In his early 20s, he first began sailing on a merchant ship sponsored by the Spanish Crown, and his outsmarting of pirates that would try to capture it would earn him the role of captain. Eventually earning a letter of marque from the King of Spain, Pargo was a prolific privateer, protecting Spanish interests in the Caribbean. Although never engaging in outright piracy, he was denounced as a pirate by the British. Nonetheless, he continued his honourable work and simultaneously continued to donate large sums to various



religious organizations. A man of God through and through, Pargo would prefer to talk rather than clash swords. However, as a master swordsman, he was not above a fight and would go to great lengths to protect the godly Spanish crown. Although neither brigand nor criminal, he has a lot at stake in the potential siege of Nassau, with the British forces being a common enemy between his crew and the rest of the committee.

Olivier 'La Bouche' Levasseur²

French Privateer-Turned-Pirate, Captain of La Louise

Born into a wealthy French family, Levasseur was educated as an architect. During the War of Spanish Succession, he was given a letter of marque and defended French interests in the Caribbean. After the war, life at sea had drawn him in, and he joined Benjamin Hornigold and his band of pirates. Aboard *La Louise*, he would raid and pillage along the Eastern coast of South America. Respected for his leadership, charisma, and eloquence, he would be elected captain of another ship after *La Louise* sunk. Although he would leave the Caribbean for the spoils of Africa and the Indian Ocean, he was a notable figure during the Golden Age of Piracy and a strong opponent of Royal Pardons that went against pirates' welfare. He is also said to have buried a massive treasure, the location of which is hidden in a cryptogram on his necklace.





Henry Every²

“The King of Pirates”, Captain of the Fancy

Prior to his illustrious piratical endeavours, Every was a sailor in the Royal Navy. After setting sail as a pirate and captain of the captured ship aptly renamed *Fancy*, he and his crew would indiscriminately loot vessels all over the world. His claim to fame is the plunder of Emperor Aurangzeb's (of the Mughal Empire) ships. The booty is said to have been one of the biggest in pirate history. However, the large sums put targets on Every and his men's backs, thus engendering disagreements as to where to go following the raid. Eventually, the crew would elect to sail to Nassau, where they would disband and go their separate ways after disagreements with the local government exacerbated their



stress regarding the riches. While some of Every's crew would get caught, the legend himself would evade capture. With money that would rival the caches of nobles. Every disappeared in Nassau, likely having retired and lived lavishly until his death. Every epitomizes the heights towards which pirates wish to live up to. The King of Pirates, through his expertise, evasive prowess, unimaginable riches, and incontestable smarts, is someone who cannot be ignored when discussing the fate and evolution of piracy.



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