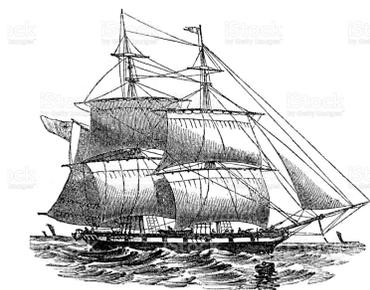


Barrett's Privateers

Table of Contents

Letter from the Crisis Director	3
Introduction and Role of This Committee	4
“Oh, the year was 1778...”	4
“...how I wish I was in Sherbrooke now!”	4
Historical Background	5
Brief History of Colonial Canada	5
Nova Scotia, 1763-1778	6
Privateering and Piracy	7
Life On Deck	9
Current Situation	11
Questions to Consider	12
Signing a Contract	12
Plotting a Course	12
Raising a Flag	12
Character List	13
Suggestions for Further Research	18
Videos	18
Music	18
Bibliography	19



Letter from the Crisis Director

Ahoy, delegates!

My name is Jonah Clark, and it is an honor to preside as your Crisis Director for ClarkMUN XII. I am a Sophomore studying Political Science at Clark, although I began my tenure as a student in 2019, originally studying History. Those of you who read my bio on the



website will know that I spent the previous academic year (2020-2021) on a pandemic-induced leave of absence, mostly working at a restaurant in Providence, Rhode Island. While I have helped host three conferences at Clark so far, this will be my first as a Crisis Director.

I have always been fond of both pirates and folk-songs, but it was only recently that I discovered the particular appeal of sea shanties. When you have just completed a long day's work for a low wage in unsafe, disease-ridden conditions, isolated, as though at sea, from your dearest friends and family, there is no better catharsis than belting "Barrett's Privateers" and "The Flowers of Bermuda" along with Stan Rogers as you cruise through the rain back to your quarters. Truly, it was me, my bike (aptly christened the *Queen Anne's Amends*), and my bluetooth speaker against the world. It is exactly for this reason that a sea-shanty was my top track of 2021 on Spotify, and that this shanty-inspired committee came into being. I am extremely excited to join all of you aboard the *Antelope* sloop, however sickening a sight, and to see what plots and conspiracies you develop once we have weighed anchor. Likewise, I hope this committee can be as educational, entertaining, and cathartic for you during these continually uncertain times as the source material has been for me. Until then, please feel free to email me with any questions or concerns!

Best regards,

Jonah Clark

jonclark@clarku.edu

Introduction and Role of This Committee

“Oh, the year was 1778...”

So begins Canadian singer-songwriter Stan Rogers’ legendary folk-song, “Barrett’s Privateers.” The lyrics that follow recount the tragic tale of the *Antelope* sloop and her crew, a band of twenty-one fishermen-turned-privateers led to their dooms by their captain, Elcid Barrett. Although the song was released in 1976, “nearly two centuries after the events that it describes,” and though the plot and characters of the song are historical fiction, music critic Polyphonic notes that the tale of Barrett and the *Antelope* has become “a classic sea shanty,” “a song as Canadian as maple syrup,” and is “a masterpiece of folk story-telling.”¹ The enduring cultural legacy of the song, coupled with the authentic historical details of its lyrics, makes “Barrett’s Privateers” the perfect crossroads between real history and creative invention, and will provide us with the basis of our crisis committee.

It is imperative that delegates begin their research by listening to and digesting Stan Rogers’ original lyrics; the authors of this background guide recommend the version from Rogers’ 1979 album *Between the Breaks... Live!* which can be found on YouTube [here](#). To allow you to better follow along, an annotated copy of the lyrics can be found [here](#). Please be aware that the song contains some PG language and themes, as will our committee. However, debate must remain appropriate.

“...how I wish I was in Sherbrooke now!”

Our committee begins on May 28, 1778, in the town of Sherbrooke, Nova Scotia, exactly one week before the *Antelope* is set to depart in Rogers’ original narrative. At the height of the American Revolutionary War, Captain Elcid Barrett has procured a letter of marque from the British crown, authorizing him to “attack, Surprise, Seize, and take” rebellious Yankee vessels and their cargo while at sea.² Delegates in this committee will assume the role of Barrett’s crew, twenty-or-so locals drawn from every quarter of colonial Nova Scotian society, tasked with preparing for and navigating their upcoming nautical escapade.



Figure 1: David Dossett, *The Last of Barrett's Privateers*, 2013.

¹ Polyphonic, “Canada’s Favorite Sea Shanty,” Uploaded January 27, 2021. Video, 1:14-1:32. <https://www.youtube.com/watch?v=SM6hgZOnbTU>

² Henry R. Howland, “A British Privateer in the American Revolution,” *The American Historical Review* 7, no. 2 (January 1902): 287.

Similar to many pirates of their day, the crew of the *Antelope* will make all of their decisions democratically. Through lively debate and authorship of directives, delegates will decide what course their journey ought to take, what preparations to make before setting sail, how to share power and prizes on deck, what supplies to bring and how to ration them, and which targets to pursue both on land and at sea. Likewise, the crew can use their personal contacts and portfolio powers to further their own agendas via crisis notes. Your fate is yours to decide: will you find fame and fortune on the high seas, or will you be left broken on a Halifax pier, the last of Barrett's privateers?

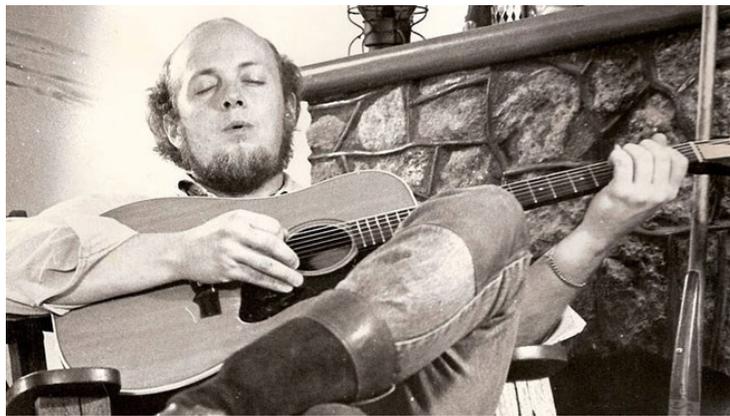


Figure 2: Canadian singer-songwriter Stan Rogers (1949-1983)

Historical Background

Brief History of Colonial Canada

Excluding the unsuccessful expeditions of the medieval Norse, modern Europeans first arrived off the coast of Newfoundland in the early sixteenth century.³ The land, of course, had been inhabited for millennia by a multitude of First Nations and Inuit societies such as the Beothuk, Maliseet, and Mi'kmaq, who were quickly ravaged by new diseases and conflicts instigated by westerners, the earliest of whom had come for plunder and captives. English, French, and Basque sojourners soon poured in from abroad to exploit the newly opened fishing, whaling, and fur trapping markets in and around Newfoundland and Labrador.⁴

The first permanent colony in Canada was established by the French at Port Royal as part of Acadia, today's Nova Scotia, in 1604. Scottish and English projects then took root in Nova Scotia, Newfoundland, and the Atlantic coast to compete with the French, while French merchants trading along the St. Lawrence founded Quebec in 1608.⁵ Over the next century, the growing French and British Colonies became important battlegrounds for a succession of European dynastic conflicts.⁶ By the end of the Seven Years' War in 1763, all major French possessions in Canada had been surrendered to Great Britain.⁷

To better consolidate their new holdings, the British settled Halifax in 1749. Throughout the 1750s, they ruthlessly expelled the French Acadians and invaded Mi'kmaq and Maliseet lands in Nova Scotia, violating a series of prior treaties.⁸ Though colonial *Canadiens* were now brought under a new Crown, they nonetheless retained a distinct cultural identity,



Figure 3: W.J. Eccles, *North America, 1763*, 1998, in Margaret Conrad, *A Concise History of Canada* (New York: Cambridge University Press, 2012), 82.

³ Margaret Conrad, *A Concise History of Canada* (New York: Cambridge University Press, 2012), 28, 30.

⁴ Conrad, *Concise History*, 31-33.

⁵ Conrad, *Concise History*, 36-40.

⁶ Conrad, *Concise History*, 41.

⁷ Conrad, *Concise History*, 79.

⁸ Conrad, *Concise History*, 75.

and the colonies were able to develop a robust economy centered around wood- and ironworks, wheat exports, and shipbuilding.⁹

Nova Scotia, 1763-1778

Following the British conquest of Acadia, immigrants poured into Nova Scotia (which included present-day New Brunswick) from the surrounding British colonies and abroad. New England settlers came in droves, bringing a distinct “Yankee Spirit” and penchant for trade;



Figure 4: Mi'kmaq Women Selling Baskets, Halifax, Nova Scotia, by Mary R. McKie, c. 1845

Acadian exiles were permitted to resettle, so long as they declared allegiance to Britain; German immigrants arrived from Pennsylvania; and successive waves of Protestant and Catholic migrants came from Ireland and Scotland alike.¹⁰ The immigrant population outgrew the existing colonial and Aboriginal populations, including 4,000 Maliseet and Mi'kmaq who had no choice but to begrudgingly abide with British dominion over their land.¹¹ By the time that tensions were mounting against Great Britain in the Thirteen Colonies, Nova Scotia's colonial population had grown to a quaint 20,000, two-thirds of which were New England émigrés.¹²

Nova Scotia was similarly susceptible to the laws that inspired revolution in its southerly neighbors — yet despite its cultural similarities to rebellious New England, the Crown colony by and large remained loyal to Britain during the war. The port of Halifax was a fortified British naval base and military garrison, as well as the chief seaport and seat of the colonial government in Nova Scotia, molding its political and economic interests much more toward “the side of the established order of things” than toward New England's revolutionary

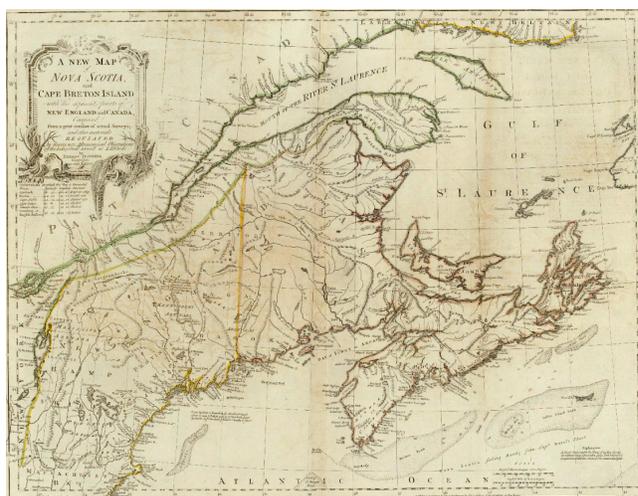


Figure 5: Thomas Jeffreys, *A New Map of Nova Scotia, and Cape Breton Island*, 1776, scan, Guysborough County Genealogy, <http://guyscogene.net/maps.html>

⁹ Conrad, *Concise History*, 69-70.

¹⁰ Conrad, *Concise History*, 85.

¹¹ Conrad, *Concise History*, 86.

¹² John Hanc, “When Nova Scotia Almost Joined the American Revolution,” *Smithsonian Magazine*, June 5, 2017.

aspirations.¹³ The aforementioned factors also made it difficult for any dissenters to effectively organize a resistance in tandem with Washington's forces, especially following Benedict Arnold's failed invasion of Canada.¹⁴

During the course of the war, an exodus of Loyalist refugees — residents of the Thirteen Colonies that remained loyal to the British Crown — found safe harbor in both Quebec and Nova Scotia, further altering the political demographics of the colony. Among these arrivals were a few thousand black refugees that had escaped enslavement in the south.¹⁵ Indiscriminate raids by Yankee privateers along the Atlantic coast did nothing to win the sympathies of the Nova Scotian populace, and the waters surrounding the colony became a highly contested naval arena between rebel- and British-allied fleets.

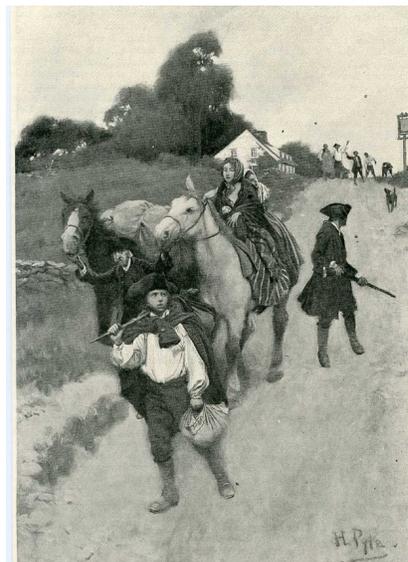


Figure 6: Loyalist émigrés. Howard Pyle, *Tory Refugees on the Way to Canada*, 1901.

Privateering and Piracy

In the age of sail, a privateer was a private citizen licensed by a sovereign authority to harass, capture, and destroy foreign vessels with whom the licensor was at war. Privateers were typically issued a letter of marque, a legal document which granted a particular person or vessel jurisdiction to engage in privateering for a stipulated period of time.¹⁶ Privateers were typically responsible for outfitting their own ships and hiring their own crew, and they were not paid by their commissioners; however, they were free to plunder and auction off any captured vessels, often receiving huge sums for their prizes.¹⁷ Thus, while privateering was a costly and risky business, it offered potentially massive returns. The appeals of the trade were many, ranging from financial opportunism to nationalism to the simple allure of adventure.

Throughout the eighteenth century, privateering played a prominent role in the many conflicts that entangled North America.¹⁸ The American Revolutionaries, who did not have the

¹³ Emily P. Weaver, "Nova Scotia and New England During the Revolution," *The American Historical Review* 10, no. 1 (October 1904): 57.

¹⁴ Hanc, "Nova Scotia."

¹⁵ Conrad, *Concise History*, 91-92.

¹⁶ "Privateer," *Encyclopedia Britannica*, accessed January 15, 2021, <https://www.britannica.com/technology/privateer>.

¹⁷ Henry R. Howland, "A British Privateer in the American Revolution," *The American Historical Review* 7, no. 2 (January 1902): 292.

¹⁸ Conrad, *A Concise History*, 61, 71, 90

means to enlist a formal navy, relied on private vessels to harass British assets at sea.¹⁹ The Maritime colonies often fell victim to these belligerents: as historian Margaret Conrad describes, “nearly every outpost settlement from Nova Scotia to Labrador was raided by one of the estimated four thousand schooners licensed by the Continental Congress to plunder, burn, or sell British vessels at auction.”²⁰ The British, French, and Spanish empires, though sporting impressive standing navies, likewise recruited many civilian privateers of their own.

While privateers were useful supplements to official fleets, they were oftentimes employed out of sheer inevitability. Many merchants, preferring to become privateers and win lucrative prizes than to fall victim to privateers themselves, were bound to engage in piracy in times of war, whether or not they were granted permission to do so by their sovereign.²¹ The



Figure 8: Battle off Halifax between the British Brig *Observer* and American Privateer Ship *Jack* in 1782. Robert Dodd, 1784, Aquatint, Beverley Robison Collection, US Naval Academy.



Figure 7: Ambroise Louis Garneray, *Abordage du Kent*, c. 1850, oil on canvas, Musée d'Histoire de Saint-Malo

legal framework of privateering existed as a way for governments to demonstrate some semblance of control over citizens opting to patrol the seas, and the commission protected valuable civilian seafarers from criminal prosecution. Frequently, however, privateers would toe the line between legal privateering and illegal acts of piracy, either attacking neutral vessels or continuing to plunder after the term of their commission had expired.²²

At sea, the strategies of privateers were similar to their piratical counterparts. Small,

¹⁹ John D Ruddy, “American Revolution in 9 Minutes,” uploaded June 1, 2015, <https://www.youtube.com/watch?v=u2xwoFhkVTo&t=421s>

²⁰ Conrad, *A Concise History*, 90

²¹ Encyclopedia Britannica, “Privateer.”

²² Ibid.

fast, and maneuverable ships, generally repurposed merchant vessels such as sloops and schooners, were ideal for outpacing targets and evading capture. Deception and wit were preferable to brute force, since the physical and financial risks of combat could ruin a privateering enterprise.²³ An ideal raid would see the victims caught by surprise, forcing them to surrender without any bloodshed; this is where Barrett's promise of "no guns" and "no tears" originates.²⁴ Once a target had surrendered, the privateering crew would commandeer the captured vessel, imprison its sailors, and deliver it and its cargo ashore for auction.²⁵



Figure 9: John Cleveley, *A Naval Brigantine in a Calm Sea*, 1752, oil on canvas, Royal Museums Greenwich.

Life On Deck

Despite the potential rewards, the life of a privateer was by no means easy. In general, seafaring life was a life of tribulation. Living quarters were cramped, pay was scant, rations were lacking in nutrition, and the labor required of sailing was excruciatingly difficult. Ships were infested with rats and diseases ran rampant, scurvy being among the most hideous and most common afflictions for sailors.²⁶ The ocean, too, was an unforgiving companion, rife with natural hazards and turbulent weather. This is not to mention the added risks that came with privateering — in the sordid and unsanitary conditions of the average sailing vessel, even the slightest injury sustained in battle could become infected, leading to death; if your ship was sunk, you were likely to drown; and if you were taken prisoner, it was very possible that you would be hanged.²⁷

The immense difficulties of seafaring life often created strong bonds between fellow sailors and gave rise to a distinct maritime culture. To pass the time on long and monotonous voyages, seamen would partake in nightly games of cards and checkers, story-telling, heavy

²³ CGP Grey, "How to be a Pirate: Quartermaster Edition." Accessed January 15, 2021. Video, 5:50-5:55. <https://www.youtube.com/watch?v=T0fAznO1wA8>

²⁴ Polyphonic, "Canada's Favorite Sea Shanty," 5:40.

²⁵ Howland, "British Privateer," 295-296.

²⁶ "Life at sea in the age of sail," Royal Museums Greenwich, accessed January 15, 2021, <https://www.rmg.co.uk/stories/topics/life-sea-age-sail>.

²⁷ John D Ruddy, "American Revolution."

drinking, music, and jaunty work-songs known as sea-shanties.²⁸ Seafarers developed many of their own traditions, beliefs, and superstitions as well. For instance, there was the *Jonah*: a sailor whose presence was thought to bring bad luck, taken from the biblical prophet of the same name. A sailor accused of being a Jonah may have been marooned or forced overboard to drown. Other superstitions bordered on the mythological: mermaids, sea gods, ghost ships, and the souls of dead sailors were all popular tall-tales.

On deck, the crew shared many responsibilities, ranging from working the sails and rigging to hauling cargo, ballasting, swabbing the deck, bailing water, and, especially for pirates and privateers, taking up arms during combat. Due to the added risks of the trade, pirates often agreed to

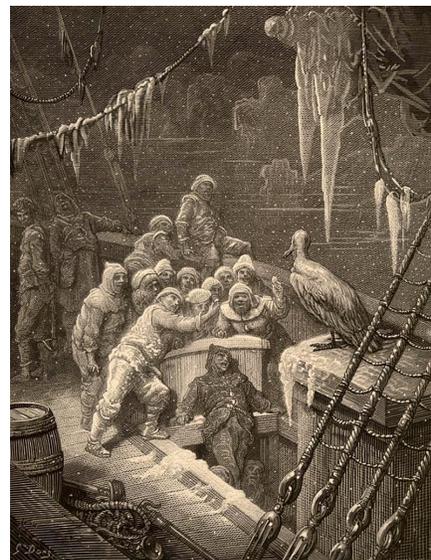


Fig. 10: An albatross was thought to be the soul of a dead sailor and a powerful omen. Gustave Doré, *The Albatross*, 1876, engraving, University of Adelaide.



Figure 11: Gabriel Bay, *The Sailmaker Ticketing the Hammocks on board the Pallas, 1774*, National Maritime Museum.

terms of compensation should any member of the crew be injured in battle. Extra shares of plunder were granted for lost arms, legs, hands, eyes, etc.²⁹ Likewise, to guarantee safe and smooth passage, a contract or article of agreement was often written and approved by all crewmates before setting sail. Contracts stipulated rules of conduct for all members of the ship as well as punishments for crewmates who failed to properly fulfill their duties and obligations.

²⁸ "Life at sea in the age of sail."

²⁹ CGP Grey, "How to be a Pirate, Quartermaster Edition." Video, 5:50-6:30

Current Situation

By 1778, British forces in America had been defeated at Saratoga, shifting the main war theater south and bringing the French Empire into the conflict.³⁰ Thus, as the crew of the *Antelope*, you will have to contend with both Yankee and French vessels if you wish to cruise the seas for American gold. The *Antelope* itself is a sloop, a small, square-rigged ship, typically sporting two to three masts and preferred by both merchants and privateers for its speed and maneuverability. This sloop, however, is all but preferable. Considered by the song to be the “scummiest vessel... ever seen,” the ship is in total disrepair, with a heavy list (lean) and “sails in rags,” as well as an arsenal of “cracked four-pounders,” incredibly inadequate guns for a vessel hoping to terrorize the seas.³¹ All destitute commoners, you as the crew must act resourcefully if you are to raise the lowly *Antelope* to the status of legend.

³⁰ John D Ruddy, “American Revolution.”

³¹ Stan Rogers. Barrett’s Privateers. Fogarty’s Cove Music, 1979.
<https://open.spotify.com/track/2636yvI6PfH8lflO3Kx5t2?si=41c55c39ba9f4a00>

Questions to Consider

Signing a Contract

- How will crewmates be compensated for service and injury?
- What rules of conduct must crewmates follow on deck?
- How will these rules be enforced and by whom?

Plotting a Course

- To where will the *Antelope* sail and how long will it stay?
- What goals do the crew hope to accomplish while at sea?
- What strategies will the crew employ during naval engagements?

Raising a Flag

- What political allegiance will the crew maintain during the war?
- What allies can the *Antelope* acquire at sea and in port?
- Will the *Antelope* continue to plunder under the protection of the Union Jack, or will the crew raise the Black Flag and declare war on the world as pirates?

Character List

To make this committee more interesting and more representative of wider colonial society, the character roster has been expanded beyond the nameless “twenty brave men, all fisherman” originally described in the song. Delegates should take time to develop their characters’ positions and backgrounds, using the provided descriptions and more general historical research as bases for debate content and crisis arcs. For the purposes of our committee, the Chair will represent Captain Elcid Barrett, tasked with administering debate and implementing decisions made by the crew.

1. Abraham Rowe, Loyalist

Rowe is a former resident of the New Hampshire Grants, a disputed territory that declared independence and allied itself with the rebellious British colonies in 1777. Because of his British sympathies, Rowe’s property was seized by Ethan Allen’s *Green Mountain Boys*, and he and his family were forced to flee north. Hoping to defeat the rebels and enable his return to Vermont, Rowe has enlisted aboard Barrett’s ship.

2. Mary Ellen Carter, Sister

While the New World was seen as a land of opportunity for many, about one in five women in colonial Canada would join a convent for lack of other prospects. Carter is an ordained Sister of a Catholic convent in Montreal; believing that even the farthest astray souls can *rise again* and find salvation, she has traveled to Sherbrooke to preach the gospel. On deck, Carter leads certain religious services such as weddings and funerals.

3. Edwin Maillard, Boatswain

The boatswain is most concerned with the status and handling of all deck equipment including rigging, cordage, flags, anchors, boats, sails, and stowage. Maillard is an immigrant from Boston who lost his leg while climbing up the topsails. He would be sympathetic to the Patriot cause if it were not a Yankee cannon that made his leg peg, but perhaps for a price he can still be won over.

4. George Norton, Carpenter

Formerly an English widow, Norton adopted a male alias in order to find work on the docks of Sherbrooke. He has since fully assumed his male identity, and has been employed by Barrett to

act as the ship's carpenter. Thus, Norton primarily manages upkeep and repairs as well as medical operations when needed, crucial functions aboard a ship as wretched as the *Antelope*.

5. Eugene Simpson, Cook

A stereotypical Scotsman and sailor, Simpson can either be found in the mess hall preparing the ship's gruel or heaving up last night's grog in the ship's scuppers. When he can't find a drink, Simpson falls ill with the *staggers and jags*. Regardless, it is Simpson's duty to properly stow and prepare the ship's rations for the crew, and without him aboard it would be right to ask: "what shall we do *without* a drunken sailor?"

6. Francis Brooks, Gunner

A Mi'kmaq fur trapper by trade, Brooks is a veteran of the Seven Years War and is an experienced handler of both small arms and artillery, making him a skilled combatant and the chief overseer of all-things powder on deck. Though the Mi'kmaq as a polity threw their support behind the American rebels, Brooks sees through the imperial duopoly, opting to lend his services to Barrett so long as there is money to be made.

7. Samuel Blight, Quartermaster

The Quartermaster is typically the most important crewmate beneath the captain, tasked with checking the captain's power, ensuring that all logistical operations on deck run smoothly, and disciplining the crew, akin to being the ship's manager of sorts. Blight, a black freeman and thus a second-class citizen on the peninsula, has made a name for himself on the high seas as a skilled and level-headed sailor.

8. Hans Ludwig, Surgeon

The ship surgeon is responsible for most medical operations on deck and for keeping the general health of the crew in good standing. A German immigrant from Pennsylvania, Ludwig is one of the most ingenious, if not delusional, medical practitioners in North America, often conducting groundbreaking and bizarre experiments on both human and animal subjects.

9. Inigo Montoza, Swordsman

Renowned rebel sea captain John Paul Jones fled to Virginia in 1775 after cutting down a mutinous sailor: that sailor was none other than Inigo Montoza's father. Thus, the Spanish Basque marauder has spent the last three years studying the blade, becoming an expert

swordsman and keen privateer. Should chance cause their paths to meet, Montoza's will not be a name that Jones is likely to forget.

10. Taylor Coleridge, Barber

The Barber's job is to keep the crew looking upright, lively, and respectable, ironic considering that Coleridge sports an unkempt beard down to his knees and looks not a day under one-hundred. An ancient mariner, Coleridge is an extremely superstitious Luddite, often mumbling to himself about ghosts and merfolk, and he frequently cautions the crew against trifling with natural elements while at sea.

11. Homer Hatley, Navigator

A skilled navigator is as indispensable as he is rare, since a vast and accurate knowledge of geography, cartography, windcurrents, and astronomy is required to plot a course in the age of sail. Hatley is a characteristic eye-patch-wearing sailor, a habit which makes him appear blind, but in fact allows him to better observe the stars in the dark of night. Hatley is not only a skilled navigator, but an equally wise and adept poet.

12. Francois Bergeron, Deckhand

The duty of the deckhand is to assist with manual tasks such as mooring and stowing cargo. Thus, the job requires a strong and sturdy hand, and there are none sturdier than the fur trappers of Acadia like Bergeron. After the English conquest, Bergeron was exiled to Louisiana before resettling on a small plot outside of Sherbrooke. With his old home and possessions destroyed, Bergeron hopes to plunder to regain what was lost.

13. Ahab Melville, Helmsman

As the Helmsman, Melville is entrusted with safely steering the ship along the correct course. Melville adheres to a fanatical creed of honor and vengeance, pursuing all those who he believes have wronged him and his comrades, including the dastardly white narwhal which severed his hand off the coast of Rupert's Land many months ago. Melville has consorted among the Inuit and has seen deeper wonders than the waves.

14. Sara Maybrook, Stowaway

Maybrook is the rebellious teenage daughter of Sherbrooke's mayor. In order to slight her aristocratic father, she has run away from home and joined the lowly crew of the *Antelope*

seeking adventure. Whether or not the young and boisterous Maybrook's presence aboard the ship will be advantageous or disastrous to the crew remains unseen, but an extra hand to work the pumps is nonetheless appreciated.

15. Eliza Lee, Lookout

The job of the ship's lookout is to identify potentially deadly hazards and enemy ships and communicate their presence to the crew. Originally an orphaned girl of the Maliseet Tribe, Lee has seen first hand the physical and economic devastation wrought by colonial empires. From her proverbial crow's nest, Lee foresees that if things continue as they are now, the situation of Nova Scotia's First Nations will only further deteriorate.

16. Sinbad al-Maghribi, Barbary Pirate

Frustrated by Sultan Mohammed III's prohibition of piracy against Yankee vessels in 1777, Sinbad the Sailor set out from the Kingdom of Morocco to raid Iceland like his Barbary forebears; however, a mysterious storm sank his ship and drowned all of his men. After weeks adrift, Sinbad has finally washed ashore in the strange land of Nova Scotia without a penny nor a friend to his name.

17. Thomas Nightingale, Leadsman

As a former Captain in the Royal Navy, Nightingale has always been most concerned with the safety of the crew, often placing others' lives over his own. Thus, as the Leadsman, Nightingale assists in navigation by gauging ocean depth and seafloor content with a lead line. Without Captain Nightingale, the ship could strike any number of the deadly shoals and sandbanks surrounding Bermuda and other Atlantic islands.

18. Jeanne Martin Guerre, Sailmaker

Guerre, an eccentric French-Canadian sailmaker, handles all things sail and fabric on deck. Besides being a skilled craftswoman, Guerre is a refined purveyor of enlightenment philosophy, contemporary art and literature, wines and spirits, and coffee and tobacco products, and deeply admires the salons of Paris in which women play a prominent intellectual role.

19. Mogg Heigon Lafford, Fisherman

A humble fisherman by trade, Lafford aspires to be like his namesake, Mogg Heigon of Saco River, the legendary Mi'kmaw privateer. The original Heigon successfully besieged colonial Maine

during Metacomet's War with a flotilla of thirty refitted fishing ships. Lafford hopes to emulate this success in the Bay of Fundy and the estuaries of rebellious Maine.

20. Darya Mondegary, Shipwright

Mondegary is a Parsi woman and Zoroastrian Mobedyar from the far-flung shores of the Indian Subcontinent. A cleric and adventurer, she has learned a myriad of shipbuilding styles from Formosa all the way to Edenborough. As part of Barrett's crew, Mondegary is eager to explore the Atlantic and to spread the egalitarian teachings of Zahathustra.

22. Ephraim Wake, Swabbie

Wake is a recent immigrant from New England tasked with keeping the deck and quarters of the *Antelope* tidy, work which is often gruesome. Though his exact origins are uncertain, it is said that Wake was originally a timberman, eventually relocating to a lighthouse off the shore of Maine where he was employed as a wickie. The whereabouts of his prior foremen are unknown.

23. Natascha Kalinikov, Musician

Originally the wife of a Russian army officer, Kalinikov traveled from St. Petersburg to Sweden in disguise, eventually enlisting aboard the ship of a Danish privateer. With her old crew disbanded, Kalinikov has joined the *Antelope* as the company musician, using her vast lyrical and instrumental knowledge to raise morale and entertain the crew.

Suggestions for Further Research

In order to better understand the source material and to immerse yourself in the eighteenth century and the seafaring lifestyles, the authors of this guide recommend the following videos and pieces of music. You are certainly encouraged to find more on your own as well. Note that while the videos by CGP Grey are explicitly about *piracy* rather than *privateering*, they should be useful for understanding strategies employed for both.

Videos

<u><i>Canada's Favorite Sea Shanty</i></u>	Polyphonic
<u><i>American Revolution in 9 Minutes</i></u>	John D Ruddy
<u><i>How to be a Pirate: Captain Edition</i></u>	CGP Grey
<u><i>How to be a Pirate: Quartermaster Edition</i></u>	CGP Grey

Music

<u><i>Leave Her Johnny</i></u>	Johnny Collins
<u><i>The Girl I Left Behind Me</i></u>	The Druids
<u><i>Jolly Grog</i></u>	The 97th Regimental String Band
<u><i>Spanish Ladies</i></u>	Jerry Bryant and Starboard Mess
<u><i>Don't Forget Your Old Shipmate</i></u>	Jerry Bryant and Starboard Mess
<u><i>Roll the Old Chariot</i></u>	David Coffin

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