SECONDARY SCHOOLS' UNITED NATIONS SYMPOSIUM 2016

Crew of the Queen Anne's Revenge

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yo ho, yo ho… a pirates life for me…

SSUNS 2016 Background Guide

Queen Anne's Revenge

Ahoy Scallywags!

Welcome aboard the Queen Anne's Revenge, I am Captain Blackbeard and I will serve as your chair for this committee. Ye have just been selected to join me crew. Spared from the depths of Davey Jones Locker; where I sent just but a handful of ye bilge rats. Ye are the few who will haul wind to plunder these addled seas with me, or ye'll kiss the gunner's daughter and dance the hampen jig. But before ye get back yer sea legs, I'll be introducin' ye more to the carouser who is yer Committee Director and m'self.

Hi Delegates!

I am your chair and my name is Katie Gillis. I am a junior studying Economics and History. I'm originally from Philadelphia, but I've since lived in Montana, Montreal, Manhattan, and D.C.; studying, working, and trying new things. I've staffed at McGill's Model UN conferences since I was a freshman, and competed at collegiate conferences hosted by Yale and Harvard.

Your Crisis Director is Philippe April, a Montreal native, and is coming up on his fifth year of participation in Model UN. A third year Political Science and History student, he's lived the majority of his life abroad in the Middle East. As a delegate, Phil has won awards at a variety of international conferences, and he's excited to see how delegates will portray the strong and varied characters during debate. Inventive plans, strategic thinking, and ruthless tactics are what he is expecting to see during the committee.

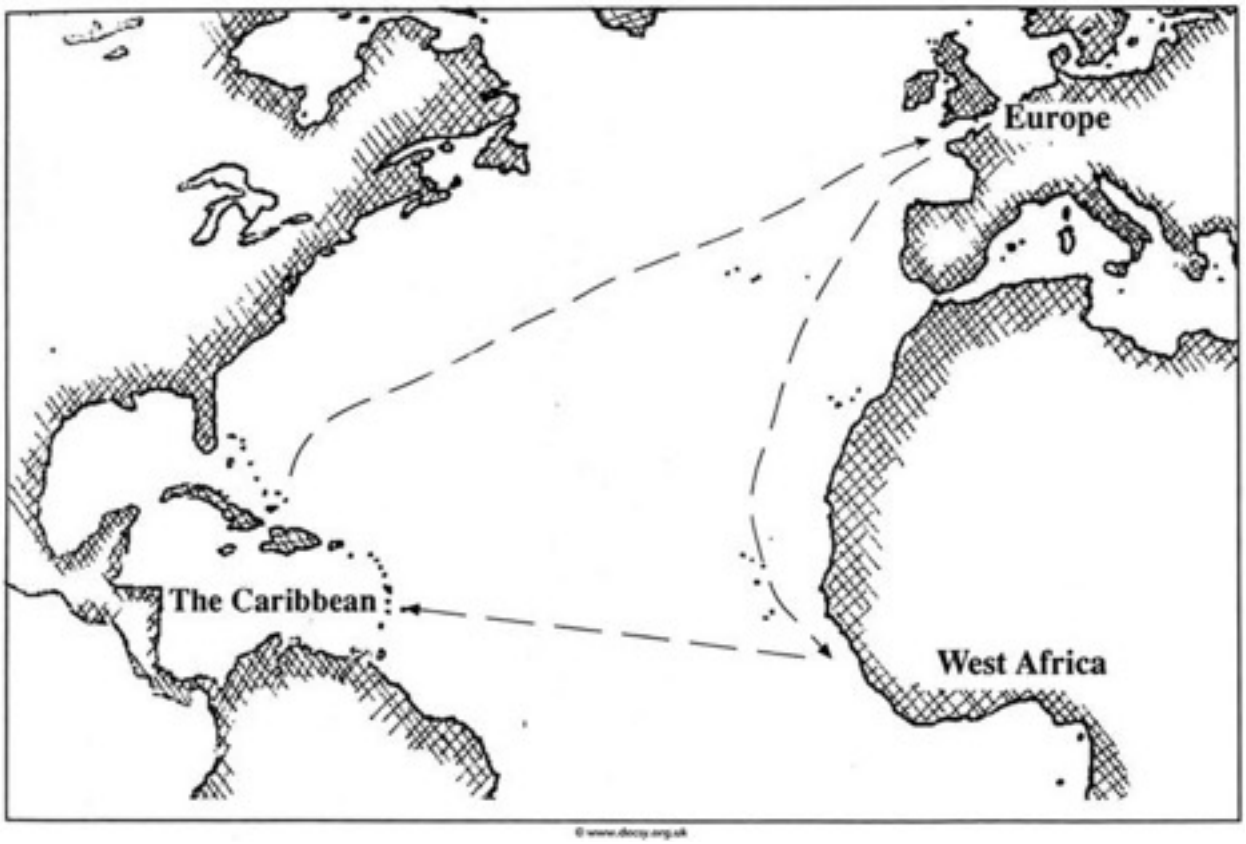
History

The ship known as Queen Anne's Revenge originated as a French slave ship termed *La Concorde*, about which only little is known.

The French Slave Trade

The French slave trade operated between 1619 and 1864, making an estimated 4,033 slaver voyages and becoming the third largest trade behind the British and Portuguese. Ninety percent of French slaver voyages delivered slaves from the West African subcontinent to the New World, in the French-colonized Caribbean, before returning to berth at ports in Le Havre, Nantes, Bordeaux, and La Rochelle. French colonies at Saint-Dominique, Martinique, and French Guiana had larger populations and were more productive than their British and Spanish counterparts. Saint-Dominique (modern-day Haiti) is estimated to have seen a total of ~600,000 - 700,000 slaves brought over, and due to sugar plantations became the most profitable colony in the Americas during the 18th century. This journey came to be known as the two-month 'middle passage' of triangular trade; described as French ships leaving in the Spring loaded with goods to trade on the African coast, whereupon they purchased slaves to bring to the New World. They would then fill up with cargo to bring back to France.

Triangular Trade



Summary of the French Slave Trade

SOURCES OF AFRICANS SOLD IN THE FRENCH CARIBBEAN BY FRENCH SHIPS (IN PERCENTS).

Region	*St. Domingue*	*Martinique*	*Guadeloupe*	*Guyane*
Senegambia	6.9	7.2	17.1	22.9
Sierra Leone	3.7	3.0	10.2	6.8
Windward Coast	0.8	1.7	0.0	1.6
Gold Coast	4.5	6.4	0.0	3.2
Bight of Benin	26.3	46.4	13.3	25.1
Bight of Biafra	5.0	7.6	29.0	21.8
West Central Africa	49.2	27.1	28.8	15.2
Southeast Africa	3.6	0.7	1.6	3.5
Total	100.0	100.0	100.0	100.1
Captives (N)	599,804	94,126	15,585	11,455

All slaves disembarked per ship are attributed to the main port of disembarkation. Guyane includes one voyage to Oyapock.

La Concorde

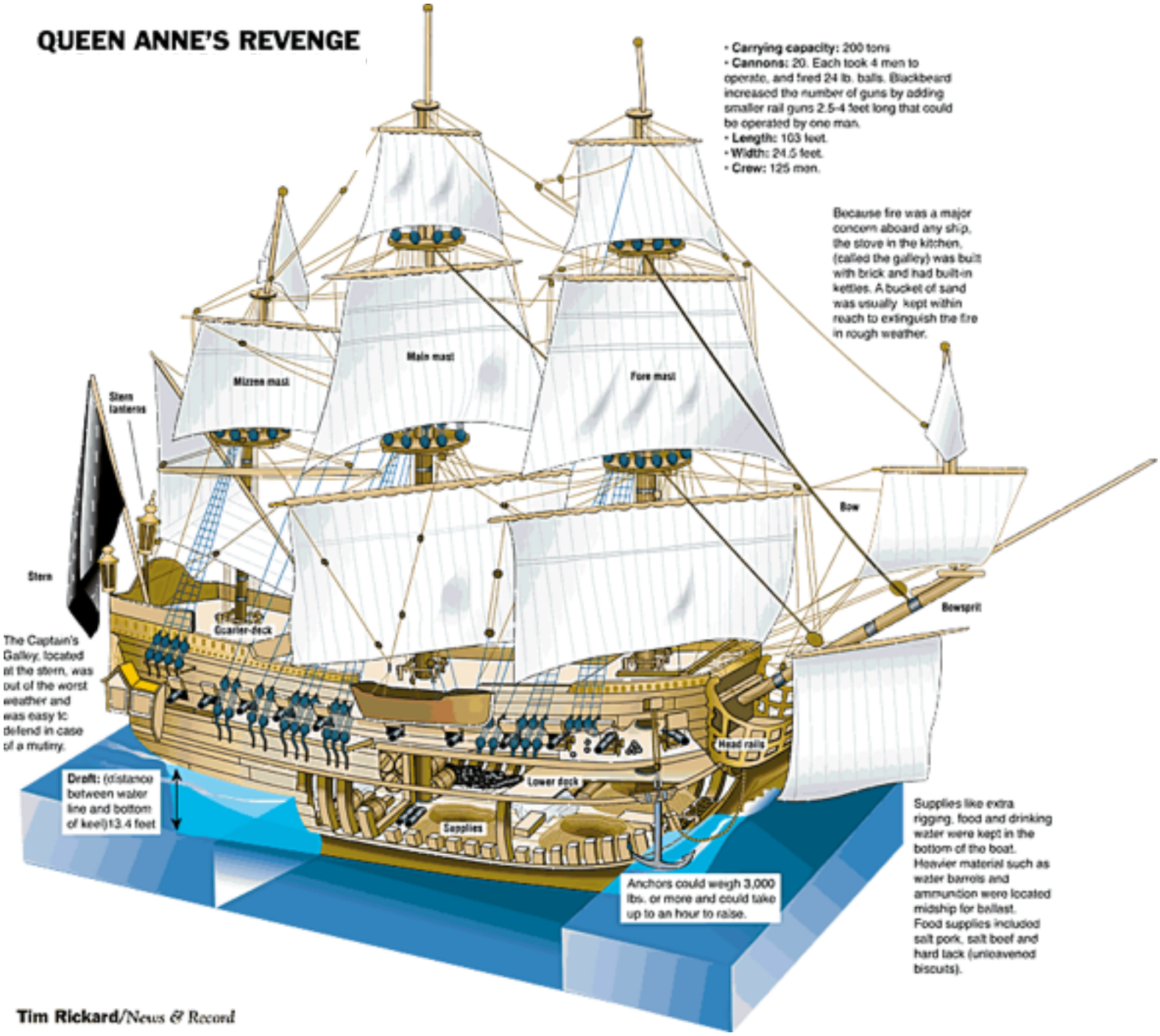
La Concorde was owned by the French merchant, Rene Montaudoin, and operated out of Nantes. The Montaudoin family managed the leading company involved in French slavers during the 18th century, at which time Nantes was the central French port for such activities. *La Concorde* is believed to have been constructed in England, however it is unknown from whom Mr. Montaudoin purchased her.

She embarked on her first voyage as a privateering vessel in July 1710, stopping off the coasts of Guinea and Cote d'Ivoire before making way to Martinique, Tobago, Saint-Dominique, and Cuba; returning to berth in the Port of Nantes in November of 1711. Her next voyage marked the beginning of *La Concorde* as a slaver ship, leaving in the spring of 1713 to Benin and Martinique, returning in July of 1714. She would make two more trips across the 'middle passage' transporting slaves, first 1715 and then again in 1717. The latter of these voyages was captained by vessel officers Captain Pierre Dosset and Lieutenant Francois Ernaut, but they never made it to their destination.

Queen Anne's Revenge

La Concorde was about 100 miles away from Martinique when pirates descended on her. The French sailors aboard the slaver ship were weak from the journey of the 'middle passage'; sixty-one slaves and sixteen crewmen had perished, with another thirty-one crew members ill from scurvy and dysentery. The pirates were sailing in two stoops; one with a hundred-and-twenty men and twelve cannons, the other with thirty men and eight cannons. After two rounds of fire, Captain Dosset surrendered *La Concorde* to the pirate Captain, Benjamin Hornigold.

Captain Hornigold sailed with a first mate, Edward Teach, to whom he gave *La Concorde* to Captain in his own right when he retired in 17132. Edward Teach (or Thatch), better known as 'Blackbeard', sailed with as many as 300 men thereafter.


QUEEN ANNE'S REVENGE
• Carrying capacity: 200 tons
• Cannons: 20. Each took 4 men to operate, and fired 24 lb. balls. Blackbeard increased the number of guns by adding smaller rail guns 2.5-4 feet long that could be operated by one man.
• Length: 103 feet.
• Width: 24.5 feet.
• Crew: 125 men.
Because fire was a major concern aboard any ship, the stove in the kitchen, (called the galley) was built with brick and had built-in kettles. A bucket of sand was usually kept within reach to extinguish the fire in rough weather.
Main mast
Mizzen mast
Fore mast
Stern lanterns
Stern
Bow
Bowsprit
Quarter-deck
The Captain's Galley, located at the stern, was out of the worst weather and was easy to defend in case of a mutiny.
Head rails
Lower deck
Supplies
Draft: (distance) between water line and bottom of keel)13.4 feet
Anchors could weigh 3,000 lbs. or more and could take up to an hour to raise.
Supplies like extra rigging, food and drinking water were kept in the bottom of the boat. Heavier material such as water barrels and ammunition were located midship for ballast. Food supplies included salt pork, salt beef and hard tack (unleavened biscuits).
Tim Rickard/News & Record

The Golden Age of Piracy

Wars and Treaties

During the beginning of the seventeenth century the *Thirty Years War (1618-1648)*, between the Holy-Roman Catholic Habsburgs and their Protestant European rivals, devastated continental Europe and its' power structure. Spain and Portugal, whom had previously laid claim to the lands of the New World, were challenged in the scale and scope of their hegemony. The outcome of the war, **The Peace of Westphalia**, included a newly independent Dutch Republic and the rise of France as a dominant power in Europe later reaffirmed by the Spanish defeat in the subsequent *Franco-Spanish War (1635-59)*.

The English presence in the Caribbean was established in spite of their ongoing conflicts with the Spanish. Privateering and buccaneers active at this time were integral strategies of war in the region. As the Dutch Republic grew its trade networks they engaged with the English and their superior naval forces in the *Anglo-Dutch Wars*. The first three of the *Anglo-Dutch Wars* took place in the seventeenth century: *1652-1654*, *1665-1667*, and lastly *1672-1674*. The first of these conflicts stemmed from English privateers attacking Dutch merchant ships, and tensions did not fall until 1674, **Treaty of Westminster,** in which the united Dutch and English formed a powerful naval force.

Soon after, the French maintained their dominance as a European power by achieving victory in the *Franco-Dutch War* (sometimes *the Dutch War*), which took place from 1672-1678. The Anglo-Dutch alliance later united against King Louis XIV of France alongside the Holy Roman Emperor and King Charles II of Spain in the *War of the Grand Alliance* (or *Nine Years' War*). The **Treaty of Ryswick**, signed on *September 20, 1697,* which settled the *Nine Years' War,* also settled the matter of piracy as an international crime.

Privateering and naval warfare, however, continued to blossom under the *War of Spanish Succession* from *1701-1714*. The question of succession to the Spanish throne caused the reformation of the Grand Alliance (English, Dutch, Austrian, et al.) and stirring maritime occupancies at this time. When the **Treaty of Utrecht** *(1713)* and **Treaty of Rastatt** *(1714)* ended the *War of Spanish Succession*, many privateers and naval officers were left without alternatives creating a climate in the Caribbean ripe for buccaneers and piracy.

Privateering

The precedent to the 'Golden Age of Piracy' came in the form of sanctioned and often sponsored privateering, which was contingent upon warring nations targeting one another for naval raids. Before and in the early days of the Golden Age of Piracy, privateers such as Sir Henry Morgan were renowned for being both a vicious marauder as well as a respectable member of the British Navy, earning a knighthood and later being crowned Lieutenant-Governor of Jamaica. His service to the crown was raiding exclusively Spanish targets, such as his infamous attack on Portobello, even after the British and Spanish signed a formal peace treaty. The life of a privateer and the life of a pirate may have been virtually indistinguishable, and the two terms have come to be practically interchangeable today. The significant difference between the two is how these acts were viewed by their governments at each point in history.

In order to be a sanctioned privateer, one was given a Letter of Marque indicating that the private citizen had been authorized by their government to loot enemies' vessels and ports. There were few to no restrictions on privateers, who were even encouraged to cross international borders to retaliate conflict. It was a profitable alternative to both naval duty and merchant sailing and served as an asset to their respective governments. Privateering is also credited with providing European economies with enough gold and silver for monetization.

Likened to privateers and similarly confused with pirates, buccaneers were also prominent in the Caribbean during the late half of the seventeenth century and early eighteenth century. Buccaneers were often amalgamated bands of outsiders or the marooned who set up self-organized communities on the shores of islands and rejected the traditional religious and political structures of their countries of origin. For the most part, pirates fell in between the state-allied privateers and rebellious outcast-buccaneers; they were self-organized and even though they operated without allegiances they often followed both formal and informal guidelines established by the captains and their crews.

The Code

A universal "Pirates Code", did not exist as portrayed in pop-culture, but it wasn't unlikely for each captain to draw up a set of rules regarding discipline

and compensation; these came to be known as *Articles of Agreement*. Each crew member was asked to sign the articles and take an oath on a bible (if available), other times pirates swore their oath on a weapon of choice. Surviving articles portray an egalitarian community, in which member votes determine course of action and leadership roles.

Weaponry

Each pirate operating during Blackbeard's times was carrying a basic set of weapons, which he would never leave. It wasn't a rare thing, for example, to find this rule within some pirate ship's codes.

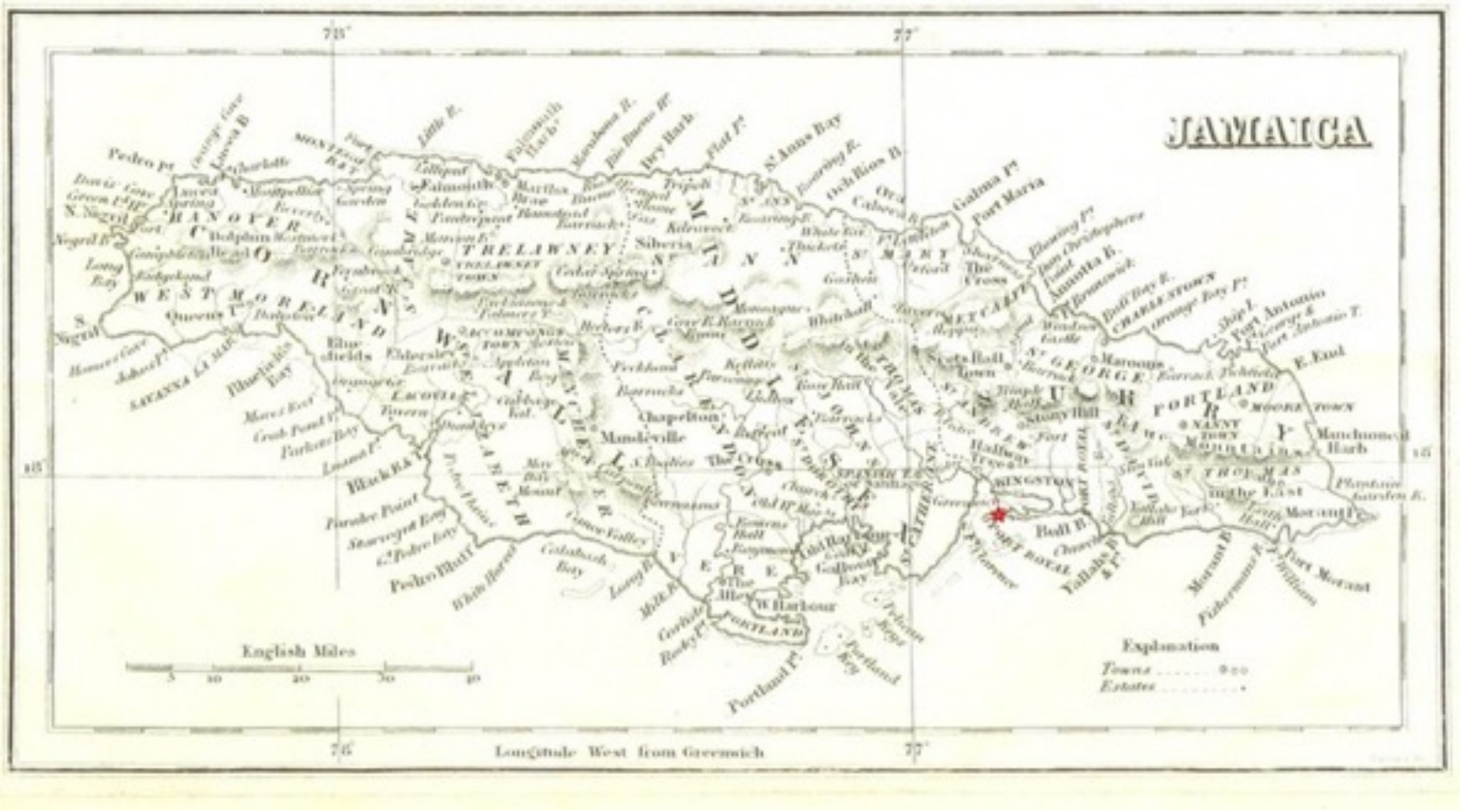
The basic equipment was constituted of pistols and a cutlass. The choice of the cutlass over a regular sword is explained by price and logistic factors. First, the cutlass was simply less expensive. Secondly, we have to consider the classic battleground for a pirate: a ship, generally occupied by a lot of people. Therefore, the use of a cutlass, shorter than a sword, was clearly more efficient when attacking a merchandise ship. The cutlass was used as a back-up weapon after firing all the multiple pistols the pirate carried. Generally pirates carried Flintock Pistols, and several of them since they were single shots.

The ship's limited available space also explains the size of the cannons, which were relatively small. It is important to remember that, when attacking a merchandise ship, the pirates' goal was essentially to capture it to add it to their fleet. Therefore, the less damage the better, small cannons were preferable.

Finally, we shall remind that at the crisis' time, gunpowder improvements were still being waited for. Therefore, cannon shootings during the crisis will require strategy and organization as to when & where to attack the rival ship.

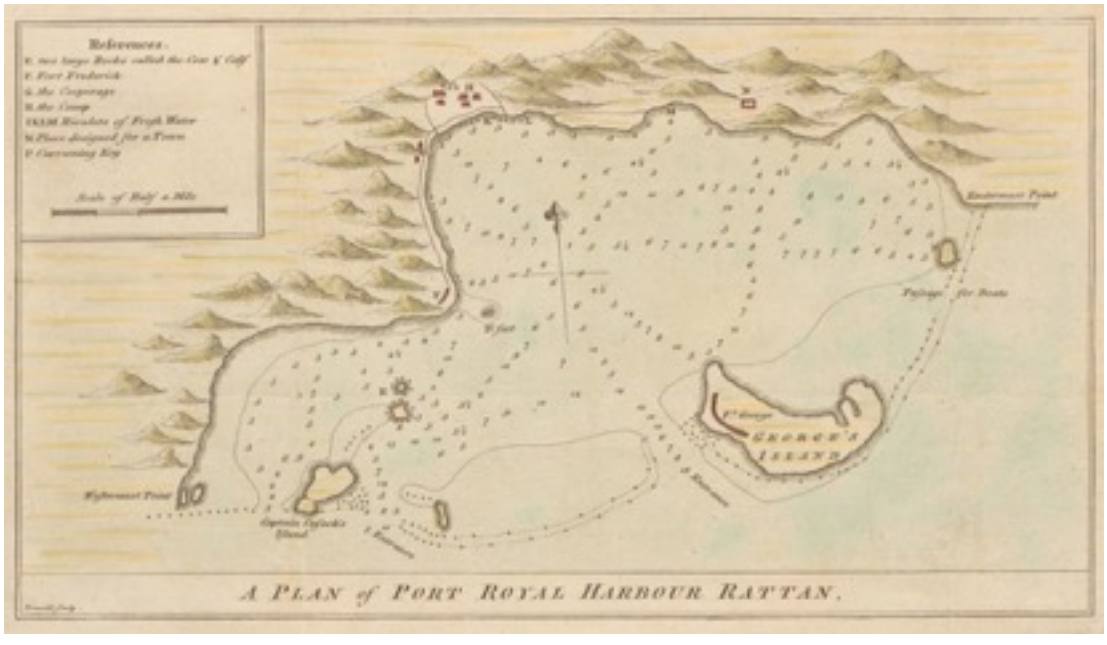
Notable Ports

Piracy rose during that time in the Caribbean as New World gold and riches were transported between colonies and their home countries. Ships were vulnerable to enemies, and soon pirates were among the most vicious enemies. Port Royal in Jamaica operated as a safe haven for pirates in exchange for protection from the Spanish. Raids were then conducted from Port Royal on the Spanish strongholds at Portobello, Cartagena and Panama City. During the 'Golden Age of Piracy', the port was infamous for its brutish crowds and plentiful prostitutes. Before Port Royal rose as a safe haven, Tortuga was the



pirate stronghold in the Caribbean and was home to a band of pirates called the "Brethren of the Cove".

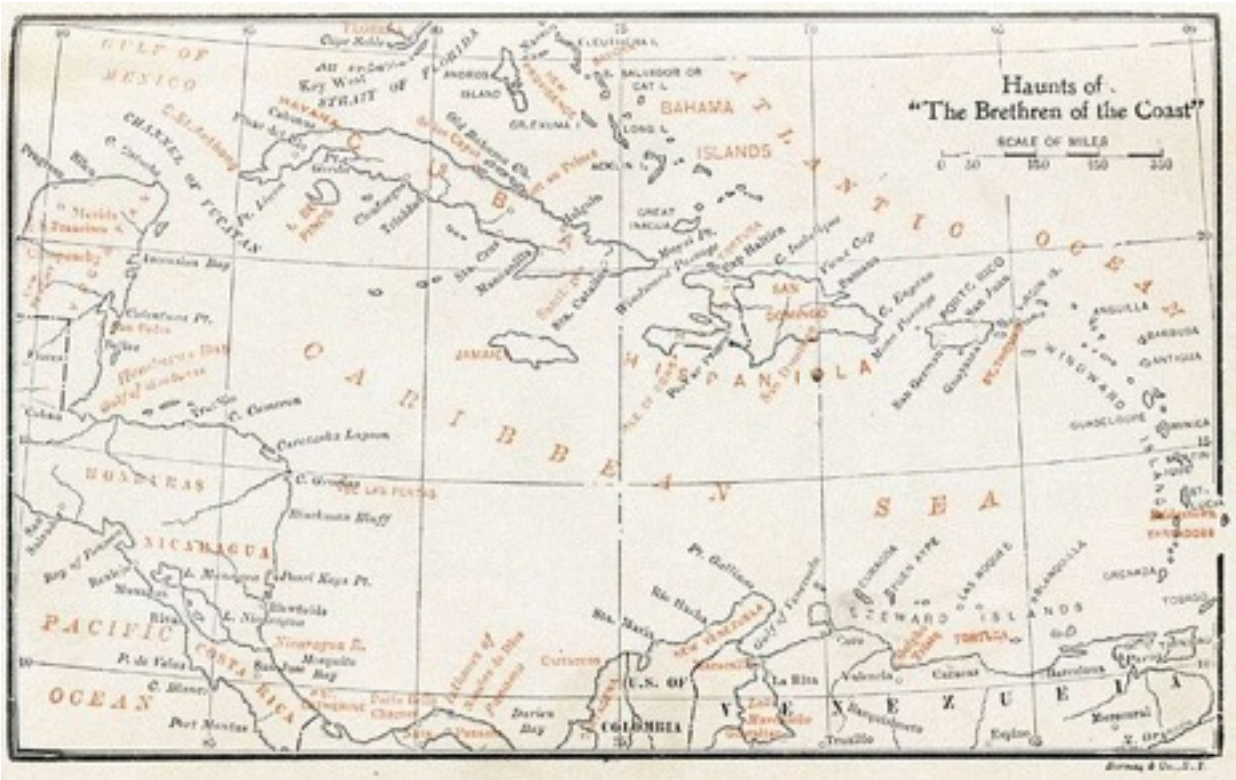
Eventually the British Crown cracked down on pirates in 1718 and "Gallows Point" on Port Royal became a popular hanging spot for pirates. (It was at this time that some historians consider the 'Golden Age of Piracy' to have begun, as the plundering



that continued was no longer sanctioned by the state and therefore distinguished from privateering.) Many of the notable pirates during the time operated before or around 1720, and include: Charles Vane, Jack "Calico" Rackham, George Booth, Amaro Pargo, Thomas Antis, and Bartholomew "Black Bart" Roberts.

Piracy during the golden age was not exclusive to the Caribbean; stories of safe haven ports, piracy and plunder were also common off the coasts of Madagascar and throughout the Indian Ocean.

*(left) 1709 coastal map of South Carolina



A Marauders' Jargon

addled	mad or insane
ahoy	An interjection used to hail a ship or a person or to attract attention
Arr!	An exclamation
avast	A command meaning stop or desist
aye (or ay)	Yes; an affirmation
batten down the hatches	Cover the topside hatches to the lower decks with canvas covers during a storm to prevent water from getting belowdecks. It can also simply mean beware or get ready for something bad
before the mast	Meaning to take an oath as a loyal crewman, usually done while standing on deck before the commanding offic
bilge rat	(1) A rat living in the bilge of a ship. It is considered the lowliest creature by pirates, but many pirates take to eating the animals to survive. (2) An insulting name given by a pirate.
Blimey!	An exclamation of surprise.
blow the man down	to strike someone hard enough to bring him to the deck or to kill a m
bucko	A familiar term meaning friend.
cackle fruit	Hens eggs
captain	the person in command of a ship.
carouser	One who drinks wassail and engages in festivity, especially riotous drinking.
clap of thunder	A strong, alcoholic drink.
Come About	To bring the ship full way around in the wind. Used in general while sailing into the wind, but also used to indicate a swing back into the enemy in combat.
Commodore	
Commondeer	officially take possession or control of (something), especially for military purposes.
crack Jenny's teacup	To spend the night in a house of ill-repute or visit Scarlet and Cassandra.
crimp	To procure (sailors or soldiers) by trickery or coercion, or one who crimps.

dance the hempen jig	To hang.
Davy Jones' Locker	A fictional place at the bottom of the ocean. In short, a term meaning death. Davy Jones was said to sink every ship he ever over took, and thus, the watery grave that awaited all who were sunk by him was given his name. To die at sea is to go to Davy Jones' Locker.
Deadlights	(1) Strong shutters or plates fastened over a ship's porthole or cabin window in stormy weather. (2) Thick windows set in a ship's side or deck. (3) Eyes. i.e.: "Use yer deadlights, matey!"
dead men tell no tales	Standard pirate excuse for leaving no survivors.
dredgie	ghost or ghosts of pirates dead by betrayal
fire in the hole	A warning issued before a cannon is fired.
gangway	(1) A passage along either side of a ships upper deck. (2) A gangplank. (3) An interjection used to clear a passage through a crowded area.
Give no quarter	Show no mercy
grog blossom	A redness on the nose or face of persons who drink ardent spirits to excess.
handsomely	Quickly or carefully; in a shipshape style.
hang the jib	To pout or frown.
haul wind	To direct a ship into the wind.
hearties	term to refer to fellowship among sailors
"helm's a-lee!" (also "all hands about ship!")	a shouted warning to the crew that the ship is about to make a turn, most often used when tacking. When turning sharply, sails and mast spars might shift position suddenly.
hempen halter	The hangmans noose.
ho	Used to express surprise or joy, to attract attention to something sighted, or to urge onward as in Land ho! or Westward ho!
hornswaggle	to cheat, or trick
Jack Ketch	famed English executioner - became shorthand for death at the hands of the law
Jack Tar	Common name for sailors of the Royal Navy.This was due to the tar used to seal planks would often get on sailors backs and legs if they slept on deck.

kiss the gunner's daughter	A punishment consisting of being hoisted over one of the ship's guns and flogged.
knave	A servant boy or a dishonorable man. Also a Jack in a deck of cards.
lad	A way to address a younger male.
landlubber or lubber	A person unfamiliar with the sea or seamanship. The term doesn't derive from "land lover," but rather from the root of lubber, meaning clumsy or uncoordinated. Thus, a landlubber is one who is awkward at sea for familiarity with the land. The term is used to insult the abilities of one at sea.
lass	A way to address a younger female.
loaded to the gunwall	To be drunk.
loose in stays	An expression that specifically refers to a ship that frequently "misses stays" or stalls out and fails to complete a turn while tacking. But often used generally as an expression for a ship that has slack discipline or is poorly handled
loot	Stolen goods; money.
matey	A pirate way to address someone in a cheerful, if not necessarily friendly, fashion.
me	My or mine.
measured fer yer chains	To be outfitted for a gibbet cage or imprisonment.
Nelsons folly	Another name for Rum.
nipper	A short length of rope used to bind an anchor cable. Also a term to describe a very young child.
no prey, no pay	A common pirate law meaning a crew received no wages, but rather shared whatever loot was taken.
no quarter	An instruction that an enemy crew is to be shown no mercy. There are to be no survivors.
parler (pronounced “par-lay")	A conference or discussion between opposing sides during a dispute. The term was used in Pirates of the Caribbean as form of temporary protection until the captive could discuss their fate with the captain himself.
plunder	To take booty; rob.
poppet	A young woman, sometimes endearing or diminutive

rope's end	Another term for flogging. i.e.: "Ye'll meet the rope's end for that, me bucko!"
rum	An intoxicating beverage, specifically an alcoholic liquor distilled from fermented molasses or sugar cane.
run a rig	To play a trick.
Run a shot across the bow	A command to fire a warning shot. Usually across the front of ship to get its attention and warn of further action should they not surrender (heave to).
scallywag	A villanious or bothersome person
scabbard dog	insult referencing a fixed canine
scourge of the seven seas	A pirate known for his extremely violent and brutal nature.
Sea Legs	The ability to adjust one's balance to the motion of a ship, especially in rough seas. After walking on a ship for long periods of time, sailors became accustomed to the rocking of the ship in the water. Early in a voyage a sailor was said to be lacking his "sea legs" when the ship motion was still foreign to him. After a cruise, a sailor would often have trouble regaining his "land legs" and would swagger on land.
shark bait	Someone thrown overboard
Shiver Me Timbers!	An expression of surprise or fear.
sink me!	An expression of surprise as in: "Your friend hasn't made a Pirate yet? You've got to be sinking me!"
sloop	a sailing boat with a single mast and a fore-and-aft rig.
smartly	Quickly but well done. "Smartly there, men!" = "Hurry up!"
splice the mainbrace	an order given aboard ships to issue the crew with a drink of rum or grog; To have a drink or perhaps several drinks.
spirits	alcoholic beverages; particularly distilled liquor
squiffy	Somewhat intoxicated; tipsy.
Step To	a command to move quickly
strike colors	To lower, specifically a ship's flag as a signal of surrender.
strike sails	Bring in the sails; either furling them, or taking them completely off the yards
swab	(1) To clean, specifically the deck of a ship.(2) A disrespectful term for a seaman. i.e.: "Man that gun, ye cowardly swabs!"

swag	loot
take a caulk	To take a nap. On deck of a ship, between planks, was a thick caulk of black tar and rope to keep water from between decks. This term came about either because sailors who slept on deck ended up with black lines across their backs or simply because sailors laying down on deck were as horizontal as the caulk of the deck itself.
ye	You.
yo-ho-ho	An exclamation associated with pirates.

Characters

1) **Stede Bonnet Captain**

Stede Bonnet, born in 1688, was the son of a wealthy English Barbadian plantation owner. After militia service in Barbados following the inheritance of his father's sugar plantation in 1709, he turned to piracy in 1717 following the failure of his plantation and marriage. Bonnet was nicknamed "The Gentleman Pirate" because of his noble heritage. He purchased a ship and named it *Revenge,* setting off for the North American coast to plunder Barbadian Ships. After an encounter with the Spanish Armada, he retreated along with the Revenge's flotilla to Nassau in 1717, where he met Edward Teach. As an experienced pirate and nobleman, Bonnet's ability as an admiral was unquestionable. His skill was noted by North Carolina governor Charles Eden in 1718, and returned to the seas as a privateer against the Spanish merchant Navy. He crossed Blackbeard's path at Nueva Torres' bay, where the latter stole his sloop. He was forced to join Blackbeard's crew. He never forgave Blackbeard for this humiliation, and therefore is patiently waiting for you got it Revenge. Even if his subordination to Blackbeard raised interrogations over his leadership capabilities, he's still strongly influential among his former crew. Bonnet's strengths include his strong navigational knowledge, advanced siege and boarding tactics, and his wealth accrued from his years of piracy. Bonnet occupies the most important position besides captain of the flotilla, commanding his own set of ships.

2) **Israel Hands** Sailing Master

Hands was Blackbeard's most feared crewmember, and his most talented sailing official. Joining Blackbeard's crew in 1717, Hands took part in Blackbeard's most successful plundering routes, particularly near Mexico. His skills were proven when Blackbeard gave him command of his own ship, the *Adventure*, after Hands' tactics brought Spanish captain Herriot to defeat. Hands is an experienced sailor, and maintains the respect of the majority of Blackbeard's crew. Having his own sloop and his own crew gives him independence and power. He has nonetheless never stopped being faithful to his captain. But does faithfulness really exist in piracy?

3) **Black Caesar** Mate

Black Caesar is Blackbeard's most seasoned crewmember, and is a force to be reckoned with on the seas. Rumored to stand at nearly 6'7, Caesar was an African tribal chief before he and 20 of his tribe were lured onto a slaving ship due for Key West. He commandeered an emergency vessel on the slave ship after a hurricane, and proceeded to raid shipping boats passing near Key Largo. Caesar was rumored to control the island now known as Caesar's rock in the Florida Keys, and supposedly buried 26 bars of silver there before joining Blackbeard's crew. His fearsome

appearance, strong leadership and keen intellect were subject to legend after his death. All of these qualities explain why Black Caesar impressed Blackbeard soon after joining his crew, the latter choosing to make him a lieutenant.

4) **William Howard** - Quartermaster

Howard was a Quartermaster in the Royal Scottish Navy prior to his departure for piracy. He was a feared and brutal Quartermaster who commanded the respect of his sailors and the ship's captains. After the Act of Union merged the Royal Navies in 1707, Howard found himself at odds with the English. Unable to resolve the cultural tensions, Howard mutinied and marooned a small sloop off of the coast of Nassau, known as the "Pirate's Haven." There, he found work when he heard of Blackbeard's expedition. As Quartermaster, Howard's job is to express the wills of the crew to the captain and make sure that everybody's job is being performed at capacity. As a result, the Quartermaster occupies a position of leadership approaching that of the Captain, holding considerable sway between both sections of the ship.

5) **Thomas Miller** Quartermaster

Much like Howard, Miller was a former Quartermaster on the Royal Navy's HMS Ruby before the French Navy's *Mars* captured it in 1707. As a prisoner of war, Miller was sentenced to 12 years hard labour in the French colony of St. Domingue. By 1709, Miller found his was to Nassau as a stowaway on a docked pirate ship, which landed in Nassau. Miller and Howard share a strong relationship, strengthened by Miller's equally strong distaste of the English as an Irishman. On Blackbeard's flotilla, he and Howard operate equally as Quartermasters keeping everybody in line. Although the two of them work closely, there's a natural rivalry, as the two compete for results, manpower and resources.

6) **Joseph Brooks Jr** Boatswig

Where Blackbeard met Joseph Brooks Jr. is unknown, but the boatswain soon became his trusted boatswain. This status places him right between the leaders and the rest of the crew in the boat's hierarchy. Thanks to this, his social role is vital, being a member of Blackbeard's closest circle while having a strong influence on the men of the crew. Brook's role as boatswain makes him responsible for the flotilla's logistical components, as his role necessitates planning and organization of the ship's crew and repair schedule.

7) **John Gills** **Master Gunner**

A man reputed for his energy and his precision, explaining why Blackbeard chose him to be his powder monkey. He's responsible for the crew's naval artillery. His skills include connections to arms dealers throughout the pirate world, as well as his ability to stockpile large quantities of weapons. Carnes is essential to the flotilla's combat strategy, his control over the direction and style of attack. His easy access to Queen Anne's Revenge entire weapons reserve makes him a prominent character. Watch out, he has the reputation for being fast on the trigger.

8) **John Rose Archer** Tactician

Archer, originally Jens Olaf Dahlgaard, was a leading Dutch tactician during the War of Spanish succession. As a member of the United Provinces Navy, Dahlgaard was a leading specialist in the development of naval tactics. He fought during the battle of Málaga in 1704 in the rear-guard, overseeing the battle. The English and United Provinces Navy had a serious equipment advantage, outnumbering the French by over 28 galleys. The battle was looking to be a success, until English Admiral George Rooke went against Dahlgaard's advice and lost them the battle. Disgusted with Rooke's failure to lead, Dahlgaard renounced his citizenship and changed his name to James, living his life out stealing from his former enemies. Archer's tactical knowledge is unparalleled in the pirate world, and his in-depth knowledge of the Navy's structure allows for him to make educated predictions of Navy movements.

9) **John Carnes** Head Powder Monkey

Trained by the Royal Navy and later enrolled on Queen Anne's Revenge crew as powder money, this master gunner had worked its way up. In charge of all of the cannons, the gunpowder, the shot and everything else that had to do with keeping the guns in working order, he clearly masters the art of bombarding like anyone else. As the head powder monkey, he holds considerable influence over a vital component of the ship's crew. A ship can't fight without it's powder monkeys, and Blackbeard's ships can't fight without John Carnes.

10) **John Martin** - Doctor

Graduate of the Royal College of Surgeon in Scotland but unable of finding a job on land, this surgeon was constrained to set sail for distant shores. He became the doctor

in chief of the Queen Anne's Revenge after saving Blackbeard's daughter wounded in a bloody battle but unfortunately lacks the ferocity of a true pirate. If it weren't for his medical skills, he'd already be dead by now. However, Martin's skills were exceedingly rare during this era of piracy. Most boats relegated the role of doctor to the carpenter, and used tools for woodworking for surgery. Martin holds a valuable role in keeping the ship from a myriad of diseases commonly afflicting pirates.

11) **Joseph Phillips** Trade Expert

Joseph Phillips was a former colonial trader in the Bahamas prior to his turn to piracy. As an expert appraiser and a well-recognized face in trading, Phillips' services are highly requested by colonial officials and by pirates alike. Working as a free agent, Phillips found the highest pay in Port Royal Jamaica, a center for Caribbean contraband. When Phillips heard of Blackbeard's offer to travel the seas, it was an offer he couldn't refuse. Phillips' knowledge of trade routes and valuable goods make him indispensible in a professional privateer's quarters. His first and only love is money, a love that he doesn't intend to separate from even on Blackbeard's ship.

12) **James White** Navigator

White is another war veteran who turned to piracy after a failed campaign. On a Bourbon Spanish Galleon in the Caribbean in 1708, his ship was scuttled after British officer Charles Wager open fired on them at Isla de Barú, sinking part of the Spanish Treasure Fleet. White narrowly escaped with his life, floating on driftwood to the coast and eventually ending up in Havana. He retired in Havana until the need for a paycheck brought him back onto the open sea. As a former Spanish Treasure fleet navigator, his skills as a navigator are unquestionable. White knows the trade winds better than anybody, and knows the Treasure Fleet's common routes from his time served.

13) **Phillip Norton** Gunner

Norton is an unlikely candidate to be found on a pirate ship, and if the English found out they would be mortified. Norton is celebrated as a hero for his service during the War of Spanish Succession in his hometown of Brighton, and is remembered as a valiant soldier during the battle of Vigo Bay. Norton is credited with heroic deeds during the battle after his ship, the *Torbay*, crashed into the French blockade. Norton and crew were outnumbered nearly 5:1, but survived long enough for allied ships to

come finish the fight. After the war, Norton sustained an injury to his leg that left him with a limp and an honorable discharge from the Navy. Seeking adventure and fortune, Norton brought his skills as a Gunner and keen soldier to Blackbeard's flotilla. His knowledge of artillery and reputation make him indispensable.

14) **Thomas Gates** Rigger

Gates is a born and bred pirate. Born from an exiled English pirate and a Barbadian mother, Gates has dreamed his whole life of adventures on open waters. As such, he's a talented sailor and an even better pirate. His skills include a sharp wit and a strong combat ability if need be. Faithful to his captain from the first day onwards; he is one of the most valuable and loyal rigger on board. Thanks to his high level of precision and agility, this tall thin man is of great penile importance to the crew. Capable of changing course in few minutes only, he avoided the crew several major defeats.

15) **Edward Salter** Rigger

Salter was married back in England to his first cousin and went to sea with a merchant ship to support his wife's lavish taste and their growing family. When their firstborn was stillborn and their second born with deformities, he turned to a life of piracy and drinking. Salter is a gambler and a daring man, not only does his gut protrude but its instinct is an asset to himself and the crew who trust him. He is a decisive man and only deals in absolutes. Salter is popular with the crew due to his dry, moody humor and his proven willingness to throw himself into the thick of battle with having nothing left to lose.

16) **Owen Roberts** Rigger

Roberts was born to an Irish-Catholic mother and an English father, which made him the ridicule of his small town in Southampton. In retaliation he turned to a life of petty crime. He developed the quick hands of a pick-pocket and amassed a large enough wealth to become a man of means in the New World. When his ship headed to the New World was attacked by pirates, he was taken prisoner. They quickly learned Roberts skills with his hands extended to ropes and knots. He is the fastest rigger onboard and has a knack for getting out of tight situations by stealing keys, knives, guns, or other materials. It is good that he has these traits, since his bright red hair and fair-skinned Irish freckles make him a target for the Spanish-Catholic hating majority. Roberts is constantly armed and alert, no amount of drinking can put him in a stupor.

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