Second Edition—1981

Wooden Ships & Iron Men

THE AVALON HILL GAME COMPANY'S TRADEMARK FOR ITS FIGHTING SAIL GAME

NAVAL WARFARE DURING THE AGE OF FIGHTING SAIL

INTRODUCTION TO RULES

I. INTRODUCTION

Wooden Ships and Iron Men is a tactical simulation of naval warfare during the great age of sail. The game covers the period from 1776 to 1814 when the great square sail ships-of-the-line dominated the oceans and the speedy and durable American frigates gave world recognition to their young parent navy. The game is played by two or more players each commanding a ship, squadron, or whole fleet! Scenarios depict the famous naval engagements of the American and French Revolutions and the Napoleonic Wars. The game is also a kit from which other scenarios or any fictitious engagement may be designed.

Each counter represents a single ship and covers two hexes of the mapboard. Orders for movement are written for each ship on a "log." Ships are then moved simultaneously over the mapboard. Any which foul or grapple may attempt to form boarding parties to take possession of the enemy's craft by force. Ships may also fire at the opposing vessels hoping to reduce them to a state of surrender. Careful maneuvering and good fleet organization are essential to defeat the enemy and gain victory.

II. COMPONENTS

A. Game Equipment:

1. Mapboard consisting of two sections which can be joined together in a variety of ways to allow more freedom of movement.
2. Set of die-cut counters.
3. Advanced Tables Card.
4. Rules of play and scenario manual.
5. A "log" pad.
6. One die.

B. Mapboard:

The 22" by 28" mapboard is the playing surface upon which the ships are maneuvered. The hexagonal grid printed on the mapboard is used to determine movement, firing ranges, and the positions of the ships. Each hex (hexagon) has an identification code, this being used to determine the initial placement of ships for the various scenarios. The code is also valuable in checking a ship's movement. Portions of the board are sometimes used as juttings of land in certain scenarios, and will be defined as such in the applicable scenario. A wind direction hexagon is found at the lower lefthand corner. Each edge of the board is labeled by the wind direction numbers pointing toward it. The four edges are labeled in clockwise order, 1, 2-3, 4, 5-6.

C. Unit Counters:

Included in the game is a sheet of die-cut counters which represent ships and markers of various types. These are the playing pieces used in the game. Each counter has a colored spot amidships to identify it and act as the ship's colors. Red spots identify British ships; white spots identify French vessels; gold spots identify Spanish and Venetian ships; and light blue spots identify the American vessels. Printed on each counter is information needed to play the game. Examine the examples below:

Wind Direction

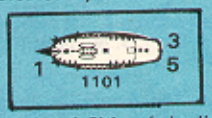
Full Sail

Strike

explosion

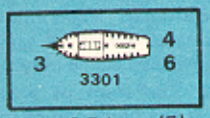
sinking

Ship Classes: Each ship overview on the counter represents a class of ship. Classes denote different sizes and types of ships. NOTE: Care must be used to match the proper class counter for each ship being played. The size of a ship is indicated by the size of the class overview.

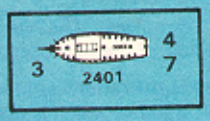


Nr. 1 Ship-of-the-line (S.O.L.)

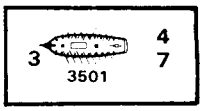
Nr. 2 Ship-of-the-line (S.O.L.)



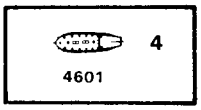
Nr. 3 Frigate (F)



Nr. 4 Frigate (F)
Corvette (C)

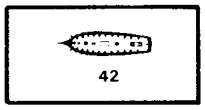


Nr. 5 Brig (B), Sloop (S), Schooner (SC),

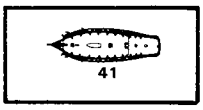


Nr. 6 Gondola (GO), Galley (G), Radeau (R)

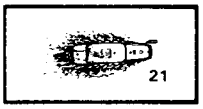
Nr. 7 Gunboat (GB)



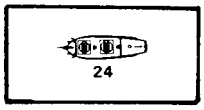
Privateer (P) Class varies



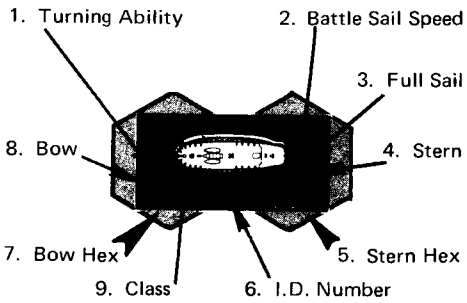
Merchantman (M) Class varies



Fireship (FI) Class varies



Bomb Ketch (B) (No provision for use in rules)



1. Turning Ability: The maximum number of 60 degree turns which that ship can make during the course of the Movement Execution Phase.

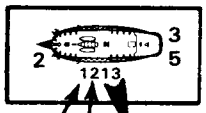
2. Battle Sail Speed: The maximum speed that a ship has under battle sails. (There are two speeds, 3 and 4).

3. Full Sail Speed: The lower righthand number represents a ship's movement ability under an increased spread of sail. This speed is used in the Advanced Game only.

4. Stern: The stern of a ship is its rear section. This is the blunt end of the ship diagram on the counter.

5. Stern Hex: The hex that the stern and the rear half of the ship occupies.

6. Identification number: Each counter has a 4 digit number which is used to identify it with the ship that it represents. The first digit refers to the nationality of the vessel. The second digit refers to the class of ship. (See below) The last two digits serve to identify the counter as separate from any other.



Nationality / two identification digits
Class Number

Nationality:

1 (red) = British
2 (White) = French
3 (Gold) = Spanish
(Gold) = Venetian
4 (Light Blue) = American

7. Bow Hex: The hex that the bow and the forward half of the ship occupies.

8. Bow: The bow of a ship is its front. This is the pointed end of the ship diagram on the counter. The bow always points in the direction in which the ship is sailing.

D. Basic Game and Advanced/Optional Tables:

1. The back of this manual contains the Basic Game Tables necessary for the play of the game. Each Table is identified and its use will be explained in the appropriate section of rules. Hereafter all Tables will be referred to in abbreviated form.

2. The Advanced/Optional Tables differ from the Basic Game Tables and are located on a separate card.

E. Log Sheet Pad:

All the essential information needed for moving and firing ships is placed here.

III. PREPARE FOR PLAY

A. Mapboard Set Up:

1. A Scenario is selected from the Scenario section of this manual. All information necessary for the set-up is found in the scenario. It is better to start with single ship encounters and move on from there as experience is gained.

2. Remove from the counter sheet a counter of proper nationality and class for each ship to be played.

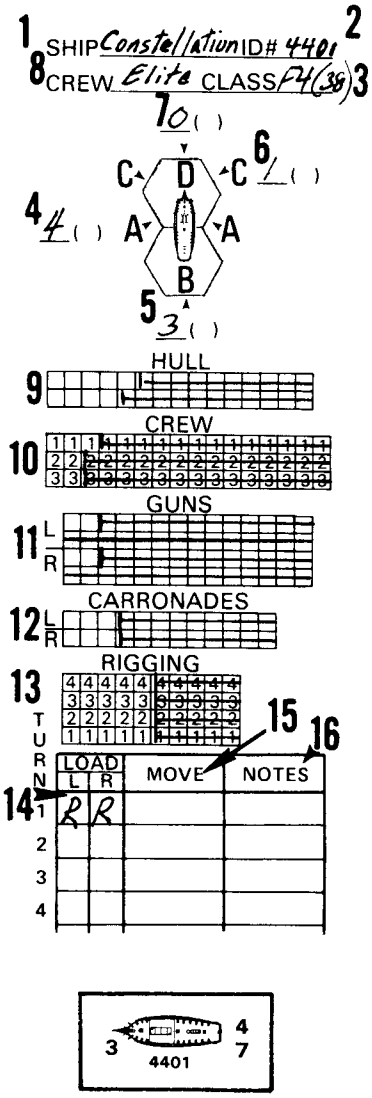
3. Lay the mapboard out and place each ship's bow in the assigned bow hex and pointing in the numbered direction corresponding to the wind direction hex on the board.

4. The wind arrow counter is placed in the wind direction hex pointing to the proper numbered direction.

5. If the scenario has any land features involved, the hexes to be noted as land will be listed.

B. Log Sheet:

A very important step must now be completed; filling out the log sheet. A player must fill out a "log" for each ship that he controls. All information for that ship necessary to the play of the game will be placed here. This information is found on the ship counter or in the ship's Order of Battle, found in the scenarios. A diagram is given as an example of this procedure.



The ship counter and log above represent the starting Basic Game strength of the Constellation. Check her specifications on the Master Scenario Chart on Page 27 to ascertain how to correctly fill out a ship's log.

1. The name of the ship and number of guns carried is placed on line 1.

2. The identification number of the counter to be used for the ship is put on line 2.

3. The Class of ship is placed on line 3. Certain ships may be given a specific counter to use in the scenario. This will be indicated by giving the I.D. number in this section.

4., 5., 6., and 7. On lines 4., 5., 6., and 7. place movement allowance for each attitude to wind. This information can be found in Movement section of the Basic Game (IV A. 3., 4.). Ignore parenthesis for Basic Game as these spaces are intended for full-sail movement in the Advanced Game.

8. The quality of crew manning the ship - either elite, crack, average, green or poor is placed on line 8.

9. The number of hull squares allotted for each ship is placed in section 9. All squares over this number are marked out.

10. The number of crew squares allotted to each ship is placed in section 10. All crew squares are divided into sections. In the Order of Battle, the number of sections and number of crew squares per section will be given. Each

crew section has a corresponding numbered row in the "log." Squares not being used should be marked out.

11. The number of gun squares allotted for each ship is placed in section 11. This section divides the guns into left and right broadsides (labeled L and R). Mark out the gun squares not being used.

12. Section 12 is the Carronades section. This section is completed exactly like section 11. Carronades are special guns of limited range, hence the reason for separation from section 11.

13. Section 13 is the Rigging section. Each line of squares represent one battle sail speed factor. The number of rigging squares per battle sail speed factor is given in the Order of Battle. Squares not being used are marked out.

14. On the movement column (14) of the ship's log, there is a load section. It is composed of two spaces, one marked L for left broadside; the other R for right broadside. In these spaces the type of shot for each broadside is to be marked. There are 4 types of shot to be used, roundshot, chainshot, grapeshot, and doubleshot. Each has advantages and disadvantages to be discussed later. You can load each broadside with one type of shot although both broadsides need not have the same type. The spaces in the load column are marked: R for roundshot, G for grapeshot, or D for doubleshot. For the basic game only roundshot is to be used.

15. Section 15 denotes the move column. All movement for the ship will be placed here. No information is placed here at this time.

16. The notes section (16) is the part of the moves column where special orders and notations are written. These notations will be explained in appropriate sections of the rules. No information is placed here at this time.

BASIC GAME RULES

I. INTRODUCTION

The Basic Game gives all the information needed to play a scenario in *Wooden Ships and Iron Men*. Once this section of the rules is completed, play of the game can begin. Later rule sections include an Advanced Game and an Optional Rules section which provide more realism and corresponding complexity. There is even an additional section of rules which allows players to design their own scenarios.

The rules outline for the Basic Game follows the sequence of play for each turn.

II. SEQUENCE OF PLAY

Once the game has been set up, play begins. The game is played in turns (representing approximately three minutes). Most scenarios have no limit to the number of turns contained therein. Each turn is divided into eight phases. The sequence of play for each turn is as follows:

A. Unfouling Phase: Make attempts to unfoul ships which were fouled on previous turns.

B. Movement Notation Phase: Players secretly write in the proposed movements for each ship on their log sheets.

C. Movement Execution Phase: When both players have completed their log notations, all simultaneously move exactly as their movement was written in the log. Retrace any possible collisions one hex at a time. If any collisions occur check for fouling.

D. Grappling and Ungrappling Phase: Make all attempts to grapple, avoid grappling, and ungrapple.

E. Boarding Preparation Phase: Write any boarding parties in the logs of the involved ships.

F. Combat Phase: Resolve all gunfire, and mark all hits on the hit boxes of the log sheet.

G. Melee Phase: Resolve all boarding actions, and mark all crew hits on the log sheet.

H. Load Phase: Load broadsides.

III. UNFOULING PHASE

*Ships which have fouled their rigging (i.e., have entangled thier rigging with that of other ships) on previous moves and have not been able to unfoul may attempt to unfoul. Ships attempting to unfoul use the Unfouling Table. Players need not attempt to unfoul if they do not wish to; however, they may roll one die for each of their ships that is fouled. If unfouling is successful, both ships that have unfouled may move normally on that turn. If a ship is fouled with more than one ship, a player may roll once for each fouled enemy ship.

If after the completion of all unfouling attempts, any ship still remains fouled to one or more enemy ships, it must wait till next turn to attempt to unfoul.

Successful Unfouling is noted by writing Ⓕ in the notes section of the log.

IV. MOVEMENT NOTATION PHASE

All ships are moved simultaneously. The move of each ship must be written secretly in the log before any ship can actually be moved on the mapboard.

A. Movement and Turning Allowance:

1. Before writing orders, the movement allowance for each ship must be determined. This movement allowance is a combination of a ship's battle sail speed and its attitude to the wind direction.

2. The battle sail speed of each ship is printed on the counter adjacent to the stern of the ship diagram (see II, C. 2 of Introduction to Rules). All ships have a battle sail speed of either 3 or 4.

3. Along with the battle sail speed the attitude of the ship in relation to the wind must be determined. There are four attitudes to the wind for each ship, labeled A, B, C, D. Each letter represents a different position of the ship in relation to the direction that the wind is blowing. See diagram:

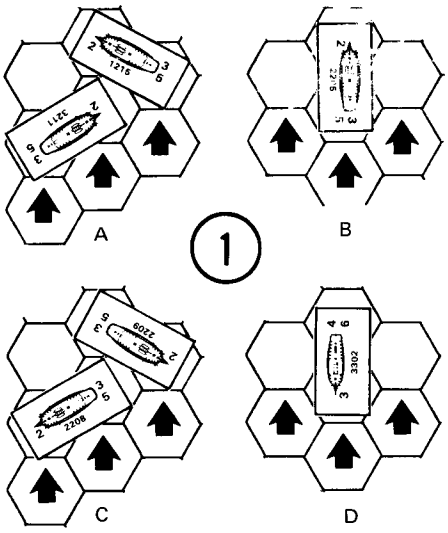


Diagram No. 1 compares the different ship positions to wind.

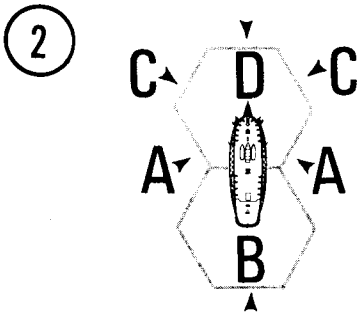
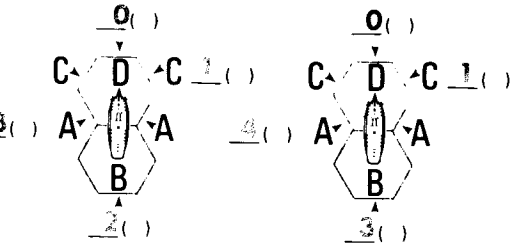


Diagram No. 2 compares the different wind directions to the ship position.

4. The movement allowance is now checked on one of these two charts:

* —new for 2nd edition



Battle Sail Speed 3 — Battle Sail Speed 4

EXAMPLES:

a.) A ship with a battle sail speed of 3 starts the movement notation phase in attitude C in relation to wind direction. Its movement allowance is determined to be 1.

b.) A ship with a battle sail factor of 4 starts the movement notation phase in attitude A. Its movement allowance is 4.

*5. The movement allowance is the *maximum* number of *hexes* a ship may move in a movement phase. A ship may only move into a hex toward which its bow is pointing; i.e., a ship can't move sideways or backwards (*exception: drift-V, B. 1. of Basic Game*). Each hex a ship's bow enters costs one movement factor of its allowance. Once a ship has used all its factors, it must stop.

6. Movement factors may not be accumulated from one turn to another nor may it be transferred between ships.

*7. A ship may use none, some or all of its movement factors available. The number of hexes a ship may move is up to the player within the limits of its movement allowance.

8. A ship may make only one 60 degree turn per hex in a movement execution phase. A 60 degree turn is equivalent to turning the bow to face an adjacent hexside. Since each ship counter occupies 2 hexes, as a ship's bow is pivoted 60 degrees to point to a new hexside, the stern will swing into a new hex.

9. The turning ability number on the ship counter represents the *maximum* number of turns that ship may make in a movement execution phase. Remember all ships are limited to just *one turn per hex*, so each turn must be made in a different hex. Although it may seem impossible for some ships to ever exceed their turning ability maximum it does become relevant in the Advanced Game.

10. Each individual turn costs one movement factor of the allowance. (*Exception: IV, A. 15 of Basic Game*).

11. A ship may never make a turn if the cost would cause that ship to exceed its movement allowance.

12. The movement allowance for each attitude to wind also limits the number of hexes a ship may move while in that particular attitude. Example: A ship with battle sail factor of 4 starting in attitude A has a movement allowance of 4. If it turns to attitude C, it may only move one hex in that direction as the movement allowance for this attitude is 1. It may turn back to attitude A after moving one hex in C and finish its move in A Attitude.

13. Rule 12 does not work both ways. A ship with battle sail speed of 3 starting her movement turn in Attitude B has a maximum movement allowance of 2 even if it moves to attitude A later in the movement phase.

14. Rule 12 does not limit the number of turns in any attitude (other than the limit of 1 per hex traversed), just the number of hexes into which a ship may move.

15. A ship which has a movement allowance of 0 may always turn in place 60 degrees. This is free.

16. A ship which turns into attitude D must immediately stop and may not move or turn for the remainder of the movement phase, even if it has movement factors remaining.

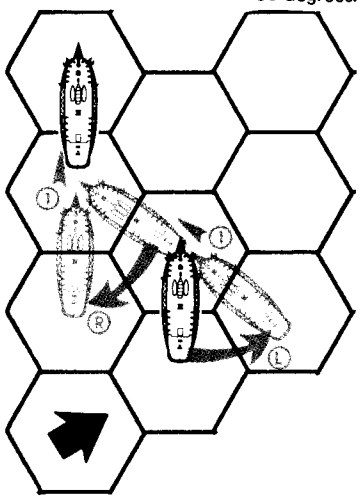
*17. A ship's movement allowance may never be reduced below 0.

B. Log Notations:

1. All notations of movement are written in the move column of the ship's "log." The column is divided into numbered sections corresponding to the turns. All notations are written in the appropriate turn section.

2. The number of hexes a ship is to move is written as a number.

3. Any turns made by the ship are written as an "R" for righthand turn of 60 degrees or as an "L" for a lefthand turn of 60 degrees.



Example: Moves L1R1 — The ship is at A attitude to the wind and has a battle sail speed of 4 . . . its movement allowance is determined to be 4. The move notation in the "log" reads left turn 60°, forward 1 hex, right turn 60°, forward 1 hex. This has completed the ship's full allowance. After its first turn into attitude C, the maximum distance the ship could move in that direction was one hex. If it wished to remain in attitude C, it would have to end its move at that point. L1

4. Notation must be specific and in the same order as that in which the ship will be moved.

5. After completion of all orders, logs must be opened for inspection by the other players. Exception: The load column of the log may never be inspected.

6. Orders must be written for each ship. If a player does not wish a ship to move, an "0" will be used as notation.

7. If a log sheet is incorrectly filled out and/or indicates an illegal move for a ship, end that ship's movement at the point of the infraction.

8. Ships which are to enter the game on this turn have their movement noted in their "log's" movement column. The first hex entered counts against their movement allowance.

V. MOVEMENT EXECUTION PHASE

A. Movement:

1. All players move their ships simultaneously on the board.

2. Ships which are scheduled to enter, enter and move in this phase.

B. Drifting:

This is a special type of movement. It may be voluntary or involuntary.

1. Whenever the bow hex of a ship does not change or is not plotted to change for two consecutive movement execution phases, during the second phase the ship will drift one hex in the direction the wind is blowing. Both the bow and the stern must be moved in this direction. This applies also to ships which are fouled or grappled together, if both ships are on at least their second consecutive movement execution phase without moving into another hex. Ships may turn in place and still fulfill drifting obligations (*see IV, A. 15, of the Basic Game*).

2. Ship of the line class vessels will drift one hex *every other turn* while drifting. Frigate and smaller class ships will drift one hex per turn while drifting. They will continue at these rates until they voluntarily move at least one hex.

3. Ships which are fouled or grappled together cannot move or turn in place, they can only drift.

4. For each turn a ship is to drift, a "D" is written in the move column.

5. Ships which have lost all rigging-squares (become dismasted) drift with a special turning allowance.

a. Dismasted ships with a turning ability of 1 must wait at least three consecutive turns while drifting before being able to make a 60 degree turn.

b. Dismasted ships with a turning ability of 2 must wait at least two consecutive turns while drifting before being able to make a 60 degree turn.

c. Dismasted ships with a turning ability of 3 must wait at least one turn while drifting before being able to make a 60 degree turn.

d. If a dismasted ship makes a 60 degree turn while drifting, it must wait the same period before making another turn.

C. Collision:

Ships that cross the course or position of other ships (enemy or friendly) during the movement phase may collide with the other ship.

1. To see if ships have collided, the players must retrace the courses of those ships involved one hex at a time. Remember, that a 60 degree turn counts the same as a hex moved into. If two or more ships are found to be in the same hex at the same time in their move, a collision takes place.

2. Only one ship can actually remain in the collision hex. If the bow or stern of one ship is in the hex at the same point in movement when one or more other ships attempt to enter that hex, the ship occupying the hex remains. The other ship(s) move back to the hex(es) they occupied just prior to the collision. If the stern of a ship enters a hex in a turning maneuver at the same point in the movement phase as the bow of another ship,

the bow enters the hex. The turning ship moves back to its previous position. In all other cases that might occur, roll a die for each ship involved, and let high man decide which ship must occupy the contested hex.

3. Ships will drift into a new hex on the last move of the phase.

4. Once a collision has occurred and the position of the collided ships have been determined, all movement ends for the ships involved, even if their logs have been plotted for further movement. Log notation must be changed to correspond with the actual move.

5. When a collision occurs, the rigging of the involved ships may entangle and be fouled, locking the ships together. For each collision, one of the involved players must roll a die. The result is found on the fouling table, and is implemented immediately. If the result is "ships are not fouled," they may continue to move normally the next movement phase.

6. Fouled ships cannot move or turn in place. On the second movement phase after fouling they must drift.

7. Ships that are fouled may perform boarding maneuvers and melee that turn and/or any or all subsequent turns that they remain fouled.

8. The fact that a ship is fouled is indicated in the Notes section of the ship's "log" by writing an "F."

VI. GRAPPLING AND UNGRAPPLING PHASE

At the end of the movement execution phase, any ship that occupies a hex adjacent to a hex occupied by another ship, friendly or unfriendly, fouled or unfouled, may attempt to grapple.

A. Grappling:

1. One or both ships may attempt to grapple.

2. A ship may attempt to grapple, once per turn, each ship to which it is adjacent.

*3. If the involved ships are friendly, grappling and ungrappling is performed automatically without rolling a die.

4. If the adjacent ship is unfriendly, an attempt to grapple is made by rolling one die and consulting the Grappling Table.

5. Grappling attempts on the same ship can be made in each turn even if previously grappled.

6. As with fouled ships, grappled ships cannot move or turn in place. They can only drift.

7. Boarding parties can be formed and boarding actions fought between grappled ships.

8. The fact that a ship is grappled is indicated by writing a "G" in the notes section of the ship's "log" for each successful grapple.

B. Ungrappling:

1. After all attempts at grappling have been made in this phase, any ship which has been successfully grappled may attempt to ungrapple by rolling one die and consulting the Ungrappling Table.

2. A successful ungrapple negates all affects of the grappling. Each ungrappled ship may move normally the next turn.

3. On each turn that a ship is in a grappled state, if may attempt to ungrapple. If a ship is grappled more than once, it must ungrapple every successful grapple before it is free.

4. A ship may attempt to ungrapple once per turn each successful grapple.

5. If after completion of all ungrappling attempts, any ship still remains grappled to one or more enemy ships, it must wait till next turn to attempt to ungrapple.

6. Ungrappling is indicated by writing a "Ⓖ" in the notes section of the ship's "log."

VII. BOARDING PREPARATION PHASE

Ships which have been fouled or successfully grappled may form boarding parties if desired. These parties may attempt to take over an enemy ship or defend against a take-over in the *melee phase.*

A. Boarding Party Formation:

1. All boarding parties are formed by crew sections. All available crew squares in a crew section must be used.

2. From one to all sections may be delegated as a boarding party or parties as long as the following procedure is maintained:

a. The lowest crew section with at least one undestroyed crew square must be used first.

b. Any remaining crew sections desired as boarding parties must be chosen in order. A player may never skip a lower numbered crew section to choose a higher numbered crew section as a boarding party unless all lower numbered sections have already been chosen as such.

B. Boarding Preparation Procedure:

1. Players secretly write down which crew sections are to be used for boarding in the notes section for all ships fouled and/or grappled. If the player does not desire to form any boarding parties "NBP" is written.

2. There are three types of boarding parties which may be formed: An offensive boarding party written as "OBP," a defensive boarding party written as "DBP," and a transfer boarding party written as "TBP." (These abbreviations will be used to denote the boarding party types hereafter in the rules). An "OBP" must melee in the Melee Phase. A "DBP" will melee only if attacked by an opposing "OBP." A "TBP" is used only for transfer of crews between friendly ships.

3. To form a boarding party, the abbreviation for the type of boarding party desired is written in the Notes section plus each crew section number involved. More than one type boarding party may be formed per ship.

4. If there are several ships to which a boarding party could board at the same time, the "log" notation should also indicate the ship(s) to be boarded.

5. If all crew sections of a ship are used for boarding parties, that ship may not fire at all in the Combat Phase, or move in the next Movement Phase.

6. Transfer of crews is allowed to any friendly adjacent ship, not necessarily one fouled or grappled.

7. Transferred crews may not be used for melee or other purposes until the turn following the transfer. This applies even when the ship they are transferred to is engaged in melee during the turn of transfer.

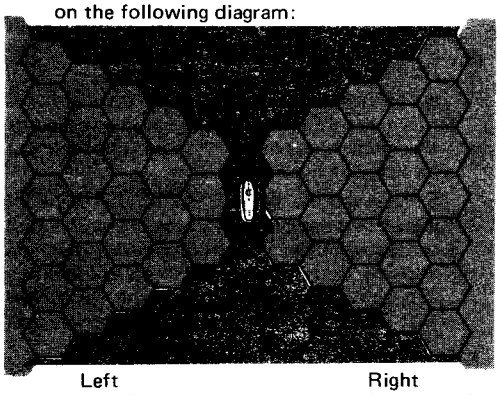
8. "TBP's" may be formed to board ships which one thinks will surrender. If, for any reason the ship does not surrender, no transfer is made and the crew section(s) involved may not be used in any other function for that turn.

VIII. COMBAT PHASE

In this phase, ships may fire at enemy ships in their field of fire and within range. Firing is considered simultaneous and all firing is considered completed before results of combat are marked on the "log" sheets. Firing is done by broadsides of cannon.

A. Fire Determination:

1. Each ship has a right and left (in Naval terminology, starboard and port) broadside. These broadsides are effective only from their side of the ship. Each broadside has a "play" or area over which its broadside firepower is effective. The play of each broadside is shown on the following diagram:



Left (Port) Right (Starboard)

2. Each ship also has two fields of fire; one for each broadside. Any blocking of one field has no effect, whatsoever, on the other field of fire.

3. The field of fire of each broadside is the area covered by the play of the broadside up to the limit of the ten hex firing range.

4. A ship may fire at a single enemy ship in a broadside's field of fire subject to two conditions:

a. The ship being fired upon must be the closest in number of hexes to the firing ship of all ships in the field of fire;

b. If the "closest ship" happens to be a land hex, friendly ship, surrendered or captured ship, or a hulk, the field of fire is blocked and the ship may not fire that broadside in that turn.

5. If there is more than one ship or obstacle which qualifies as "closest ship," the attacker may choose which is closest and fire at that ship.

6. Firing is noted on the log by drawing a slant line ("/") through the last loading notation "R" on the broadside fired.

7. As firing is considered simultaneous, it may be carried out in any order. Hits will not be marked until after all firing is completed.

8. A ship may fire both broadsides during the same combat phase, if both sides are loaded.

9. Carronades are a special type of gun. They can only be fired at ships within the two hex range. Carronade gun squares are added to the regular broadside capability.

B. Fire Procedure:

1. Count the number of hexes to the target by the shortest possible route. It may be to either the bow or stern hex, whichever is closest. This is the *range.*

2. In the gun section of the firing ship's "log," count the number of guns squares on

the broadside firing. Do not include damaged gun squares in this count. Also, do not include carronade squares unless the range is two hexes or less.

3. Consult the range tables of the *Hit Determination Table* (HDT), cross gridding the number of gun squares firing with the range in hexes. The number found in this table is the number of the Hit Table to be used.

4. Check the HDT modifiers (ignore the advanced modifiers). These are variables that will increase or decrease the Hit Table. All modifiers are cumulative. If, after using all modifiers that apply, Table Zero or above has not been reached, the result is an automatic "miss." If a table number higher than eight has been reached, use Table Eight, as this is the highest allowed.

5. The player firing now decides if the fire is to be aimed at the hull, or at the rigging. If the range is six hexes or more, the fire must be aimed at the rigging.

6. Consult the correct Hit Table, as determined in steps (3) and (4), in either the Hull or Rigging Effects Section, depending on the decision made in step (5), then roll one die. Crossgrid the number rolled with the proper Hit Table. The result gives the number and types of hits scored on the target.

7. There are four types of hits: H (Hull), G (Gun), C (Crew), and R (Rigging). At the end of the Combat Phase, the number and type of hits are marked off in the appropriate sections of the target ship's "log." Players may wish to keep track of these hits on a side sheet of paper until the end of the phase.

8. Grappled and/or fouled ships may not fire at each other's rigging.

C. Hit Table Modifiers:

1. **Crew quality:** Crew quality will increase or decrease the BHT as shown in the HDT depending on the number of gun squares being fired.

2. **Raking:** Raking (i.e., when one ship is in position to fire down the length of another one), will increase the BHT as shown in the HDT, depending on the number of gun squares firing. A ship is in a raking position anytime an opposing ship lies within the play of its broadside, but it lies outside the play of the opposing broadside.

3. **Crew Losses:** For each complete crew section wiped out or used for boarding, the Hit Table is decreased by one. If no crew sections are available for firing, the guns may not be fired.

4. **Initial Broadside:** The first time a ship fires a broadside, that broadside will be the most carefully loaded and aimed that it will fire. Each ship has two initial broadsides, one for each side of the ship. The initial broadside will increase the Hit Table as shown on the HDT, depending on the number of gun squares being fired in the broadside.

5. **Captured Ship:** When using the guns of a captured ship, the Hit Table is decreased by two tables. Ignore the crew loss modifier when firing from a captured ship.

D. Marking Hits and the Effects of Damage:

Hits are marked on the "log" of the target ship with an "X." The "log" has four major parts, each part corresponding to a type of hit on the Hit Table.

1. *Hull Hits ("H"):*

a. Mark off one hull square per hull hit called for on the Hit Tables.

b. When all of a ship's hull squares have been marked off, that ship will "surrender by striking her colors." The ship is considered to be in such danger of sinking that it cannot be sailed or the guns worked for the remainder of the game (even by a prize crew). None of the original crew can be removed from the ship (all are required to try to keep the ship afloat). Neither side is allowed to fire on a "struck" ship, although it can be boarded. Excess hull hits are treated as "misses." The crew of a "surrender by striking" ship cannot participate in melees even if boarding parties have been formed. Place a strike marker on a ship which has "struck."

2. *Crew Hits ("C"):*

a. Mark off one crew square per crew hit called for on the Hit Tables. All crew hits must be taken out of the first section until all of its crew squares are gone, then from the second section, and finally from the third section.

b. When all crew squares on a ship are marked off, the ship cannot be moved or be used in combat until more crew squares are put on board. Excess crew hits are treated as "misses."

3. *Gun Hits ("G"):*

a. Mark off one gun square per gun hit called for on the Hit Tables. When a gun hit is called for, and the ship has carronade squares available, the commander of the *hit* ship can mark off whichever type he chooses. Hits should be marked off the side closest to the firing ship, although if gun squares on the closer side are all marked off, gun squares on the opposite side are marked off. If, as in a rake, both sides of the target ship are equidistant to the firing ship, the *target* ship chooses which gun squares to mark off.

b. If all gun squares are marked off, and no friendly ship of the same or larger class as the firing ship is within ten squares distance, the ship will surrender to the first enemy ship that can move into an adjacent hex and fire a broadside into it. The ten hex range is determined at the moment the broadside is fired. This is known as "surrender by firepower." Excess gun hits are treated as hull hits.

4. *Rigging Hits ("R"):*

a. Mark off one rigging square per rigging hit called for on the Hit Tables. The rigging squares are divided into either three sections (for ships with a battle sail speed of 3) or four sections (for ships with a battle sail speed of 4). All rigging hits are taken out of the first section until all rigging squares are gone there, then out of the second section, etc. Each complete rigging section marked off drops the ship's movement allowance by one hex in all attitudes to the wind. When all rigging sections are gone, the ship cannot move.

b. If all rigging squares are marked off, and no friendly ship of the same or larger class as the firing ship is within ten squares distance, the ship will surrender to the first enemy ship which can rake its hull. This is known as "surrender by immobility." Excess rigging hits are treated as "misses."

IX. MELEE PHASE

* All ships which have not 'surrendered' and have crew squares remaining in their boarding parties may now attempt to capture opposing ships, to defend themselves and/or to transfer to friendly ships. To determine the success of the boarding, melee must occur with the enemy's 'OBP' or 'DBP'. Melee is fought simultaneously *once* per turn.

A. Transfer Procedure:

1. Crew sections designated as "TBP" during the Boarding Preparation Phase may now transfer as ordered to any friendly adjacent ship.

2. Cross off the transferred crew sections on the "log" as if they were casualties, and make a note on a separate sheet of paper of the strengths of the transferred crew sections, and their present locations. Friendly crews ordered to transfer to ships which have "surrendered" in the Combat Phase may not transfer.

3. If crew sections are transferring to ships which have lost crew squares, they may permanently transfer by erasing one crew square for each square being transferred. Start erasing with the most recent crew square casualty and work back.

4. Crew sections transferred to a ship immediately assume the quality of the original crew. If a crew section is being transferred to a ship involved in melee, the crew may not participate in the melee nor return to the original ship, and surrenders with the rest of the non-meleeing crew if the ship surrenders in that turn.

B. Boarding Procedure:

1. Ships which have formed "OBP's" during the Boarding Preparation Phase must now attempt to have their "OBP's" board and capture by melee the opposing enemy ships to which they have been ordered. Only "OBP's" initiate melee.

2. If two opposing ships are simultaneously sending "OBP's" to capture each other, both parties must melee.

3. If one of the opposing ships has ordered a "DBP," melee occurs if she is attacked by an "OBP." If the other ship has a "DBP," "TBP," or "NBP" then no melee occurs.

4. If an "OBP" (not "DBP") boards a ship which has ordered a "NBP" or "TBP" only, that "OBP" automatically captures the ship without melee. The "TBP" would effect its transfer simultaneously.

5. If several "OBP's" are boarding the same ship, their total melee strengths are added together.

6. If an "OBP" is ordered to board a ship which has ordered both an "OBP" and a "DBP," the two "OBP's" must melee first. If victorious the "OBP" must continue melee with the "DBP."

7. If an enemy ship "surrenders" during the Combat Phase, an "OBP" intended for that ship may go aboard to act as prize crew.

ADVANCED GAME RULES

I. INTRODUCTION

Upon mastering the Basic Game rules, players may wish to advance to a more realistic and complex version. The Advanced Game offers just that with a set of rules which can easily be incorporated into the Basic Game.

All Basic Game rules apply to the Advanced Game unless stated otherwise.

A. Advanced Game Tables:

The Advanced Tables card contains the set of tables to be used in the Advanced Game. Several of the Basic Game tables have been modified for the Advanced Game and adjustments in play must be made for this. New tables have been added and their functions will be explained in the appropriate section of the rules.

1. *HDT Modifications:*

   a. *Rake:* If a ship is raking, cross-index the range of the target with the number of guns firing on the range table. The number in parenthesis determines which Hit Table is to be used.

   b. *Stern Rake:* A bonus of +1 is added to a rake any time it is fired at a ship's stern.

2. *Hit Tables:*

   a. The number of hit tables has been increased by two to Hit Table No. 10 in both the hull and rigging sections. If a firing ship's Hit Table has been modified to a value greater than ten, resolve the attack as separate die rolls. Each die roll must be made on the highest table possible. (Example: The greatest modification for a firing ship is 20. This would allow the ship to fire twice on Hit Table 10 only and not in any other combination.

   b. In each Hit Table, the 6 results are marked with an asterisk. These indicate a possible critical hit.

   1. If a 6 is rolled on any Hit Table, roll the die again adding the Hit Table number to the result. Index this value with the target aspect, (either hull or rigging), on the Critical Hit Table found on the inside back cover of the manual.

   2. Any Critical Hit damage acquired is applied after all other damage has been recorded at the end of the Combat Phase.

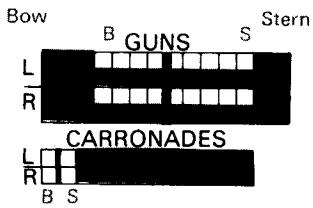
   3. All critical hit damage is cumulative.

   4. Some results are a function of one or more of the Optional rules. Those players not using the appropriate Optional rule, must ignore the result taking a "no effect" instead.

B. Log Modifications:

1. The number of hull squares is increased to one and a half times the Basic Game value (rounded up). Gun, carronade, and crew values are twice as large as the Basic Game values. These changes are made while completing the log.

*2. Each broadside and carronade section is sub-divided equally into a bow and stern section.



II. SEQUENCE OF PLAY

The expanded sequence of play is presented and should be followed in exact order. Each turn is composed of ten phases of play:

A. Wind Phase:

Roll one die to determine wind change, and if so, how it will change. This is done every third turn.

B. Unfouling Phase:

Make attempts to unfoul ships which were fouled on previous moves. Roll for sinking or exploding ships.

C. Movement Notation Phase:

Movement is plotted secretly by all players on their ships "logs." Anchoring, up-anchoring, and cutting anchors orders are written in the Notes section of "log."

D. Movement Execution Phase:

Each ship is moved exactly as ordered in the "log." Retrace any possible collisions one hex at a time. Check for fouling.

E. Grappling and Ungrappling Phase:

Attempt to grapple, avoid grappling, or ungrapple.

F. Boarding Preparation Phase:

Write any boarding parties in the "logs" of the involved ships.

G. Combat Phase:

Resolve all firing, and mark all hits in the "logs." Determine if certain ships are to sink or explode.

H. Melee Phase:

Resolve melee.

I. Load Phase:

Reload broadsides - a variety of ammunition may now be used. Mark any repairs in notes section of the "log"; erase applicable squares if repairs are completed.

J. Full Sail Phase:

Place or remove full sail counters on ships.

III. WIND PHASE:

Wind is no longer a constant factor in the game. Changes may occur in both direction and velocity.

A. Wind Numbers:

Each scenario lists an initial *wind direction* number that indicates the direction in which the wind is blowing at the start of the game, a *wind velocity* number that represents the strength at which the wind is blowing, and a *wind change* number that determines any possible shift in wind direction and/or velocity.

1. The initial wind direction is recorded by moving the wind marker to the stated direction number on the wind direction hex.

2. The wind velocity is determined by checking the wind velocity number and indexing it with the proper velocity. There are eight types of velocity located in the Wind Effects Table. Each type has a corresponding wind velocity number: (0) becalmed, (1) light breeze, (2) moderate breeze, (3) normal breeze, (4) heavy breeze, (5) gale, (6) storm, and (7) hurricane.

3. Wind change is determined in the wind phase of every third turn, i.e., turn three, six, nine, etc., by rolling a single die. If the number rolled equals or exceeds the wind change number, the wind changes as follows:

   a. A die is rolled again and the Wind Direction Changes Table is consulted. The wind arrow counter is then shifted as directed by this table.

   b. A die is rolled a third time and the Wind Velocity Changes Table is consulted. The velocity is shifted a step if applicable.

   c. If the wind velocity should increase a step from storm force to hurricane force, the game ends immediately. If the wind velocity should drop a step from light breeze force, all ships are becalmed and no movement other than turning in place is allowed until the wind velocity increases. Velocity cannot be reduced to less than zero.

   d. NOTE: Wind Velocity affects not only movement but full sail and fire capabilities of certain ships. These exceptions are noted underneath the Wind Effects Table.

B. Wind Effects:

1. Wind Direction: Same effect as in Basic Game.

2. Wind Velocity: The Wind Effects Table reflects the effects of different wind velocities upon various size ships. The Table compares the wind velocities to the class number of a ship. Each class number is divided into an additional four columns; A, B, C, and D, representing the four attitudes to wind. To determine the effect of wind velocity on a ship, cross index the velocity to the ship's class number and wind attitude. The result is then subtracted from the ship's movement allowance which becomes the new movement allowance for that turn. No allowance can be reduced to less than zero. (Example: A ship of 74 guns sailing with battle sails in B attitude to a wind of gale force, has a movement allowance of 2. Cross-indexing the class 2 B column with the gale row in the Wind Effects Table, a result of −1 is found. Subtracting 1 from its movement allowance of 2, the ship has a readjusted allowance of 1 for this turn). Although placed in the Advanced Game for convenience, this may be used as an Optional rule if desired.

IV. UNFOULING

This phase remains the same as in the Basic Game.

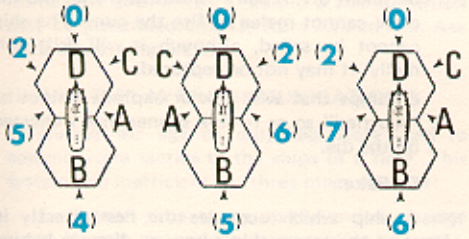
V. MOVEMENT NOTATION PHASE

There are several additions and changes to this phase.

A. Full Sails:

Full sails allow ships to increase their movement allowance by setting more sails than normally used in battle.

1. Like battle sail speed, each ship has a *full sail* speed that is given on each ship's counter. There are three full sail speeds: 5, 6, and 7. The following diagrams give a ship's movement allowance at full sail in relation to wind attitudes:



Full Sail Speed 5 — Full Sail Speed 6 — Full Sail Speed 7

2. Note in each ship's log each full Sail movement allowance per attitude.

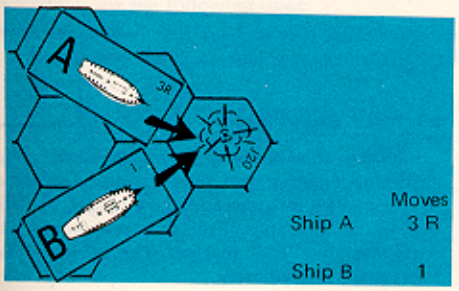
3. All rigging hits scored on full sail ships are doubled.

4. Any ship which loses the entire first section of rigging immediately removes his ship from full sail status. It may not use full sails for the remainder of the game unless it repairs its rigging so as to regain at least one rigging square in the first section. (*See X B, Advanced Game*).

5. A ship sets sail to full sail speed by placing a full sail marker on his ship. The procedure for placing and removing full sail counters is explained in Section XI of the Advanced Game. A player does not have to note full sails in the "log."

B. Backing Sails:

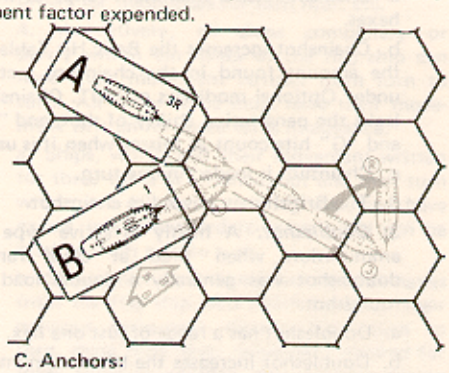
Ships that wish to stay in place for part of the movement execution phase may use the notation "B" (for "backing sails") in the moves column of the "log." The use of backing sails is important when trying to avoid collisions. Backing sails may be used in any part of the movement plot. For each movement factor of the movement allowance that a ship expends staying in place, a "B" must be written. Example: Two ships A and B have both been noted to move into the same hex:



A collision would occur in hex J20. If ship B had used the backing sails rule it could amend its movement plot to

Moves
B B B 1

Thus it would enter hex J20 on the last move of the phase thereby avoiding ship A which by that time had already passed through the hex. Note that each B written is equivalent to one movement factor expended.



C. Anchors:

During the Movement Notation Phase, players may decide to anchor their ships by making the appropriate notation in the notes column of the ship's log. The advantage to anchoring is that it improves the firing accuracy as a result of the steadier fire maintained from a more stable position. This rule may only be used in certain scenarios which will be so designated.

1. There are three types of anchoring: *Ordinary anchoring*, written *"A", anchored by bow*; written *"AB"*; and *anchored by stern*, written *"AS"*. A ship may not be simultaneously anchored by more than one type of anchoring.

2. Anchoring does not go into effect the turn of noting it on the "log," but the following turn. Ships may write their movement plot and continue operating normally the turn they decide to anchor. The following turn though, the ship must stop at anchor. Ordinary anchored ships may not move or turn in place.

3. Ships may also be anchored by "springs." This was a system of cables attached to the anchors which enabled a ship to be turned while at anchor. A ship can anchor on "springs" by making notations of either "AS" (anchored by the stern), or "AB" (anchored by the bow). A ship anchored by its stern will pivot on its stern hex when turning, while a ship anchored by its bow will pivot on its bow hex when turning.

4. Ships on springs can be turned up to 120° left or right during the movement execution phase. Ships being turned on springs cannot reload or fire during that phase, although repairs can be made and melees fought.

5. The effect of anchoring on firing is found in the Advanced modifiers of the HDT.

6. A ship can up-anchor by writing the symbol " Ⓐ " in the notes column of the "log" for two consecutive turns. On the turn following the completion of this, the ship can resume normal maneuvering. During the two turns that a ship is up-anchoring, she cannot load or fire her guns, make repairs, or engage in melees. A ship is not considered anchored while up-anchoring.

7. A ship can cut anchors by writing "a" in the notes column of the "log." The turn following this notation, the ship can resume normal maneuvering. Once a ship has cut its anchors, it cannot be anchored again.

D. Turning:

Ships which did not move from their bow hex during the previous movement execution phase are limited in their movement by the following restrictions:

1. They must move at least one hex straight ahead before they may turn; or they may turn in place 60 degrees but can make no other movement.

2. They lose one turning factor of their turning allowance.

3. They may increase sail to full sail speed only if they move at least one hex in a straight line in the movement execution phase. No turning is allowed at any time during the move.

VI. MOVEMENT EXECUTION PHASE

This phase is identical to that of the Basic Game.

VII. BOARDING

This phase is identical to that of the Basic Game.

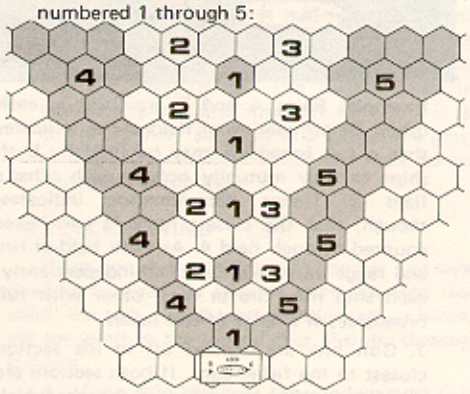
VIII. COMBAT PHASE

This phase is conducted in the same manner as the Combat Phase in the Basic Game. However, each broadside must fire in a reduced field-of-fire, but may use additional types of ammunition.

A. Reduced Field-of-Fire:

The ship's field of fire in the Basic Game was simplified for the sake of playability. Ships actually had a more limited field at which a full broadside could be trained at a target, although certain sections could fire at targets outside of this field.

1. The play of guns is divided into 5 fields, numbered 1 through 5:



2. Fields 1, 2, and 3 cover hexes that can be hit by the entire broadside. Field 4 can be fired at only by the guns of the stern section. Field 5 can be fired at only by the guns of the bow section. (*See Advanced Game II B 2*).

3. A ship may never fire at more than one target with a broadside even if just a section of the broadside is fired.

4. If only one section fires in an initial broadside, it is treated as if the entire initial broadside has been fired and the other section loses the advantage.

5. Blocked Fields of Fire:

a. If a ship fires at a target that lies within the field of the entire broadside, i.e., fields 1, 2, or 3, the ship must fire at the closest target as explained in the Basic Game.

b. Ships cannot fire the stern section at a target in field 4 if there is a closer target in field 2 or 4. Ships may fire at a target in 4 if there are closer targets occupying fields 1, 3, and 5.

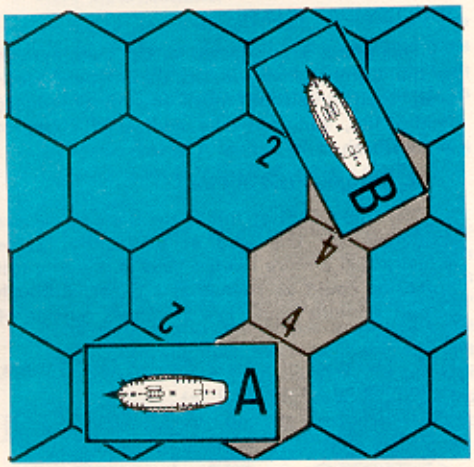
c. Ships cannot fire the bow section at a target in field 5 if there is a closer target in field 3 or 5. Ships may fire at a target in field 5 if there are closer targets occupying fields 1, 2, or 4.

d. NOTE: In many cases a ship will straddle two fields. For the purpose of determining fire, that ship occupies the lowest numbered field. For the purpose of determining line of sight, that ship occupies both fields. There are two exceptions to this rule:

1. Ships firing at a target straddling fields 2 and 4 may not fire the stern section if there is a closer target occupying field 4. It may fire its bow section.

2. Ships firing at a target straddling fields 5 and 3 may not fire the bow section if there is a closer target occupying field 5. It may fire its stern section.

6. Determination of field-of-fire is made independently of the determination of the range between two opposing ships.



Example: Ships A and B are firing at each other. Determination of field-of-fire indicates that a full broadside may be fired by both ships as they mutually occupy each other's field 3. Range determination indicates, though, that the closest range is two hexes counted through field 4. As both field-of-fire and range must be determined independently, each ship may fire at each other with full broadsides at a range of two hexes.

7. Gun hits are marked off in the section closest to the firing guns. If both sections are equidistant, then the defender chooses which gun squares are lost. If there are no guns left in that broadside hits are marked off on any unmarked gun squares of the defender's choice. This includes carronades.

B. Types of Ammunition:

Roundshot was not the only type of ammunition used on ship. Others were developed to cause different types of damage. Each had certain advantages and disadvantages. This rule covers several other types of ammunition and their capabilities as regards range, effectiveness, and loading times.

1. *Roundshot:* As roundshot is the only type of ammunition used in the Basic Game, there is no change in its use in the Advanced Game.

a. The range of roundshot is still ten hexes.

b. Roundshot does not modify the Hit Tables.

c. One broadside may be loaded with roundshot in one turn.

2. *Chainshot:* This type of ammunition was used to destroy rigging in order to immobilize enemy vessels.

a. Chainshot has a maximum range of three hexes.

b. Chainshot increases the Basic Hit Table by the amount found in the chainshot section under Optional modifiers of HDT. Chainshot lacks the penetrating ability of shot, and "H" and "G" hits count as misses when it is used.

c. Chainshot is loaded in one turn.

d. The British may never fire chainshot.

3. *Doubleshot:* A highly effective type of ammunition when fired at close range, doubleshot was generally a double load of roundshot.

a. Doubleshot has a range of just one hex.

b. Doubleshot increases the Hit table number by the amount indicated in the Optional modifier of the HDT.

c. Two moves are required to load doubleshot. "DS" is marked in the load section of the ship's log for two consecutive turns. On the turn following this, the doubleshot may be fired. The other broadside may not be reloaded during either of the two turns. Once a ship has begun loading doubleshot, it is committed to firing it.

4. *Grapeshot:* Grapeshot is used exclusively against the enemy crew. "Grape" was composed of canister or langridge. It was ineffective against the ship itself but devastating against exposed crewmen.

a. Grapeshot has a range of one hex.

b. The Hit Tables are not used with grapeshot. Instead, the modified Hit Table number represents the number of crew squares destroyed.

c. Only one turn is needed to load a broadside with grapeshot.

d. Grapeshot cannot be fired against an opposing ship whose crew is in the second or later turn of melee with the firing ship.

5. Loaded ammunition cannot be changed without firing out the first type of shot.

6. Carronades always carry the same type of shot as the regular broadside even if the broadside has changed the type shot before the carronades have fired.

*7. If the target ship has a boarding party, it receives an additional crew square loss over and above the normal crew loss.

C. Sink and Explode:

If any ship "surrenders by striking" in the Combat Phase, the possibility that it may sink or explode must be determined.

1. When all of a ship's hull squares have been marked off, the enemy player rolls a die, and the *Destroyed Hull Table* is checked.

2. If the result indicates the ship "surrenders by striking" handle as in the Basic Game.

3. If the result indicates that the "surrendered" ship will sink, the ship does not sink immediately. Continue to roll the die once for that ship on each succeeding turn during the Unfouling Phase until a "6" is rolled. At that time the ship sinks and is removed from the mapboard. Place a sink marker on a ship about to sink.

4. If the result indicates that the "surrendered" ship will explode, it does not do so immediately. Continue to roll the die once for that ship on each succeeding turn during the Unfouling Phase until a "6" is rolled. At that time, the ship explodes, and is removed from the mapboard. The force of the exploding ship will damage every other ship located in an adjacent hex. This is handled by rolling the die, and consulting Hit Table number ten under the Rigging Section. Mark this damage on each adjacent ship or ships. Place an explode marker on a ship about to explode.

5. Ships which will explode or sink remain on the mapboard until they do so, but can take no further part in the battle. The crew cannot be taken off, repairs cannot be made, and the crew cannot melee or fire the guns. The ship cannot be sailed, although it will drift normally. It may not be captured.

6. Ships that will sink or explode cannot be "scuttled" so as to sink sooner than indicated on the die.

D. Rake:

A ship which occupies the hex directly in front of the target ship's bow or directly behind the target ship's stern and which may bring its guns to bear may fire a *rake* even if return fire is possible.

IX. MELEE PHASE

The Melee Phase is identical to that of the Basic Game.

X. RELOAD PHASE

A. One broadside per ship may be reloaded with "R" (roundshot), "DS" (doubleshot), "CS" (chainshot) or "GS" (grapeshot).

B. Repairs:

Ships which don't load or fire guns, engage in melee, become involved in a collision, up-anchor, change from full sails to battle sails or vice-versa, or expend any factors of its movement allowance to turn, may make repairs; provided there are at least two crew *sections* available. (The second section need not be complete). All repairs take three turns (not necessarily in sequence). In three turns, two hull, two rigging, or two gun squares can be repaired by simply erasing the "X" on the most recently marked squares. Repairs cannot be made on "surrendered" ships. Repairs in progress are listed in the Notes section of the ship's "log," in this phase by writing *"RH"* for *hull repairs, "RG"* for *gun repairs,* and *"RR"* for *rigging repairs*. The third repair of the same type is circled and the boxes erased. Only one type of repair may be made per turn.

XI. FULL SAIL PHASE

During this phase a player may decide for each ship whether full sails should be added or dropped. Full sails are added by placing an *"FS"* marker on the ship. Full sails are dropped by removing the "FS" marker. The effect of this takes place immediately.

OPTIONAL RULES

I. INTRODUCTION

This section offers a set of optional rules that may be added in any combination to suit the player's taste. Each optional rule adds greater scope and realism as well as complexity to play of the game.

II. TIMED MOVES

To make the game flow more quickly, use a timer to limit the writing of movement. Allow one minute to write for single-ship actions, two minutes for up to three ships per side, three minutes for up to six ships per side, and an additional three minutes for each additional six ships per side. Ships whose orders do not get written, move on a straight course their full movement allowance. 1, 2, and 3 minute timers may be purchased directly from Avalon Hill. Ask for a current Parts List.

III. MULTI-PLAYER COMMUNICATION

During the age of sail, flags were used to communicate tactics to the ships of a fleet. This system was inefficient for three major reasons:

1. It took time to set up the coded message to be sent, delaying implementation of important tactics.
2. In the smoky haze of battle, it was often difficult, if not impossible for ships to discern the flags.
3. This system limited the number and variety of messages which could be sent.

To reflect this in multi-player games, the following rules may be used:

A. Messages between ships of the same fleet may be sent in writing only. This is done in the Movement Notation Phase.

B. Only one message per ship may be sent to the other ships of the fleet in that phase.

C. This option should be used with the "timed moves" option.

D. Players may also wish to forbid any communications between players commanding different squadrons of different nationalities, to simulate their difficulties in reading each other's flag signaling system.

IV. COMMAND LAG

The number of ships any flag officer of the period could actually control effectively was a squadron of six ships (often less). There would be a considerable "time-lag" between the time an admiral signaled a squadron not under his immediate control, and the time that squadron actually carried out his orders.

To simulate this loss of time in games where a single player is commanding more than one squadron, use the following rules:

1. A player must select a ship as his flag ship and divide the fleet into squadrons of six or less ships.
2. The player writes the moves for the ships in his immediate squadron from turn to turn in the normal manner.
3. The player writes the moves for the ships in other squadrons three turns in advance. Thus, at the start of the game, the player would write movement orders for these ships for turns one, two and three. After turn one was completed, he would write movement orders for these ships for turn four, etc.
4. Alternatively, all ships completely or partly within ten hexes of the flag ship can have their movement written from turn to turn. All other ships must have their movement written for three turns in advance.

a. Ships, which had their movement written for three turns in advance, but end their turn within ten hexes of the flag ship, can have excess movement orders erased, and can be marked from turn to turn.

b. Ships which find themselves over ten hexes from the flag ship, and which have had their previous movement marked from turn to turn, must have their movement marked for three turns in advance, the next movement notation phase.

5. If the flag ship surrenders, all movement for ships in that squadron must be marked for the next five turns. After these five turns have been completed, the player can designate a new flag ship and begin moving normally again.
6. In multi-player games, each player chooses a flag ship for the squadron that he controls.

V. CHANGING WIND NUMBER

When changing wind direction and wind velocity, a player may roll the die a fourth time. This new number represents the *new* wind change number. It may not be rolled if the wind does not change in velocity or direction.

VI. VARIABLE WIND DIRECTION AND VELOCITY

At the start of any scenario, a player may, instead of accepting the historical wind factors, roll a die 3 times for a new wind direction, wind velocity and wind change number. The new direction would correspond to the die roll compared to the wind direction hex on the mapboard. The wind velocity would be the match of the second die roll with the die roll column of the Wind Velocity Table. The third die roll would be the wind change number.

VII. TOWING

A. A ship may tow another friendly ship.

B. Ships towing a ship of equal or inferior gun rating lose one hex of speed in all wind attitudes. Ships towing a ship of superior gun rating lose two hexes of speed in all wind attitudes.

C. A ship towing another ship in zero movement allowance attitude may still turn in place as in the Basic Game.

D. Towing Procedure:

1. Maneuver the towing ship so that its stern is in the hex to which the bow of the ship to be towed is pointing. Indicate in the "log" that the ships are to be grappled.
2. The two ships can be maneuvered together on succeeding turns, the ship being towed moving directly in the wake of the other ship. Only one movement plot need be written.
3. Ungrappling notations in the "log" will end the tow.

VIII. LOSS OF RIGGING

Although the rigging sections do not correspond exactly on a one-to-one basis with the masts of a ship, there is a positive correlation between the fact that a rigging section is lost and the actual material loss of a mast or part of same. Loss of masts upset the trim of a ship and caused a less stable firing platform. If a mast fell but did not break cleanly, the ship would be heeled to an extent that both broadsides were useless. The following rules allow for masts to effect the play of the game:

A. A ship with all rigging sections destroyed is −1HT when firing for ships having up to 6 gun squares, and −2HT when firing for ships with 7 or more gun squares.

B. In a phase in which a ship loses one or more entire rigging section(s), a die is immediately rolled for each section lost and the following table is consulted:

DIE NUMBER	RESULTS
1	Mast hangs over the side*
2-6	Mast falls free

***Additional Die Roll**

1, 3, 5 – left broadside
2, 4, 6 – right broadside

If the mast falls free, the results of the mast loss are the same as the loss of a rigging section. If the mast hangs over the side, the ship cannot fire until it has been cut loose. The Unfouling Table is used, and one die roll per unfouling phase is allowed for attempts to cut the mast loose. The ship's speed is reduced by one and may not turn until it is cut loose. Any adjacent ship within the play of the broadside over which the mast hangs must roll for fouling.

IX. BLOCKED WIND

When one ship is adjacent to another and lays directly between its bow or stern hex and the wind, the sails would tend to "blanket" or block off the wind to the second ship, thereby slowing it down.

A. If the ship blocking the wind is under full sails, the movement allowance of the ship blocked is cut by two hexes, for that turn. If the ship blocking the wind is under battle sails and has at least half its rigging squares left, the movement allowance of the ship blocked is cut by one hex for that turn.

B. A smaller ship could not block the wind of a larger ship as effectively as one the same size.

1. If a ship blocks the wind to a ship mounting 30 plus guns less than the blocking ship, the loss of speed, as described in A., is increased by one, for that turn. The reverse is also true. If a ship is blocking a ship with 30 plus more guns than that ship, the loss of speed described in A above is reduced by one for that turn.

2. If the difference in ratings between the two ships is 60 or more guns, the loss of speed in A above is varied by two as explained in B above.

X. EXPLODING SHIPS

As damage caused by exploding ships was a function of the ship's size, a variable damage effect is herein incorporated. A ship exploding will cause damage to any adjacent ship on the Rigging Effects Table number double to her 1 hex range rake bonus, but in no case to exceed table 10. In addition No. 14 of the Critical Hits Table must be checked for fire damage.

XI. RUNNING AGROUND

Each ship has a depth value. This value indicates the maximum depth of water in which that ship will run aground. If a ship enters a hex in which the water depth is equal or less than its depth value, it has run aground. The depths of shallow water hexes is given in the appropriate scenario.

A. When a ship runs aground, it stops all movement and may proceed no further that turn. Readjust the movement plot of the ship's log to reflect the actual move.

B. Immediately roll a die. The resulting number indicates the relative difficulty of refloating the ship. On each succeeding turn during the reload phase, the die is rolled to see if the ship can be refloated. The die number rolled must exceed the number initially rolled, or the ship remains aground for another turn. If a "6" had been rolled initially, this would indicate that the ship cannot be refloated by ordinary means.

C. Ships that enter land hexes are considered to be destroyed.

D. Ships that are successfully refloated are moved back into the hex they occupied prior to running aground. They may move normally next turn.

E. Ships cannot fire their guns while aground.

XII. CASTING THE LEAD

Ships often needed to measure depth of uncharted waters through which they intended to travel. Casting the lead was a method used to determine this.

A. Players can be assumed to be "casting the lead" for any ships which have moved a maximum of one hex in that movement phase. On request, the enemy player must tell the depth of water in all hexes adjacent to their ship.

B. Ships at anchor which turn 120 degrees have moved either stern or bow two hexes and cannot be considered to be "casting the lead."

XIII. OPTIONAL RAKE DETERMINATION

Ships qualify for raking only when they occupy a hex toward which the bow or stern of the target ship is pointing.

NOTE: There have been two different rules presented on rake determination. Each has certain advantages and disadvantages as to its application in the game system. None are totally accurate in their definition of rake. While the optional rake may appear to be the most realistic of the two it can only be applied at set points in time. On the other hand, the Basic Game rule, though it may not consistently present actual raking positions, does take into account the continual movement of ships in real battle. Players are advised to bear this in mind when choosing which rule to use.

XIV. FORE AND AFT RIGGING:

Allow ships which have fore and aft rigging (ships which are rigged with the type sails used by modern sailboats as opposed to the square sails in general use by warships in this period) to move one hex every second turn in D attitude to the wind. This rule takes into account the improved weatherliness of fore-and-aft sails. Ships which carry this special type of rigging will be stated as such in the scenario. Rigging hits are not doubled if a fore and aft rigged ship is at full sail.

XV. SPECIAL RULES

A. Copper Bottom:

Some ships, especially during the Revolutionary period, did not have copper bottoming. This allowed marine invertebrates to attack to the hull and reduce the vessel's speed. For those who wish to include this, the following rule is presented:

All ships designated as being at sea for at least three months and having no coppering will lose one movement factor of its allowance in all attitudes under Full Sails.

B. Scurvy:

During the Revolutionary War period, Navies had not learned how to combat the disease scurvy. They avoided the effect of crew loss due to this and other diseases on ships performance by increasing the size of the crews.

Ships designated as newly arrived on a foreign station or to a fleet will have one or two extra crew squares per section for the S.O.L. class ships and one extra crew square per section for frigate class ships.

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Type Setting: Colonial Composition
Cover Art: FIRST RECOGNITION OF THE AMERICAN FLAG BY A FOREIGN GOVERNMENT, FEBRUARY 14, 1778.
Oil on canvas by Edward Moran. Courtesy of the U.S. Naval Academy Museum.

The U.S. Naval Academy Museum, established in 1845, is a repository of historic and artistic objects pertaining to the role of the naval officer in the history of our country. The Museum with its excellent collections of ship models, paintings, prints, flags, swords and other naval artifacts is open to the public without charge Tuesdays through Saturdays, 9 a.m. to 5 p.m. and Sundays, 11 a.m. to 5 p.m. Other areas of interest at the Naval Academy include the Chapel containing the crypt of John Paul Jones and Bancroft Hall which is one of the largest college dormitories in the world. The grounds of the Academy located at the confluence of Severn River, Annapolis Roads and Chesapeake Bay offer the possibility of pleasant strolls with beautiful vistas of the water. Wednesday afternoons in the spring and fall the Brigade of Midshipmen conduct formal dress parades on Worden Field.

INTRODUCTION TO THE SCENARIOS

The scenarios presented in this section represent actual naval battles fought during the period 1776-1814. Each scenario contains all the information necessary to set up and play a historic battle. Many of the scenarios omit ships which actually participated in the battles. This was done either because they had no effect on the outcome of the battle or their inclusion cluttered play without any beneficial effect.

Each scenario has been divided into five sections:

I. Introduction
II. Prevailing Wind Conditions
III. Special Victory Conditions
IV. Special Rules
V. Order of Battle (includes set-up positions for every ship).

For determining victory points, all ships which have either sunk, exploded, sailed into a land hex or permanently run aground are considered surrendered.

If a ship has voluntarily left the game board and cannot be placed back onto the board by shifting the other ship counters to maintain relative position, it is permanently removed; i.e., it cannot reenter. No victory points are awarded

Players should understand all sections before starting play. The special rules apply to that scenario only. There is generally no time limit for concluding a scenario. Players may agree beforehand on a turn limit for the scenario to be played.

In those scenarios in which land hexes are present, consider all partial land hexes as whole land hexes. Ships may never voluntarily move into any hex which contains land either wholly or partially.

As this game has been designed as much as a guide to play as a strict set of rules to be enforced, players have the privilege of adding, deleting or rearranging any rule in the Basic, Advanced, or Optional sections as they mutually agree upon. This is to allow all players the ability to experiment as to their own preferences in play.

SCENARIO 1

VALCOUR ISLAND
OCTOBER 11, 1776

I. Introduction:

The battle for Valcour Island, though minor in scale, was important in its strategic effect upon the Continental cause in the American Revolution. Fought on October 11, 1776 between the British and American lake fleets under command of Sir Guy Carleton and Benedict Arnold respectively, it was an American victory even though the colonial fleet was destroyed in the battle. Seemingly a paradox, it is just one of many that occurred during the war.

Through the summer and fall of 1776, Carleton, the British governor of Canada, prepared for a major invasion of New York which, coming upon the heels of the American defeats around New York City, would be lightly opposed. The greatest impediment to the invasion was the difficulty in transporting troops and supplies through the upper New York wilderness. There was but one avenue of approach into the heart of New York and that was across Lake Champlain. Along this route Carleton could easily transport both troops and supplies. To travel by any other route would incur weeks of delay.

To oppose this invasion by water, Benedict Arnold hastily began building and arming a fleet. The British, aware of the danger to their supply lines posed by an armed fleet, began building a fleet of their own. The result of this ship-building race was several months delay to the invasion. When troop movement did commence in October, it was too late in the year to accomplish what had been planned and even though Carleton started down the lake, met the American fleet and destroyed it, he had to return to Canada as his troops were unable to campaign in winter.

Thus by threatening the invasion by the timely construction of a fleet, the Americans were able to delay the advance from Canada for one year. When the British returned the following year the Continentals, recovering from the losses incurred in 1776, were able to capture the entire enemy force at Saratoga.

II. Prevailing Weather Conditions:

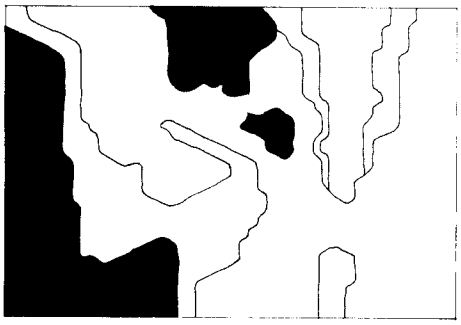
Wind direction: 4

Wind velocity: 4 – Heavy breeze

No wind change

III. Special Rules:

A. When transcribing the ship specifications from the order of battle to the "log," do not increase the number of squares as the adjustments have already been incorporated into the order of battle.



B. The darkened hexes in the board diagram represent land hexes.

C. All advanced rules and the following optional rules are in effect:

VII. Towing	III B. Merchantmen
XI. Running Aground	*See Page 29*
XII. Casting the Lead	III D. Gunboats
XIV. Fore-and-Aft Sails	*See Page 29*

D. Wind velocity does not affect rowed vessels or fore-and-aft rigged ships.

E. Vessels in attitudes A, B or C with an adjusted movement allowance of 0 may increase their allowance to 1 every other turn.

F. All vessels may anchor.

G. American galleys must use rowing capabilities only.

H. The American player may choose one hex as shoal, 6' in depth, between Valcour Island and the mainland and between line 11 inclusive and board edge 1.

I. All starting hexes for American vessels must be occupied at the beginning of the scenario.

J. Any American ship counter which moves its bow into a hex closer to board edge 1 than its starting bow hex is considered to be retreating and is removed from the scenario.

K. A ship which either leaves or is removed from the board, moves into a land hex, sinks, explodes or is permanently run aground is considered destroyed.

L. For this scenario, ignore any gun hit results on the hit table. Gun hits are a function of the number of hull hits acquired. For every two hull hits accumulated by a ship, remove one gun square.

M. The following vessels have a maximum modified hit table of 1, if anchored 2, i.e., they may never fire on a higher hit table: Enterprise, Lee, Revenge, Loyal Convert, and all gunboats.

N. Firing vessels must subtract from the die roll depending on the number of guns available in the broadside.

No. of guns	Amount
three guns	0
two guns	–1
one gun	–2

A result of 0 on an adjusted die roll is a miss. The critical hit table is still consulted if a player rolls a six on the die.

O. For this scenario, gunboats have a special line of sight for fire. They may fire at any ship which they can see by a straight line through unoccupied hexes. If the line runs along a hexside, both hexes sharing that hexside must be unoccupied.

P. Gunboat counters may only melee with one crew section per grapple. Each is allowed to grapple once per two hull squares extant. Exception: Gunboats grapple with other gunboats normally.

Q. Several gunboat counters may combine to gain special advantages. To accomplish this, counters may be stacked to a maximum of twenty hull squares per hex. Choose one counter in the stack as the firing unit and total the available hull squares for all counters in the hex. For every set of two hull squares over the firing unit's original allotment of hull squares, 1 may be added to the die roll not to exceed the number on the die. Hits on the stack may be distributed among the counters at defender's choice.

IV. Victory Conditions:

A. The player acquiring the most victory points is declared the winner.

B. Victory points are awarded as follows:

1. The value points of any ship which is captured, surrendered or destroyed.

2. Note: Captured ships do not double the point value.

3. Two points for each set of two hull hits on an American gunboat counter; three points for each set of two hull hits on a British gunboat counter. This represents the loss of one gunboat. When all hull squares of a gunboat counter have been marked off, the player receives the point value of the counter only.

4. The American player receives one point for each vessel counter that survives twenty

Name	Guns	Class	Nr	ID	INITIAL POSITION Bold Hex	Dir Nr	Hull	Qual	Crew Section 1 2 3	Guns L R	Carronade L R	Rigging 1 2 3 4	Depth (ft)	EL	POINT VALUE CR	AV	GR	PR
American																		
Royal Savage	12	Sc	5		**	**	4	Av	2 1 1	1 1	– –	3 3 3 3	FA 6			5		
Revenge	8	Sc	5		**	**	3	Av	1 1 1	1 1	– –	3 3 3 3	FA 5			3		
Enterprise	12	S	5		**	**	3	Av	2 1 1	1 1	– –	3 3 3 3	FA 6			4		
Washington	11*	Gy	6		**	**	4	Av	2 1 1	2 2	– –	2 2 2 –	1			5		
Trumbell	10*	Gy	6		**	**	4	Av	2 1 1	2 2	– –	2 2 2 –	1			5		
Congress	10*	Gy	6		**	**	4	Av	2 1 1	2 2	– –	2 2 2 –	1			5		
Lee	6	C	5		**	**	3	Av	1 1 1	1 1	– –	2 2 2 2	5			3		
Gunboat No. 1	9	G	7		**	**	6	Av	2 2 2	2 bow	– –	2 1 1 –	1			6		
Gunboat No. 2	9	G	7		**	**	6	Av	2 2 2	2 bow	– –	2 1 1 –	1			6		
Gunboat No. 3	6	G	7		**	**	4	Av	2 2 0	2 bow	– –	1 1 1 –	1			4		
British																		
Inflexible	18	S	5		***	***	5	Cr	2 2 2	3 3	– –	4 4 4 4	8		9			
Thunderer	12	R	6	1601	***	***	4	Cr	2 1 1	3 3	– –	3 3 – –	4		7			
Loyal Convert	7	Go	6	1602	***	***	4	Cr	1 1 1	2 2	– –	3 3 – –	5		6			
Maria	14	Sc	5		***	***	4	Cr	2 2 1	2 2	– –	3 3 3 3	FA 6		7			
Carleton	12	Sc	5		***	***	4	Cr	2 1 1	2 2	– –	3 3 3 3	FA 6		7			
Gunboat No. 1	5	G	7		***	***	10	Cr	3 3 2	2 bow	– –	2 2 1 –	1		15			
Gunboat No. 2	5	G	7		***	***	10	Cr	3 3 2	2 bow	– –	2 1 1 –	1		15			
Gunboat No. 3	5	G	7		***	***	10	Cr	3 3 2	2 bow	– –	2 2 1 –	1		15			
Gunboat No. 4	5	G	7		***	***	10	Cr	3 3 2	2 bow	– –	2 2 1 –	1		15			

NOTES: ** – All ships start on or behind (toward board edge 1) these hexes: H6, I6, J5, K5, M4, P5, O5, R6, Q6 in any direction.
FA – Fore-and-Aft rigged * – use rowing capabilities only
*** – All start on or behind (toward board edge 5-6) these hexes: BB27, DD25, DD24, CC26, BB26, in any direction.

SCENARIO 2

RANGER VS. DRAKE

May 2, 1778

I. INTRODUCTION

The Spring of 1778 found John Paul Jones, Captain of the sloop *Ranger*, cruising British waters for opportunities to disrupt enemy commerce. Upon learning that a British sloop, *Drake*, was anchored in Carrickfergus harbor in North Ireland, Jones attempted to capture her by a ruse that only failed due to his crew's ineptitude. A month later in early May, he returned to Carrickfergus for another try at the *Drake*. This time he met her coming out of the harbor.

The battle itself was no contest. A combination of Jones' masterful ship handling ability and the *Drake's* unpreparedness forced it to surrender in less than an hour's time. This battle marked John Paul Jones' first success in defeating an enemy warship.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: – 3 Normal breeze
Wind Change: 5

III. SPECIAL RULES

A. No land hexes
B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 3

BATTLE OF USHANT

July 27, 1778

I. INTRODUCTION

The first fleet action between England and France after the latter's declaration of war, the Battle of Ushant was a portent of the inconclusiveness of British naval operations during the War of Independence. Hampered by the "fighting instructions" and by political interference, not until the Battle of the Saintes did the British navy gain a decisive victory for which she was given the deserved reputation of Queen of the Seas.

The battle of Ushant was like most other engagements of this period. The British line met the French line, fired broadsides for several hours and quit the battle with little to show for the resulting loss of life.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 4 – Heavy breeze
Wind Change: 4

III. SPECIAL RULES

1. No anchoring allowed
2. No land hexes

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

See Chart on Page 15

SCENARIO 4

BATTLE OF FLAMBOROUGH HEAD

September 23, 1779

I. INTRODUCTION

The most famous naval engagement of the American Revolution, the battle of Flamborough Head pitted American Captain John Paul Jones commanding the converted merchantmen *Bonhomme Richard* against Richard Pearson, Captain of the British frigate *Serapis*. Accompanying Jones was a sister ship the frigate *Alliance* which did not take an actual part in the fighting but whose presence influenced the actions of both ships.

In a comparison of the two vessels, the *Serapis* clearly had the advantage. Not only was she speedier and more maneuverable than the American ship, she was better armed. The *Bonhomme Richard* on the other hand, not built as a warship, was bulky and slow and had been armed with an assortment of cannon of questionable quality.

During the first minutes of battle, the *Bonhomme Richard* began to receive much more damage than she was inflicting. Jones realized that the only way to nullify the British advantages was to close in and board the *Serapis*. What occurred in the next few minutes is still under controversy. Somehow the *Bonhomme Richard* was able to foul the rigging of the *Serapis* and grapple with her broadside to broadside.

Continued on Page 16

SCENARIO 3

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1 2 3	Guns L R	Carronade L R	Rigging 1 2 3 4	Depth (ft)	Point Value
BRITISH:													
Monarch	74	SOL	2	II22	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Hector	74	SOL	2	GG22	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Centaur	74	SOL	2	EE21	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Exeter	64	SOL	2	EE20	3	11	Cr	4 3 3	6 6	– –	7 7 7 –	19	20
Duke	90	SOL	1	BB18	3	14	Cr	5 5 5	8 8	– –	8 8 8 –	21	27
Queen	90	SOL	1	Z18	3	14	Cr	5 5 5	8 8	– –	8 8 8 –	21	27
Shrewsbury	74	SOL	2	X17	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Cumberland	74	SOL	2	W16	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Berwick	74	SOL	2	U16	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Stirling Castle	64	SOL	2	S16	3	11	Cr	4 3 3	6 6	– –	7 7 7 –	19	20
Courageux	74	SOL	2	R14	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Thunderer	74	SOL	2	P13	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Sandwich	90	SOL	1	N13	3	14	Cr	5 5 5	8 8	– –	8 8 8 –	21	27
Valiant	74	SOL	2	L11	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Bienfaisant	64	SOL	2	J10	3	11	Cr	4 3 3	6 6	– –	7 7 7 –	19	20
Victory	100	SOL	1	G10	3	16	Cr	6 6 5	11 11	– –	9 9 9 –	22	32
Foudroyant	80	SOL	1	F8	3	15	Cr	5 4 4	10 10	– –	7 7 7 –	23	28
Prince George	90	SOL	1	D8	3	14	Cr	5 5 5	8 8	– –	8 8 8 –	21	27
Vigilant	64	SOL	2	C7	3	11	Cr	4 3 3	6 6	– –	7 7 7 –	19	26
Terrible	74	SOL	2	A7	3	13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Vengeance	74	SOL	2	*		13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Worcester	64	SOL	2			11	Cr	4 3 3	6 6	– –	7 7 7 –	19	20
Elizabeth	74	SOL	2			13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Robust	74	SOL	2			13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Formidable	90	SOL	1			14	Cr	5 5 5	8 8	– –	8 8 8 –	21	27
Ocean	90	SOL	1			14	Cr	5 5 5	8 8	– –	8 8 8 –	21	27
America	64	SOL	2			11	Cr	4 3 3	6 6	– –	7 7 7 –	19	20
Defiance	64	SOL	2			11	Cr	4 3 3	6 6	– –	7 7 7 –	19	20
Egmont	74	SOL	2			13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26
Ramillies	74	SOL	2			13	Cr	4 4 4	8 8	– –	7 7 7 –	19	26

NOTES:

*Remaining ships enter board in order one ship per turn. If hex to enter is blocked, it moves to any other open entry hex at player's choice. If all are blocked enter when one is clear. Roll one die for each entering ship to determine entry hex; 1,2 - A5; 3-4 - A6; 5,6 - A7.

FRENCH:													
Couronne	80	SOL	1	QQ29	6	15	Av	6 6 5	11 11	– –	7 7 7 –	23	27
Duc de Bourgogne	80	SOL	1	SS30	6	15	Av	6 6 5	11 11	– –	7 7 7 –	23	27
Glorieux	74	SOL	2	UU31	6	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Palmier	74	SOL	2	VV32	6	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Bien-Aime	74	SOL	2	XX32	6	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Dauphin Royal	70	SOL	2	*		13	Av	5 4 4	8 8	– –	7 7 7 –	19	20
Vengeur	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Alexandre	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Indien	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Saint Michel	60	SOL	2			11	Av	4 3 3	5 5	– –	6 6 6 –	19	17
Amphion	50	SOL	2			9	Av	3 3 2	4 4	– –	6 6 6 –	18	14
Bretagne	104	SOL	1			18	Av	7 7 6	12 12	– –	9 9 9 –	22	30
Ville de Paris	104	SOL	1			18	Av	7 7 6	12 12	– –	9 9 9 –	22	30
L'Orient	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Fendant	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Magnifique	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Actif	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Reflechi	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Eveille	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Artesien	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Actionnaire	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Saint Esprit	80	SOL	1			15	Av	6 6 5	11 11	– –	7 7 7 –	23	27
Robuste	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Conquerant	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Intrepide	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Zodiaque	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Diademe	74	SOL	2			14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Solitaire	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Roland	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Sphinx	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Triton	64	SOL	2			12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Fier	50	SOL	2			9	Av	3 3 2	4 4	– –	6 6 6 –	18	14

NOTES:

* Enter in either YY33 or YY34 as soon as both hexes are open during any part of phase. Roll 1 die 1-3-5=YY33; 2-4-6=YY34.

By this time she was completely destroyed underneath her weatherdeck, with but two guns firing from the quarterdeck and in serious danger of sinking. In spite of this, through the courage of John Paul Jones and the excellent aim of his marines, the Americans were able to clear the upperdeck of the *Serapis*. One marine shinnied along a yardarm and dropped a grenade down a hatch of the *Serapis* causing a minor explosion.

The final half-hour was a contest of nerves. Pearson, perhaps aware that the *Alliance* was still at hand, was first to give in and strike the colors, thus marking the climax to the career of America's first hero of the sea.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3 – Normal breeze
Wind Change: 6

III. SPECIAL RULES

1. No land hexes
2. No anchoring allowed.

IV. SPECIAL VICTORY CONDITIONS

1. Because the *Serapis* was protecting a merchant fleet, she wins by preventing the *Bonhomme Richard* from exiting board edge 1 for the first twenty turns, and then exiting herself anytime after that on the same side.
2. The *Bonhomme Richard* wins if able to leave board edge 1 anytime during the first twenty turns.
3. Either side also wins by sinking or capturing the opposing vessel.

See Master Scenario Chart for ship specifications.

SCENARIO 5

ARBUTHNOT AND DES TOUCHES

March 16, 1781

I. INTRODUCTION

One of the preliminary events leading to the surrender of Cornwallis, was the meeting engagement of two squadrons under the British Admiral Arbuthnot and his French counterpart Admiral Des Touches just outside the Chesapeake Bay.

The action was precipitated by the need of America and France to threaten British activity in Virginia by both land and sea.

In itself inconclusive, the battle is one of many examples of the weakness of the "fighting instructions" used during this period.

As the set of rules for governing naval tactics known as the "fighting instructions" was in common use throughout Europe during the Eighteenth Century, some words of explanation as to their significance are in order. Formulated at the turn of the century in Britain due to her loss to the French in the battle of Beachy Head, it was supposed to prevent a repetition of the mistakes that caused that defeat. What it actually accomplished was a formalization of tactics defensive in structure which prevented a fleet from ever exploiting any weakness in battle which could lead to a decisive victory. For the next hundred years until the time of Nelson, most naval battles resulted in large losses of life without greatly damaging the enemy's fleet.

The major drawback to the "fighting instructions" was its insistence that ships of a fleet must fight in a line of battle (i.e., bow to stern) and in no other formation. This was supposed to prevent any part of the fleet from ever being isolated and defeated before it could be reinforced as had occurred at Beachy Head, and in this respect it was successful. Yet a ship in line was never allowed to break line for any reason and could take no initiative for fear of splitting from the rest of the fleet. Fleets would form lines of battle and pound away at one another until one began getting the worst of the damage whereupon it would break off action leaving no gain to either side to show for the loss of life.

The only way for one side to win under this system was to damage the opposing line to the extent that it could not be maintained in which case the order for "General Chase" was given and each ship could close in and engage on their own.

However, this rarely occurred. Not until the time of Horatio Nelson were the "fighting instructions" discarded and navies able to adapt to particular opportunities of a battle.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
*Wind Velocity: 5-Gale
Wind Change: 5

III. SPECIAL RULES

1. No anchoring allowed
2. No land hexes

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

SCENARIO 5

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1	2	3	Guns L	R	Carronade L	R	Rigging 1	2	3	4	Depth (ft)	Point Value
BRITISH:																				
America	64	SOL	2	U11	3	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Befford	74	SOL	2	S10	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	19	26
Adamant	50	SOL	2	Q9	3	8	Cr	3	2	2	4	4	1	1	6	6	6	–	17	17
London	98	SOL	1	O8	3	15	Cr	5	5	5	9	9	1	1	8	8	8	–	22	28
Royal Oak	74	SOL	2	M7	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	19	26
Prudent	64	SOL	2	K6	3	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Europe	64	SOL	2	I5	3	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Robust	74	SOL	2	G4	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	19	26
FRENCH:																				
Neptune	74	SOL	2	QQ18	3	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Duc de Bougogne	80	SOL	1	OO17	3	15	Av	6	6	5	11	11	–	–	7	7	7	–	23	27
Conquerant	74	SOL	2	MM16	3	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Provence	64	SOL	2	KK15	3	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Ardent	64	SOL	2	II14	3	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Jason	64	SOL	2	GG13	3	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Eveille	64	SOL	2	EE12	3	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Romulus	44	SOL	2	CC11	3	7	Av	2	2	2	3	3	1	1	5	5	5	–	17	10

SCENARIO 6

THE BATTLE OF THE CHESAPEAKE

September 5, 1781

I. INTRODUCTION

As the fifth year of the War of Independence began, the British army was split into two major groups; one situated in New York under General Clinton, the other based in Yorktown under General Cornwallis. Both forces were completely dependent on the British navy to maintain their positions as occupying armies in a distant land. George Washington, commander of the Continental army, discussed with the French allies the possibilities of isolating one of these two armies and forcing it to surrender before assistance from the other could arrive. Essential in these plans was the fact that the British navy must be at least temporarily nullified. When Admiral De Grasse with the French fleet was reported heading from the Carribeen to the Atlantic coast in late summer Washington set his plan into motion. His choice for investment was Cornwallis at Yorktown and he depended heavily on the ability of DeGrasse to prevent the British navy from aiding the beleaguered army.

The British, suddenly aware of the danger that Cornwallis was in, sent their fleet to reach Yorktown before the French could arrive, but they had started too late and found DeGrasse

already within the Chesapeake Bay blockading Yorktown, as they arrived at the capes of the bay. Sir Thomas Graves, Admiral of the British fleet realized that the only way to save Cornwallis and his army was to either destroy the French fleet or dislodge it from the bay. Thus the stage was set for the most significant naval battle of the Revolution.

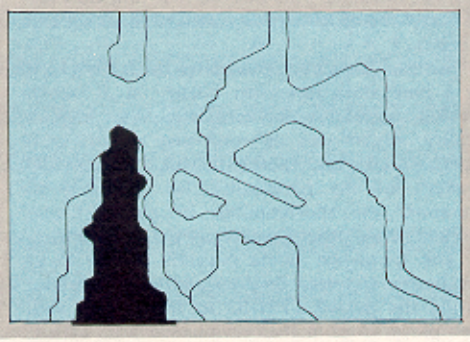
As the British armada moved in toward the bay in line of battle, DeGrasse moved out to intercept it. For all that was at stake, the actual fighting was desultory and inconclusive. Both lines met at an angle and remained in that position throughout the battle. Graves, a cautious admiral, maintained a strict adherence to the "fighting instructions," a dogmatic and vestigial set of rules which did not allow any initiative whatsoever. The result was that the British navy was unable to accomplish either of its goals and returned to New York the following day without making a serious try at relieving the siege. The surrender of Cornwallis and the end of all British military resistance was but a matter of time.

II. PREVAILING WEATHER CONDITIONS

*Wind direction 1
Wind Velocity: 3 – Normal breeze
WindChange: 5

III. SPECIAL RULES

1. Certain hexes are land as shown in grey on the map diagram:



2. Ships may be anchored anywhere within the quadrant formed by numbered row 21 and the OO column.

IV. SPECIAL VICTORY CONDITIONS

1. The British player wins a strategic victory if he is able to move more ships past Cape Henry than the French have on the board.
2. The player who amasses more value points wins a tactical victory.
3. A strategic victory takes precedence over a tactical victory.

V. ORDER OF BATTLE

SCENARIO 6				Initial Position				Crew		Guns		Carr-onade					
Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual.	Section 1 2 3		L	R	L	R	Rigging 1 2 3 4		Depth (ft)	Point Value
BRITISH:																	
Alfred	74	SOL	2	*		13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Bellequex	64	SOL	2			11	Cr	4 3 3		6	6	1	1	7 7 7 –		19	20
Invincible	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Barfleur	98	SOL	1			15	Cr	5 5 5		9	9	1	1	8 8 8 –		22	28
Monarch	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Centaur	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
America	64	SOL	2			11	Cr	4 3 3		6	6	1	1	7 7 7 –		19	20
Resolution	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Bedford	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	20
London	98	SOL	1			15	Cr	5 5 5		9	9	1	1	8 8 8 –		22	28
Royal Oak	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Montague	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Europe	64	SOL	2			11	Cr	4 3 3		6	6	1	1	7 7 7 –		19	20
Terrible	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Ajax	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Princess	70	SOL	2			12	Cr	4 4 3		8	8	1	1	7 7 7 –		18	25
Alcide	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
Intrepid	67	SOL	2			12	Cr	4 4 3		7	7	1	1	7 7 7 –		19	23
Shrewsbury	74	SOL	2			13	Cr	4 4 4		8	8	1	1	7 7 7 –		19	26
FRENCH:																	
Pluton	74	SOL	2	J12	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Bougogne	74	SOL	2	L13	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Marseillais	74	SOL	2	M14	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Diademe	74	SOL	2	P15	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Reflechi	74	SOL	2	R16	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Auguste	80	SOL	1	T17	6	15	Av	6 6 5		11	11	–	–	7 7 7 –		23	27
Saint-Esprit	80	SOL	1	V18	6	15	Av	6 6 5		11	11	–	–	7 7 7 –		23	27
Caton	74	SOL	2	X19	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Caesar	74	SOL	2	Y18	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Destin	74	SOL	2	Z16	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Ville de Paris	104	SOL	1	AA19	6	18	Av	7 7 6		12	12	–	–	9 9 9 –		22	30
Victoire	74	SOL	2	DD19	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Sceptre	80	SOL	1	FF20	6	15	Av	6 6 5		11	11	–	–	7 7 7 –		23	27
Northumberland	74	SOL	2	HH19	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Palmier	74	SOL	2	HH21	6	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Solitaire	64	SOL	2	II23	6	12	Av	4 4 3		6	6	–	–	7 7 7 –		19	18
Citoyen	74	SOL	2	LL23	5	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Scipion	74	SOL	2	NN22	5	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Magnanime	74	SOL	2	PP22	5	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Hercule	74	SOL	2	SS23	5	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Languedoc	80	SOL	1	SS20	5	15	Av	6 6 5		11	11	–	–	7 7 7 –		23	27
Zele	74	SOL	2	TT18	3	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Hector	74	SOL	2	RR16	3	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24
Souverain	74	SOL	2	RR14	3	14	Av	5 5 4		10	10	–	–	7 7 7 –		21	24

NOTES:
* Must enter board in line ahead; i.e., stern to bow, along board edge 4 from A35 to Y35 inclusive. The line may be in either direction 1 or direction 6.

CAMPAIGN GAME

I. INTRODUCTION

As the American Revolution began to lengthen in duration, it also began to attract foreign powers who saw a chance to take advantage of England's preoccupation with her colonies. France, who had been England's major opponent since the Hundred Years Wars, entered the war on the side of the colonies believing after the American victory at Saratoga, that England could not win easily, if at all. With Spain and Holland also declaring war, the conflict began to assume a more international aspect with England being hard pressed to keep her military commitments in other theaters as well as on the North American continent.

One of these theaters was India. Toward the end of the war, France sent Vice-Admiral Pierre-Andre de Suffren de Saint Tropez with a small fleet to protect French interests and disrupt British movements around the Indian subcontinent. This precipitated a series of fleet battles between Suffren and his British counterpart Sir Edward Hughes that resulted in garnering Suffren the reputation as France's greatest admiral.

As compared to his British counterparts of this period, notably Howe, Rodney, and Nelson, Suffren's achievements do not appear that spectacular. Yet, in a navy which could never compete with England in either shiphandling, gunnery, or naval tactics, his ability stands out. The battles with Hughes, even though tactically inconsequential, allowed Suffren to achieve what no other French admiral could; to hold the British at bay while accomplishing all of his strategic missions. This was the first time during a war that the British navy was unable to control the seas.

Suffren was able to neutralize the British fleet by a heretofore unknown quality in a French admiral, aggressive and offensive leadership, a quality which was as surprising to his own captains as it was to the British. Through the strength of his personality he was able to overcome the shortcomings of his fleet and succeed where other French admirals did not.

The Campaign Game presents the series of five battles between Suffren and Hughes fought during the period 1781-83 in India. How well each player does in the previous scenario affects his order of battle for the later scenarios. Victory is the result of faring better than one's opponent through all the battles. These scenarios may also be played on their own without relation to the others.

II. SPECIAL RULES FOR CAMPAIGN GAME:

The following rules cover all scenarios of the Campaign Game.

A. Ships start each scenario at full strength. That is, if a ship lost all its hull squares but one in the previous scenario, yet managed to remain afloat and uncaptured, it would start the next scenario with all its hull squares undamaged. Gun and rigging squares are also replaced. The one exception is that crew squares may be replaced at only 50% of loss. The other 50% is permanently removed.

B. Ships captured in previous scenarios may be added to the Order of Battle for the next scenario. All original crew squares are permanently removed and a new crew must be added from those on other ships. Any damage caused to the ships themselves is removed.

C. A player who recaptures or forces to surrender a ship he had previously lost *does* receive the point values for the surrender of a recaptured ship.

D. Between scenarios, players may transfer crew *squares* among any or all ships in the fleet. This does not have to be done by sections or in

Continued on Page 20

SCENARIO 7A

SUFFREN AND HUGHES

February 17, 1782

I. PREVAILING WIND CONDITIONS

Wind Direction: 5

Wind Velocity: 1 — Light breeze

Wind Change: 5

II. SPECIAL RULES

A. No land hexes

B. No anchoring allowed

III. SPECIAL VICTORY CONDITIONS

The French player receives an extra 50 points if able to get 8 or more ships off of board edge 4 before British leave the same edge with at least half her fleet.

IV. ORDERS OF BATTLE

British home edge: 4

French home edge: any

SCENARIO 7A

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1	2	3	Guns L	R	Carronade L	R	Rigging 1	2	3	4	Depth (ft)	Point Value
FRENCH:																				
Heros	74	SOL	2	*	A	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Orient	74	SOL	2	*	N	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Sphinx	64	SOL	2	*	Y	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Vengeur	64	SOL	2	*	D	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Hannibal	50	SOL	2	*	I	8	Av	3	2	2	4	4	1	1	6	6	6	—	17	13
Annibal	74	SOL	2	*	R	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Bizarre	64	SOL	2	*	E	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Severe	64	SOL	2	*	C	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Ajax	64	SOL	2	*	T	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Flamand	50	SOL	2	*	I	9	Av	3	3	2	4	4	—	—	6	6	6	—	18	14
Artesien	64	SOL	2	*	O	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Brilliant	64	SOL	2	*	N	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
BRITISH:																				
Eagle	64	SOL	2	JJ22	3	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Monmouth	64	SOL	2	HH20	3	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Worchester	64	SOL	2	DD20	3	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Burford	64	SOL	2	BB18	3	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Superb	74	SOL	2	Y17	3	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Hero	74	SOL	2	V16	3	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Isis	50	SOL	2	S14	3	8	Cr	3	2	2	4	4	1	1	6	6	6	—	17	17
Monarca	68	SOL	2	N13	3	12	Cr	4	4	3	7	7	1	1	7	7	7	—	18	24
Exeter	64	SOL	2	G10	3	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20

NOTES:

* enters board anywhere along board edge no. 1 between A1 and W1 inclusive.

SCENARIO 7B
SUFFREN AND HUGHES

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1 2 3	Guns L R	Carronade L R	Rigging 1 2 3 4	Depth (ft)	Point Value
FRENCH:													
Vengeur	64	SOL	2	DD7	5	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Artesien	64	SOL	2	EE8	5	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Hannibal	50	SOL	2	GG9	5	8	Av	3 2 2	4 4	1 1	6 6 6 –	17	13
Sphinx	64	SOL	2	FF10	5	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Heros	74	SOL	2	II10	5	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Orient	74	SOL	2	JJ13	5	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Brilliant	64	SOL	2	MM12	5	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Severe	64	SOL	2	LL14	5	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Ajax	64	SOL	2	OO13	5	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Annibal	74	SOL	2	PP14	5	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Flamand	50	SOL	2	QQ16	5	9	Av	3 3 2	4 4	– –	6 6 6 –	18	14
Bizarre	64	SOL	2	SS14	5	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
BRITISH:													
Exeter	64	SOL	2	PP26	6	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Hero	74	SOL	2	NN25	6	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Isis	50	SOL	2	LL25	6	8	Cr	3 2 2	4 4	1 1	6 6 6 –	17	17
Burford	64	SOL	2	JJ23	6	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Monarca	68	SOL	2	HH22	6	12	Cr	4 4 3	7 7	1 1	7 7 7 –	18	24
Superb	74	SOL	2	FF21	6	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Monmouth	64	SOL	2	DD20	6	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Worcester	64	SOL	2	BB19	6	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Eagle	64	SOL	2	Z18	6	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Sultan	74	SOL	2	X17	6	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Magnonime	64	SOL	2	V17	6	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20

SCENARIO 7B

April 12, 1782

I. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 1 — Light breeze
Wind Change: 5

II. SPECIAL RULES

A. Board edge 5-6 is considered land and any ship forced to move into the edge is run aground and destroyed, with points awarded for surrender.

B. No anchoring allowed.

III. ORDER OF BATTLE

British home edge: any
French home edge: any

SCENARIO 7C

July 6, 1782

I. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3 — Normal breeze
Wind Change: 5

II. SPECIAL RULES

1. No land hexes
2. Anchoring not allowed

III. SPECIAL VICTORY CONDITIONS

None

IV. ORDER OF BATTLE

French home edge: any
British home edge: any

SCENARIO 7C
SUFFREN AND HUGHES

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1 2 3	Guns L R	Carronade L R	Rigging 1 2 3 4	Depth (ft)	Point Value
FRENCH:													
Flamand	50	SOL	2	DD18	3	9	Av	3 3 2	4 4	– –	6 6 6 –	18	14
Annibal	74	SOL	2	AA17	3	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Severe	64	SOL	2	Y16	3	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Brilliant	64	SOL	2	V14	3	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Heros	74	SOL	2	T13	3	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Sphinx	64	SOL	2	R12	3	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Hannibal	50	SOL	2	P11	3	8	Av	3 2 2	4 4	1 1	6 6 6 –	17	13
Artesien	64	SOL	2	M10	3	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Vengeur	64	SOL	2	K9	3	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Bizarre	64	SOL	2	I8	3	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Orient	74	SOL	2	G7	3	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
BRITISH:													
Exeter	64	SOL	2	U27	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Hero	74	SOL	2	S26	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Isis	50	SOL	2	Q25	2	8	Cr	3 2 2	4 4	1 1	6 6 6 –	17	17
Burford	64	SOL	2	O24	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Sultan	74	SOL	2	M23	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Superb	74	SOL	2	K22	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Monmouth	64	SOL	2	I21	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Worcester	64	SOL	2	G20	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
*Monarch	74	SOL	2	E19	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Eagle	64	SOL	2	C18	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Magnonime	64	SOL	2	A17	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20

SCENARIO 7D Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1	2	3	Guns L	R	Carronade L	R	Rigging 1	2	3	4	Depth (ft)	Point Value
Artesien	64	SOL	2	X5	5	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Orient	74	SOL	2	BB5	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
St-Michel	60	SOL	2	BB7	5	11	Av	4	3	3	5	5	–	–	6	6	6	–	19	17
Severe	74	SOL	2	FF5	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Brilliant	64	SOL	2	GG7	5	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Hannibal	50	SOL	2	HH7	5	8	Av	3	2	2	4	4	1	1	6	6	6	–	17	13
Sphinx	64	SOL	2	II9	5	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Heros	74	SOL	2	KK10	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Illustre	74	SOL	2	OO9	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Flamand	50	SOL	2	OO11	5	9	Av	3	3	2	4	4	–	–	6	6	6	–	18	14
Ajax	64	SOL	2	QQ11	5	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Consolante	40	F	3	UU15	5	9	Av	3	2	2	3	3	–	–	5	5	5	5	14	13
Annibal	74	SOL	2	SS12	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Vengeur	64	SOL	2	UU13	5	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Bizarre	64	SOL	2	YY12	5	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
BRITISH:																				
Exeter	64	SOL	2	O13	6	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Hero	74	SOL	2	Q14	6	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Isis	50	SOL	2	S15	6	8	Cr	3	2	2	4	4	1	1	6	6	6	–	17	17
Burford	64	SOL	2	U16	6	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Sultan	74	SOL	2	W17	6	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Sceptre	64	SOL	2	Y18	6	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Superb	74	SOL	2	AA19	6	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Monmouth	64	SOL	2	CC20	6	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
*Monarch	74	SOL	2	EE21	6	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Eagle	64	SOL	2	GG22	6	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Magnonime	64	SOL	2	II23	6	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Worcester	64	SOL	2	KK24	6	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20

Continued from Page 18

any order. Squares must be removed from all sections as evenly as possible.

E. At the end of each scenario, each ship must remove one crew square as a result of scurvy.

F. Ships which have surrendered but have not been captured are permanently removed from play at the end of the scenario.

G. A scenario continues until either both players mutually agree to end it, one side has lost all ships through surrender or capture, or all friendly ships of a fleet leave the board from a pre-designated home board edge or edges (noted in the scenario).

H. Ships which leave the board must either be placed back on the board by shifting all the fleets to keep position or be removed from play for that scenario.

*I. Captured ships may be placed anywhere with the fleet no more than 2 hexes ahead of or behind any other uncaptured ship. A captured ship may not lead in line.

III. VICTORY CONDITIONS FOR ALL SCENARIOS

A. Final victory is determined by gaining more points than your opponent through all five scenarios.

B. Besides gaining points by forcing to surrender or capturing enemy ships, a player is awarded one victory point per turn till turn forty for each turn that no enemy vessel is on the board. This is nullified if both fleets have been on the board for twenty consecutive turns.

SCENARIO 7D

SUFFREN AND HUGHES

September 3, 1782

I. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 4 – Heavy breeze
Wind Change: 4

II. SPECIAL RULES

1. No anchoring
2. No land hexes

III. SPECIAL VICTORY CONDITIONS

If the British player can get eight or more ships off board edge 4 before the French exit the same board edge with at least as many ships he is awarded fifty victory points.

IV. ORDER OF BATTLE

French home edge: 4
British home edge: any

SCENARIO 7E

SUFFREN AND HUGHES

June 30, 1783

I. PREVAILING WEATHER CONDITIONS

Wind Direction: 3
Wind Velocity: 3 – Normal breeze
Wind Change: 6

II. SPECIAL RULES

1. No land hexes
2. No anchoring allowed

III. SPECIAL VICTORY CONDITIONS

At the conclusion of this scenario, players total all points. The one having the higher number is the victor.

IV. ORDER OF BATTLE

British home edge: any
French home edge: any

SCENARIO 7E

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1 2 3	Guns L R	Carronade L R	Rigging 1 2 3 4	Depth (ft)	Point Value
FRENCH:													
Sphinx	64	SOL	2	OO7	2	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Brilliant	64	SOL	2	MM8	2	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Fendant	74	SOL	2	KK9	2	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Flamand	50	SOL	2	II10	2	9	Av	3 3 2	4 4	– –	6 6 6 –	18	14
Ajax	64	SOL	2	GG11	2	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Hannibal	50	SOL	2	DD12	2	8	Av	3 2 2	4 4	1 1	6 6 6 –	17	13
Argonaute	74	SOL	2	BB13	2	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Heros	74	SOL	2	Y15	2	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Illustre	74	SOL	2	W16	2	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
St-Michel	60	SOL	2	U17	2	11	Av	4 3 3	5 5	– –	6 6 6 –	19	17
Vengeur	64	SOL	2	S18	2	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Severe	64	SOL	2	Q19	2	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
Annibal	74	SOL	2	O20	2	14	Av	5 5 4	10 10	– –	7 7 7 –	21	24
Hardi	66	SOL	2	M21	2	12	Av	4 4 4	6 6	– –	7 7 7 –	19	19
Artesien	64	SOL	2	K22	2	12	Av	4 4 3	6 6	– –	7 7 7 –	19	18
BRITISH:													
Cumberland	74	SOL	2	TT15	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Monmouth	64	SOL	2	RR16	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Bristol	50	SOL	2	PP17	2	8	Cr	3 2 2	4 4	1 1	6 6 6 –	17	17
Hero	74	SOL	2	NN18	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Eagle	64	SOL	2	LL19	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Magnonime	64	SOL	2	JJ20	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Sceptre	64	SOL	2	HH21	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Burford	64	SOL	2	FF22	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Monarca	68	SOL	2	DD23	2	12	Cr	4 4 3	7 7	1 1	7 7 7 –	18	25
Superb	74	SOL	2	BB24	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Sultan	74	SOL	2	Z25	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26
Africa	64	SOL	2	X26	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Worcester	64	SOL	2	V27	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Exeter	64	SOL	2	T28	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Inflexible	64	SOL	2	R29	2	11	Cr	4 3 3	6 6	1 1	7 7 7 –	19	20
Gibraltar	80	SOL	2	P30	2	12	Cr	5 4 4	8 8	1 1	7 7 7 –	20	26
Isis	50	SOL	2	N31	2	8	Cr	3 2 2	4 4	1 1	6 6 6 –	17	17
Defence	74	SOL	2	L32	2	13	Cr	4 4 4	8 8	1 1	7 7 7 –	19	26

SCENARIO 8

BATTLE OF THE SAINTES

April 12, 1782

I. INTRODUCTION

The Battle of the Saintes was the greatest British naval victory during the War of Independence. Too late to have anything but a transient effect on the course of the war in America, it nevertheless was a convincing re-establishment of the British navy as the supreme war power on the seas.

As can be seen from browsing through the scenarios covering the naval battles during the American Revolution, very few contain American vessels. Simply stated, the reason is that colonial America had no navy to protect herself. The British navy had always filled this role for her colonies. During the Revolution, though, America had to look elsewhere for means of combating the British on the seas. In this theater, France and her navy played an invaluable role for her ally.

This, the last major naval battle between France and Britain was the re-affirmation of British naval superiority after several strategic defeats earlier in the war. The battle began in the, by now much abused, line to line order proscribed by the "fighting instructions." As the battle progressed though, several holes opened in the French line allowing the British center and van to penetrate and destroy the French fleet piecemeal. Of the thirty vessels in the French fleet, twenty five escaped. The Ville de Paris (finest man-of-war afloat), was one of the five lost to the British. The failure of Rodney, the British Admiral, to follow up his victory saved the remainder of the French fleet from capture.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3 – Normal breeze
Wind Change: 4

III. SPECIAL RULES

A. No anchoring allowed
B. No land hexes

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

See Page 22

SCENARIO 9

NYMPHE VS. CLEOPATRE

June 17, 1793

I. INTRODUCTION

The first decisive battle in the long series of wars stretching from 1793 to 1815. The Captain of the *Nymphe*, Edward Pellew was knighted for his victory.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3 – Normal breeze
Wind Change: 4

III. SPECIAL RULES

A. No land hexes
B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 8

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual	Crew Section 1	2	3	Guns L	R	Carronade L	R	Rigging 1	2	3	4	Depth (ft)	Point Value
FRENCH:																				
Hercule	74	SOL	2	EE17	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Neptune	74	SOL	2	GG16	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Souverain	74	SOL	2	II15	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Palmier	74	SOL	2	KK14	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Northumberland	74	SOL	2	MM13	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Auguste	80	SOL	1	OO12	5	15	Av	6	6	5	11	11	–	–	7	7	7	–	23	27
Ardent	64	SOL	2	QQ11	5	12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Scipion	74	SOL	2	SS10	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Brave	74	SOL	2	UU9	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Citoyen	74	SOL	2	WW8	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Hector	74	SOL	2	YY7	5	14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Caesar	74	SOL	2	*		14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Dauphin Royal	70	SOL	2			13	Av	5	4	4	8	8	–	–	7	7	7	–	19	20
Languedoc	80	SOL	1			15	Av	6	6	5	11	11	–	–	7	7	7	–	23	27
Ville de Paris	104	SOL	1			18	Av	7	7	6	12	12	–	–	9	9	9	–	22	30
Couronne	80	SOL	1			15	Av	6	6	5	11	11	–	–	7	7	7	–	23	27
Eveille	64	SOL	2			12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Sceptre	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Glorieux	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Diademe	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Destin	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Magnanime	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Refleche	64	SOL	2			12	Av	4	4	3	6	6	–	–	7	7	7	–	19	18
Conquerant	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Magnifique	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Triomphant	80	SOL	1			15	Av	6	6	5	11	11	–	–	7	7	7	–	23	27
Bourgogne	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Duc de Bourgogne	80	SOL	1			15	Av	6	6	5	11	11	–	–	7	7	7	–	23	27
Marseillais	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
Pluton	74	SOL	2			14	Av	5	5	4	10	10	–	–	7	7	7	–	21	24
BRITISH:																				
Marlborough	74	SOL	2	T14	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Arrogant	74	SOL	2	R13	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Alcide	74	SOL	2	P12	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Nonsuch	64	SOL	2	N11	3	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Conqueror	74	SOL	2	L10	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Princesse	70	SOL	2	J9	3	12	Cr	4	4	3	8	8	1	1	7	7	7	–	18	25
Prince George	98	SOL	1	H8	3	15	Cr	5	5	5	9	9	1	1	8	8	8	–	22	28
Torbay	74	SOL	2	F7	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Anson	64	SOL	2	D6	3	11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Fame	74	SOL	2	B5	3	13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Prudent	64	SOL	2	*		11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Russell	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
America	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Hercules	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Protee	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Resolution	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Agamemnon	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Duke	98	SOL	1			15	Cr	5	5	5	9	9	1	1	8	8	8	–	22	28
Formidable	98	SOL	1			15	Cr	5	5	5	9	9	1	1	8	8	8	–	22	28
Namur	90	SOL	1			14	Cr	5	5	5	8	8	1	1	8	8	8	–	21	27
St. Albans	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Canada	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Repulse	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Ajax	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Bedford	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Prince William	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Magnificent	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Centaur	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Belliqueux	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Warrior	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Monarch	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Barfleur	98	SOL	1			15	Cr	5	5	5	9	9	1	1	8	8	8	–	22	28
Valient	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Yarmouth	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7	–	19	20
Montagu	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Alfred	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26
Royal Oak	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7	–	21	26

NOTES:

* Ships enter board in line (bow to stern) behind the line already on board.

SCENARIO 10

MARS VS. HERCULE

April 21, 1798

I. INTRODUCTION

A ragwagon duel.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3 — Normal breeze
Wind Change: 5

III. SPECIAL RULES

A. No land hexes
B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 11

BATTLE OF THE NILE

August 1, 1798

I. INTRODUCTION

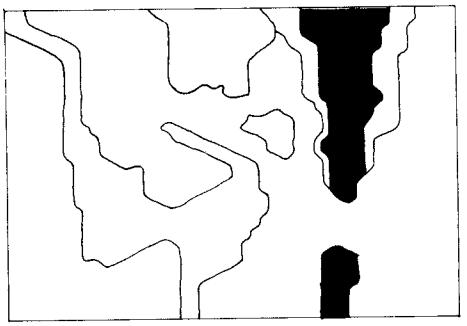
The British navy under Nelson boldly entered Aboukir Bay and destroyed the French armada while at anchor. Napoleon, upon learning of the defeat withdrew his expeditionary army from Egypt.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 6
Wind Velocity: 3 — Normal breeze
Wind Change: 6

III. SPECIAL RULES

1. All hexes in gray are land hexes. Board edges 1, 4, 5-6 all also land.



2. France is allowed to secretly mark the identification code of 4 different hexes as shoals each 17' in depth. These can be anywhere between row NN inclusive to board edge 5-6. Optional rules XI and XII are in force.
3. Anchoring of all types is allowed.
4. At the start of the scenario the French are unprepared for battle. Certain tasks must be performed as outlined before ships may perform the following operations.

a. To fix springs to anchors, write AS or AB in the notes column for three turns.

b. To fire *left* broadsides, write C in the notes column for four turns, after which the left broadside may be fired normally.

c. To use battle or full sail, write R in the notes column for five turns.

5. French ships may perform just one of these tasks per turn. They may not be performed in a turn in which loading, firing, meleeing or other notations in the notes column are made.

IV. SPECIAL VICTORY CONDITIONS

1. Surrendered ships which have not been captured or destroyed count half the point value.
2. To win, one side must have a 150 point advantage or better. Any other result is considered indecisive.

V. ORDER OF BATTLE

SCENARIO 11

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1	2	3	Guns L	R	Carronade L	R	Rigging 1	2	3	4	Depth (ft)	Point Value
FRENCH:																				
Guerrier	74	SOL	2	DD11	2	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
Conquerant	74	SOL	2	BB12	2	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
Spartiate	74	SOL	2	Z13	2	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
Aquilon	74	SOL	2	X14	2	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
Souverain Peuple	74	SOL	2	V15	3	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
Franklin	80	SOL	2	T15	2	16	Av	6	5	5	11	11	1	1	8	8	8	—	23	26
Orient	120	SOL	1	R15	3	18	Cr	7	7	7	14	14	—	—	9	9	9	—	24	40
Tonante	80	SOL	2	P14	3	16	Av	6	5	5	11	11	1	1	8	8	8	—	23	26
Heureuse	74	SOL	2	N13	3	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
Timoleon	74	SOL	2	L12	3	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
Mercure	74	SOL	2	J11	3	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
Guillaume Tell	80	SOL	2	H10	3	16	Av	6	5	5	11	11	1	1	8	8	8	—	23	26
Genereux	74	SOL	2	F9	3	14	Av	5	4	4	10	10	1	1	7	7	7	—	22	23
BRITISH																				
Culloden	74	SOL	2	RR24	6	14	El	4	4	3	8	8	1	1	7	7	7	—	20	28
Goliath	74	SOL	2	TT25	6	14	Cr	4	4	3	8	8	1	1	7	7	7	—	20	26
Zealous	74	SOL	2	UU27	1	14	El	4	4	3	8	8	1	1	7	7	7	—	20	28
Omon	74	SOL	2	UU29	1	14	El	4	4	3	8	8	1	1	7	7	7	—	20	28
Audacious	74	SOL	2	UU31	1	14	Cr	4	4	3	8	8	1	1	7	7	7	—	20	26
Theseus	74	SOL	2	UU33	1	14	Cr	4	4	3	8	8	1	1	7	7	7	—	20	26
Vanguard	74	SOL	2	VV34	6	14	El	4	4	4	9	9	1	1	7	7	7	—	21	30
Minotaur	74	SOL	2	**	6	14	Cr	4	4	3	8	8	1	1	7	7	7	—	20	26
Defence	74	SOL	2	**	6	14	Cr	4	4	3	8	8	1	1	7	7	7	—	20	26
Bellerophen	74	SOL	2	**	6	14	Cr	4	4	4	9	9	1	1	7	7	7	—	21	28
Majestic	74	SOL	2	***	6	14	Cr	4	4	3	8	8	1	1	7	7	7	—	20	26
Leunder	50	SOL	2	****	6	8	Cr	2	2	2	4	4	1	1	6	6	6	—	17	17
Alexander	74	SOL	2	****	6	14	El	4	4	3	8	8	1	1	7	7	7	—	20	28
Swiftsure	74	SOL	2	******	6	14	Cr	4	4	3	8	8	1	1	7	7	7	—	20	26

NOTES: All French ships start the scenario at ordinary anchor.
** — Enter in line turn two
*** — Enter in line turn three
**** — Enter in line turn four
****** — Enter in line turn six

SCENARIO 12

AMBUSCADE VS. BAIONNAISE

December 14, 1798

I. INTRODUCTION

This was virtually the only action won by the French against a superior force during the whole course of the war.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 3 — Normal breeze
Wind Change: 5

III. SPECIAL RULES

A. No land hexes
B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 13

CONSTELLATION VS. INSURGENT

February 5, 1799

I. INTRODUCTION

The American frigate *Constellation* under Commodore Thomas Truxton met the French frigate *Insurgent* northwest of Nevis in the Carribean. The *Constellation* was both better armed and better sailed (due partly to the fact that the *Insurgent* had lost her main topmast in a storm just prior to the start of the battle). The *Insurgent* struck after being raked several times. The *Constellation* had only three wounded due to enemy fire.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
*Wind Velocity: 5-Gale
Wind Change: 6

III. SPECIAL RULES

A. No land hexes
B. No anchoring

See Master Scenario Chart for ship specifications.

SCENARIO 14

CONSTELLATION VS. VENGEANCE

February 1, 1800

I. INTRODUCTION

Almost a year after her first engagement with the *Insurgent*, the *Constellation* chanced upon another French frigate, the *Vengeance*. This ship was more powerfully armed and gave a much tougher account of herself. Yet after a fierce five hour engagement, the *Vengeance* was able to escape from the partially dismasted *Constellation* only to have to be beached later to keep from sinking.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3 — Normal breeze
Wind Change: 5

III. SPECIAL RULES

A. No land hexes
B. No anchoring

See Master Scenario Chart for ship specifications.

SCENARIO 15

TRAFALGAR

October 21, 1805

I. INTRODUCTION

Lord Horatio Nelson's greatest and final victory, Trafalgar, marks the ultimate battle of the era of sailing fleets. Nelson fell in his hour of triumph, but Britain's control of the sea was established for the next hundred years.

II. PREVAILING WIND CONDITIONS

Wind Direction: 5
*Wind Velocity: 1-Light Breeze
Wind Change: 6

III. SPECIAL RULES

A. No land hexes
B. No anchoring allowed

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

See Page 25

SCENARIO 16

THE BATTLE OF LISSA

March 13, 1811

I. INTRODUCTION

A classic battle of quality versus quantity. Nelson's Trafalgar tactics backfired on the French and Venetian fleets as they attempted to break through the British line.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3 — Normal breeze
Wind Change: 6

III. SPECIAL RULES

A. All hexes within twenty-five hexes of board edge 1 are shallow enough to permit all types of anchoring.

B. British player may mark four hexes as shoal; two of 19' depth and two of 15' depth.

C. Optional rules XI (Running Aground) and XII (Casting the Lead) are used in conjunction with special rule B. above.

D. Board edge 1 is considered all land.

See Master Scenario Chart for ship specifications.

SCENARIO 17

CONSTITUTION VS. GUERRIERE

August 19, 1812

I. INTRODUCTION

The first frigate action of the War of 1812 was fought on August 19, 1812 between the American frigate *Constitution*, commanded by Isaac Hull, and the British frigate *Guerriere*, commanded by James Dacres. The *Guerriere* was returning to Halifax for repairs when she was intercepted. Firing first, the *Guerriere's* broadsides bounced ineffectively off the *Constitution's* hull giving rise to the famous nickname "Old Ironsides." The *Constitution's* return fire was much more devastating and reduced the *Guerriere* to a mastless hulk. She struck her colors in less than a half hour's fighting. An auspicious beginning for the American frigates.

II. PREVAILING WIND CONDITIONS

Wind Direction: 2
*Wind Velocity: 5-Gale
Wind Change: 6

III. SPECIAL RULES

A. No land hexes
B. No anchoring

See Master Scenario Chart for ship specifications.

SCENARIO 18

UNITED STATES VS. MACEDONIAN

October 25, 1812

I. INTRODUCTION

While cruising the Atlantic, the American frigate *United States*, nicknamed the "Old War Wagon" for its poor sailing ability sighted the British frigate *Macedonian*, considered the finest in the British Navy, off her bow. The *United States* was the more heavily armed but also the slower sailing of the two. By superior maneuvering though, the *United States* was able to overcome her handicap and gain an advantageous firing position to the *Macedonian*. The better firepower soon began to tell, and by first firing at the rigging the *United States* slowed down her opponent to where she could rake her with devastating broadsides at close range. The *Macedonian* was reduced to a defenseless hulk and her captain John Carden, seeing the hopelessness of his position surrendered.

Superior American gunnery and seamanship proved to be the keys in this great victory.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3 — Normal breeze
Wind Change: 5

Battle of Trafalgar

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1	2	3	Guns L	R	Carronade L	R	Rigging 1	2	3	4	Depth (ft)	Point Value
FRENCH																				
Scipion	74	SOL	2	VV32	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Intrepide	74	SOL	2	TT32	3	14	Av	5	5	4	8	8	1	1	7	7	7	–	22	21
Formidable	80	SOL	1	RR31	3	16	Av	6	6	5	11	11	1	1	7	7	7	–	22	27
Mont-Blanc	74	SOL	2	NN31	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Duguay Trouin	74	SOL	2	KK34	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Heros	74	SOL	2	FF25	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Bucentaure	80	SOL	1	BB22	3	16	Av	6	6	5	11	11	1	1	7	7	7	–	22	27
Redoubtable	74	SOL	2	Z21	2	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Neptune	80	SOL	1	W20	3	16	Av	6	6	5	11	11	1	1	7	7	7	–	22	27
Indomptable	80	SOL	1	V17	3	16	Av	6	6	5	11	11	1	1	7	7	7	–	22	27
Fougueux	74	SOL	2	U15	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Pluton	74	SOL	2	R12	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Algeciras	74	SOL	2	Q11	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Aigle	74	SOL	2	O10	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Swiftsure	74	SOL	2	M9	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Argonaute	74	SOL	2	U7	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Achille	74	SOL	2	U4	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
Berwick	74	SOL	2	H2	3	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	24
SPANISH:																				
Neptuno	80	SOL	2	XX32	2	15	Gr	5	5	4	10	10	–	–	7	7	7	–	21	23
Rayo	100	SOL	1	EE34	3	16	Gr	6	6	5	10	10	–	–	8	8	8	–	23	25
SanFrancisco de Asis	74	SOL	2	GG30	3	13	Gr	4	4	4	8	8	–	–	7	7	7	–	19	18
San Augustino	74	SOL	2	DD29	3	14	Gr	5	4	4	8	8	2	2	7	7	7	–	20	20
Santissima Trinidad	130	SOL	1	DD24	3	20	Gr	8	7	7	13	13	–	–	10	10	10	–	25	30
San Justo	74	SOL	2	Z20	3	13	Gr	4	4	4	8	8	–	–	7	7	7	–	19	18
San Leandro	64	SOL	2	T19	3	11	Gr	4	3	3	6	6	–	–	7	7	7	–	18	15
Santa Ana	112	SOL	1	W16	3	11	Gr	6	6	6	12	12	–	–	9	9	9	–	23	27
Monarca	74	SOL	2	S14	3	14	Gr	5	4	4	8	8	2	2	7	7	7	–	20	20
Bahama	74	SOL	2	Q10	3	14	Gr	5	4	4	8	8	2	2	7	7	7	–	20	20
Montanez	74	SOL	2	N7	3	13	Gr	4	4	4	8	8	–	–	7	7	7	–	19	18
Argonauta	80	SOL	2	G6	3	15	Gr	5	5	5	10	10	–	–	7	7	7	–	21	23
San Ildefonso	74	SOL	2	K6	3	13	Gr	4	4	4	8	8	–	–	7	7	7	–	19	18
Principe de Asturias	112	SOL	2	J3	3	18	Gr	6	6	6	12	12	–	–	9	9	9	–	23	27
San Juan de Nepomuceno	74	SOL	2	F1	3	14	Gr	5	4	4	8	8	2	2	7	7	7	–	20	20
BRITISH:																				
Victory	100	SOL	1	HH19	4	17	El	5	5	4	11	11	1	1	8	8	8	–	22	33
Temeraire	98	SOL	1	HH17	4	16	Cr	5	5	4	10	10	1	1	8	8	8	–	22	30
Neptune	98	SOL	1	II17	4	16	Cr	5	5	4	10	10	1	1	8	8	8	–	22	30
Leviathian	74	SOL	2	II15	4	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Conqueror	74	SOL	2	II13	4	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Britannia	100	SOL	1	II11	5	17	Cr	5	5	5	11	11	1	1	8	8	8	–	23	31
Ajax	74	SOL	2	JJ9	4	14	El	4	4	3	8	8	2	2	7	7	7	–	20	29
Agamemnan	64	SOL	2	KK7	5	11	Cr	3	3	3	6	6	1	1	7	7	7	–	19	20
Orion	74	SOL	2	KK6	5	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Minotaur	74	SOL	2	PP6	5	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Spartiate	74	SOL	2	RR4	5	14	Cr	4	4	4	9	9	2	2	7	7	7	–	22	29
Prince	98	SOL	1	RR2	5	16	Cr	5	5	4	10	10	1	1	8	8	8	–	22	30
Royal Sovereign	110	SOL	1	AA13	4	18	El	5	5	5	12	12	1	1	9	9	9	–	23	36
Belleisle	74	SOL	2	AA11	4	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Mars	74	SOL	2	AA9	4	14	Cr	4	4	4	9	9	2	2	7	7	7	–	21	29
Tonnant	80	SOL	1	AA7	4	16	El	5	4	4	10	10	1	1	8	8	8	–	22	30
Bellerophon	74	SOL	2	Y5	5	14	El	4	4	4	9	9	2	2	7	7	7	–	21	30
Colossus	74	SOL	2	AA4	5	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Achille	74	SOL	2	CC3	4	14	Cr	4	4	4	9	9	2	2	7	7	7	–	22	29
Africa	64	SOL	2	WW26	6	11	El	3	3	3	6	6	1	1	7	7	7	–	19	22
Revenge	74	SOL	2	*Y1	5	14	El	4	4	3	8	8	2	2	7	7	7	–	20	29
Defiance	74	SOL	2	*AA1	5	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Dreadnaught	98	SOL	1	*II1	5	16	El	5	5	4	10	10	1	1	8	8	8	–	22	32
Swiftsure	74	SOL	2	*GG1	5	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Polythemus	64	SOL	2	**EE1	5	11	Cr	3	3	3	6	6	1	1	7	7	7	–	19	20
Thunderer	74	SOL	2	***II1	5	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27
Defence	74	SOL	2	***II1	5	14	Cr	4	4	3	8	8	2	2	7	7	7	–	20	27

NOTES:
* Enter turn three
** Enter turn four
*** Enter turn five

III. SPECIAL RULES

A. No land hexes

B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 19

CONSTITUTION VS. JAVA

December 29, 1812

I. INTRODUCTION

Four months after her victory over the *Guerriere*, while patrolling the South American Coast, the *Constitution* chanced upon another British frigate, the *Java*.

As they closed upon one another, both maneuvered for raking position. Again American superior gunnery and firepower told as the *Constitution* reduced *Java* to a mastless hulk.

After two hours of fighting the *Java*, unable to protect herself from the *Constitution's* rakes, surrendered.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

Wind Velocity: 3 — Normal breeze

Wind Change: 6

III. SPECIAL RULES

A. No land hexes

B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 20

CHESAPEAKE VS. SHANNON

June 1, 1813

I. INTRODUCTION

The action between the *Chesapeake* and the *Shannon* was the culmination of an unusual set of circumstances and illustrates the code of ethics by which sailing warships abided.

Shannon was probably the best led frigate in the British Navy. Captain Philip Broke had commanded her for seven years and had trained the crew daily on gunnery and seamanship. The *Chesapeake*, on the other hand, though of the high quality standards set for American frigates had had a recent turnover in seamen and officers impairing the effectiveness of the crew.

Shannon was part of the British blockade of Boston, through which two other American frigates had escaped during a storm the previous week. Disgusted at this, Captain Broke sailed into the harbor sending a formal challenge to duel with the *Chesapeake*. The latter already responding to the *Shannon's* advance, could not receive it. Both sailed out to a point off the Massachusetts coast and Captain Broke presented his ship to a rake as he gallantly allowed the *Chesapeake* first fire. Not to be outdone in point of honor, Captain James Laurence of the *Chesapeake* refused the advantage and both frigates began, firing broadside to broadside at point blank range.

Probably the bloodiest fifteen minutes in the annals of sailing warfare, the *Chesapeake* had only 15 men unhurt out of her original complement of 150 while 82 Englishmen lay killed or wounded on the *Shannon*. The terrible destruction upon the American crew was enough to allow the *Shannon* to capture the *Chesapeake* by boarding.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

Wind Velocity: 3 — Normal breeze

Wind Change: 5

III. SPECIAL RULES

A. No land hexes allowed

B. No anchoring

See Master Scenario Chart for ship specifications.

SCENARIO 21

BATTLE OF LAKE ERIE

September 10, 1813

I. INTRODUCTION

During the War of 1812, control of the Great Lakes was essential for the supply of troops in the far strung forts protecting the American-Canadian border. On September 10, 1813, the British and American fleets met in Lake Erie to decide the fate of the Great Lakes.

After a hard fought battle in which the flagship *Lawrence* had to be abandoned, the American fleet under Oliver Hazard Perry forced the British to surrender, thereby gaining control of the Lakes and the Northwest Territory.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

*Wind Velocity: 1-Light Breeze

Wind Change: 6

III. SPECIAL RULES

A. No anchoring allowed

B. No land hexes

See Master Scenario Chart for ship specifications.

SCENARIO 22

WASP VS. REINDEER

June 28, 1814

I. INTRODUCTION

Master Commandant Johnston Blakely of *Wasp* and Commander William Manners of *Reindeer* had under them two of the finest crews in their respective navies.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

Wind Velocity: 1 — Light breeze

Wind Change: 5

III. SPECIAL RULES

A. No land hexes

B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 23

CONSTITUTION VS. CYANE AND LEVANT

February 20, 1815

I. INTRODUCTION

The last of "Old Ironsides" successful ship-to-ship engagements.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

*Wind Velocity: 2-Moderate Breeze

Wind Change: 5

III. SPECIAL RULES

A. No land hexes

B. No anchoring allowed

See Master Scenario Chart for ship specifications.

MASTER SCENARIO CHART

Name	Guns	Class	Nr.	I.D.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1	2	3	Guns L	R	Carronade L	R	Rigging 1	2	3	4	Depth (Ft)	Point Value
Scenario 2:																					
American																					
Ranger	18	S	5		S1	3	3	Cr	1	1	1	1*	1*	–	–	3	3	3	3	12	8
British																					
Drake	20	S	5		CC1	4	3	Gr	1	1	1	1*	1*	–	–	3	3	3	3	12	5
Scenario 4:																					
American																					
Bonhomme Richard	42	M		4302	BB32	2	7	Cr	2	2	2	2	2	–	–	5	5	5	–	17	11
British																					
Serapis	44	F	3		DD20	2	7	Cr	2	2	2	3	3	–	–	5	5	5	5	17	12
Scenario 9:																					
British																					
Nymphe	36	F	3		R23	2	7	Cr	2	2	1	2	2	1	1	5	5	5	5	15	11
French																					
Cleopatre	36	F	3		FF16	2	7	Av	2	2	2	2	2	1	1	5	5	5	5	15	10
Scenario 10:																					
British																					
Mars	74	SOL	2		R23	2	14	Cr	5	4	4	9	9	1	1	7	7	7	–	21	26
French																					
Hercule	74	SOL	2		FF16	2	14	Av	5	5	4	10	10	1	1	7	7	7	–	22	23
Scenario 12:																					
British																					
Ambuscade	32	F	3		R23	2	5	Av	2	1	1	2	2	1	1	5	5	5	5	13	9
French																					
Baionnaise	24	F	3		FF16	2	4	Av	2	2	2	1	1	–	–	4	4	4	4	12	9
Scenario 13:																					
American																					
Constellation	38	F	4		NN25	6	9	El	2	2	2	2	2	3	3	5	5	5	5	17	17
French																					
Insurgent	36	F	4		N20	2	7	Av	3	3	2	2	2	1	1	5	5	5	5	15	11
Scenario 14:																					
American																					
Constellation	38	F	4		O27	2	9	El	3	2	2	2	2	3	3	5	5	5	5	17	17
French																					
Vengeance	40	F	3		T15	2	10	Av	4	3	3	3	3	2	2	5	5	5	5	19	15
Scenario 16:																					
British																					
Amphion	32	F	3		DD7	3	7	El	2	2	1	2	2	1	1	5	5	5	5	15	13
Active	38	F	3		BB6	3	9	El	2	2	2	3	3	2	2	5	5	5	5	18	18
Volage	22	F	3		Z5	3	4	El	1	1	1	–	–	4	4	4	4	4	4	12	11
Cerberus	32	F	3		X4	3	7	El	2	2	1	2	2	1	1	5	5	5	5	15	13
French																					
Favorite	40	F	3		S13	2	9	Av	3	3	2	3	3	2	2	5	5	5	5	19	15
Flore	40	F	3		O14	2	9	Av	3	3	2	3	3	2	2	5	5	5	5	19	15
Danae	40	F	3		N10	2	9	Av	3	3	2	3	3	2	2	5	5	5	5	19	15
Venetian																					
Bellone	32	F	3		O15	2	7	Gr	2	2	2	2	2	–	–	5	5	5	5	15	9
Corona	40	F	3		K12	2	9	Gr	3	3	2	3	3	2	2	5	5	5	5	19	12
Caroline	32	F	3		H13	2	5	Gr	2	2	1	1	1	–	–	4	4	4	4	13	7
Scenario 17:																					
American																					
Constitution	44	F	4		T16	1	12	El	3	3	3	4	4	3	3	6	6	6	6	19	24
British																					
Guerriere	38	F	3		FF16	3	9	Cr	2	2	1	3	3	2	2	5	5	5	5	17	15
Scenario 18:																					
American																					
United States	44	F		4301	DD9	5	12	El	4	3	3	4	4	4	4	6	6	6	6	19	24
British																					
Macedonian	38	F	3		R21	1	9	Cr	2	2	2	3	3	2	2	5	5	5	5	17	16
Scenario 19:																					
American																					
Constitution	44	F	4		AA13	2	12	El	4	3	3	4	4	3	3	6	6	6	6	19	24
British																					
Java	38	F	4		AA24	2	9	Cr	3	3	3	3	3	3	3	5	5	5	5	17	19
Scenario 20:																					
American																					
Chesapeake	*38	F	3		BB28	2	9	Av	3	3	2	3	3	3	3	5	5	5	5	17	14
British																					
Shannon	38	F	3		DD16	2	9	El	3	2	2	3	3	3	3	5	5	5	5	17	17
Scenario 21:																					
American																					
Lawrence	20	B	5		OO18	6	4	Cr	2	1	1	–	–	3	3	4	4	4	4	9	9
Niagara	20	B	5		UU21	6	4	Cr	2	1	1	–	–	3	3	4	4	4	4	9	9
British																					
Lady Prevost	13	B	5		N18	2	2	Cr	1	1	–	–	–	1	1	2	2	2	2	6	5
Detroit	19	B	5		K20	2	3	Cr	1	1	1	1	1	–	–	4	4	4	4	8	7
Q. Charlotte	17	B	5		H21	2	3	Cr	1	1	1	–	–	2	2	3	3	3	3	7	6
Scenario 22:																					
American																					
Wasp	20	B	5		N19	2	4	El	2	1	1	–	–	3	3	4	4	4	4	12	12
British																					
Reindeer	18	B	5		V26	2	3	El	1	1	1	–	–	3	3	4	4	4	4	11	9
Scenario 23:																					
American																					
Constitution	44	F	4		U27	2	12	El	3	3	3	4	4	4	4	6	6	6	6	19	24
British																					
Cyane	24	S	5		M20	2	4	Cr	2	1	1	–	–	5	5	4	4	4	4	13	11
Levant	20	S	5		K21	2	4	Cr	1	1	1	–	–	4	4	4	4	4	4	12	10

NOTES:
* – If playing with basic rules, ships may fire each broadside every other turn. Advanced rules – do not double guns

DESIGN YOUR OWN SCENARIOS

I. INTRODUCTION

One of the more popular aspects of *Wooden Ships and Iron Men* is the ability of players to create their own scenarios. History has limited most sailing naval engagements to either small ship duels or large fleet battles. Intermediate actions between several ships-of-the-line were very rarely fought. Yet within the game format these actions are the most enjoyable to portray. They allow for hard fought battles without over burdening the player's ability to handle large numbers of ships.

This section allows players to design their own scenarios using a simple and balanced buying system. Included, too, are several new classes and types of sailing craft which were not covered in the game rules.

II. BALANCING SCENARIOS

An excellent system for balancing a fictitious scenario is to let players purchase their own ships.

A. Ship Value:

Given below in tables 1 and 2 are the orders of battle for standard class ships of the Revolutionary and Napoleonic periods at the end of which is placed each ship's point value in relation to the quality crew manning it.

B. Buying Ships:

Players mutually decide how many value points they need to purchase the ships in their respective fleets (150 points is a good choice for two players). They may purchase any number of ships of any class or crew quality as long as they don't spend more than has been allotted.

C. Suggested Scenario Set-up:

Players set their ships in line entering from opposite corners of the same board edge and directed toward the center. The wind should be blowing in the "A" attitude to the ship's positions.

D. Optional Rules:

Players agree among themselves which rules tq use. Example: 150 points is given to both sides to buy ships. The result of the purchases is as follows:

Side 1 British

2 - 74 gun S.O.L. with elite crew	=	60 points
2 - 100 gun S.O.L. with elite crew	=	70 points
1 - 50 gun S.O.L. with elite crew	=	20 points
Total 5 ships		150 points

Side 2 French

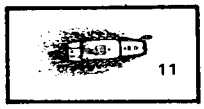
1 - 120 gun S.O.L. with crack crew	=	40 points
2 - 74 gun S.O.L. with elite crew	=	64 points
1 - 74 gun S.O.L. with aver crew	=	24 points
1 - 44 gun frigate with elite crew	=	22 points
Total 5 ships		150 points

Ships were chosen from the Napoleonic period. Both players were able to spend the total amount allotted to them.

NOTE: Although this system creates balanced scenarios, limitations as to the number of large ships and crew quality which may be bought should be set.

III. ADDITIONAL SHIPS

Included are specialized ships which players may use to design scenarios encompassing situations not already covered in the game.



A. Fireships:

Filled with combustable material and manned by a small crew, fireships when closing in upon an opposing ship would be set afire and locked into an intercepting course. The crew would then jump to a ship's boat and row away hoping that the fireship would collide, foul, and damage the vessel before it would burn itself out.

Though the use of fireships declined during the 18th Century, most fleets kept several on hand. Their main function was not so much to destroy the enemy craft as to cause at least one to break line in order to avoid the oncoming flames.

1. Fireships can be up to frigate class in size, the general size being a sixth rate (20 guns). It costs players an extra 5 points to buy as they were expensive and time consuming to prepare.

2. A fireship's order of battle is the same as the class ship it represents with the exception that it is allowed just one crew square.

3. Up until the turn they are set afire, fireships may maneuver normally and may fire each broadside once. As there is but one crew section the hit table is automatically reduced by 2.

4. If all hull squares are hit, the fireship will explode immediately. (*see Optional Rule X*). Results of all other damage is normal.

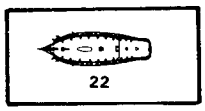
5. Setting Afire:

a. In the movement notation phase that a fireship is to be set afire, the player must write (Fire) in the notes section of the "log." The player must also announce that the ship has been set afire. He then marks out the crew square of the fire ship as they have escaped to a ship's boat.

b. Once afire and abandoned, the fireship must move on a straight course without turning the maximum number of hexes allowed by its movement allowance.

c. If a fireship collides with another ship, the die roll for the *Fouling Table* is *decreased* by 1. The die roll for the *Unfouling Table* is *increased* by 1.

d. For each movement execution phase that a fireship is burning, one hull square is marked off. When all have been removed, it explodes (*see Optional Rule X*).

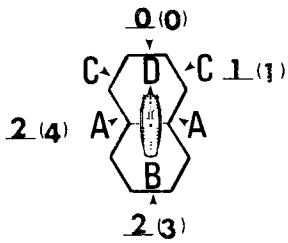


B. Merchantmen:

These ships made up the bulk of the sailing vessels of all nations. Built for trade and not for battle, they were not well prepared to protect themselves. Unlike warships which were generally vessels state built and maintained, merchantmen were dependent upon private funds, and as such were designed according to the most frugal ideals of economics. Nothing that did not reflect profit for the owners was spent for their protection. Numerous pirates and privateers took advantage of the helplessness of these vessels and caused great damage to trade. Even so, the profit margin was such that it was more profitable to lose many unprotected merchantmen than to build fewer well-armed ships. There was one exception to this rule and that was the East Indiamen. The trade route to the East Indies being so long and perilous, private companies could not afford to lose many ships. They therefore built East India merchantmen with more armament and firepower than normally found on merchant ships.

1. Different types of merchantmen have been included in this section. Players may pick any type they desire for their scenarios from the chart below. Some merchantmen are poorer in quality to others of the same type, but this reflects the great diversity in their size and design.

Each rigging section is equivalent to one factor of battle sail speed. For those ships with two rigging sections the following battle and full sail capabilities are presented:



2. All rules apply to East Indiamen exactly as apply to normal warships. There are exceptions to the rules that apply to other merchantmen, though.

a. In any turn in which merchantmen fire a broadside, they may not change from battle sails to full sails or vice-versa.

b. Merchantmen without any gun squares, are considered to be in the same situation as ships which have lost their gun squares; i.e., subject to "surrender by firepower."

c. The rule requiring modifications to Hit Table due to loss of crew sections do not apply to merchantmen.

3. Although many different types of merchantmen are presented, players should pick those with battle sail speed of 2 as they constituted the great bulk of the merchant fleet. The faster types were usually special models. Crew quality for merchantships, not being trained for fighting or firing of guns, should generally be average or worse.

4. NOTE: There is no battle sail speed, full sail speed, or turning ability number on the merchantman counters. This information is supplied in the Order of Battle.

C. Pirates and Privateers:

An extremely lucrative albeit oft illegal business was maintained by pirates and privateers at the expense of the merchant fleets during the sailing era. Pirates were criminals who robbed any unprotected merchantmen they could catch. Privateers were generally private vessels commis-

MERCHANTMAN SPECIFICATIONS

TYPE	CREW sec 1	CREW sec 2	CREW sec 3	HULL	GUNS B L	GUNS B R	RIGGING 1	RIGGING 2	RIGGING 3	RIGGING 4	(FULL SAIL SPEED) TURNING Ability	Value
225 Tons	2	–	–	1	–	–	2	2	–	–	(4) 1	1
225 Tons	2	–	–	1	–	–	1	1	1	–	(5) 2	2
225 Tons	2	–	–	1	–	–	1	1	1	1	(6) 2	3
375 Tons	2	–	–	2	–	–	3	3	–	–	(4) 1	2
375 Tons	2	–	–	2	–	–	2	2	2	–	(5) 2	3
375 Tons	2	–	–	2	–	–	2	2	2	2	(6) 2	4
525 Tons	2	–	–	3	1	1	3	3	–	–	(4) 1	3
525 Tons	2	–	–	3	1	1	2	2	2	–	(5) 1	4
525 Tons	2	–	–	3	1	1	2	2	2	2	(6) 1	5
675 Tons	4	–	–	4	2	2	4	4	–	–	(4) 1	6
675 Tons	4	–	–	4	2	2	3	3	3	–	(5) 1	7
800 Tons	4	–	–	5	2	2	4	4	–	–	(4) 1	7
800 Tons	4	–	–	5	2	2	3	3	3	–	(5) 1	8
E. India (12 pdrs)	4	4	2	6	4	4	5	5	5	–	(5) 1	15
E. India (18 pdrs)	4	4	2	6	6	6	5	5	5	–	(5) 1	16

sioned by the state to raid commercial vessels of opposing nations during time of war. Privateers did share in the spoils.

Pirates and Privateers generally used swift sailing sloops with enough guns to force the surrender of unprotected merchantmen. Unlike the popular image presented in movies, pirates did not relish combat for any injury to their ship hampered their ability to capture shipping. They avoided situations in which their vessel could be damaged by opposing gun fire.

Reliance was placed on speed and ruthlessness for success. Any weaker ship which did not surrender would be given no quarter.

1. Privateers were generally of two categories: those formed early in the war from converted merchantmen, and those designed and built especially for the job.

a. Converted Merchantmen:

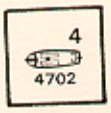
Using any of the Merchantmen's order of battles, add a gun square to each broadside (no carronades) and double the number of crew squares available.

b. Specially Built Privateers:

These are developed from East Indiamen by adding a gun square per broadside and two crew squares to the first section. Turning ability is increased to 2.

c. Crew quality is determined among the players.

2. Pirates generally sailed in sloop class ships. No additions or changes are made to the ship other than doubling the crew squares available.



D. Gunboats:

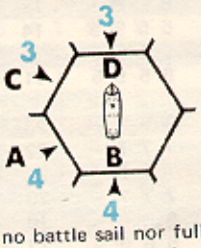
These were small vessels which generally carried one large gun in the bow and smaller guns in various locations on the deck. They moved by oars although they had the capability for sail. The Gunboat's main function was to protect river, lake, estuary and other shallow water areas from military incursions by sea. Although no match for the larger deep-water draft warships, they were of great importance in their special environment into which these larger ships could not penetrate.

1. Each gunboat counter represents from three to five actual ships. The ships move and fire in unison and are for the purpose of this game treated as one ship.

For victory conditions, each two hull squares marked off is considered a destroyed ship.

2. Movement:

a) Gunboats are moved by oars with each rigging section of the "log" used as an oar section. The speed for gunboats is as follows:



There is no battle sail nor full sail capability. Note that unlike other ships the oar speed is not equivalent to the number of oar sections. A gunboat will never be dead in the water.

b) All gunboats have a turning ability of 4 and an oar speed of 4. There is no cost for turning.

c) Gunboats have the ability to move backwards, noted as *"BW"* in the moves column of the "log."

1. A gunboat's movement allowance for backward movement is one less than its movement allowance for forward movement for that attitude.

2. One turn must be spent occupying one hex for a gunboat to switch from forward to backward movement or vice-versa.

d) Gunboats will drift one hex anytime they voluntarily remain in one hex for a turn. Every Movement Phase thereafter they drift two hexes.

e) Gunboats which are not grappled or fouled can remain stationary without drifting by writing the notation *"RW" (rowing to maintain position).*

3. Fouling:

a. Gunboats do not foul in collision. If a gunboat collides with a larger class ship, the ship does not end its movement. The gunboat must end its movement and return to the hex it occupied immediately prior to the collision.

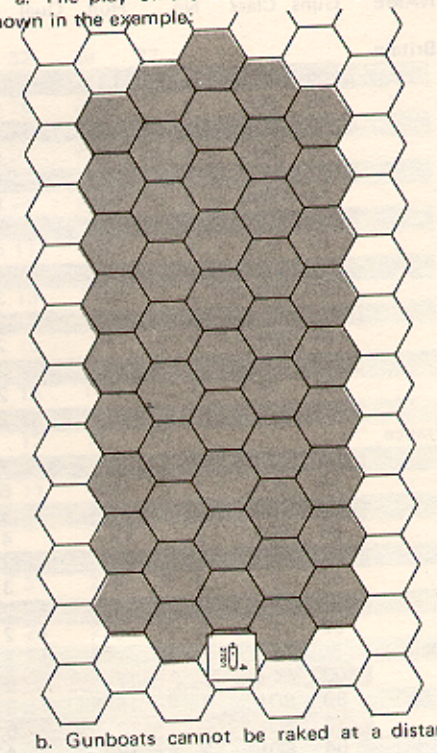
b. If a gunboat had occupied the collision hex the move immediately prior to collision the gunboats are destroyed and the counter is removed from the board.

c. If a gunboat collides with more than one larger class ship, it is destroyed.

d. Collisions with other gunboats is handled normally with the exception that there is no fouling.

4. Firing:

a. The play of the bow mounted guns is as shown in the example:



b. Gunboats cannot be raked at a distance greater than two hexes.

c. Fire must always be directed toward the hull of a gunboat.

d. A gunboat has only one field of fire.

5. Towing:

Gunboats may tow ships of the same class at a movement allowance of one less than normal. Frigate class ships are towed by gunboats at a movement allowance of two less than normal, S.O.L. class ships at three less than normal.

6. Wind Velocity:

Wind velocity affects a gunboat's performance as noted on the Advanced Wind Effects Chart.

NAME	HULL	CREW 1	CREW 2	CREW 3	GUN	OAR SECTIONS 1	OAR SECTIONS 2	OAR SECTIONS 3
American Gondolas (3 boats)	6	2	2	2	2	1	1	1
British Gunboats (5 boats)	10	4	2	2	2	2	2	1

'DESIGN YOUR OWN' SPECIFICATIONS CHART

REVOLUTIONARY PERIOD

1776-1784

NAME	Guns	Class	No.	Hull	CREW Qual	CREW Section 1	CREW Section 2	CREW Section 3	GUNS L	GUNS R	Carronade L	Carronade R	RIGGING 1	RIGGING 2	RIGGING 3	RIGGING 4	Depth (Ft)	POINT VALUE EL	POINT VALUE CR	POINT VALUE AV	POINT VALUE GR	POINT VALUE PR	NOTES
Britain																							
	100	SOL	1	16		6	6	5	11	11	*	*	9	9	9	–	22	36	32	26	24	22	
	98	SOL	1	15		5	5	5	9	9	*	*	8	8	8	–	22	31	28	23	22	19	
	90	SOL	1	14		5	5	5	8	8	*	*	8	8	8	–	21	30	27	22	21	18	
	80	SOL	1	15		5	4	4	10	10	*	*	7	7	7	–	23	31	28	23	22	19	FRENCH PRIZES
	80	SOL	2	12		5	4	4	8	8	*	*	7	7	7	–	20	28	26	20	18	16	THREE DECKER
	74	SOL	2	14		5	4	4	9	9	*	*	7	7	7	–	21	29	27	22	20	18	LARGE CLASS
	74	SOL	2	13		4	4	4	8	8	*	*	7	7	7	–	19	28	26	21	19	17	COMMON CLASS
	70	SOL	2	12		4	4	3	8	8	*	*	7	7	7	–	18	27	25	20	18	16	
	64	SOL	2	11		4	3	3	6	6	*	*	7	7	7	–	19	22	20	17	15	13	
	60	SOL	2	10		3	3	3	5	5	*	*	6	6	6	–	18	21	18	15	12	10	
	50	SOL	2	8		3	2	2	4	4	*	*	6	6	6	–	17	20	17	13	11	9	
	44	SOL	2	7		2	2	2	3	3	*	*	5	5	5	–	17	14	12	10	9	8	
	38	F	3	7		2	2	2	3	3	*	*	5	5	5	5	14	16	14	12	11	10	
	36	F	3	6		2	2	1	2	2	*	*	5	5	5	5	13	13	11	10	9	8	
	32	F	3	5		2	1	1	2	2	*	*	5	5	5	5	12	12	10	9	8	7	
France																							
	104	SOL	1	18		7	7	6	12	12	–	–	9	9	9	–	22	38	35	30	27	24	
	80	SOL	1	15		6	6	5	11	11	–	–	7	7	7	–	23	36	33	27	25	23	
	74	SOL	2	14		5	5	4	10	10	–	–	7	7	7	–	21	32	29	24	22	20	
	64	SOL	2	12		4	4	3	6	6	–	–	7	7	7	–	19	23	20	18	16	14	
	50	SOL	2	9		3	3	2	4	4	–	–	6	6	6	–	18	21	18	14	12	10	
	40	F	3	9		3	2	2	3	3	–	–	5	5	5	5	14	20	17	13	11	9	
	36	F	3	7		2	2	2	2	2	–	–	5	5	5	5	12	14	12	11	10	9	
	32	F	3	6		2	2	1	2	2	–	–	5	5	5	5	11	13	11	10	9	8	
Spain																							
	100	SOL	1	17		6	6	6	11	11	–	–	9	9	9	–	23	38	35	28	26	23	
	80	SOL	1	15		5	5	4	10	10	–	–	7	7	7	–	22	33	31	24	22	20	
	70	SOL	2	13		5	4	4	8	8	–	–	7	7	7	–	22	29	26	20	18	16	
	64	SOL	2	12		4	4	4	6	6	–	–	7	7	7	–	20	23	20	18	16	14	
	60	SOL	2	11		4	4	3	6	6	–	–	6	6	6	–	19	22	20	17	15	13	
	50	SOL	2	9		3	3	3	4	4	–	–	6	6	6	–	17	21	18	14	12	10	
	36	F	3	7		2	2	2	2	2	–	–	5	5	5	5	12	14	12	11	10	9	
	32	F	3	6		2	2	1	2	2	–	–	5	5	5	5	11	13	11	10	9	8	
U. S.																							
	74	SOL	2	13		5	4	4	6	6	–	–	7	7	7	–	19	25	22	19	17	15	America (never sailed in battle)
	36	F	3	6		2	2	2	2	2	–	–	5	5	5	5	13	14	12	11	10	9	Alliance, Confederacy
	32	F	3	5		2	2	1	2	2	–	–	5	5	5	5	12	13	11	10	9	8	Raleigh, Hancock Warren, Washington, Randolph.

* - 1781 and after add 1 carronade square

'DESIGN YOUR OWN' SPECIFICATIONS CHART
NAPOLEONIC PERIOD
1793-1815

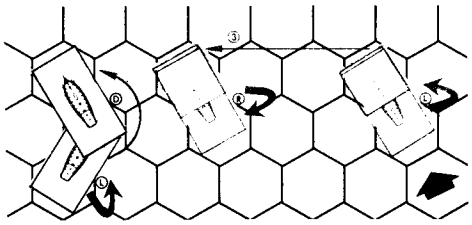
NAME	Guns	Class	No.	Hull	Qual	CREW Section 1	2	3	GUNS L	R	Carronade L	R	RIGGING 1	2	3	4	Depth (ft.)	POINT VALUE EL	CR	AV	GR	PR	NOTES
Britain																							
	120	SOL	1	18		6	6	6	14	14	2	2	9	9	9	–	24	43	40	32	30	27	
	110	SOL	1	18		6	6	5	12	12	1	1	9	9	9	–	24	38	35	28	26	23	
	100	SOL	1	17		6	6	5	11	11	1	1	8	8	8	–	23	35	32	26	24	22	
	98	SOL	1	16		5	5	5	10	10	1	1	8	8	8	–	22	33	30	24	23	20	
	90	SOL	2	14		5	5	5	8	8	1	1	8	8	8	–	21	31	28	22	21	18	
	80	SOL	2	16		5	5	4	10	10	1	1	8	8	8	–	21	34	31	24	23	21	
	74	SOL	2	14		5	4	4	9	9	2	2	7	7	7	–	21	30	29	23	21	19	Large Class
	74	SOL	2	14		4	4	4	8	8	2	2	7	7	7	–	20	29	27	22	20	18	Common Class
	64	SOL	2	11		4	3	3	6	6	1	1	7	7	7	–	19	22	20	17	15	13	
	50	SOL	2	13		3	3	2	5	5	5	5	7	7	7	–	20	22	20	18	16	14	RAZEE
	50	SOL	2	8		3	2	2	4	4	1	1	6	6	6	–	17	20	17	13	11	9	TWO DECKER
	50	F	3	12		3	2	2	4	4	4	4	6	6	6	6	19	22	20	18	16	14	FRIGATE
	44	F	3	7		2	2	2	2	2	1	1	5	5	5	5	17	14	12	10	9	8	TWO DECKER
	44	F	3	11		3	2	2	5	5	1	1	6	6	6	6	18	20	18	15	12	10	RAZEE
	40	F	3	10		3	2	2	4	4	3	3	5	5	5	5	17	19	17	15	14	12	
	38	F	3	9		3	2	2	3	3	3	3	5	5	5	5	17	17	15	13	12	11	
	36	F	3	8		2	2	2	3	3	1	1	5	5	5	5	16	16	14	12	11	10	
	36	F	3	7		2	2	1	2	2	1	1	5	5	5	5	15	13	11	10	9	8	
	32	F	3	6		2	2	1	3	3	1	1	5	5	5	5	15	14	12	11	10	9	
	32	F	3	5		2	1	1	2	2	1	1	5	5	5	5	14	12	10	9	8	7	
France																							
	120	SOL	1	18		8	7	7	14	14	1	1	9	9	9	–	24	43	40	33	30	27	
	110	SOL	1	18		7	7	7	13	13	1	1	9	9	9	–	24	39	36	31	27	25	
	80	SOL	2	16		6	6	5	11	11	1	1	7	7	7	–	23	36	33	27	25	23	
	74	SOL	2	14		5	5	4	10	10	1	1	7	7	7	–	21	32	29	24	22	20	
	44	F	3	11		5	4	4	5	5	1	1	6	6	6	6	19	22	20	17	15	13	
	40	F	3	10		3	3	2	4	4	1	1	5	5	5	5	18	19	17	15	12	11	
	38	F	3	9		3	3	2	4	4	1	1	5	5	5	5	18	19	17	14	12	10	
	36	F	3	8		3	2	2	2	2	1	1	5	5	5	5	17	17	15	13	12	10	
	32	F	3	7		2	2	2	2	2	–	–	5	5	5	5	15	13	11	10	9	8	
Spain																							
	130	SOL	1	20		8	7	7	13	13	–	–	10	10	10	–	25	42	38	32	30	27	
	112	SOL	1	18		6	6	6	12	12	–	–	9	9	9	–	23	38	35	29	27	25	
	100	SOL	1	16		6	6	5	10	10	–	–	8	8	8	–	22	28	26	22	20	18	
	80	SOL	2	15		5	5	4	10	10	–	–	7	7	7	–	22	34	31	24	23	21	
	74	SOL	2	14		5	4	4	8	8	2	2	7	7	7	–	22	33	30	22	20	18	
	74	SOL	2	13		4	4	4	8	8	–	–	7	7	7	–	21	29	26	20	18	16	Large Class
	40	F	3	9		3	3	2	3	3	2	2	5	5	5	5	18	19	17	15	14	12	Small Class
	34	F	3	6		2	2	2	2	2	–	–	5	5	5	5	14	14	12	11	10	9	
U. S.																							
	44	F	4	12		4	3	3	4	4	4	4	6	6	6	6	19	24	21	17	15	13	President
	38	F	4	9		3	3	2	3	3	3	3	5	5	5	5	17	18	16	14	13	11	Congress
	36	F	4	8		3	3	2	3	3	2	2	5	5	5	5	16	17	15	13	12	10	New York
	32	F	4	7		3	2	2	–	–	6	6	5	5	5	5	15	15	13	12	11	9	Essex

SAMPLE GAME

This game is played using the BASIC GAME rules plus the *Full Sails* and *Types of Ammunition* Advanced Game rules. The Sample Game begins on turn eight. After entering the game board the ships have moved to their present locations.

Turn 8

The ships are now in a position where normally both may fire. However, the *Vengeance* (in black) is loaded with chainshot which has a maximum range of three hexes. The *Constellation* (in blue) may fire because she is loaded with roundshot at a five hex range. The *Constellation* has two guns which, when cross indexed with the range on the HDT gives a Hit Table of "–2"; however, she has an elite crew and is firing an initial left broadside which modifies the Hit Table to "0". The *Constellation* fires at the *Vengeance's* hull; the die is rolled resulting in a "5" which indicates that the *Vengeance* receives one hull hit which is crossed off on the ship's "log". *Constellation* reloads with roundshot.



Turn 9 *Constellation:* Turn left, move three, turn right. L3R

Vengeance:
Turn left (did not use full movement allowance). L

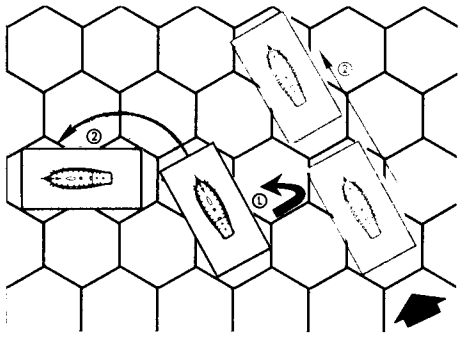
Constellation being in attitude B to the wind, has a movement allowance of 6 with full sails. She uses five of the six available in her movement phase. This is the second consecutive turn that the *Vengeance* has remained in the same hex. Consequently, she now drifts one hex in the direction that the wind is blowing. Note that of the four movement factors available to the *Vengeance* (under battle sails and at A attitude to the wind) she only uses one factor.

Both ships are within range for their carronades. The *Constellation* is able to fire with five guns which gives her a Hit Table of "2" with one modification for elite crew for a final Hit Table of "3". A die roll of two results in two hull hits upon the *Vengeance.*

Vengeance returns fire on the "4" Hit Table (three guns and two carronades at a range of two hexes plus an initial broadside plus chainshot). She aims at the rigging and a three is rolled scoring three rigging and one gun hit. However, chainshot is ineffective against gun and hull sections and the gun hit called for is disregarded as a miss. Since the *Constellation* is under full sails all the rigging hits are doubled giving a final result of six rigging hits. This takes out one complete rigging section on the *Constellation* and causes her to lose full sail status as well as to reduce her speed by one movement factor in all wind attitudes. Both ships reload with roundshot.

Turn 10 *Constellation:*
Moves ahead two hexes, utilizing all movement factors available (initial movement allowance of three minus one for the loss of a rigging section). 2

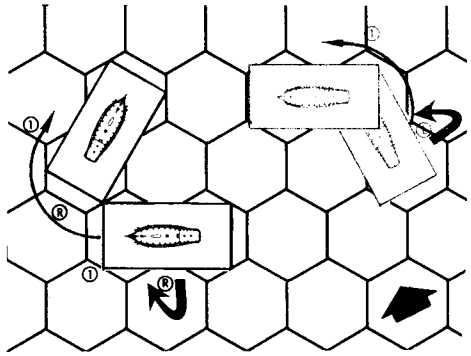
Vengeance:
Turn left, move two and stop, utilizing three of the three factors available. L2



Constellation is now in a position to rake since the play of *Vengeance's* guns does not allow her to return fire. *Constellation* fires two guns at the hull at range 3, giving a Hit Table of "0" modified by an elite crew and a rake to Hit Table "2". A die roll of "2" results in one gun hit. The *Vengeance's* commander chooses to mark off a carronade on her starboard side.

Turn 11 *Constellation:*
Turn left, move one hex ahead. L1

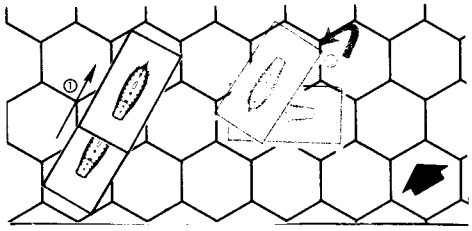
Vengeance:
Turn right, move one, turn right again, final move one hex ahead. R1R1



Vengeance can return the rake on the *Constellation* as she is out of the play of the *Constellation's* guns. Firing at a range of two hexes with four guns plus a rake gives the *Vengeance* a Hit Table of "4". Firing at the hull, a die roll of "1" results in the loss of one hull, one gun, and one crew square.

Turn 12 *Constellation:*
Turns left and stops. L

Vengeance:
Moves one hex and stops. 1

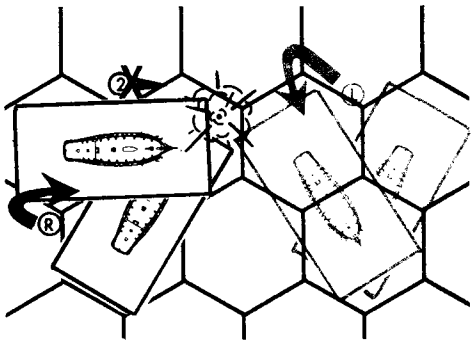


Constellation now fires five guns from a range of two giving a Hit Table of "2" plus an initial broadside with her starboard broadside (not fired previously) and with an elite crew giving a final Hit Table of "4". A "1" is rolled causing one hull, one gun, and one crew square of damage.

Vengeance firing four guns at a range of two with no modifications has a Hit Table of "2". A "1" is rolled causing a hull hit on the *Constellation.* Both reload with roundshot.

Turn 13 *Constellation:*
Turns left and stops. L

Vengeance:
Turns right, moves two ahead. However, since hex movement would cause her bow to ram the *Constellation's* stern she must stop at the hex of contact. Her "log" notation is modified to reflect her actual movement. R2



As a result of the collision, one of the players rolls a die to check for fouling. A "6" is rolled which indicates that the ships did not foul in the collision. The *Vengeance* decides to grapple and rolls a die for the attempt. A result of "1" means that she was successful. The *Constellation* attempts to ungrapple but a die roll of "5" indicates that she was unsuccessful.

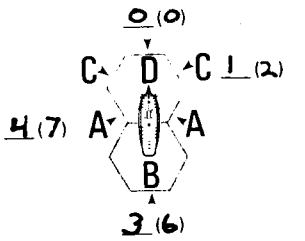
The *Vengeance* sends her entire crew (sections 1, 2 and 3) to board the *Constellation.* The *Constellation* uses only her first two sections (1 and 2) for boarding while section 3 remains to fire a broadside.

Constellation now fires before melee. Firing five guns at a range of one hex, her initial Hit Table is "2". Adding the modifications for elite crew and a rake, the Hit Table is increased to "5". But, as two crew sections are used for melee, she must reduce her Hit Table to a final value of "3". A "5" is rolled resulting in three hull and one crew hit. The crew square is marked off prior to the Melee Phase and may not be used in the boarding action.

The *Vengeance* has sent a total of eight crew squares to the boarding action. The Crew Melee Strength Table shows that each square of an average crew is worth three melee factors. This value multiplied by the eight crew squares determines the TMS to be twenty-four. The *Constellation* has sent a total of four crew squares valued at 5 melee factors for a TMS of twenty. The *Vengeance* boarding party of 24 TMS is compared to the Melee Resolution Table and a die is rolled resulting in a roll of three which, when cross indexed with the 24 factor column of the table indicates that the *Constellation* loses one crew square.

The *Constellation* matches its 20 factors to the Melee Resolution Table and rolls the die. A "2" is rolled calling for a crew loss of one crew square from the *Vengeance.*

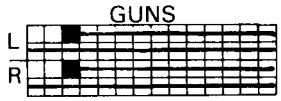
SHIP Constellation ID#
CREW E1 CLASS F(38)



HULL

CREW

GUNS

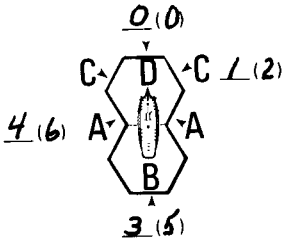


CARRONADES

RIGGING

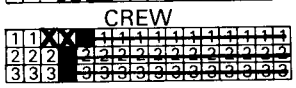
TURN	LOAD L	LOAD R	MOVE	NOTES
1				
2				
3				
4				
5				
6				
7				
8	R	R	L6	
9	R		L3R	
10	R		2	
11	R		L1	
12		R	L	
13			L X	6 OSP 1-2
14				
15				
16				
17				
18				
19				
20				

SHIP VENGANCE ID#
CREW AV CLASS F(40)



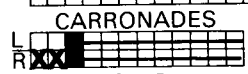
HULL

CREW



GUNS

CARRONADES



RIGGING

TURN	LOAD L	LOAD R	MOVE	NOTES
1				
2				
3				
4				
5				
6				
7				
8	C	C	L	
9			LD	
10		R	L2	
11		R	R1R1	
12		R	1	
13			R X	6 OSP ALL
14				
15				
16				
17				
18				
19				
20				

THE GENERAL

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DESIGNER'S NOTES

The phrase "Wooden Ships and Iron Men" came into prominance during the mid-nineteenth century, at a time when the wooden sailing men-of-war were rapidly being replaced by coal burning iron ships with their crews of smoke–blackened engineers and technicians. The phrase calls to mind an era that is now long dead, but by no means forgotten. For a span of almost three hundred years, sailing warships formed the backbone of all major navies. Then, with the advent of steam power, guns that fired explosive shells, and armor plating they were gone from the scene forever – like so many wooden dinosaurs. Only a handful of preserved relics such as U.S.S. CONSTITUTION and H.M.S. VICTORY attest to the fact that they ever existed at all.

As the "ragwagons" passed from view, so did the skills connected with them. No living man today could manuever a fleet to sailing warships with the skill and precision that was attained during the three hundred years dominated by the great wooden ships. Such skills have been lost, and are really unnecessary in our modern technological world. Yet, while reading a book or viewing a program on sailing ships have you ever paused, for just a moment, and imagined yourself on the heaving deck of a mighty three-decker, with the spray in your face and the enemy in sight? This is the compelling interest and romance of the great age of sail. This game, in a small way, makes it possible for anyone interested to relive the days when wooden ships and iron men were capable of dominating sea lanes and toppling empires.

These rules take into account all of the major factors involved in conducting war under sails. They concern themselves with the naval battles of the French Revolution and Napoleonic Wars, including the actions of the "XYZ Affair", and the War of 1812. These conflicts saw the wooden warship reach its highest point in development, efficiency, and effectiveness. The rules are broken down into several sections for ease of learning and reference.

By 1793, the wooden sailing warship, with its broadside guns, had over two hundred years of steady development behind it. It had developed from the clumsy galleon into a highly formidable weapons system.

The wooden sailing ship got progressively larger as the years went by, and correspondingly stronger. As an example, Drake's famous flagship H.M.S. REVENGE, a major fleet unit of the Tudor period, was about the same size as a British 20 gun brig of the era covered by this game. This greater size and strength enabled ships to carry more and heavier guns. The guns themselves were greatly improved. Although highly inaccurate by modern standards, the guns of the 1793-1815 period had far less "windage" (windage is the difference between the size of the ballshot and the size of the gun's bore) than earlier pieces. There had also been improvements in loading and firing techniques – H.M.S. DREADNAUGHT at the Battle of Trafalger could loose three broadsides in three-and-one-half minutes; ships of the Armada period averaged only three or four rounds per hour.

Improvements in hull and rigging design also evolve over this two hundred year period. Ships of the Elizabethan period were slow, and had great difficulty in working to windward. Ships of the 1793-1815 period, while they still could not sail as close to the wind as a modern sailing yaght, could make fairly good progress in working to windward. Outstanding hull designs, and the practice of sheathing ships in copper below the waterline, resulted in some outstanding sailers in the 1793-1815 period. H.M.S. VICTORY, one of the fastest three-deckers, could make better than ten knots under sail. U.S.S. CONSTELLATION, the "Yankee Racehorse", could make better than fourteen knots, making her one of the fastest frigates afloat.

As the ships and guns evolved, so did the tactics, and the commanders' abilities to use these ships in the most effective manner. The period 1793-1815 saw some of the most interesting and decisive battles of the entire age of fighting sail.

There are two improtant facts which must be kept constantly in mind when dealing with the subject of tactics – one, the ships cannot sail directly into the wind, and two, the ship's guns are mounted to fire only to the sides.

Commanders of this era continually strove to gain the weather gauge – that is to place themselves between the enemy and the wind. This position gives the initiative to the side holding it, as it allows for the choice of exactly when and where to launch the attack. Ships in the lee position find attacking difficult, as beating upwind takes far too long, and leaves ships attempting it far too exposed to enemy fire. Ships with the weather gauge are therefore cast in the role of the attacker, and ships with the lee gauge are cast in the role of the defender – forced to follow the attacker's lead, and react to his manuevers as they develope. The lee gauge is not without advantages, as the defender can fire his broadsides to rake the approaching enemy, and can easily retire to prolong this approach. Ships in the lee position can also aim their fire high, at the enemy's rigging, thus further slowing their approach.

The object of all manuevers is to place the maximum firepower on the enemy, while avoiding maximum return concentrations. Obviously, the best position to manuever for is the raking position, where a full broadside can be put into the enemy with no chance of a reply.

Manuevering so as to oppose the fire of several ships to the return fire of only one ship is also effective, especially if the enemy can be engaged on both sides. This was a common nightmare among captains of this era as their crews were not large enough to work both broadsides at the same time.

When a number of ships is being used together, the most effective formation for getting a maximum concentration of firepower is the line ahead formation (commonly known as the "line"). Most squadron and fleet actions of the era were fought between opposing lines of ships, all manuevering in unison in attempts to seize the weather gauge, and then place the massed fire of the line onto some isolated portion of the enemy's line. The line formation also facilitated the passage of flag signals from one end of the fleet to the other.

The intervals between the ships in a line is very important, as if they are too close there is a great chance of a collision, and if they are too wide there is a chance that enemy ships may slip throguh the gaps. Another disadvantage of the line is its inflexability. Only two basic manuevers can be performed by a line with any degree of precision – turning in succession, and turning together, thus changing the formation from line ahead to line abreast, or vice-versa.

Keeping the lines of ships, with their inflexability, together led to many formal, stilted, and indecisive battles during the era of the ship-of-the-line. This led the more able commanders to adopt somewhat more informal tactics. The line was generally kept together until such time as an opening appeared, at which time the line was abandoned, and the ships entered a confused general melee. At Trafalger, Nelson abandoned the line entirely, and led his ships head-on into a general melee. This was only possible due to the great superiority of his captains and crews, and such a manuever would be suicidal against an equal or superior quality opponent.

Boarding is probably the most costly method of capturing an enemy ship, because crew losses, even on the winning side, will greatly reduce the fighting potential of the ship. Boarding should be attempted only after firing has reduced the size of the enemy crew, or if your crew is already far superior in numbers or quality.

There are advantages and disadvantages to an anchored position. The main disadvantages are that the enemy, being mobile, can concentrate his ships in any desired manner, and that if movement is necessary usually there is no time to weigh anchor, and the anchor cables must be cut, and the anchors lost. The advantages are that an anchored ship makes a superior gun platform that can be swiftly turned to face in any desired direction, or to present a fresh broadside.

The British Navy of the Napoleonic Era felt that the "74" was the match, when properly handled, to any ship afloat. This can be demonstrated in the game by skillful use of this type's manueverability (two 60 turns allowed as opposed to one) when fighting one of the awesome three-decker's.

Ships of the period 1793-1815 were rated according to the number of guns they were designed to carry. Most ships carried more guns than their rating would indicate, especially numbers of the light, short carronades. For instance, most British "74's" carried at least eight carronades in addition to their long guns, meaning that they actually carried at least eighty-two pieces of artillery on board.

Ships rated as carrying 100 to 130 guns were the most powerful ships afloat, and were generally used as flagships for the most senior admirals. These ships were "three-deckers"; that is, their guns were mounted on three decks, one above the other. Additional guns were also carried above these on the quarterdeck and forecastle. These huge ships provided ample cabin space for the admirals and their staffs. Their major disadvantage was their clumsiness compared to lower, more manueverable ships.

Ships rated as carrying 90 or 98 guns were used mainly by the British as flagships on foreign stations, and for second line flag officers. These ships were also three–deckers, but carried smaller crews and smaller guns than the larger classes.

Ships rated as carrying 80 guns were extremely powerful two-deckers. Their guns were mounted on two decks, one above the other, plus the guns also carried on quarterdeck and forecastle. These ships were often a match for the 98 gunners in crew and firepower, and, in addition were lower and more manueverable.

Ships rated as carrying 74 guns were also two–deckers, and were the basic and most numerous class of ships of the line.

Ships rated as carrying 64 guns were a weak class of two-deckers, and the smallest class of ships of the line. By 1815 they were being phased out as being too small to lie in the line of battle, as by that time they were smaller than many of the larger frigates.

All ships carrying 64 or more guns on two or three gun decks were called ships of the line during this period (the term "liner" is a later, Victorian term for this class of ships). Ship of the line was a term coined during the Anglo-Dutch naval wars of the Seventeenth Century to describe large warships capable of standing in a line of battle – that is, ships which could both deal out and absorb enormous punishment. The next class of ships falls under the general term of "frigates". Frigates carried all their guns on one gun deck, plus guns on the quarterdeck and forecastle. A frigate's single gun deck was carried much higher than the lower gun deck on a ship of the line. Frigates were characterized by being low, fast, and manueverable.

Ships rated as carrying 44-50 guns were of several types. The British had both 44 and 50 guns types that carried their guns on two decks. These were not very successful classes, being too slow and clumsy to escape from a ship of the line, and too weak to fight one. Another type of 44 to 50 gun rating were the "razees". A razee was an old ship of the line with its upper gun deck cut down to form a powerful frigate. A razee 44 was usually cut down from a 64, and a razee 50 was usually cut down from a 74. Some razees were very successful in this configuration, but others remained as slow and clumsy as in their original configuration. The British in 1813 launched two monster frigates rated at 50 guns each. The Americans and French both built numerous large frigates rated at 44 guns.

Ships rated as carrying 32-40 guns were all of the classic frigate type, being fast and manueverable enough to escape from a ship of the line, and powerful enough to handle any other vessel.

Ships rated as carrying less than 32 guns varied very widely in size, construction, and armament. Many of these smaller vessels were "brigs", having only two masts instead of the usual three. Many of them were armed almost exclusively with carronades. All of them were manueverable, but their speeds varied widely.

The following gives an idea of the proportions of ships of various ratings in a well balanced fleet:

NUMBERS OF SHIPS IN THE BRITISH ROYAL NAVY

DATE	1793	1797	1801	1805	1814
RATING					
120 guns	0	2	2	1	2
110 guns	2	4	4	4	2
100 guns	5	5	5	5	3
90–98 guns	21	20	21	18	8
80 guns	3	6	12	12	5
74 guns	70	84	92	91	97
64 guns	40	42	44	44	1
50 guns	20	23	18	24	10
44 guns	21	21	20	20	3
40 guns	1	4	7	7	8
36–38 guns	28	57	79	88	111
32 guns	53	60	56	61	12
Smaller vassels	234	205	266	462	380

The men manning the ships were as varied as the ships they sailed on. Every nation, to some extent, ahd some trouble manning their fleets, and training eheir crews. How each nation handled this problem largely determined how efficient their navies were.

The British, having the world's largest navy, suffered severe problems in manning their numerous ships. Although blessed with an efficient cadre of well-trained officers and petty officers, and possessing a large reservoir of trained seamen from the fishing and merchant fleets, the British were still forced to rely on press gangs and the sweepings

from the gaols for a large proportion of their crews. The British command of the seas permitted their efficient cadres to work on this unlikely material, and constant drill and practice produced a high level of efficiency on most British ships.

The French problem was a good deal different. The French officer corps, which had been drawn largely from aristocratic families, was effectively purged on its most experienced men by the rigors of the French Revolution. The navy was also in constant competition with the army for available manpower. What officers and men were aboard their ships spent most of their time blockaded in the various ports, and thus were denied valuable sea experience and training. What trained officers and men were available were often seconded to army untis, and ended up campaigning in Europe as Napoleon's demands for cannon fodder grew. As the poorly trained French lost battle after battle to better drilled British crews, the French confidence and morale also sank.

The Spanish problem was similar to the French one, although their officer corps had not been purged. Similarly blockaded in their ports, the nearly bankrupt Spanish monarchy could not even afford to keep an efficient cadre on board their ships. Spanish naval officers, despite thier high standards and traditions, were forced to fight with hundreds of raw crewmen aboard who had been pressed into service only hours before sailing.

The problems of the United States Navy were comparatively minor due to the small size of the fleet. Pay in the navy was higher than in the merchant marine, enlistment periods were short, the food was the best in any navy, and the discipline was very moderate for the day. These factors enabled captains to pick and choose from amoung a surplus of volunteers. Not being involved in the general European war, the Americans were also blessed with great amounts of sea experience and drill.

Designing this game was largely a matter of breaking down the major aspects of the era of sailing warships into component parts, and then developing simple and playable rules to describe them. The development of Wooden Ships and Iron Men has stretched over eight years now, with many thousands of hours spent researching the period, and many hundreds of games being actually played to refine the rules down to their present form. I hope that playing this game is as enjoyable for you as designing and developing it was for me.

THE CRITICAL HIT TABLE

1	R:	At range of 3 hexes or less, rake causes one rigging section to be lost. (See optional rule VIII for effect).
	H:	No Effect
2	R:	No Effect
	H:	At range of 3 hexes or less, rake causes all gun and crew hits to be doubled.
3	R:	No Effect
	H:	No Effect
4	R:	Fallen rigging obscures a gunnery section in the left broadside. Reduce Hit Table by 1 for the next three turns. Mark out two rigging squares.
	H:	No Effect
5	R:	No Effect
	H:	Anchor cable severed. Anchored ships must note cut anchor in "log." Ships may not anchor again.
6	R:	Fallen rigging obscures a gunnery section in the right broadside. Reduce Hit Table by 1 for the next three turns. Mark out two rigging squares.
	H:	No Effect
7	R:	No Effect
	H:	Crew is demoralized. Roll one die; add crew quality strength points. Subtract the number of lost crew sections. If the result is six or less, crew drops one rate in quality.
8	R:	Mast falls. Mark out one rigging section. (See optional rule VIII for effect).
	H:	Possible damage to steering: Roll one die. If a 1, 3, or 5 appears, turning ability number is permanently reduced by one.
9	R:	No Effect
	H:	No Effect
10	R:	Rake causes one rigging section to be lost. (See optional rule VIII for effect).
	H:	Same as 5H
11	R:	No Effect
	H:	Magazine may explode. Roll one die. Add the range in number of hexes. If the result is four or less, ship explodes. (See optional rule X for effect of explosion).
12	R:	No Effect
	H:	Water line damage: One crew section must be permanently assigned to keep ship afloat for the remainder of the game.
13	R:	Same as 10 R
	H:	Rake causes double the crew and gun hits.
14	R:	No Effect
	H:	Fire breaks out. Roll one die. If a 6 is rolled fire is out of control and ship will explode. (See optional rule X for effect). Any other number rolled is the number of turns needed to put out fire. Hit Table reduced by same amount for duration of fire.
15	R:	No Effect
	H:	No Effect
16	R:	Same as 8 R
	H:	Same as 7 H

Results of Critical Hit Table determined at the end of the Combat phase after all regular damage has been recorded.

All results are cumulative

BASIC GAME TABLES

HIT DETERMINATION TABLE (HDT)

Guns Firing	RANGE IN HEXES 1	2	3	4	5-6	7-10	HIT TABLE MODIFIERS: CREW QUALITY EL	CR	AV	GR	PR	Crew Section loss	Initial Bdsde	Rake	Cap Ship	OPTIONAL MODIFIERS: AMMUNITION GP	CH	DS	RS	* All types of anchor
1-3	1	1	0	−1	−2	−3	+1	+1	0	0	−1	−1	+1	+1	−2	−1	+1	+1	0	+1
4-6	2	2	1	0	−1	−2	+2	+1	0	0	−1	−1	+1	+2	−2	−2	+1	+1	0	+1
7-9	3	2	1	0	−1	−2	+2	+2	0	−1	−1	−1	+2	+3	−2	−3	+2	+2	0	+1
10-12	4	3	2	1	0	−1	+2	+2	0	−1	−2	−1	+2	+4	−2	−4	+2	+2	0	+2
13	5	4	3	2	1	0	+3	+2	0	−1	−2	−1	+2	+5	−2	−4	+2	+3	0	+2

HIT TABLES

	NUMBER 0 HULL	RIGGING	NUMBER 1 HULL	RIGGING	NUMBER 2 HULL	RIGGING	NUMBER 3 HULL	RIGGING	NUMBER 4 HULL	RIGGING
1	0	0	0	0	H	0	H-G	R-H	2H-R	3R
2	0	0	0	0	G	R	2H	2R	H-G-C	2R-H
3	0	0	G	R	H-C	2R	H-G-C	2R-G	2H-R-G	3R-G
4	C	0	H	C	2H	R-G	2H-R	3R	3H-G	3R-C
5	H	R	H-C	R-H	2H-R	2R-C	3H-C	2R-C	4H-C	2R-G-H
6	G	C	H-R	2R	2H-G	2R-H	2H-2G	4R	2H-2G-C	5R

	NUMBER 5 HULL	RIGGING	NUMBER 6 HULL	RIGGING	NUMBER 7 HULL	RIGGING	NUMBER 8 HULL	RIGGING
1	2H-C-G	3R-G	2H-2G-C	3R-H-G	2H-3G-C	4R-H-G	4H-2G-C	5R-H-C
2	2H-2G	4R	3H-2R-C	4R-H	3H-2C-R	4R-H-C	5H-R-C	6R-G
3	2H-G-C-R	4R-H	4H-2G	5R-C	4H-3R	5R-2H	4H-3G-C	6R-H-G
4	3H-R-G	4R-G	3H-2C-G	4R-G-H	3H-3G-C	5R-G-C	5H-2R-G	6R-H-C
5	4H-G-R	4R-C	5H-R-C	5R-H	4H-2C-G	6R-G	6H-2G-R	5R-2H-G
6	3H-2C-G	5R-H	3H-2G-R-C	5R-2G	3H-3G-C-R	7R-H	4H-2G-C-R	7R-H-G

MELEE TABLES

CREW MELEE STRENGTH TABLE	
ELITE CREW SQUARE	5 STRENGTH PTS.
CRACK CREW SQUARE	4 STRENGTH PTS.
AVERAGE CREW SQUARE	3 STRENGTH PTS.
GREEN CREW SQUARE	2 STRENGTH PTS.
POOR CREW SQUARE	1 STRENGTH PT.

MELEE RESOLUTION TABLE

DIE	TOTAL MELEE STRENGTH 1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81–
1-2	1	1	2	2	2	3	3	4	4
3-4	0	1	1	1	2	2	2	3	4
5-6	0	0	0	1	1	1	2	2	2

FOULED RIGGING TABLES

FOULING TABLE	
DIE	RESULTS
1-3	SHIPS ARE FOULED
4-6	SHIPS ARE NOT FOULED

UNFOULING TABLE	
DIE	RESULTS
1-2	SHIPS ARE UNFOULED
3-6	SHIPS REMAIN FOULED

GRAPPLING TABLES

GRAPPLING TABLE	
DIE	RESULTS
1-2	GRAPPLING SUCCEEDS
3-6	ATTEMPT FAILS

If one ship was motionless during the movement phase subtract one from the die roll. If both ships were motionless during the movement phase subtract two from the die roll.

UNGRAPPLING TABLE	
DIE	RESULTS
1-2	UNGRAPPLING SUCCEEDS
3-6	ATTEMPT FAILS

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