



Copyright 1976 Battleline Publications

RON  
REDFERN  
SS-26659

# Ship 'o the Line

Minature Rules for Naval Warfare 1793-1815





## TABLE OF CONTENTS

|                                           |         |
|-------------------------------------------|---------|
| INTRODUCTION .....                        | PAGE 1  |
| LAUNCHING & FITTING OUT:                  |         |
| PLAYING AREA .....                        | PAGE 1  |
| TERRAIN .....                             | PAGE 1  |
| RULES & COMBAT TABLE CARDS .....          | PAGE 1  |
| DICE .....                                | PAGE 1  |
| GREASE PENCIL .....                       | PAGE 1  |
| CLIPBOARD .....                           | PAGE 1  |
| SHIP CHARTS: SET-UP .....                 | PAGE 2  |
| STANDARD TYPES .....                      | PAGE 4  |
| SHIP NAMES .....                          | PAGE 6  |
| THE LOG SHEET .....                       | PAGE 9  |
| MODEL SHIPS .....                         | PAGE 9  |
| SET-UP & HOW TO START - VICTORY .....     | PAGE 10 |
| THE BASIC GAME:                           |         |
| WRITTEN ORDERS .....                      | PAGE 11 |
| WIND DIRECTION .....                      | PAGE 11 |
| SEQUENCE OF PLAY .....                    | PAGE 11 |
| UNFOULING .....                           | PAGE 12 |
| WRITING ORDERS .....                      | PAGE 12 |
| MOVEMENT .....                            | PAGE 12 |
| GRAPPLING & UNGRAPPLING .....             | PAGE 13 |
| BOARDING PARTIES .....                    | PAGE 14 |
| CANNON FIRE .....                         | PAGE 14 |
| SMALL ARMS FIRE .....                     | PAGE 16 |
| MELEE & TRANSFER .....                    | PAGE 16 |
| SHIP STATUS .....                         | PAGE 17 |
| LOADING .....                             | PAGE 18 |
| SAILS .....                               | PAGE 18 |
| OPTIONAL RULES:                           |         |
| QUALITY: CREW QUALITY .....               | PAGE 18 |
| EARNING CREW QUALITY .....                | PAGE 18 |
| POINT VALUES .....                        | PAGE 19 |
| COMMAND & COMMUNICATION:                  |         |
| TIMED MOVES .....                         | PAGE 19 |
| ADMIRALS .....                            | PAGE 19 |
| MULTI-PLAYER .....                        | PAGE 19 |
| COMMAND LAG .....                         | PAGE 20 |
| VISIBILITY .....                          | PAGE 20 |
| CLEAR FOR ACTION .....                    | PAGE 20 |
| MOVEMENT: BACKING SAILS .....             | PAGE 21 |
| ANCHORS .....                             | PAGE 21 |
| TOWING .....                              | PAGE 21 |
| SWEEPS .....                              | PAGE 21 |
| SHIP'S BOATS .....                        | PAGE 22 |
| WEAPONS: RELOADING BROADSIDES .....       | PAGE 23 |
| DIAGONAL RANGES .....                     | PAGE 23 |
| FIRESHIPS .....                           | PAGE 23 |
| SWIVEL & WALL GUNS .....                  | PAGE 24 |
| DAMAGE: LOSS OF RIGGING .....             | PAGE 24 |
| REPAIRS .....                             | PAGE 24 |
| SINKING & EXPLODING SHIPS .....           | PAGE 25 |
| MELEE: CADRE DUELS .....                  | PAGE 25 |
| BOARDING PARTY                            |         |
| ORGANIZATION .....                        | PAGE 25 |
| WIND & TIDE: WIND DIRECTION CHANGES ..... | PAGE 25 |
| WIND FORCE .....                          | PAGE 26 |
| HARBOR WINDS .....                        | PAGE 26 |
| TIDES .....                               | PAGE 26 |
| BLOCKED WIND .....                        | PAGE 26 |
| SHORELINE: CASTING THE LEAD .....         | PAGE 26 |
| RUNNING AGROUND .....                     | PAGE 26 |
| GALLEYS .....                             | PAGE 27 |
| RIVER CURRENTS .....                      | PAGE 27 |
| LOG & CHAIN BARRIERS .....                | PAGE 27 |
| MORTARS .....                             | PAGE 27 |
| LAND FORTIFICATIONS .....                 | PAGE 28 |
| FLOATING BATTERIES .....                  | PAGE 29 |
| LAND FORCES & AMPHIBIOUS                  |         |
| ASSAULTS .....                            | PAGE 29 |
| TRANSPORTS .....                          | PAGE 30 |



## INTRODUCTION:

Recreating historical engagements through the use of miniature figures, equipment, and terrain is a hobby that has gained great popularity in the last two decades. A special favorite among miniature wargamers has long been the land actions associated with the wars of the French Revolution and the Napoleonic Empire. Few wargamers now cover that same period's seafaring aspects, a sad oversight, as these were historically every bit as colorful, exciting, and decisive as the contemporary events on land. Horatio Nelson, Stephen Decatur, and others are nautical personalities of this era who have long been national heroes of their respective nations. Countless works of fiction and non-fiction have been printed concerning the naval side of this era.

A large factor in the neglect of the naval aspects of this era has been the difficulty in obtaining the proper data on the ships of this era. While information on the organization and equipment of the land forces is readily available, and easy to locate, there is very little currently available to provide such information on the navies. Hopefully, this publication will remedy much of this deficiency. In addition to rules, this booklet includes many pages of information regarding how the various ships were armed and manned, and how to incorporate this information into the rules. This information has been accumulated through years of research, and enables the wargaming enthusiast of this era to easily raise a fleet to compliment his army.

"Ship 'o the Line" was a term coined during the Anglo-Dutch naval wars of the middle 1600's to describe large warships capable of operating in a line of battle; ships that by definition were capable of dealing out and absorbing enormous punishment. These vessels were the "battleships" of their day, and formed the backbone of almost every navy. As the title of these rules suggests, the game's primary interest lies in the recreation of fleet actions involving the use of squadrons of Ships 'o the Line. Although plenty of rules are included to cover the smaller vessels, and some very interesting single-ship duels can be fought using these rules, they are primarily designed to allow players to command squadrons of three to six ships each.

The rules for this game may, on first glance, appear formidably long and complex. This is due to the great amount of information given, and the very large number of topics covered. For ease in learning and mastering these rules, they are divided into three major sections. The first section, **LAUNCHING AND FITTING OUT**, covers what equipment is needed to set up and play the game, and, especially, gives the information needed to raise the various navies in miniature. The second, and shortest section of the rules is the **BASIC GAME**, which covers all the basic concepts and mechanics players need to learn in order to play a game using these rules. The third, and most extensive section, is the **OPTIONAL RULES**. This is a collection of rules that players may use or discard, as their tastes and interests dictate. These rules extend the scope, realism, and complexity of the game, as well as covering a large number of new topics.

As many people reading these rules may be aware, several years ago the designer of these rules published a board game on this same topic (**WOODEN SHIPS & IRON MEN**). The board game was developed as a simplified version of the **SHIP 'O THE LINE** miniature rules. The board game version proved very popular, and many requests were made for a copy of the miniature rules from which the board game had evolved. These rules are in answer to those many requests. This miniature version has since been further expanded, up-dated, modified, and developed into the format you see here, which we at Battleline feel is the most complete set of rules available anywhere for tactical sailing ship actions.

These rules represent the culmination of ten years of research and playtesting effort to assure the buyer of a playable, realistic, and exciting simulation. Every effort has been made to ensure the completeness of these rules, to avoid possible confusion or arguments. However, should any questions arise as to the interpretation of the rules, or should the reader wish to make some other comments, feel free to write.

## LAUNCHING AND FITTING OUT

**SHIP 'O THE LINE**, like all sets of miniature rules, requires a bit of preparation, some work, and the acquisition of certain necessary

equipment before a game can be played. The following items are required in order to play a wargame in miniature under these rules:

**I. PLAYING AREA:** A certain amount of clear space is essential to provide a "battlefield" for your forces. Although the floor can be used, the preferred environment for miniature wargames is a tabletop. A small area is all that is required for single ship duels, but the larger the forces and number of players involved, the larger the area required. A ping-pong table, or a large dining room table can provide ample room for most games.

The table should then be ruled off into a square grid, this grid being used for all measurements of movement and firing. If 1:1200 scale model ships are being used, this grid should consist of one-and-one-half inch squares. If 1:2000 scale model ships are used, a grid of three-quarter inch squares is appropriate. If it is impractical to rule this grid directly onto the tabletop itself, rule it onto large sheets of green, blue, or transparent vinyl (sheets of this can be easily obtained in most fabric and department stores, where it is sold for reupholstering furniture), which can then be laid over the tabletop.

**II. TERRAIN:** Terrain features must be constructed out of various materials, and placed on the tabletop in appropriate locations.

**A. ISLANDS:** Construct out of pieces of plastic foam cut to shape and contour, and paint. Model lichen (for trees), and a few tiny houses placed on the island could be added to complete the effect. Make these islands on the small side - then, several can be placed together to form larger islands of various sizes and shapes. These islands should be of a base size that will conform to the square grid.

**B. SHOALS, SHALLOWS, REEFS:** Cut out some irregularly-shaped pieces of light blue paper or felt (again, their shapes should conform to the square grid), and lay out on the tabletop. Write the depth in feet on the piece.

**III. RULES AND COMBAT TABLES CARDS:** A complete set of these rules should be readily available for reference, although after the first few games players will find that the need for this is rare.

Each player should be provided with a copy of the Combat Tables, which are in constant use, and it speeds up the game considerably if everyone has his own set for instant use. One copy of these Combat Tables is inserted in these rules, and the Publisher hereby grants permission to reproduce copies of these Combat Tables for their own use (not for re-sale). These Tables should be placed in clear plastic document protectors for a long life with repeated handling.

**IV. DICE:** At least one set of dice are required, although, again, it speeds up play if each participant has his own set. Each set of dice should consist of one red and one white die.

**V. GREASE PENCIL:** A grease pencil (china marker) is used for all writing that is done in the game, and each player needs one.

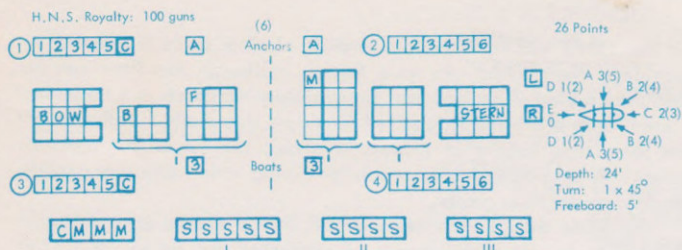
**VI. CLIPBOARD:** While not essential, a clipboard is very convenient for holding together each player's paperwork, and to provide a convenient smooth surface for writing.

**VII. SHIP CHARTS:** Ship Charts must be drawn for each ship that is being used in the game. They indicate the various factors comprising the strength of each ship, in diagram format, and are used to mark hits on the ship.

Ship Charts can be drawn up on sheets of graph paper, then should be placed inside a clear plastic document protector, so that they can be marked on with a grease pencil, and used over and over again. By using both sides of a sheet of graph paper, the Ship Charts of eight to twelve ships can be drawn on one sheet. This may, at first glance, seem like an awful amount of work, but only one Ship Chart is required for each ship in your "fleet", and it only has to be done once.



Ship Charts are a diagram of the ship they represent, and the information included on them is derived from data of the actual ship. Below is a sample Ship Chart:



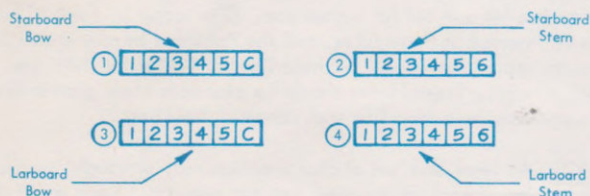
A. HOW TO SET-UP A SHIP CHART: The following outlines the procedures for setting-up a Ship Chart for any ship of this era. Ship Charts should be drawn only for real, historical ships; players should not try to design their own.

1) **GUNS:** The number of gun squares per broadside is determined by taking the weight of the broadside in pounds, and dividing by 100.

- Round off .6 and above to the next highest whole number. Smaller fractions are rounded downward.
- For ships with a broadside weight of less than 160 pounds, automatically give them a broadside of two "Small Cannon Squares".
- Figure "Carronade Squares" separately from "Long Cannon Squares".
- Number all Long Cannon Squares, place a "C" in all Carronade Squares, and an "S" in all Small Cannon Squares.
- The squares of a broadside are divided as evenly as possible into two sections per broadside, and the sections are numbered 1 - 4, as shown in the example. If the number of squares in a broadside is odd, put the odd squares in the stern section.

In the sample is a ship mounting fifteen 32 lb. Long Cannons, fourteen 24 lb. Long Cannons, fifteen 18 lb. Long Cannons, six 12 lb. Long Cannons, and two 32 lb. Carronades per broadside, for a total broadside weight of 1158 pounds (Long Cannon), and 64 pounds (Carronades). Divided by 100, this gives eleven Long Cannon, and one Carronade Square per broadside.

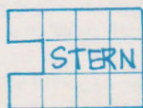
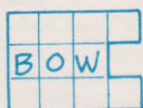
Historical Note: In figuring the weights of the broadsides, remember that American shot was 7% lighter than standard weight, and French and Spanish shot was 12% heavier than standard weight.



2) **HULL:** The number of Hull Squares is determined by taking the ship's burthen tonnage, and dividing by 100. Divide these Hull Squares as evenly as possible into bow and stern sections.

- Round off .6 and above to the nearest whole number. Smaller fractions are rounded downward.
- When dividing the Hull Squares, if the number of Hull Squares is odd, place the odd square in the bow section.
- Label the sections "Bow" and "Stern".
- No ship, no matter how small, is given less than two bow and two stern Hull Squares.

The sample is a ship of 2200 tons burthen. Divided by 100, this gives twenty-two Hull Squares, eleven in the bow and eleven in the stern.



3) **MASTS AND SAIL - SPEED BRACKETS:** Most ships of this period were "three-masted", that is, they carried three upright masts plus a bowsprit. Different mast establishments were used on different-sized ships.

a) **MASTS:**

- The names of the masts, from the bow, are Bowsprit, Foremast, Mainmast, and Mizzenmast. Some smaller ships do not have all of these masts.
- The abbreviations used for the masts in this game are: B = Bowsprit; F = Foremast; M = Mainmast; and Z = Mizzenmast.
- The following Table shows the number of squares per mast in various size ships:

| SIZE SHIP (# RATED GUNS) | B | F | M | Z |
|--------------------------|---|---|---|---|
| 120+                     | 2 | 4 | 4 | 3 |
| 98+                      | 2 | 3 | 4 | 3 |
| 44+                      | 2 | 3 | 3 | 3 |
| 32+                      | 2 | 3 | 3 | 2 |
| 24+                      | 1 | 2 | 3 | 2 |
| 18+                      | 1 | 2 | 2 | 2 |
| 8+                       | 1 | 1 | 2 | 1 |

NOTE: Consider two-masted ships to have no Foremast.

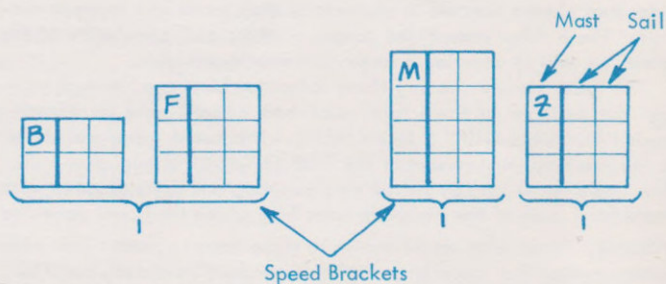
Consider one-masted ships to have no Foremast or Mizzenmast.

b) **SAILS:**

- Sail Squares are drawn adjacent to the Mast Squares.
- There are two Sail Squares per Mast Square.

c) **SPEED BRACKETS:** Speed Brackets are drawn under the Mast/Sail sections to show how much speed each imparts to the ship (at Battlesail speeds).

- For a three-masted ship of maximum Battlesail speed of "3", one bracket is drawn for the bowsprit and foremast together, and one each for the main and mizzen masts.
- For a three-masted ship of maximum Battlesail speed of "4", one bracket is drawn for each mast.
- For a two-masted ship (has a bowsprit, mainmast, and mizzenmast) of maximum Battlesail speed of "3", one bracket is drawn for each mast.
- For a two-masted ship of maximum Battlesail speed of "4", one bracket is drawn under each mast, but write a "2" under the mainmast bracket.
- For a single-masted ship (has a bowsprit and mainmast) of maximum Battlesail speed of "4", one bracket is drawn under each mast, but write a "3" under the mainmast bracket.



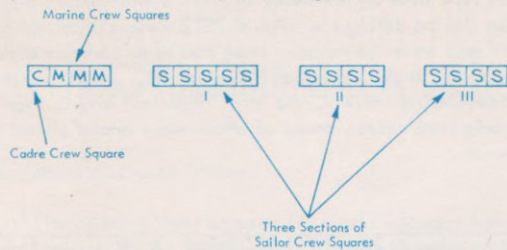
4) **CREW:** The number of Crew Squares is equal to the number of actual men in the crew, divided by 50.

- Round off .6 and above to the next highest whole number. Smaller fractions are rounded downward.
- There are three types of Crew Squares; Cadre ("C"), Marines ("M"), and Sailors ("S").
- Ships with four or more Crew Squares have one Cadre Crew Square to represent the command personnel.
- The number of Marines a ship carried varied widely from nation to nation; running from a number approximately equal to the number of guns the ship carried to about 30% of the entire crew. No significant number of marines will normally be carried by a ship mounting less than 32 guns.



e) The Sailor Crew Squares are divided into three sections (if there are less than three Sailor Crew Squares in the crew, these are placed in less than three sections of one Crew Square each). These sections should be as equal in strength as possible, with the lower numbered sections being the larger if equality is impossible. These sections are labeled with the Roman Numerals I - III.

The sample has a crew of 850, including 150 marines.



5) **ANCHORS:** All ships have two anchors, shown on the Ship Chart as two boxes containing the letter "A" - one box for the bow section of the ship, and one box for the stern. A number is written above the word "Anchors"; this number is the number of Sailor Crew Squares required for various sized ships is given in this Table:

| SIZE SHIP (No. of guns) | CREW SQ. TO UP-ANCHOR |
|-------------------------|-----------------------|
| 100 - up                | 6                     |
| 70-98                   | 5                     |
| 44-68                   | 4                     |
| 32-40                   | 3                     |
| 18-28                   | 2                     |
| 16 - up                 | 1                     |

# Crew Squares to up-anchor  
(6)  
[A] Anchors [A]

6) **BOATS:** Ship's boats (of which all ships would carry from one to ten actual boats of various sizes) are represented by one or two boxes in which are written numbers that tell the number of Crew Squares each "Boat Square" can carry.

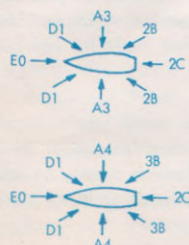
- The number of Crew Squares a ship's Boat Squares can carry is found by dividing the number of Crew Squares the ship carries by 3.
- Round off .6 and above to the next highest whole number. Smaller fractions are rounded downward.
- Divide the number of Crew Squares that the Boat Squares can carry as evenly as possible between the two Boat Squares. If the number cannot be divided evenly, put the larger number in the stern Boat Square. If the number is "1", the ship will have only a stern Boat Square.
- All ships will have at least one Boat Square.

The ship in the sample Ship Chart has a crew of seventeen Crew Squares. Seventeen divided by three equals 5.66, which rounds up to a "6". The number "3" is placed in each Boat Square.

### 3 Boats 3

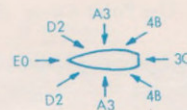
7) **SPEED DIAGRAMS:** Each ship requires a Speed Diagram which shows that ship's maximum speed in various attitudes to the wind. Most ships are "square-rigged", but some of the smaller ships (20 or less guns) are "fore-and-aft-rigged" (i.e. cutters, schooners, etc.). Further, all ships have two different Speed Diagrams; one for Battlesail speeds, where many sails are "clewed-up", and one for Fullsail speeds, where all major sails are exposed to the wind, permitting greater speeds.

a) Battlesail Speed Diagrams:

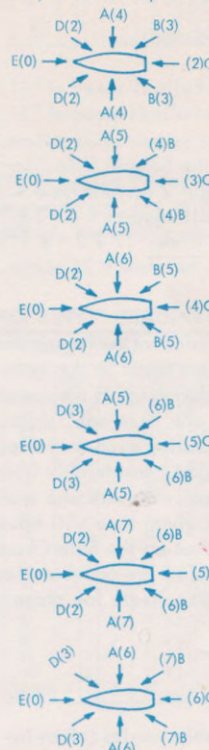


i) Maximum Battlesail speed of "3". This is found in all ships of 50+ guns, and in most merchantmen.

ii) Maximum Battlesail speed of "4". This is found in almost all square-rigged ships of under 50 guns.



b) Fullsail Speed Diagrams:



iii) Maximum Battlesail speed of "4", fore-and-aft-rigged. This applies to all ships of this rig.

i) Maximum Fullsail speed of "4". This slow speed is found in most merchantmen.

ii) Maximum Fullsail speed of "5". This is found in all ships of 50+ guns, and in Bombs.

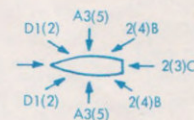
iii) Maximum Fullsail speed of "6". This is found in almost all square-rigged ships of under 50 guns.

iv) Maximum Fullsail speed of "6", fore-and-aft-rigged. This will apply to most ships of this rig.

v) Maximum Fullsail speed of "7". This speed applies only to the fastest of frigate-type ships, notably some in the U.S. Navy.

vi) Maximum Fullsail speed of "7", fore-and-aft-rigged. This speed applies only to the fastest ships of this rig, notably the large American privateer schooners.

c) To permit the identification of both the Battlesail and Fullsail speeds on the same Speed Diagram, show the Fullsail speeds in parenthesis, as in the sample:



8) **DEPTH:** The depth is how much water the ship draws. This is given in feet, and is written on the Ship Chart.

9) **45° TURNS:** The ability of a ship to turn varies according to its length, overall bulk, and height out of the water. A three-decker (90, or more guns) can make one 45° turn per Move. A two-decker can make two 45° turns per Move. A frigate-type ship can make three 45° turns per Move. A flush-decked ship (most of 20 or less guns) can make four 45° turns per Move.

10) **FREEBOARD:** The freeboard is the distance from the waterline to the lowest bank of gunports. This will vary from 3 - 6 feet in ships of the line, 5 - 9 feet in frigates, and 3 - 6 feet in smaller ships. This is given in feet, and is written on the Ship Chart.

11) **HELM, RUDDER, BOW/STERN DIVISION LINE:** All ships have one Helm, represented by a box with the letter "L" in it; one Rudder, represented by a box with the letter "R" in it; and a dotted line (the "Bow/Stern Division Line") to separate the ship's bow and stern sections. See the sample Ship Chart at the start of this rules section to see how these are placed.

[L] HELM [R] RUDDER



12) **POINT VALUE:** Every ship has a Point Value. The Point Value of a ship is determined as follows:

(NOTE: Round off all fractions to the next lowest whole number.)

- a) **GUNS:** 1 point per two long cannon squares.  
1 point per four small cannon squares.  
1 point per four carronade squares.
- b) **HULL:** 1 point per six hull squares.
- c) **MASTS:** 1 point per mast (including the bowsprit).
- d) **CREW:** 1 point per two crew squares.
- e) **SPEED:** 1 point for ships with a maximum Fullsail speed of "6".  
2 points for ships with a maximum Fullsail speed of "7".

For instance, the Point Value of the ship on the Sample Ship Chart is: Guns: 22 long cannon  $\div 2 = 11$  points, plus 2 carronades  $\div 4 = 1/2$  (rounds down to zero), plus Hull: 22 hull squares  $\div 6 = 3 2/3$  (rounds down to 3), plus Masts: 4 masts, plus Crew: 17  $\div 2 = 8 1/2$  (rounds down to 8), plus Speed: 0, the ship is too slow = 26 points.

**B. SHIP CHART INFORMATION FOR STANDARD TYPES OF SHIPS:** This section provides, in tabular form, information for setting up Ship Charts for the most common types of ships found in the major maritime nation's navies. Although a lot of information is presented in this section, it should be noted that these are "average" ships, following each nation's normal practices. Actually, even so-called "sister" ships were often quite different, and varied considerably from the norm from ship to ship, and from year to year. Players who wish to set up a Ship Chart for a specific ship at any given time will have to research the information on their own, then set up the Ship Chart using the guidelines given above. The Tables below are adequate for most purposes, and will give good representative fleets for players raising ships from the various nations.

#### EXPLANATION OF TABLE ABBREVIATIONS:

**GUN RATE:** The nominal number of guns the ship carries (often inexact).

**GUN SQUARES:** LC: Long cannon

C: Carronades Total gun squares on one broadside.  
SC: Small cannon

**HULL:** B: # of bow hull squares.

ST: # of stern hull squares.

**MASTS:** # of mast squares in each mast.

**CREW:** # of cadre crew squares ("C"), marine crew squares ("M"), and the # of sailor crew squares in each of their sections.

**A:** Gives the number of sailor crew squares required to up-anchor.

**BTS:** Gives the number to write in each boat box. The first number is the bow boat box, the second the stern boat box.

**SPEED:** Gives the ship's maximum battlesail ("BS") and fullsail ("FS") speeds.

**D:** Ship's depth in feet.

**45°:** The maximum allowable number of 45° turns per Move.

**FB:** Freeboard, given in feet.

**PV:** Point Value

#### 1) GREAT BRITAIN:

**NOTES:** The British Royal Navy was the world's most powerful, and best organized. Ships mounting 100, or more guns were used as flagships by the most senior admirals, and there were rarely more than two or three in commission at any one time. The smaller three deckers ("90" & "98" guns) usually served as flagships for less senior admirals, or for commodores. The two-decked 80-gun ships were mostly French prizes, although some were of domestic construction. The backbone of the battleline was the "74". The large class were mostly French prizes, although again, some were constructed locally. The vast majority of the "74's" were of the common class. The "64's" were the smallest battleships, and were being phased out during this era, as being too small to lie in the line of battle. The 60-gun frigates were monsters constructed towards the end of the war of 1812 as a match for the large American frigates. The two-decked 50-gunners were an almost obsolete type, too slow to make good frigates, and too small to be used as battleships. They usually served as flagships on foreign stations. The 50-gun razees (a razeed is a ship of the line that has been

cut down a deck for conversion into a frigate) were an unsuccessful experiment, and remained too slow and clumsy to make decent frigates. The 44-gun razees (cut down "64's"), on the other hand, were very successful as a class. The 44-gun two-decker was an obviously obsolete type, and saw small use. British frigates were of various sizes, ranging from 28 - 40 guns in the standard ratings, the "32" being the predominant type early in the wars, and the "38" being the most common type later in the wars. British 38 and 40-gun frigates on the American station during the War of 1812 were authorized to carry larger crews and more carronades than had been common earlier, in order to face the larger American frigates. The small British ships came in a bewildering variety, the most important single type being the 18-gun brig (two masts), many of which were armed almost totally with carronades.

| GUN<br>RATE | GUN<br>LC | SQ.<br>C SC | HULL<br>B ST | MASTS |    |   | CREW |    |    | A  | BTS | SPEED |    |     | D. | 45° | FB | PV | NOTES |    |    |    |                 |
|-------------|-----------|-------------|--------------|-------|----|---|------|----|----|----|-----|-------|----|-----|----|-----|----|----|-------|----|----|----|-----------------|
|             |           |             |              | B     | F  | M | Z    | C  | M  |    |     | I     | II | III |    |     |    |    |       | BS | FS |    |                 |
| 120         | 14        | 2           | --           | 13    | 12 | 2 | 4    | 4  | 3  | 1  | 4   | 5     | 4  | 4   | 6  | 3-3 | 3  | 5  | 25    | 1  | 6  | 32 |                 |
| 110         | 12        | 2           | --           | 12    | 12 | 2 | 3    | 4  | 3  | 1  | 3   | 5     | 4  | 4   | 6  | 3-3 | 3  | 5  | 25    | 1  | 6  | 29 |                 |
| 100         | 12        | 1           | --           | 11    | 11 | 2 | 3    | 4  | 3  | 1  | 3   | 5     | 4  | 4   | 6  | 3-3 | 3  | 5  | 24    | 1  | 5  | 27 |                 |
| 98          | 10        | 1           | --           | 11    | 10 | 2 | 3    | 4  | 3  | 1  | 2   | 4     | 4  | 4   | 5  | 2-3 | 3  | 5  | 23    | 1  | 5  | 24 | Newer Classes   |
| 98          | 9         | 1           | --           | 10    | 10 | 2 | 3    | 4  | 3  | 1  | 2   | 4     | 4  | 4   | 5  | 2-3 | 3  | 5  | 22    | 1  | 5  | 23 | Older Classes   |
| 90          | 8         | 1           | --           | 9     | 9  | 2 | 3    | 3  | 3  | 1  | 2   | 4     | 4  | 4   | 5  | 2-3 | 3  | 5  | 21    | 1  | 4  | 22 |                 |
| 80          | 10        | 1           | --           | 11    | 10 | 2 | 3    | 3  | 3  | 1  | 2   | 4     | 4  | 3   | 5  | 2-3 | 3  | 5  | 21    | 2  | 6  | 24 |                 |
| 74          | 9         | 2           | --           | 10    | 9  | 2 | 3    | 3  | 3  | 1  | 2   | 4     | 3  | 3   | 5  | 2-2 | 3  | 5  | 21    | 2  | 6  | 23 | Large Class     |
| 74          | 8         | 2           | --           | 9     | 9  | 2 | 3    | 3  | 3  | 1  | 2   | 3     | 3  | 3   | 5  | 2-2 | 3  | 5  | 20    | 2  | 6  | 22 | Common Class    |
| 64          | 6         | 1           | --           | 7     | 6  | 2 | 3    | 3  | 3  | 1  | 1   | 3     | 3  | 2   | 4  | 1-2 | 3  | 5  | 18    | 2  | 5  | 17 |                 |
| 60          | 4         | 4           | --           | 8     | 7  | 2 | 3    | 3  | 3  | 1  | 1   | 2     | 2  | 2   | 4  | 1-2 | 4  | 6  | 19    | 3  | 8  | 17 | Frigate         |
| 50          | 4         | 1           | --           | 6     | 5  | 2 | 3    | 3  | 3  | 1  | 1   | 2     | 2  | 1   | 4  | 1-1 | 3  | 5  | 17    | 2  | 4  | 13 | Two-Decker      |
| 50          | 5         | 3           | --           | 8     | 8  | 2 | 3    | 3  | 3  | 1  | 1   | 2     | 2  | 2   | 4  | 1-1 | 3  | 5  | 18    | 2  | 7  | 16 | Razeed-74       |
| 44          | 5         | 1           | --           | 7     | 6  | 2 | 3    | 3  | 3  | 1  | 1   | 2     | 2  | 1   | 4  | 1-1 | 4  | 6  | 17    | 3  | 6  | 15 | Razeed-64       |
| 44          | 3         | --          | --           | 5     | 4  | 2 | 3    | 3  | 3  | 1  | 1   | 2     | 1  | 1   | 4  | 1-1 | 4  | 6  | 16    | 2  | 3  | 12 | Two-Decker      |
| 40          | 4         | 1           | --           | 7     | 6  | 2 | 3    | 3  | 2  | 1  | 1   | 2     | 1  | 1   | 3  | 1-1 | 4  | 6  | 17    | 3  | 8  | 14 | Standard        |
| 40          | 4         | 3           | --           | 7     | 6  | 2 | 3    | 3  | 2  | 1  | 1   | 2     | 2  | 1   | 3  | 1-1 | 4  | 6  | 17    | 3  | 8  | 15 | War of 1812     |
| 38          | 3         | 3           | --           | 6     | 5  | 2 | 3    | 3  | 2  | 1  | 1   | 2     | 2  | 1   | 3  | 1-1 | 4  | 6  | 17    | 3  | 8  | 13 | War of 1812     |
| 38          | 3         | 1           | --           | 6     | 5  | 2 | 3    | 3  | 2  | 1  | 1   | 2     | 1  | 1   | 3  | 1-1 | 4  | 6  | 17    | 3  | 8  | 12 | Standard        |
| 36          | 3         | 1           | --           | 5     | 5  | 2 | 3    | 3  | 2  | 1  | 1   | 2     | 1  | 1   | 3  | 1-1 | 4  | 6  | 16    | 3  | 7  | 12 | Large Class     |
| 36          | 2         | 1           | --           | 5     | 4  | 2 | 3    | 3  | 2  | 1  | 1   | 1     | 1  | 1   | 3  | 1-1 | 4  | 6  | 14    | 3  | 7  | 10 | Common Class    |
| 32          | 3         | 1           | --           | 4     | 4  | 2 | 3    | 3  | 2  | 1  | 1   | 1     | 1  | 1   | 3  | 1-1 | 4  | 6  | 15    | 3  | 6  | 11 | Large Class     |
| 32          | 2         | 1           | --           | 4     | 3  | 2 | 3    | 3  | 2  | 1  | 1   | 1     | 1  | 1   | 3  | 1   | 4  | 6  | 14    | 3  | 6  | 10 | Common Class    |
| 28          | --        | 2           | 3            | 3     | 1  | 2 | 3    | 2  | 1  | -- | 1   | 1     | 1  | 2   | -- | 1   | 4  | 6  | 13    | 3  | 6  | 9  |                 |
| 24/26       | --        | 2           | 3            | 3     | 1  | 2 | 3    | 2  | -- | -- | 1   | 1     | 1  | 2   | -- | 1   | 4  | 6  | 12    | 3  | 5  | 7  |                 |
| 20/22       | --        | 2           | 3            | 2     | 1  | 2 | 2    | 2  | -- | -- | 1   | 1     | 1  | 2   | -- | 1   | 4  | 6  | 12    | 4  | 5  | 7  |                 |
| 16/28       | --        | 2           | 3            | 2     | 1  | 2 | 2    | -- | -- | -- | 1   | 1     | 1  | 2   | -- | 1   | 4  | 6  | 11    | 4  | 5  | 6  | Brig            |
| 16/18       | --        | 3           | --           | 3     | 2  | 1 | 2    | 2  | -- | -- | 1   | 1     | 1  | 2   | -- | 1   | 4  | 6  | 11    | 4  | 5  | 6  | Carronade Arm.  |
| 8-14        | --        | 2           | 2            | 2     | 1  | 2 | --   | -- | -- | -- | 1   | 1     | 1  | 1   | -- | 1   | 4  | 6  | 10    | 4  | 4  | 4  | Cutter-F/A Rig. |

#### 2) FRANCE, VENICE:

| GUN RATE | GUN SQ. |    |    | HULL | MASTS |    |   | CREW |   |   |   |   |    |     | A   | BTS | SPEED |    | D. | 45° | FB | PV | NOTES     |
|----------|---------|----|----|------|-------|----|---|------|---|---|---|---|----|-----|-----|-----|-------|----|----|-----|----|----|-----------|
|          | LC      | SC | SB |      | B     | ST | F | M    | Z | C | M | I | II | III |     |     | BS    | FS |    |     |    |    |           |
| 120      | 14      | 1  | -- | 13   | 12    | 2  | 4 | 4    | 3 | 1 | 5 | 6 | 5  | 5   | 6   | 3-4 | 3     | 5  | 25 | 1   | 5  | 33 | Razeed-74 |
| 110      | 13      | 1  | -- | 12   | 12    | 2  | 3 | 4    | 3 | 1 | 4 | 6 | 5  | 5   | 6   | 3-4 | 3     | 5  | 25 | 1   | 5  | 31 |           |
| 80       | 11      | 1  | -- | 11   | 11    | 2  | 3 | 3    | 3 | 1 | 3 | 5 | 4  | 4   | 5   | 3-3 | 3     | 5  | 22 | 2   | 6  | 26 |           |
| 74       | 10      | 1  | -- | 10   | 9     | 2  | 3 | 3    | 3 | 1 | 2 | 4 | 4  | 3   | 5   | 2-3 | 3     | 5  | 21 | 2   | 5  | 24 |           |
| 50       | 6       | 2  | -- | 8    | 8     | 2  | 3 | 3    | 3 | 1 | 2 | 3 | 2  | 2   | 4   | 1-2 | 3     | 5  | 20 | 2   | 6  | 18 |           |
| 44       | 5       | 1  | -- | 7    | 7     | 2  | 3 | 3    | 3 | 1 | 1 | 2 | 3  | 2   | 4   | 1-2 | 4     | 6  | 19 | 3   | 7  | 17 |           |
| 40       | 4       | 1  | -- | 7    | 6     | 2  | 3 | 3    | 2 | 1 | 1 | 2 | 2  | 3   | 1-2 | 4   | 6     | 18 | 3  | 7   | 15 |    |           |
| 38       | 4       | 1  | -- | 6    | 6     | 2  | 3 | 3    | 2 | 1 | 1 | 2 | 2  | 1   | 3   | 1-1 | 4     | 6  | 17 | 3   | 7  | 14 |           |
| 36       | 3       | -- | -- | 6    | 5     | 2  | 3 | 3    | 2 | 1 | 1 | 2 | 1  | 1   | 3   | 1-1 | 4     | 6  | 15 | 3   | 7  | 12 |           |
| 32       | 2       | -- | -- | 5    | 5     | 2  | 3 | 3    | 2 | 1 | 1 | 1 | 1  | 1   | 3   | 1-1 | 4     | 6  | 14 | 3   | 6  | 10 |           |

Smaller vessels similar to British.

**NOTES:** France possessed the world's second largest navy, and developed a number of excellent types. The three-deckers, mounting 110 or more guns, were, like the British, used as major flagships. These types were not often committed, however, and most French admirals flew their flags from one of the handy, yet very powerful 80-gunners. The French "74", as in the British navy, formed the backbone of the battlefleets. The French razees, an idea that was originally theirs, were an unsuccessful attempt to quickly produce some super-frigates. The other French frigate classes proved very successful (especially the 44 and 40-gun classes, which mounted 24 pounder guns), and averaged larger than their British opposite numbers. The French employed larger crews than the British, but made far less use of the carronade.

3) **OTTOMAN EMPIRE:** Major Turkish warships were French-built and equipped, so are exactly the same as the French ships above, with one difference. Turkish crews were larger than French crews, so add two extra marine crew squares to all Turkish ships rated at 80 or more guns (this also increases their Point Value by one point).



## 4) SPAIN, NAPLES:

| GUN RATE |    | GUN SQ. |    | HULL | MASTS |   | CREW |   |    |     |   |     |    | SPEED |     | 45° | FB | PV | NOTES |   |    |              |
|----------|----|---------|----|------|-------|---|------|---|----|-----|---|-----|----|-------|-----|-----|----|----|-------|---|----|--------------|
| LC       | C  | SC      | B  | ST   | B     | F | M    | I | II | III | A | BTS | BS | FS    | D.  |     |    |    |       |   |    |              |
| 136      | 13 | --      | 13 | 13   | 2     | 4 | 4    | 3 | 1  | 8   | 5 | 4   | 4  | 6     | 3-4 | 3   | 5  | 26 | 1     | 4 | 32 | Upgunned 112 |
| 118      | 12 | --      | 12 | 12   | 2     | 4 | 4    | 3 | 1  | 7   | 4 | 4   | 4  | 6     | 3-4 | 3   | 5  | 25 | 1     | 5 | 30 |              |
| 112      | 12 | --      | 12 | 12   | 2     | 4 | 4    | 3 | 1  | 6   | 4 | 4   | 4  | 6     | 3-3 | 3   | 5  | 25 | 1     | 5 | 29 |              |
| 100      | 10 | --      | 10 | 10   | 2     | 4 | 4    | 3 | 1  | 5   | 4 | 4   | 3  | 6     | 3-3 | 3   | 5  | 23 | 1     | 4 | 25 | Large Class  |
| 80       | 10 | 3       | -- | 11   | 11    | 2 | 3    | 3 | 3  | 4   | 4 | 4   | 4  | 5     | 3-3 | 3   | 5  | 22 | 2     | 6 | 25 |              |
| 80       | 10 | --      | 10 | 10   | 2     | 3 | 3    | 3 | 1  | 4   | 4 | 4   | 4  | 5     | 2-3 | 3   | 5  | 21 | 2     | 6 | 24 | Small Class  |
| 74       | 8  | 3       | -- | 10   | 9     | 2 | 3    | 3 | 3  | 3   | 4 | 4   | 3  | 5     | 2-3 | 3   | 5  | 20 | 2     | 5 | 23 | Large Class  |
| 74       | 8  | --      | 9  | 8    | 2     | 3 | 3    | 3 | 1  | 3   | 4 | 3   | 3  | 5     | 2-3 | 3   | 5  | 19 | 2     | 5 | 21 | Small Class  |
| 40       | 3  | 2       | -- | 6    | 6     | 2 | 3    | 3 | 2  | 1   | 2 | 2   | 2  | 3     | 1-2 | 4   | 6  | 17 | 3     | 7 | 14 |              |
| 34       | 2  | --      | 4  | 4    | 2     | 3 | 3    | 2 | 1  | 1   | 2 | 1   | 1  | 3     | 1-1 | 4   | 6  | 14 | 3     | 6 | 11 |              |
| 28       | -- | --      | 2  | 3    | 3     | 1 | 2    | 3 | 2  | 1   | 1 | 1   | 1  | 2     | 1-1 | 4   | 6  | 13 | 3     | 5 | 9  |              |

Smaller vessels similar to British.

NOTES: The Spanish fleet boasted the world's largest battleship, the imposing 136-gun Santissima Trinidad. It also boasted a class of 112-118 gun three-deckers, six in all, that also contributed to the imposing fleet that, on paper, was the world's third most powerful. The Spanish two-deckers, mounting 80 and 74 guns in four major classes were excellent sea-going ships. It should be noted that Spanish ships, while they mounted an astounding number of cannon, usually mounted smaller guns than British or French ships of equivalent ratings.

## 5) NETHERLANDS:

| GUN<br>RATE | GUN SQ. |    |    | HULL | MASTS |    |   | CREW |   |   |   |   |   | SPEED |     | 45° | FB | PV | NOTES |   |     |    |                     |
|-------------|---------|----|----|------|-------|----|---|------|---|---|---|---|---|-------|-----|-----|----|----|-------|---|-----|----|---------------------|
|             | LC      | C  | SC |      | B     | ST | B | F    | M | Z | C | M | I | II    | III |     |    |    |       | A | BTS | BS | FS                  |
| 74          | 8       | -- | -- | 8    | 7     | 2  | 3 | 3    | 3 | 1 | 1 | 3 | 3 | 3     | 5   | 2-2 | 3  | 5  | 17    | 2 | 6   | 19 | Razee<br>Two-Decker |
| 68          | 7       | -- | -- | 7    | 6     | 2  | 3 | 3    | 3 | 1 | 1 | 3 | 3 | 2     | 4   | 1-2 | 3  | 5  | 16    | 2 | 6   | 18 |                     |
| 64          | 7       | -- | -- | 6    | 6     | 2  | 3 | 3    | 3 | 1 | 1 | 3 | 2 | 2     | 4   | 1-2 | 3  | 5  | 16    | 2 | 6   | 17 |                     |
| 56          | 5       | -- | -- | 5    | 4     | 2  | 3 | 3    | 3 | 1 | 1 | 2 | 2 | 1     | 4   | 1-1 | 3  | 5  | 14    | 2 | 5   | 13 |                     |
| 44          | 6       | -- | -- | 6    | 6     | 2  | 3 | 3    | 3 | 1 | 1 | 2 | 1 | 1     | 4   | 1-1 | 4  | 6  | 15    | 3 | 8   | 16 |                     |
| 44          | 3       | -- | -- | 4    | 4     | 2  | 3 | 3    | 3 | 1 | 1 | 2 | 1 | 1     | 4   | 1-1 | 3  | 5  | 13    | 2 | 4   | 11 |                     |
| 40          | 3       | -- | -- | 5    | 5     | 2  | 3 | 3    | 2 | 1 | 1 | 2 | 1 | 1     | 3   | 1-1 | 4  | 6  | 15    | 3 | 8   | 11 |                     |
| 38          | 3       | -- | -- | 5    | 4     | 2  | 3 | 3    | 2 | 1 | 1 | 2 | 1 | 1     | 3   | 1-1 | 4  | 6  | 15    | 3 | 8   | 11 |                     |
| 36          | 3       | -- | -- | 4    | 4     | 2  | 3 | 3    | 2 | 1 | 1 | 2 | 1 | 1     | 3   | 1-1 | 4  | 6  | 14    | 3 | 7   | 11 |                     |
| 32          | 2       | 1  | -- | 4    | 3     | 2  | 3 | 3    | 2 | 1 | 1 | 1 | 1 | 1     | 3   | 1   | 4  | 6  | 13    | 3 | 6   | 10 |                     |

Smaller vessels similar to British.

NOTES: The Dutch fleet featured ships that were both small, and of shallow draft, to meet the demands of the shallow water off Holland's coast. The Dutch battleline was usually composed of their five different major types of rather smallish two-deckers, which could neither match the firepower, nor the manpower of their British opposite numbers.

## 6) BALTIC POWERS - RUSSIA, DENMARK, SWEDEN:

| GUN RATE | GUN SQ. |    | HULL | MASTS |    |    | CREW |   |   | SPEED |   | D. | 45° | FB | PV | NOTES |   |   |    |     |   |     |                    |
|----------|---------|----|------|-------|----|----|------|---|---|-------|---|----|-----|----|----|-------|---|---|----|-----|---|-----|--------------------|
|          | LC      | C  |      | SC    | B  | ST | B    | F | M | Z     | C |    |     |    |    |       | M | I | II | III | A | BTS | BS                 |
| 120      | 13      | -- |      | 12    | 12 | 2  | 4    | 4 | 3 | 1     | 4 | 5  | 4   | 4  | 6  | 3-3   | 3 | 5 | 23 | 1   | 5 | 30  | Two-Decker Frigate |
| 110      | 12      | -- |      | 11    | 11 | 2  | 3    | 4 | 3 | 1     | 4 | 4  | 4   | 4  | 6  | 3-3   | 3 | 5 | 22 | 1   | 5 | 27  |                    |
| 100      | 10      | -- |      | 10    | 10 | 2  | 3    | 4 | 3 | 1     | 4 | 4  | 4   | 3  | 6  | 2-3   | 3 | 5 | 21 | 1   | 5 | 25  |                    |
| 80/84    | 10      | -- |      | 10    | 9  | 2  | 3    | 3 | 3 | 1     | 4 | 4  | 3   | 3  | 5  | 2-3   | 3 | 5 | 19 | 2   | 6 | 24  |                    |
| 70/74    | 8       | -- |      | 8     | 8  | 2  | 3    | 3 | 3 | 1     | 3 | 3  | 3   | 3  | 5  | 2-2   | 3 | 5 | 17 | 2   | 6 | 20  |                    |
| 62/66    | 6       | -- |      | 7     | 6  | 2  | 3    | 3 | 3 | 1     | 3 | 3  | 3   | 2  | 4  | 2-2   | 3 | 5 | 16 | 2   | 5 | 18  |                    |
| 54/60    | 5       | -- |      | 6     | 5  | 2  | 3    | 3 | 3 | 1     | 2 | 2  | 2   | 2  | 4  | 1-2   | 3 | 5 | 15 | 2   | 5 | 14  |                    |
| 42/44/48 | 4       | -- |      | 5     | 4  | 2  | 3    | 3 | 3 | 1     | 1 | 2  | 2   | 1  | 4  | 1-1   | 3 | 5 | 14 | 2   | 4 | 12  |                    |
| 44       | 5       | -- |      | 6     | 5  | 2  | 3    | 3 | 3 | 1     | 1 | 2  | 2   | 1  | 4  | 1-1   | 4 | 6 | 16 | 3   | 7 | 14  |                    |
| 40       | 4       | -- |      | 5     | 5  | 2  | 3    | 3 | 2 | 1     | 1 | 2  | 1   | 1  | 3  | 1-1   | 4 | 6 | 15 | 3   | 6 | 13  |                    |
| 36/38    | 3       | -- |      | 5     | 4  | 2  | 3    | 3 | 2 | 1     | 1 | 2  | 1   | 1  | 3  | 1-1   | 4 | 6 | 14 | 3   | 6 | 12  |                    |
| 32/34    | 2       | -- |      | 4     | 3  | 2  | 3    | 3 | 2 | 1     | 1 | 1  | 1   | 1  | 3  | 1     | 4 | 6 | 12 | 3   | 6 | 10  |                    |
| 26/30    | --      | -- | 2    | 3     | 3  | 1  | 2    | 3 | 2 | 1     | 1 | 1  | 1   | 1  | 2  | 1     | 4 | 6 | 12 | 3   | 5 | 9   |                    |

Smaller ships similar to British.

NOTES: The Baltic powers, in general, faced much the same problems as the Dutch Fleet. The shallow waters of the Baltic (and, for the Russians, the Black Sea) demanded generally smaller ships of shallower draft than those used by the Atlantic powers. These ships were usually well-manned, as they spent much of their time in port, and their crews could be housed ashore, being packed aboard only for relatively short cruises.

## 7) PORTUGAL:

| GUN  | GUN SQ. | HULL | MASTS | CREW | SPEED |   |   |   | 45° | FB | PV. | NOTES |   |    |     |     |     |    |    |    |    |    |
|------|---------|------|-------|------|-------|---|---|---|-----|----|-----|-------|---|----|-----|-----|-----|----|----|----|----|----|
| RATE | LC      | C    | SC    | B    | ST    | B | F | M | Z   | C  | M   |       | I | II | III | A   | BTS | BS | FS | D. |    |    |
| 84   | 10      | 2    | --    | 11   | 10    | 2 | 3 | 3 | 1   | 3  | 4   | 3     | 3 | 3  | 5   | 2-3 | 3   | 5  | 22 | 2  | 6  | 25 |
| 74   | 8       | 1    | --    | 9    | 8     | 2 | 3 | 3 | 1   | 2  | 3   | 3     | 3 | 3  | 5   | 2-2 | 3   | 5  | 19 | 2  | 5  | 20 |
| 64   | 6       | 1    | --    | 7    | 6     | 2 | 3 | 3 | 1   | 1  | 3   | 3     | 2 | 4  | 1-2 | 3   | 5   | 18 | 2  | 5  | 17 |    |
| 44   | 3       | 1    | --    | 6    | 5     | 2 | 3 | 3 | 1   | 1  | 2   | 2     | 1 | 4  | 1-1 | 4   | 6   | 16 | 3  | 7  | 12 |    |
| 36   | 3       | --   | 5     | 5    | 2     | 3 | 3 | 2 | 1   | 1  | 1   | 1     | 1 | 3  | 1-1 | 4   | 6   | 15 | 3  | 6  | 11 |    |
| 32   | 2       | 1    | --    | 4    | 4     | 2 | 3 | 3 | 2   | 1  | 1   | 1     | 1 | 3  | 1-1 | 4   | 6   | 14 | 3  | 6  | 10 |    |

Smaller ships similar to British.

NOTES: The Portuguese Navy was never considered to be a first-class organization, but still played a small part in the naval wars of this period, especially against Spain in the 1790's.

## 8) UNITED STATES:

| GUN RATE | GUN LC | SQ. C | SC | HULL B | MASTS ST | CREW F | M | Z | C | M | I | II | III | A | BTS | SPEED BS | FS | D. | 45° | FB | PV | NOTES              |               |
|----------|--------|-------|----|--------|----------|--------|---|---|---|---|---|----|-----|---|-----|----------|----|----|-----|----|----|--------------------|---------------|
| 74       | 11     | 4     | -- | 13     | 13       | 2      | 3 | 4 | 3 | 1 | 2 | 5  | 4   | 5 | 3-3 | 3        | 5  | 24 | 2   | 5  | 29 | First Class        |               |
| 74       | 9      | 4     | -- | 12     | 12       | 2      | 3 | 3 | 3 | 1 | 2 | 5  | 4   | 4 | 2-3 | 3        | 5  | 23 | 2   | 5  | 27 | Columbus           |               |
| 74       | 9      | 3     | -- | 11     | 11       | 2      | 3 | 3 | 3 | 1 | 1 | 5  | 4   | 5 | 2-3 | 3        | 5  | 22 | 2   | 4  | 25 | Second Class       |               |
| 44       | 4      | 4     | -- | 8      | 8        | 2      | 3 | 3 | 3 | 1 | 1 | 3  | 3   | 2 | 4   | 1-2      | 4  | 7  | 19  | 3  | 8  | 19                 | President     |
| 44       | 4      | 4     | -- | 8      | 8        | 2      | 3 | 3 | 3 | 1 | 1 | 3  | 3   | 2 | 4   | 1-2      | 4  | 6  | 19  | 3  | 8  | 18                 | United States |
| 44       | 4      | 3     | -- | 8      | 8        | 2      | 3 | 3 | 3 | 1 | 1 | 3  | 3   | 2 | 4   | 1-2      | 4  | 7  | 19  | 3  | 8  | 18                 | Constitution  |
| 38       | 3      | 3     | -- | 6      | 6        | 2      | 3 | 3 | 2 | 1 | 1 | 2  | 2   | 3 | 1-2 | 4        | 7  | 17 | 3   | 8  | 16 | Constellation      |               |
| 38       | 3      | 3     | -- | 6      | 6        | 2      | 3 | 3 | 2 | 1 | 1 | 2  | 2   | 3 | 1-2 | 4        | 6  | 17 | 3   | 8  | 15 |                    |               |
| 38       | 3      | 2     | -- | 6      | 6        | 2      | 3 | 3 | 2 | 1 | 1 | 2  | 1   | 3 | 1-1 | 4        | 6  | 17 | 3   | 8  | 14 | Philadelphia       |               |
| 36       | 3      | 2     | -- | 6      | 5        | 2      | 3 | 3 | 2 | 1 | 1 | 2  | 2   | 1 | 3   | 1-1      | 4  | 6  | 16  | 3  | 7  | 13                 | New York      |
| 32       | --     | 6     | -- | 5      | 4        | 2      | 3 | 3 | 2 | 1 | 1 | 2  | 2   | 1 | 3   | 1-1      | 4  | 6  | 15  | 3  | 6  | 12                 | Essex         |
| 28       | --     | 2     | 3  | 3      | 3        | 1      | 2 | 3 | 2 | 1 | 1 | 1  | 1   | 2 | 1   | 1        | 4  | 6  | 14  | 3  | 6  | 9                  |               |
| 24       | --     | 2     | 3  | 2      | 1        | 2      | 3 | 2 | 1 | 1 | 1 | 1  | 1   | 2 | 1   | 4        | 6  | 13 | 3   | 5  | 8  |                    |               |
| 20       | --     | 2     | 3  | 2      | 1        | 2      | 2 | 2 | 1 | 1 | 1 | 1  | 1   | 2 | 1   | 4        | 6  | 12 | 3   | 5  | 8  | Maryland, Patapsco |               |
| 22       | --     | 3     | -- | 3      | 2        | 1      | 2 | 2 | 2 | 1 | 1 | 1  | 1   | 2 | 1   | 4        | 7  | 12 | 4   | 6  | 9  |                    |               |
| 18       | --     | 3     | -- | 2      | 2        | 1      | 2 | 2 | 1 | 1 | 1 | 1  | 1   | 2 | 1   | 4        | 6  | 11 | 4   | 5  | 7  | Hornet, Wasp       |               |
| 14/16    | --     | 2     | 2  | 2      | 1        | 2      | 1 | 2 | 1 | 1 | 1 | 1  | 1   | 1 | 1   | 4        | 6  | 11 | 4   | 4  | 6  |                    |               |

Smaller ships similar to British.

NOTES: Information is given here on the American Ships of the Line, the most powerful "74's" in the world, which were completed too late to see action in the War of 1812. These ships could have been completed had Congress shown more foresight. The first three battleships proved to be somewhat small for the number of guns carried, the Columbus somewhat better, and the "First Class" types the finest afloat. These first seven ships of the line were all completed by 1820. The famous American frigates were very active and successful during this period. United States (44) was known as the "wagon", due to her slower sailing capabilities. Constitution (44) mounted 32 pounder carronades until 1814, and this is the configuration given above. Later, Constitution carried the same armament as President, substituting 42 pounder carronades for the earlier 32 pounders, and this more powerful configuration was followed by all later ships of this class. Constellation (38) was the fastest frigate of that class, and possibly the fastest frigate in the world. The configuration for Philadelphia (38) is for the time of her loss (1803); if this ship had survived, it would have been armed similarly to the other "38's". The 22-gun sloops were flush-decked and very noted sailers. The smaller American ships (16-guns, or less) were originally armed with small cannon and fore-and-aft-rigged, although by the War of 1812 most of them had been re-rigged as brigs, and rearmed with carronades. The United States made extensive use of powerful, sea-going privateers, whose characteristics are noted below:

| GUN   |    | GUN SQ. |   | HULL |   | MASTS |   | CREW |   |   |   |   |   |    | SPEED |   |     |    |    | NOTES |    |     |                |          |
|-------|----|---------|---|------|---|-------|---|------|---|---|---|---|---|----|-------|---|-----|----|----|-------|----|-----|----------------|----------|
| RATE  |    | LC      | C | SC   | B | ST    | B | F    | M | Z | C | M | I | II | III   | A | BTS | BS | FS |       | D. | 45° | FB             | PV       |
| 14/24 | -- | --      | 2 | 2    | 2 | 2     | 1 | 2    | 2 | 2 | 2 | - | 1 | 1  | 1     | 2 | 1   | 4  | 6  | 13    | 4  | 5   | 7              | Ship rig |
| 14/24 | -- | --      | 2 | 2    | 2 | 1     | - | 2    | 2 | - | - | 1 | 1 | 1  | 2     | 1 | 4   | 6  | 13 | 4     | 5  | 6   | Brig rig       |          |
| 14/24 | -- | --      | 2 | 2    | 2 | 1     | - | 2    | 2 | - | - | 1 | 1 | 1  | 2     | 1 | 4   | 7  | 12 | 4     | 5  | 7   | Schooner (F/A) |          |



## 9) MERCHANTMEN:

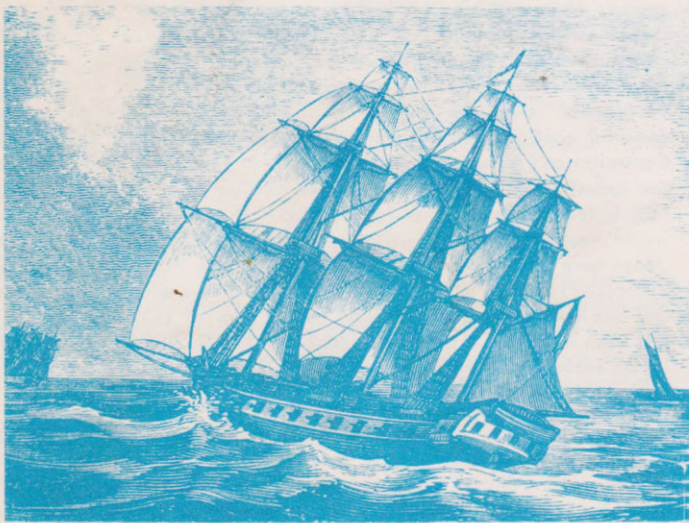
| TYPE     | GUN SQ. |    |    | HULL | MASTS |   |   | CREW |    |    | SPEED |    | D. | 45° | FB | PV | NOTES |     |               |            |
|----------|---------|----|----|------|-------|---|---|------|----|----|-------|----|----|-----|----|----|-------|-----|---------------|------------|
|          | LC      | SC | BC |      | B     | F | M | Z    | C  | M  | I     | II |    |     |    |    |       | III | A             | BTS        |
| to 225h  | --      | -- | -- | 2    | 2     | 1 | 2 | --   | -- | 1  | 1     | 1  | 3  | 5   | 9  | 2  | 4     | 2   | F/A Rig       |            |
| to 225h  | --      | -- | -- | 2    | 2     | 1 | 2 | 1    | -- | 1  | 1     | 1  | 3  | 4   | 9  | 2  | 4     | 3   | Brig Rig      |            |
| to 225h  | --      | -- | -- | 2    | 2     | 1 | 2 | 1    | 1  | -- | 1     | 1  | 3  | 4   | 9  | 1  | 4     | 4   | Ship Rig      |            |
| to 375h  | --      | -- | -- | 2    | 2     | 1 | 2 | 1    | -- | 1  | 1     | 1  | 4  | 6   | 11 | 1  | 4     | 4   | Brig Rig-fast |            |
| to 375h  | --      | -- | -- | 2    | 2     | 1 | 2 | 1    | -- | 1  | 1     | 1  | 3  | 5   | 11 | 1  | 4     | 3   | Brig Rig-slow |            |
| to 375h  | --      | -- | -- | 2    | 2     | 1 | 2 | 1    | -- | 1  | 1     | 1  | 3  | 4   | 11 | 1  | 4     | 4   | Ship Rig      |            |
| to 525h  | --      | -- | -- | 3    | 2     | 1 | 2 | 2    | -- | 1  | 1     | 1  | 3  | 4   | 13 | 1  | 5     | 3   | Brig Rig      |            |
| to 525h  | --      | -- | -- | 3    | 2     | 1 | 2 | 2    | -- | 1  | 1     | 1  | 3  | 4   | 13 | 1  | 5     | 4   | Ship Rig      |            |
| to 675h  | --      | -- | -- | 2    | 4     | 3 | 1 | 3    | 2  | -- | 1     | 2  | 3  | 4   | 14 | 1  | 5     | 6   | Brig Rig      |            |
| to 675h  | --      | -- | -- | 2    | 4     | 3 | 1 | 2    | 3  | 2  | --    | 1  | 2  | 3   | 4  | 14 | 1     | 5   | 7             | Ship Rig   |
| to 800h  | --      | -- | 2  | --   | 4     | 4 | 1 | 2    | 3  | 2  | --    | 1  | 2  | 3   | 4  | 15 | 1     | 5   | 7             | Carronades |
| to 800h  | --      | -- | 2  | --   | 4     | 4 | 1 | 2    | 3  | 2  | --    | 1  | 2  | 3   | 4  | 15 | 1     | 5   | 7             | Cannons    |
| E. India | 2       | -- | -- | 5    | 4     | 2 | 3 | 2    | 1  | -- | 2     | 1  | 3  | 5   | 17 | 2  | 5     | 9   | 12 pdr. guns  |            |
| E. India | 3       | -- | -- | 5    | 4     | 2 | 3 | 2    | 1  | -- | 2     | 1  | 3  | 5   | 18 | 2  | 5     | 10  | 18 pdr. guns  |            |

NOTES: Merchantmen came in a great variety of sizes and shapes, being mainly designed for carrying capacity, not speed. If converted to privateers, use the above date, but add two more crew squares to each ship, and small cannon to the unarmed ships (this will also increase their Point Value).

10) The following chart gives players an idea of the proportions of ships of various sizes and types in a well-balanced fleet:

NUMBERS OF SHIPS IN THE BRITISH ROYAL NAVY

| DATE                              | 1793 | 1797 | 1801 | 1805 | 1814 |
|-----------------------------------|------|------|------|------|------|
| Ships of the Line                 | 141  | 161  | 180  | 175  | 118  |
| 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                           | 39   | 41   | 43   | 43   | 1    |
| 60 guns                           | 1    | 1    | 1    | 1    | 0    |
| 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   |
| 28 guns                           | 29   | 26   | 26   | 27   | 0    |
| 20 - 26 guns                      | 12   | 16   | 24   | 19   | 29   |
| Bombs                             | 2    | 2    | 13   | 21   | 10   |
| Fireships                         | 9    | 7    | 7    | 21   | 0    |
| Other small ships and auxiliaries | 182  | 154  | 196  | 374  | 341  |



C. SHIP NAMES: The following is a list of ship names for ships that were active for the various maritime powers during this era. While not exhaustive, this list gives a good choice of names for players to use on the ships of their various fleets.

|                 |                |               |                   |
|-----------------|----------------|---------------|-------------------|
| 120:            | 74:            | 74:           | 44:               |
| Britannia       | Bombay         | Tremendous    | Charon            |
| Caledonia       | Bombay Castle  | Valiant       | Chichester        |
| Hibernia        | Bulwark        | Vanguard      | Dartmouth         |
| Nelson          | Canada         | Venerable     | Gladiator         |
| St. Vincent     | Captain        | Victorious    | Glasgow           |
| 110:            | Carnatic       | Vigo          | Gorgon            |
| Queen Charlotte | Centaur        | Vindictive    | Magnanime         |
| Royal George    | Colossus       | 64:           | Melpomene         |
| Royal Sovereign | Conqueror      | Africa        | Regulus           |
| Ville de Paris  | Conquestador   | Agamemnon     | 40:               |
| 100:            | Cornwallis     | Agincourt     | Acasta            |
| Britannia       | Cressy         | America       | Beaulieu          |
| Hibernia        | Culloden       | Ardent        | Braave            |
| Howe            | Cumberland     | Asia          | Camelion          |
| Queen Charlotte | Defence        | Belliqueux    | Daedalus          |
| Royal George    | Defiance       | Bienfaisant   | Desiree           |
| Royal Sovereign | Donegal        | Bristol       | Endymion          |
| Victory         | Dragon         | Caton         | Milan             |
| 98:             | Dublin         | Crown         | Prevoyante        |
| Atlas           | Duncan         | Dictator      | Unite             |
| Barfleur        | Eagle          | Director      | 38:               |
| Boyne           | Edgar          | Elephant      | Acbar             |
| Dreadnaught     | Excellent      | Europe        | Active            |
| Duke            | Fame           | Inflexible    | Africaine         |
| Formidable      | Fortitude      | Lancaster     | Alceste           |
| Glory           | Foudroyant     | Leyden        | Amazon            |
| Impregnable     | Genoa          | Lion          | Apollo            |
| London          | Goliath        | Monmouth      | Arethusa          |
| Neptune         | Grafton        | Nassau        | Artoise           |
| Prince          | Hannibal       | Polyphemus    | Bacchante         |
| Prince George   | Hawke          | Repulse       | Blanche           |
| Prince of Wales | Illustrious    | Ruby          | Boadicea          |
| Queen           | Indus          | Sampson       | Briton            |
| St. George      | Invincible     | Sceptre       | Ceylon            |
| Temeraire       | Kent           | Scipio        | Clyde             |
| Union           | Leviathan      | Standard      | Crescent          |
| Windsor Castle  | Magnificent    | Stately       | Doris             |
| 90:             | Majestic       | Trident       | Dromedary         |
| Blenheim        | Marlborough    | Veteran       | Espion            |
| Namur           | Mars           | Vigilant      | Ethalion          |
| Sandwich        | Medway         | 60:           | Fisgarde          |
| Sussex          | Minotaur       | Java          | Guerriere         |
| 80:             | Monarch        | Leander       | Horatio           |
| Ajax            | Montague       | Newcastle     | Hussar            |
| Canopus         | Neptune        | 50 (Razee):   | Hydra             |
| Gibraltar       | Northumberland | Goliath       | Imperieuse        |
| Juste           | Orion          | Majestic      | Java              |
| Malta           | Pegasus        | Saturn        | Latona            |
| Pompee          | Pitt           | 50:           | Lavinia           |
| Tonnant         | Plantagenet    | Adamant       | Leonidas          |
| 74:             | Poitiers       | Antelope      | Lively            |
| Aboukir         | Powerful       | Centurion     | Macedonian        |
| Achille         | Ramillies      | Europa        | Naid              |
| Ajax            | Renown         | Grampus       | Nisus             |
| Albion          | Resolution     | Isis          | Phaeton           |
| Alexander       | Revenge        | Jupiter       | Resistance        |
| Alfred          | Rippon         | Leander       | Salsette          |
| America         | Robust         | Leopard       | Scamander         |
| Anson           | Rodney         | Panther       | Seahorse          |
| Armada          | Royal Oak      | Romney        | Semiramis         |
| Asia            | Russell        | Saturn        | Shannon           |
| Assistance      | Sandwich       | Trusty        | Sir Francis Drake |
| Audacious       | Saturn         | 44 (Razee):   | Spartan           |
| Bedford         | Spartiate      | Experiment    | Statira           |
| Belleisle       | Spencer        | Indefatigable | Sybill            |
| Bellerophon     | Sultan         | 44:           | Tamar             |
| Bellona         | Superbe        | Adventure     | Tenedos           |
| Benbow          | Swiftsure      | Anson         | Undaunted         |
| Black Prince    | Terrible       | Argo          |                   |
| Blake           | Theseus        | Assurance     |                   |
| Blenheim        | Thunderer      | Cambrian      |                   |



|                |             |             |              |                 |                   |                |                   |
|----------------|-------------|-------------|--------------|-----------------|-------------------|----------------|-------------------|
| 36:            | 32:         | 18:         | 16:          | 8:              | 74:               | 40:            | 36:               |
| Aigle          | Retaliation | Albicare    | Swift        | Glenmore        | Commerce          | Bourbonnaise   | Tribune           |
| Amazon         | Retribution | Apelles     | Tuscan       | Subtle          | de Bordeaux       | Cornelie       | Unite             |
| Amethyst       | Solebay     | Arab        | Volcano      | Trial           | Constitution      | Creole         | Victorieuse       |
| Anacreon       | Southampton | Atalante    | 14:          | Violet          | Convention        | Danae          | 32:               |
| Astrea         | Stag        | Bacchus     | Acute        | BOMBS:          | Desaix            | Diane          | Amiable           |
| Barossa        | Success     | Beagle      | Agressor     | Bulldog         | Destin            | Egyptienne     | Amsterdam         |
| Belvidera      | Syren       | Brisk       | Basilisk     | Devastation     | Dix Aout          | Favorite       | Castor            |
| Caroline       | Terpsichore | Calypso     | Bruizer      | Discovery       | Droit l'Homme     | Fraternite     | Embuscade         |
| Cleopatra      | Thames      | Cherub      | Censor       | Etna            | Duguay-Trouin     | Furieuse       | Iris              |
| Concorde       | Triton      | Columbine   | Comet        | Furnace         | Duquesne          | Hermione       | Medusa            |
| Creole         | Unicorn     | Dasher      | Conquest     | Hecla           | Entreprenant      | Hortense       | Montreal          |
| Curacao        | Venus       | 18:         | Cracker      | Strombolo       | Eole              | Imperieuse     | Renommee          |
| Diamond        | Winchelsea  | Eclipse     | Daring       | Terror          | Fougueux          | Justice        | Surveillance      |
| Doris          | 28:         | Enchantress | Desperate    | Vesuvius        | Gasparin          | Melpomene      | Tamise            |
| Dryad          | Ariel       | Epervier    | Escort       | Volcano         | 74:               | Minerve        | Thetis            |
| Emerald        | Brilliant   | Fly         | Firm         | Zebra           | Genereux          | Pamone         | 28:               |
| Euryalus       | Carysfort   | Foxhound    | Fly          |                 | Guerrier          | Perle          | Belette           |
| Fortunee       | Circe       | Frolic      | Gallant      | FRENCH FLEET -  | Hercule           | Piemontaise    | Bienvenue         |
| Galatea        | Cyclops     | Grasshopper | Haughty      | 1790-1815:      | Heros             | Prevoyant      | Blonde            |
| Hotspur        | Dart        | Halifax     | Mariner      |                 | Heureux           | Resistance     | Duguay-Trouin     |
| Inconstant     | Dido        | Harpy       | Martial      | 120:            | Hoche             | Rhin           | Echoue            |
| Iphigenia      | Enterprise  | Hasty       | Piercer      | Commerce        | Impetueux         | Thetis         | Mignonne          |
| Lyffey         | Greyhound   | Havik       | Pincher      | de Marseilles   | Intrepide         | Uranie         | Poulette          |
| Melampus       | Hind        | Heron       | Protector    | Imperial        | Jean Barras       | Vengeance      | Prompte           |
| Nymph          | Mercury     | Hound       | Redbreast    | Majestau        | Jemmapes          | Ville de Milan | Tourterelle       |
| Orpheus        | Pegasus     | Indian      | Sharpshooter | Montagne        | Leopard           | Virginie       | 26:               |
| Owen Glendower | Princess    | Levant      | Snipe        | Ocean           | Liberte           | 38:            | Poulette          |
| Pandora        | Proserpine  | Lightning   | Starling     | Orient          | Maida             | Africaine      | 24:               |
| Penelope       | Surprise    | Lynx        | Strenuous    | Sans Culotte    | Marengo           | Alemene        | Auguste           |
| Phoebe         | Talbot      | Nimrod      | Urgent       | Wagram          | Mercure           | Amelie         | Baionnaise        |
| Phoenix        | Thisbe      | Osprey      | Vixen        | 110:            | Mount Blanc       | Armide         | Blanche           |
| Prudent        | Triton      | Partridge   | Wrangler     | Invincible      | Mucius            | Belle Poule    | Caroline          |
| Pyramus        | Tysiphone   | Peacock     | 12:          | Republican      | Orion             | Carriere       | Constance         |
| Romulus        | Vestal      | Persian     | Arrow        | Revolutionnaire | Patriote          | Clarinde       | Jacobin           |
| Sirius         | 24:         | Peruvian    | Boxer        | 80:             | Pegase            | Immortalite    | 24:               |
| Stag           | Blanche     | Pilot       | Buffalo      | ATexandre       | Pelletier         | Junon          | Perdrix           |
| Tartar         | Champion    | Plover      | Bulldog      | Bucentaure      | Pluton            | Nercide        | Poulette          |
| Theban         | Cyane       | Port Mahon  | Confounder   | Ca Ira          | Pompee            | President      | Prompte           |
| Trent          | Eurydice    | Racehorse   | Elizabeth    | Couronne        | Puissant          | Sybill         | Sagesse           |
| Tribune        | Hyaena      | Rifleman    | Entrepreneur | Formidable      | Redoubtable       | Voluntaire     | 22:               |
| Unite          | Jamaica     | Ringdove    | Havoc        | Foudroyant      | Revolution        | 36:            | Eclair            |
| 32:            | Laurestinus | Rover       | Nimble       | Franklin        | Rivoli            | ATcest         | Esperance         |
| Aeolus         | Porcupine   | Royalist    | Plumper      | Guillaume Tell  | Scipion           | Artemise       | Republicaine      |
| Aigle          | Squirrel    | Stork       | Rebuff       | Indivisible     | Seduisant         | Atalante       | Sans Culotte      |
| Alcmene        | Vindictive  | Swallow     | Telemachus   | Indomptable     | Souverain Peuple  | Aurora         | 20:               |
| Ambuscade      | 22:         | Swan        | Tigress      | Jacobin         | Spartiate         | Aurvre         | Babet             |
| Amphion        | Cossack     | Sylph       | Virago       | Juste           | Suffisant         | Brune          | Duras             |
| Bucephalus     | Crocodile   | Thracian    | Zebra        | Languedoc       | Superbe           | Cleopatre      | Embroye           |
| Castor         | Daphne      | Tweed       | 10:          | Neptune         | Temeraire         | Dedaigneuse    | Garonne           |
| Cerberus       | Garland     | Weasel      | Adonis       | Neuf Thermidor  | Themistocle       | Deodalus       | Gloire            |
| Ceres          | Perseus     | Wolverene   | Alban        | Sans Pareil     | Tigre             | Desiree        | Liberte           |
| Circe          | Prompte     | 16:         | Algerian     | Scipion         | Timoleon          | 36:            | Moselle           |
| Comus          | Volage      | Advise      | Britomart    | Tonnant         | Tonnerre          | Duquesne       | Prompte           |
| Cornelia       | 20:         | Alonzo      | Chanticleer  | Trident         | Tourville         | Engageante     | Revolutionnaire   |
| Druid          | Acorn       | Avenger     | Cherokee     | Triomphant      | Trajan            | Fortunee       | Scipio            |
| Fox            | Ariande     | Avon        | Cordelia     | Varsovie        | Trente et Un Mai  | Franchise      | Temeraire         |
| Galatea        | Aurora      | Badger      | Dart         | Victoire        | Tricolor          | Gentille       | 18:               |
| Hermione       | Champion    | Bustard     | Decoy        | 74:             | Tyrannicide       | Gloire         | Achates           |
| Heroine        | Comet       | Castilian   | Goldfinch    | ACHille         | Venguer du Peuple | Inconstant     | Alerte            |
| Hyperion       | Favorite    | Charger     | Lyra         | Aigle           | Wattignies        | Iphigenie      | Bonne Citoyenne   |
| Iris           | Fawn        | Drake       | Mullet       | Alcide          | 50:               | Lutine         | Courier Nationale |
| Jason          | Ganymede    | Gannet      | Olympia      | Alexandre       | Braave            | Modeste        | Creten            |
| Lively         | Grampus     | Hazard      | Opossum      | Algeciras       | Brutus            | Oiseau         | Electra           |
| Maidstone      | Hermes      | Pelican     | Pigmy        | Aquilon         | Scevola           | Perle          | Emulous           |
| Mediator       | Minstrel    | Porpoise    | Pioneer      | America         | 44:               | Pique          | Enchantress       |
| Medusa         | Poulette    | 16:         | Redpole      | Apollon         | Fort              | Proselyte      | Espion            |
| Minerva        | Princess    | Orestes     | Shearwater   | Argonaute       | Impatiente        | Resolue        | Fantome           |
| Narcissus      | Sabrina     | Rattlesnake | Swinger      | Atlas           | Revolutionnaire   | Reunion        | Guadalo           |
| Nereus         | Serapis     | Reindeer    | Tickler      | Breslaw         | Romaine           | Seine          | Hehe              |
| Pallas         | Tartarus    | Seahorse    | Tyrian       | Censeur         | 40:               | Semillante     | Hureuse           |
| Pearl          | Thais       | Shark       | Vesta        | Centaure        | ATcest            | Serieuse       | Jean Bart         |
| Psyche         |             | Spy         | Woodlark     | Conquerant      | Ambuscade         | Themis         | Malicieuse        |
| Quebec         |             | Swaggerer   |              |                 | Arethuse          | Topaz          | Mercur            |



FRENCH FLEET:  
(Continued)

Mulet  
Perte  
Petite Aurore  
Revenge  
Roman  
Sincere  
Trompeuse  
16:  
Aelcon  
Curieuse  
Guadeloupe  
Inconnue  
Musette  
Reprisal  
Superieure  
Vimeria  
14:  
Antelope  
Belleisle  
Diligent  
Epervier  
Insolant  
Railleux  
Rapide  
Requin  
Tapageuse  
10:  
Entrepreneur  
Venturer  
BOMBS:  
Hercule  
Salamine

DUTCH FLEET -  
1793 - 1815:

74:  
Brutus  
Jupiter  
States General  
Vrijheid  
Waakzaamheid  
Washington  
68:  
Admiral De Vries  
Bato  
Cerberus  
Haarlem  
Kortenaar  
Leyden  
Pluto  
Revolutie  
Schrikverwekker  
64:  
De Ruijter  
Dordrecht  
Gelderland  
Gelykheid  
Hercules  
Utretcht  
Verwachting  
Wassenaer  
Zeeland  
56:  
Atkmaar  
Batavier  
Beschermer  
Brakel  
Broederschap  
Delft

56:  
Drochterland  
Tromp  
44 (Razee):  
Mars  
44:  
Amphitrite  
Belle Antoinette  
Constitutie  
Duif  
Expeditie  
Hector  
Munnikkendam  
Unie  
40:  
Vikter  
38:  
Andromache  
36:  
Argo  
Furie  
Gelderland  
Helder  
Maria-Riggerbergen  
Pallas  
Phoenix  
32:  
Ambuscade  
Heldin  
Proserpine  
Utrecht  
28:  
Princess  
26:  
Sirene  
24:  
Alarm  
Minerva  
Scipio  
Valk  
Venus  
18:  
Avonturier  
Hippomenes  
Pylades  
Sambrang  
Surinam  
16:  
Athalante  
Galathee  
14:  
Zeerob  
12:  
Belgica  
10:  
Havik  
Hoop

UNITED STATES FLEET  
1798 - 1820:

74 (First Class):  
Delaware  
North Carolina  
Ohio  
74 (Second Class):  
Columbus  
Franklin  
Independence  
Washington  
44:  
Constitution  
Guerriere  
Java

44:  
President  
United States  
38:  
Chesapeake  
Congress  
Constellation  
Philadelphia  
36:  
New York  
32:  
Essex  
28:  
Adams  
Boston  
General Greene  
John Adams  
24:  
Connecticut  
Ganges  
George Washington  
Merrimack  
Portsmouth  
Trumbull  
Warren  
22:  
Erie  
Frolic  
Ontario  
Peacock  
Wasp II  
20:  
Baltimore  
Delaware  
Herald  
Louisiana  
Maryland  
Montezuma  
Patapsco  
18:  
Alert  
Argus  
Hornet  
Norfolk  
Richmond  
Troup  
Wasp  
16:  
Revenge  
14:  
Carolina  
Comet  
Syren  
Virginia  
Vixen  
12:  
Enterprise  
Experiment  
Nautilus  
Nonsuch  
Viper  
BOMBS:  
Spitfire  
Vengeance  
Vesuvius  
PRIVATEERS:  
America Sch  
Anaconda  
Chasseur  
Comet Sloop  
David Porter  
Dolphin Sch  
Globe  
Harpy

PRIVATEERS:

Holker  
General Armstrong  
Governor Tompkins  
Grand Turk  
Ida  
Jacob Jones 12  
Kemp  
Leo  
Lion  
Mammoth  
Midas  
Paul Jones Brig  
Prince de Neufchatel  
Rambler  
Rattlesnake  
Scourge  
Tom  
Yankee Sch

VENETIAN  
FLEET - 1812:

Bellona-32  
Carolina-28  
Corona-40

SPANISH FLEET  
1791-1815:

136:  
Santissima Trinidad  
118:  
Principe de Asturias  
Salvadore del Mundo  
112:  
Real Carlos  
San Hermenegildo  
San Jose  
Santa Ana  
100:  
Rayo  
80:  
Argonauta  
Neptuno  
San Augustine  
San Nicolas  
San Rafael  
San Vincente  
74:  
Arrogante  
Bahama  
Firme  
Gallardo  
Glorioso  
Monarca  
Montanez  
San Antonio  
San Domaso  
San Francisco de Asis  
San Ildefonso  
San Isidoro  
San Juan  
San Juan Nepomuceno  
San Justo  
San Leandro  
40:  
Amfitrite  
Cubas  
Hamadryad  
Medea  
Sabina  
San Fiorenzo  
Santa Dorothea  
Santa Margareta

34:  
Asuncion  
Clara  
Fama  
Mahonesa  
Matilda  
Mercedes  
Santa Brigada  
Santa Cecilia  
Santa Gertrudis  
Thetis  
28:  
Diligencia  
Ligura  
18:  
Fuerta  
Orquijo  
16:  
Corso  
Infanta Don Carlos  
Raposa  
14:  
Galgo  
12:  
Varidad Perfecta  
10:  
Elizabeth  
Paz

NEAPOLITAN FLEET:

74:  
Guiscardo  
Samnita  
Trancredi  
32:  
Minerva  
24:  
Pilande

TURKISH FLEET  
1790-1827:

Seimije-120  
Caudan Pasha-110  
Badi-i-Nusiet-80  
Bia Faret-80  
Real Mustapha-80  
Sadd Al-Bahr-80  
Taus-u-Bahri-80  
Kapitania-74  
Melik Bahri-74  
Nessim-50  
Badere-i-Zaffer-44  
Arni-Illah-32  
Metelin-32

PORTUGUESE  
FLEET:

84:  
Principe Real  
74:  
Conde Henrique  
Medusa  
Principe de Brazil  
Fainha de Portugal  
Sao Affonso  
Sao Sebastiao  
Vasco de Gama  
64:  
Affonso de Albuquerque  
Dom Joao de Castro  
Martino de Freitas

44:  
Minerva  
36:  
Golfino  
32:  
Urania  
22:  
Libre  
Voador  
20:  
Vinganza  
12:  
Curioza

RUSSIAN FLEET  
1790-1827:

120:  
Saratov  
Varshava  
110:  
Ratny  
Yagudul  
100:  
Rostislav  
Sv. Nikolai  
80:  
Gangut  
Sviatoslav  
74:  
Alexandr Nevsky  
Arapa  
Azov  
Esevolod  
Ezekiel  
Isidor  
Konstantin  
Mistislav  
Pravy  
Rafail  
Retvisan  
Rozhdestvo Christovo  
St. Petr  
Salafail  
Sewold  
Tvardyi  
Vladislav  
Vseslav  
Vsevelod  
Yaroslav  
70:  
Yegudiil  
66:  
Europa  
Iziaslav  
Maria Magdalenia  
Ne Tron Menya  
Pobeda  
Rodislav  
Saratov  
Sv. Yanuary  
Sv. Yevstafy  
Tri. Sviatitelia  
Tri. Yerarkha  
Varakhail  
Viacheslav  
64:  
Retvisan  
Skoryi  
60:  
Rodos  
54:  
Krepky



## RUSSIAN FLEET:

(Continued)

50: Venus  
44 (Frigate): Castor  
Konstantin  
Provornoy  
44: Nazaret  
Ratziyan  
Speshnoi  
Venus  
40: Skoryi  
38: Gavriil  
Patriky  
Simeon  
36: Pospeshny  
Rafail  
Yaroslavets  
34: Maly Aleksandr  
32: Afrika  
Ioann Zlatoust  
Sv. Pavel  
Voin  
30: Wilhemia  
28: Bars  
Leppard  
26: Aleksandr Nevskii  
Gektor  
Kherson  
Ptchela  
Sv. Nikolai  
Vladimir  
24: Boristen  
Taganrog  
22: Merkury  
Sv. Anna  
20: Sv. Nikolai  
18: Merkuri II  
16: Chotin  
Gregorii Potemkin  
Karron  
Taganrog  
14: Apith  
Bogomater  
Maillet  
Turlenu  
BOMB:  
Grom

## SWEDISH FLEET:

74: Fadernesland  
Gustav III  
Sophia Magdalena  
70: Adolf Frederick  
Enigheten

Gotha Lejon  
Louise Ulrika  
Prins Gustav  
64: Dristigheten  
Forsigheten  
Hedvig Elisabeth Charlotta  
32: Prins Carl  
62: Hertig Ferdinand  
Omheten  
Prins Gustav Adolf  
Rattvisa  
60: Riksens Stander  
56: Finland  
48: Bjorn Jernsida  
Rogvald  
Sallan Varre  
44: Uppland  
42: Zemire  
40: Venus  
32: Tillerin  
Jarislavits  
30: Torborg  
26: Oden  
24: AF Trolle

## DANISH FLEET:

84: Christian VII  
Neptunos  
Waldemaar  
74: Arveprinds Frederik  
Dannemark  
Fyen  
Justitia  
Kronprindsesse Marie  
Kronprinds Frederik  
Norge  
Odin  
Prinds Christian Frederik  
Prindsesse Caroline  
Prindsesse Sophie Frederike  
Skjold  
Trekroner  
64: Dannebrog  
Dithmarschen  
Guylderland  
Gylikheid  
Holstein  
Mars  
Seierherre

36: Frederikstein  
Frederikswaarn  
Harfrue  
Iris  
Nayden  
Nymphen  
Venus  
32: Frederikscoarn  
28: Admiral Jawl  
Frederiksteen  
Triton  
24: Fylla  
Lille Belt  
St. Thomas  
20: Elven  
Eyderen  
Gluckstad  
Laaland  
Nyburg  
18: Delphinen  
Euderen  
Glommen  
Kiel  
Nid Elven  
Samso  
Sarpn  
14: Brevdageren  
10: Ornen  
8: Subtle

VIII. THE LOG SHEET: Each player must fill out a column of the Log Sheet for each ship under his command. This information on the Log Sheet will enable the players to easily keep up with their ships. A sample column of a Log Sheet is shown below:

PLAYER NAME: J. P. Jones  
FLEET UNIT: American Blue Squadron  
DATE: 2-2-76  
NAME OF BATTLE: Lake Erie

| SHIP: <i>Consolation</i> |      |      |       |
|--------------------------|------|------|-------|
| CREW: <i>Elete</i>       |      |      |       |
|                          |      |      |       |
| T                        | LOAD | MOVE | NOTES |
| U                        | L    | R    |       |
| 1                        |      |      |       |
| 2                        |      |      |       |
| 3                        |      |      |       |
| 4                        |      |      |       |
| 5                        |      |      |       |
| 6                        |      |      |       |
| 7                        |      |      |       |
| 8                        |      |      |       |
| 9                        |      |      |       |
| 10                       |      |      |       |

- The player fills in his name at the top of the Log Sheet.
- The player enters the name of the fleet unit under his command.
- The date of the game is entered.
- The name of the battle is entered.
- At the top of each column of the Log Sheet is the name of the ship being controlled through that column.
- The quality of the crew of each ship is entered.
- The Speed Diagram for each ship is filled in, both Battlesail and Fullsail speeds.
- The load section of each ship's column should be filled out, as all ships start the game with all guns loaded. The "L" section is for the left broadside. The "R" section is for the right broadside. A letter is marked in each section to show the type of shot loaded (B: ballshot; C: chainshot; G: grapeshot; D: double-shot). Both broadsides can be loaded with the same or different types of shot.

During play all moves, special orders and notations, etc., is written for each ship in its respective column, known as its "Log". The Log Sheets should be placed inside clear plastic document protectors, and written on with a grease pencil for constant re-use.

IX. MODEL SHIPS: A squadron or fleet of model ships can be acquired in one of two ways; the metal castings available from a number of companies can be purchased, or you can scratch-build your own. There are currently two different scales available: 1:1200 scale (one inch equals one hundred actual feet in size), where your largest ships will be about three inches long; and 1:2000 scale (one inch equals one hundred sixty-six actual feet), where your largest ships will be about one and one-half inches long.

A. COMMERCIAL CASTINGS: These companies all make a line of cast metal sailing ships, and can be reached at the addresses given. Prices given are the latest currently available (Nov., 1975), and although subject to change, do give a comparison.

1) GHQ: This line of 1:1200 ships includes a "120" (\$3.75), "80" (\$3.25), "74" (\$3.00), "40" (\$2.70), and an "18" brig (2 for \$2.50). These ships include a cast hull with separately cast stern galleries and ship's boats, wire to be cut to size and made into masts, and excellent instructions for rigging and painting. These models are, in our opinion, the best detailed ships available in this scale, and make really beautiful little models. They are quite difficult to construct, and require much work and patience to complete, but the final result is worth it. These are available from:

GHQ, Box B  
2634 Bryant Ave., S.  
Minneapolis, MN. 55408



2) **SANTOS:** This line of 1:1200 ships is available with or without the masts included, the second price being for the hull only. The line includes a "120" (\$4.40-\$3.35), "100" (\$2.90-\$1.85), "74" (\$2.10-\$1.25), "Large Frigate" (\$1.70-\$ .85), "Frigate" (\$1.30-\$ .65), "Sloop-Corvette" (\$1.00-\$ .45), "Brig" (\$ .75-\$ .35), "Bomb Ketch" (\$ .60-\$ .30), "Cutter" (\$ .50-\$ .25), and "Gunboat" (\$ .50-\$ .25). These ships include a cast hull, wire already soldered together to form masts and spars, and paper sail patterns ready to be cut out. These models, though not as detailed as the GHQ ships, look very good when assembled and painted, and are quite easy to construct. These are available from:

Santos Miniatures  
P. O. Box 4062  
Harrisburg, Pennsylvania 17111

3) **SCRUBY:** This line of 1:1200 ships includes a "Three-Decker" (\$2.50), "Two-Decker" (\$2.00), "Frigate" (\$1.75), "Corvette" (\$1.50), and "Brig" (\$1.00). These ships include a cast hull, and cast rigging. Though less detailed than the lines already covered, these are very easy to paint and assemble, and make a presentable appearance on the wargame table. These are available from:

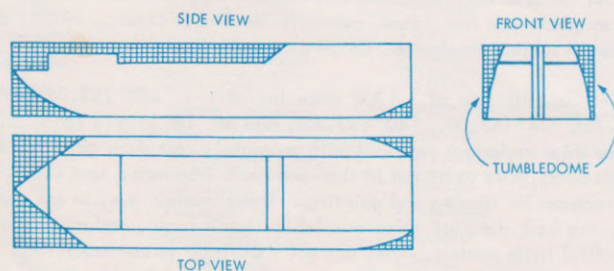
Jack Scruby's Military Miniatures  
Box 1658  
Cambria, California 93428

4) **VALIANT:** This line of 1:2000 ships includes a "100" (2 for \$3.00), "74" (2 for \$3.00), "44" (2 for \$3.00), "36" (2 for \$3.00), "20 Sloop" (3 for \$3.00), "18 Brig" (3 for \$3.00), "16 Schooner" (3 for \$3.00), "12 Cutter" (3 for \$3.00), "Bomb Ketch" (3 for \$3.00), "Mediterranean Galley" (3 for \$3.00), "Xebec" (3 for \$3.00), and "Ship's Boats" (15 for \$3.00). These ships include a cast hull, and cast rigging. Second only to the GHQ models in detailing, the rigging is extremely well done, representing the ship under Battlesails. When assembled (an easy task) and painted, these ships are little gems. These are available from:

Valiant Miniatures  
5040 W. Irving Park Road  
Chicago, Illinois 60641

**B. SCRATCH-BUILDING:** If you prefer more of your own handi-craft in your ships, you may wish to try your hand at scratch-building your fleet. This is not only much cheaper than using the commercial models, but also, being individually hand-made, each ship assumes a very distinct appearance. This is not nearly as difficult or as time consuming as it sounds, and, with a little practice, very presentable little ship models can be made in as little as two to three hours time.

1) The hulls are carved out of blocks of wood of approximately the right dimensions (i.e. somewhat larger than you desire for the finished product). Any soft wood will do, balsa wood or pine being two that work well, and can be easily and cheaply obtained. Whittle down the block to approximately the shape shown below:



When the general outline is correct, use fine sandpaper to smooth the wood, and finish the shaping. This completes the basic hull. Filler can be applied, then sanded down to cover any faults in the wood, or your workmanship. If desired, the hull can then be further enhanced by adding a bit of wood for the rudder, other bits for deck paraphernalia, thin sticks of wood for bulwarks, carving out the stern galleries, etc.

2) The hull should now be pierced in the appropriate locations on the deck with holes in which to "step" the masts. Following this, the hull should be completely painted, then set aside to dry.

3) Masts are made from toothpicks, sanded down and cut to the proper lengths. The sails are cut from paper, then glued to the masts. A thin line painted along the top of each sail will serve to represent the spars. Flags can be painted, and glued to the tops of the masts. Once all paint and glue has dried, the rigging assemblies should be coated with an acrylic glaze; the sealing glaze used in decoupage projects is ideal for this purpose. This puts a plastic coating over the entire rigging assembly that will protect it, help hold it together, and discolor the sails somewhat to give them a more weathered appearance.

4) If desired, run-out guns can be simulated by taking short lengths of wire and poking them into the hull with needle-nose pliers.

5) Masts may be simply stuck into their deck holes if you desire them to be removable during the game. If not, they can be glued in, and thread used to represent ropes, etc.

**C. MOUNTING ON BASES:** All completed model ships should be permanently glued to a base. The base will provide space to place the ship's name, plus keep the model from tipping over, and being damaged during play.

Bases can be constructed from any convenient material, such as cardboard, sheet plastic, or a thin piece of wood. It should be painted to match the color of the "water" on your table. The ship's name and rating should be printed along one edge of the base. Base sizes should be three inches by one and one-half inches for 1:1200 scale ships, and one and one-half inches by three-quarters inch for 1:2000 scale ships.

## X. SET-UP AND HOW TO START - VICTORY CONDITIONS:

**A.** Before starting a game, the terrain (if any) must be laid out on the tabletop, all players given the needed equipment, the size and location of the various forces decided upon, the objectives for both sides defined, and the Optional Rules to be used announced.

**B.** The terrain should be laid out to make an interesting maneuver area, but should not clutter up the tabletop, or unduly favor one side or the other. If some historical battle is being re-fought, it may prove helpful to somewhat simplify the actual terrain.

**C.** Ideas for setting up games can come from many sources, and the possible variations are limitless. With a little research, any number of historical actions can be set-up on the table and re-fought. The various fictional series on naval actions of this period (especially the Hornblower books by C. S. Forester!) are another rich source of ideas for tabletop actions.

**D.** Players should try to balance their opposing forces through use of the "points system". Every ship, or other combat unit has a certain Point Value. If the forces chosen are approximately even in their overall Point Values, the game will be "balanced", even if the number, sizes, or types of units are vastly different on the two sides. Normally, a force of 100 - 150 points per player will provide a good game.

**E.** Objectives should be set for both sides, as mere "battles to the death" can drag out into dreary, pointless affairs. Most battles should revolve around the protection or interception of a convoy of transports or merchantmen that have to move from one point to another, or leave the tabletop at some specified point. Other common situations will involve the defense of some area by an inferior force in a strong position (often backed by shore batteries), facing a superior force that



must break through them (situations such as the breaking of a blockade, or the penetration of a harbor). Some excellent and exciting battles can be brought about by giving both sides the objective of exiting the table at some point opposite their starting positions, and arranging the forces so that both sides will reach the midpoint of the table at the same time. Regardless of the objectives involved, it is useful to set a time limit to the game (twenty Moves is usually plenty).

**F. HOW TO WIN - POINT SYSTEM:** At the end of the last Move of the time limit established for the game, both sides count up the number of points they have accumulated during the game. The side with the largest number of points is declared the winner. An enemy ship which is sunk, or left in a sinking condition, is worth its basic point value. A ship which is captured is worth twice its basic point value. A ship that has been forced to strike its colors, but has no prize crew on board is worth no points. Other typical point values, which could be adjusted for various situations, are as follows:

- 1) A successful trip by a transport or merchantman: 50 points.
- 2) The capture or sinking of an enemy merchantman: 50 points, plus the point value of the ship itself.
- 3) Preventing the successful trip by an enemy merchantman, although it was not sunk or captured: 25 points.

## THE BASIC GAME

**I. INTRODUCTION:** The Basic Game section of the rules gives a complete set of rules for simulating engagements of the French Revolutionary and Napoleonic Wars (1793 - 1815). The rules in this section are the heart of the game, and should be completely mastered before players attempt games using any of the rules found in the Optional Rules section.

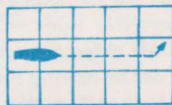
**II. WRITTEN ORDERS:** The Log Sheet is used by each player to record the movement of the ships under his command, the loading of their guns, and other important events. A system of conventions and shorthand is used in making entries in the Log. All players must learn and use this system, so that any other player examining it could read the entries. Note that there are six columns on a Log Sheet. Ship of the Line is designed primarily for squadron level play; that is, each player should command from three to six ships each in an average game. Players who attempt to handle more than this number of ships will take so long making their notations that the game will be slowed down. Below is a brief explanation of the entries found on a Log Sheet.

**A. TIME:** All Moves are numbered in sequence. Each Move equals about three to five minutes of actual time.

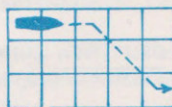
**B. MOVES:** Under the "Move" section of each column on the Log Sheet is written the proposed movement of each ship. The number is the number of squares the ship will move through. Any turning (all turns are 45°) are written in as "R" for a right turn, and "L" for a left

turn. For illustration:

3L: Three squares moved, with a 45° left turn in the third square.



1R2L: One square moved, a 45° right turn, two more squares moved, with a left turn in the last square entered.



**C. LOADING:** All guns of a given broadside are discharged at the same time. When a broadside is fired, mark through the last loading notation with a "slash-line" (i.e. /) to show that it has been fired. Loading information is written in at the end of a Move, using the abbreviations for the different types of shot.

**D. NOTES:** A number of abbreviations are used in this section of a ship's Log column, which will be explained fully in the rules.

All abbreviations are listed at the bottom of the Log Sheets for instant reference during the game. The Log Sheet should be kept out of view from all other players in the game at all times. However, a pertinent section of it must be shown on demand to any enemy player who wishes to check the last movement, size of boarding party, etc.

**III. WIND DIRECTION:** The direction in which the wind was blowing was a very important factor during the era of sailing warships. The direction in which the wind blows during the game can be in any one of eight different directions. The players involved can decide which way it is blowing in any of the following ways given below:

**A. Players can determine, by mutual agreement, which way the wind is blowing.** Normally, the wind direction arrived at should be in some neutral direction that favors neither side.

**B. Players determine a neutral wind direction, and use it as the "prevailing wind direction".** Different geographical areas have these "prevailing winds", some direction in which the wind blows more often than in any other direction. The players then set up their ships, knowing what the "prevailing winds" are, but not knowing in exactly what direction the wind will be blowing during the battle. Then roll two dice (a red one for the first number, and a white one for the second number), and consult the INITIAL WIND DIRECTION TABLE to determine what direction the wind is actually blowing.

1) On this Table, the Roman numerals denote various wind directions, each in relation to the "prevailing wind direction" (I).

2) Consult the small diagram located below the Table to show the relationship of the various Roman numeral direction indicators to the "prevailing wind direction".

**IV. SEQUENCE OF PLAY:** Once the tabletop battlefield has been set-up, and the ships placed in their starting positions, the game can begin. The game is played in "moves", the action in each Move being broken down into a definite sequence of nine steps, as follows:

**STEP ONE: UNFOULING:** Make attempts to unfoul ships which were fouled on previous Moves.

**STEP TWO: WRITING ORDERS:** Players secretly write in the proposed movements for each ship on their Log Sheets.

**STEP THREE: MOVEMENT:** All movement is conducted and resolved.

**3A: NORMAL MOVEMENT:** All ships are simultaneously moved exactly as their movement was written.

**3B: DRIFT:** Movement due to drift is done after all normal movement.

**3C: COLLISIONS:** Retrace any possible collisions one square at a time. If any collisions do occur, check for bowsprit loss and for fouling.

**STEP FOUR: GRAPPLING & UNGRAPPLING:** All attempts to grapple, avoid being grappled, and ungrapple are resolved.

**4A: GRAPPLING:** All attempts to grapple are announced and made.

**4B: UNGRAPPLING:** All attempts to ungrapple are made after all grappling attempts have been resolved.

**STEP FIVE: BOARDING PARTIES:** Write down the composition of all boarding parties in the Logs of involved ships.

**STEP SIX: CANNON FIRE:** Resolve all gunfire, and mark all hits on the various Ship Charts.

**STEP SEVEN: SMALL-ARMS FIRE:** Resolve all small arms fire (musketry), and mark all hits on the crew squares of the various ships.

**STEP EIGHT: MELEE AND TRANSFER:** All boarding actions are resolved.

**8A: MELEE:** Resolve all melees, and mark all hits on the crew squares of the involved ships.

**8B: TRANSFER:** Make the transfers of boarding parties from ship to ship.

**STEP NINE: SHIP STATUS:** Players should review what the status of the various ships are; which ones have changed hands, have struck, surrendered, are captured, etc.

**STEP TEN: LOADING:** Load broadsides

**STEP ELEVEN: SAILS:** Announce any changes from Battlesails to Fullsails, or vice-versa.



V. **UNFOULING:** Ships that have fouled their rigging on a previous Move, and still remain fouled may attempt to unfoul.

A. Ships attempting to unfoul use the UNFOULING TABLE.

B. Players do not have to attempt to unfoul if they do not wish to; however, if they wish to, they may roll one die for each of their ships that is fouled.

C. If the unfouling attempt(s) is successful, both ships that are unfouled may move normally on that Move. If a ship is fouled with more than one other ship, the player still may only roll the die once, and only for one of the foulings.

D. If, after the attempts to unfoul are completed, the ships still remain fouled, they cannot move normally (they can drift, however), and can make no more attempts to unfoul until the next Move.

E. Indicate that a ship is unfouled by marking a line through the fouled notation in the Notes section of the Logs of all involved ships.

VI. **WRITING ORDERS:** The proposed movement of each ship must be written secretly in the Move section of each ship's Log. There are certain rules affecting the ship's movements that must be observed in order to write proper, legal orders.

A. **GENERAL RULES OF MOVEMENT:** Before orders can be written, the speed of the ship, and its attitude to the wind must be checked.

1) Sailing ships are dependent on the wind for their movement, and the speed a ship can attain depends on its attitude to the wind at the beginning of that Move. Compare the direction in which the wind is blowing with regard to the ship. Check that ship's Speed Diagram to see how fast the ship can move with the wind in that attitude to the ship. For instance, under Battlesails, the ship with the Speed Diagram given below could move three squares if the wind was blowing from direction B at the start of the Move, or four squares if the wind was blowing from direction A at the start of the Move. On the Speed Diagram each letter shows a different direction from which the wind is blowing.

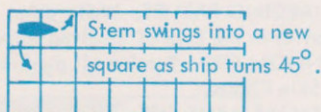
2) A ship must always move to the square towards which the bow of the ship is pointing (exception: see rules on drift).

3) Each square that a ship's bow enters uses up one increment of the ship's speed. Once a ship has used up all of its speed, movement must end for that Move.

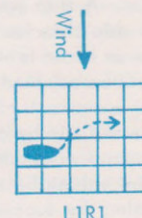
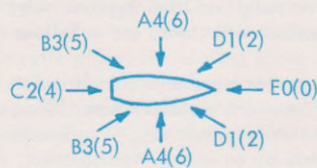
4) Speed cannot be accumulated from one Move to the next, nor may it be transferred from ship to ship.

5) A ship may move any number of squares during a Move, up to its allowable maximum, as determined by its initial attitude to the wind. A ship does not have to move, nor does it have to move its full allowable number of squares.

6) A ship may make only one 45° turn per square per Move, if its maximum allowable number of turns per Move is three or less. A 45° turn is performed by turning the ship's bow 45° (see diagram below), which pivots the ship's stern into a new square.



10) A ship which turns during its Move into a new and slower attitude to the wind may not move more squares in this new direction than it would be allowed to move if it had begun its move in this new and slower attitude. This does not work both ways. A ship which turns during its movement into a new and faster attitude to the wind is still restricted to its original speed. Example: A ship with the Speed Diagram shown below is under Battlesails. The ship begins its Move in the attitude shown (wind attitude "A", for a maximum speed of "4"). The ship makes a left turn, changing it into wind attitude "D" (maximum speed of "1"). The ship would now be allowed to proceed no more than one square in this new direction. It would be legal for this ship to proceed this one square in the new direction, then turn back into its original facing to complete the movement, since its original speed was "4" (i.e. a move of L1R1).



11) A ship which turns into attitude "E" (i.e. into the eye of the wind) must immediately end its movement at that point, even if all of its speed has not been used.

12) To indicate that a ship will not be moving in any way, a "0" should be written as the movement notation. On the Move following one at "0" speed, a ship may either turn 45° in place and make no other movement, or it can move straight ahead with no turns allowed. Also, a ship cannot use Fullsail speeds following a Move at "0" speed.

13) If a Log notation is incorrectly made, or if an illegal movement is inadvertently written, the ship ends its movement at the point of the infraction; no new notation may be written.

14) Note that a ship is allowed to move between two ships on a diagonal intersection point, as long as no collision takes place. Such movement is impossible if the two ships being moved between are grappled and/or fouled together (if this is attempted, by definition the ship making the move will collide with the ship to its left.)

B. **BATTLESAILS:** Battlesails is the normal sail and rigging configuration (where many sails are clewed up) used by a ship in action. This configuration gives less speed, but the rigging (masts and sails) is less vulnerable to enemy fire. Ships in the Battlesails configuration take normal hits when fired at, and use the Battlesail speeds in all wind attitudes, as shown on each ship's Ship Chart.

C. **FULLSAILS:** Fullsails allow ships to increase their speed as more sails are set. This increased target and strain on masts and rigging also makes the rigging more vulnerable to enemy fire.

1) Ships in Fullsail configuration use the Fullsail speeds in all wind attitudes, as shown on each ship's Ship Chart.

2) All mast and sail hits scored on a ship under Fullsails are doubled.

3) Any ship that loses an entire mast, or all sail squares on one mast can no longer adopt the Fullsail configuration.

VII. **MOVEMENT:** Once all orders have been written, their ships are moved on the tabletop exactly as the orders were written.

A. All ships are assumed to be moving simultaneously, and all players can be moving their ships at the same time. The one exception to this is that ships that are drifting will not be moved until all other ships have completed their movement.

B. **DRIFTING:** Drifting may be voluntary or involuntary, but is always a factor to keep in mind.

1) On consecutive Moves at speed zero, after the first one, a ship will drift one square in the direction that the wind is blowing. Speed zero is defined as being any Move during which the bow square of the ship does not change due to written orders (it can change due to drift, but a drift is not a written order for purposes of determining drift).

2) Ships which are fouled and/or grappled together can drift if all ships involved are in at least their second consecutive Move at speed zero. They will drift at the drift rate of the largest ship involved.



- 3) Ships can turn in place and still drift (their bow square has not changed location). Turns are at the normal rates.
- 4) Larger ships will drift at a slower rate than smaller ones. Ships rated at 70 or more guns will drift one square every other Move. Smaller ships will drift one square every Move.
- 5) Ships are drifted after all other movement is completed.
- 6) Write "D" in the Move section of the ship's Log to indicate that it drifts.

C. **COLLISIONS:** Ships that cross the course or position of other ships (enemy or friendly) during a Move may collide with the other ship.

1) To see if ships have collided, retrace the courses of all ships concerned one square at a time. Remember that a 45° turn costs the same as a square actually moved. If two or more ships are found to be in the same square, or at the same intersection of a square at the same time, a collision takes place.

2) Only one ship can actually remain in a square where a collision takes place. The other ship(s) move back to the square(s) occupied just prior to the collision. Priorities as to which ship reached the square first are determined as follows:

- a) If either the bow or stern of a ship is in the square before another ship(s) attempts to enter the square, the original occupant remains.
- b) If the stern of a ship enters a square at the same time as the bow of another ship(s), the stern occupies the square, and the other ship is moved back.
- c) In all other cases, roll a die for each ship involved, and the high roll occupies the square.
- d) Note that on diagonals, it is possible that ships may try to cross the same intersection of squares at the same time. This is also a collision, and neither involved ship may enter the square they were attempting to move to.

3) Once a collision has occurred, all movement ends for the ships involved, even if their Logs called for further movement. The written orders in the ship's Logs should be changed to correspond with the actual move.

4) **BOWSPRIT COLLISION:** In a collision, there is a great danger that the fragile bowsprit will be broken off. Therefore, if a ship is involved in a collision where its bowsprit would hit the other ship (i.e. the bow of the ship is pointing towards the collision square or intersection), immediately roll a die, and consult the BOWSPRIT COLLISION TABLE.

- a) If the bowsprit is destroyed, according to the die roll, mark off all of its mast and sail squares on the Ship Chart.
  - b) Ships of the line were rigged somewhat differently than smaller ships. Therefore, if the bowsprit of a ship rated at 64 or more guns is destroyed, the foremast is also destroyed, and crossed out on the Ship Chart.
  - c) Smaller ships lose only their bowsprit.
- 5) **FOULED RIGGING:** When a collision occurs, the rigging of the involved ships may entangle and be fouled, locking the ships together.
- a) For each collision, one of the involved players (it makes no difference which player) must roll a die, and consult the FOULED RIGGING TABLE, crossgridding the number rolled with the results.
  - b) If the result is "ships are not fouled", they may move normally on their next Move.
  - c) If the results are "ships are fouled", the ships will remain so until unfouled (ships may attempt to unfoul during Step One of the next or any subsequent Move).
  - d) Fouled ships cannot move, or turn in place. They can drift.
  - e) Fouled ships may perform boarding maneuvers, melee, fire normally, etc.
  - f) The fouling of the ships is noted by writing a "F" in the Notes section of the involved ship's Logs. If confusion may arise, also note the name of the ship you are fouled with.

D. **SAILING OFF THE MAPBOARD:** Obviously, unless the area bounded by the edge of the table is defined to be land-locked, there is nothing to keep a ship from sailing off the edge, and out of play.

1) Establish that ships which leave the playing area are out of the game for good, and cannot return.

2) Move all ship and terrain counters a certain (convenient) number of squares in the same direction. This method maintains all relative positions, while centralizing the locations.

VIII. **GRAPPLING AND UNGRAPPLING:** At the conclusion of all movement, any ship that is adjacent to another one may attempt to grapple.

A. **GRAPPLING:** Grappling represents the attempts by one crew to cast a line containing an iron hook on the end (known as a "grappling") in order to have this hook catch in some portion of another ship, thus tying the ships together.

1) Any ship may attempt to grapple. Only one grappling attempt per ship per Move may be attempted. A ship which makes a grappling attempt during a Move may not try an ungrappling attempt during that same Move.

2) Players must announce all grappling attempts they will be making at the same time, and all announced attempts must be made (i.e. none can be cancelled). Players can make their grappling attempts in any desired order, but, under no circumstances may one player observe another player's attempts, and then make a previously unannounced grappling attempt.

3) If the involved ships are friendly, grappling is automatic; no die roll is required.

4) If the adjacent ship is unfriendly, an attempt to grapple is made by rolling one die and consulting the GRAPPLING TABLE. If the die roll indicates the "Grappling Succeeds", the ships are grappled together; otherwise the attempt failed. Note the modifications to the die roll if one or both ships did not move (for this purpose, drifting ships are not considered to be moving).

5) A fresh grappling attempt can be made each Move. The same ship can be grappled more than one time, over a period of several Moves. Each successful grappling attempt will require a successful ungrappling attempt to negate.

6) Several ships may be grappled to one ship at the same time, or to each other, etc., in any possible combinations.

7) Grappled ships are treated the same as fouled ships; they cannot move or turn in place, they can only drift.

8) Boarding actions can take place between grappled ships.

9) The fact that the ships are grappled is indicated by writing a "G" in the Notes section of both involved ship's Logs. If confusion may arise, also note the name of the ship grappled to.

10) Opposing players must be notified when friendly ships grapple, even though no die roll is required.

B. **UNGRAPPLING:** Ungrappling represents the attempts by one crew to knock or cut away enemy grapples. Crewmen equipped with axes usually performed this service.

1) Any ship may attempt to ungrapple. Only one ungrappling attempt per ship per Move may be attempted. A ship that makes an ungrappling attempt during a Move may not try a grappling attempt during the same Move.

2) Players announce all attempts at ungrappling after all grappling attempts have been made. These ungrappling attempts can be made against any successful grapple on that ship.

3) A successful ungrapple negates the effects of one successful grapple. An ungrappling attempt may be made against any successful grapple to that ship; either one made that same Move, or one from a previous Move.

4) A ship that has been successfully grappled more than once must ungrapple all of these before it is free.

5) Although a ship may only make one ungrappling attempt per Move, it can automatically (no die roll needed) ungrapple completely from a friendly ship, regardless of the number of successful grapples between them.

6) If the adjacent ship is unfriendly, an attempt to ungrapple is made by rolling one die and consulting the UNGRAPPLING TABLE.

7) Ships that have successfully negated all grapples may move normally on the next Move.

8) Indicate the end of a grapple by marking a line through the grappling notation in the Notes section of both involved ship's Logs.

9) Opposing players must be notified when friendly ships ungrapple, even though no die roll is required.



14



- 2) On the Ship Chart of the firing ship, count the number of gun squares in the section, or sections of the broadside firing. Do not include gun squares destroyed on previous Moves in this count, nor carronade squares unless the range is two squares or less.
- 3) Now consult the RANGE TABLES AND MODIFIERS chart. Under the section labeled BALLSHOT RANGE IN SQUARES, crossgrid the number of gun squares firing with the range in squares. The number found here is the number of the BASIC HIT TABLE (BHT) to be used.
- 4) Now check the BASIC HIT TABLE MODIFIERS (ignore the OPTIONAL MODIFIERS, as these are not used in the Basic Game). These are variables that will increase or decrease the BHT. 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 squares or more, the fire must be aimed at the rigging. If the ships are fouled or grappled together, the player can fire as desired.
- 6) Consult the correct Hit Table, as determined in 3) and 4) above, on either the HULL EFFECTS TABLES or RIGGING EFFECTS TABLES, as decided in 5) above. Then roll two dice, a red one, and a white one. These dice are read as follows: i.e. red 3 plus white 5 equals 35, etc. Crossgrid the number rolled on the correct Hit Table to find the number and types of hits scored on the target.
- 7) Mark these hits on the target's Ship Chart.
- 8) On the firing ship's Ship Chart, mark through the loading symbol used the last time that broadside was fired.

**E. BASIC HIT TABLE MODIFIERS:** These modifiers apply only where applicable, are cumulative, and are added or subtracted from the BHT to give the number of the Hit Table to be used for firing.

1) **AMMUNITION:** Different types of ammunition have different capabilities as regards to their range, effectiveness, and loading times.

a) **BALLSHOT:** The basic and most commonly used type of projectile, being an iron sphere. It was used by all nations.

- i) Maximum range: 10 squares.
- ii) Effectiveness: Does not modify the BHT.
- iii) Loading time: 1 Move.

b) **GRAPESHOT:** This term is used to cover all types of shot (including actual grapeshot, canister, langridge, etc.) that consisted of a large number of small ballshot, musket balls, and/or odd bits of metal. Grapeshot was used by all nations, but only very rarely by the British Royal Navy, which preferred doubleshot at close quarters (if used at all by the British, it would be an initial broadside).

- i) Maximum range: 1 square.
- ii) Effectiveness: Ships firing grapeshot decrease their BHT by the amounts shown in column "GP" (for "grapeshot"). It is only effective against crew squares, causing no other damage to a target. The Hit Tables are not used when firing grapeshot, and no dice roll is required. Instead, the modified Hit Table number is the number of crew squares destroyed. It can be seen that grapeshot is virtually worthless, except when raking.

iii) Loading time: 1 Move.

c) **CHAINSHOT:** This term is used to cover all types of shot (including actual chainshot, barshot, expanding shot, etc.) whose basic purpose was to cut up the enemy's rigging in a more effective manner than was possible with ballshot. Chainshot was used by practically every nation at one time or another, with the exception of the British Royal Navy.

- i) Maximum range: 3 squares.
- ii) Effectiveness: Ships firing chainshot increase their BHT by the amounts shown in column "CH" (for "chainshot"). Chainshot lacks the penetrating ability of ballshot, and "H" (hull) and "G" (gun) hits count as misses when chainshot is fired.

d) **DOUBLESLOT:** This basically consisted of a number of ballshot (usually two), often with a keg of musket balls added. It was used by all nations.

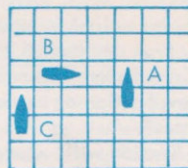
- i) Maximum range: 1 square.
- ii) Effectiveness: Highly effective at point blank range, it was totally worthless from any distance. Ships firing doubleshot increase their BHT by the amounts shown in column "DS" (for

"doubleshot"). It is effective against all types of targets.

iii) Loading time: 2 Moves.

2) **RAKING:** Raking is when one ship is in a position to fire down the length of another one. As regards construction, the weakest parts of a wooden sailing ship were its bow and stern. As regards to gun-laying, it was easier to score a hit when firing down the length of a ship (as many of the "overs" and "unders" would still hit when fired this way) than when firing at its side.

a) **GENERAL RAKING RULES:** To be considered to be raking, a firing ship must be at a 90° angle to the target ship, and in a position where its entire broadside can fire at the target ship.



Ship "A" is raking Ship "B"

Ship "C" is not raking Ship "B", because only the bow section of the broadside can bear.

b) **BOW RAKE:** Ships raking the bow of a target ship increase their BHT by the amounts shown in column "BOW RAKE".

c) **STERN RAKE:** Ships raking the stern of a target ship increase their BHT by the amounts shown in column "STERN RAKE".

3) **CREW LOSS:** For each complete Sailor Crew Section that has been destroyed, or used for other purposes (such as forming a boarding party), the BHT is decreased by the amounts shown in column "CREW LOSS". Note that this applies for each Sailor Crew Section that is not available; if two Sailor Crew Sections were not available, then the decreases shown would be doubled. If all three Sailor Crew Sections were not available, the ship could not fire its guns.

4) **INITIAL BROADSIDE:** The first time a ship fires a broadside during an action, that broadside is the most carefully loaded and aimed it will fire. Each ship has two initial broadsides, one for each side of the ship. Once a ship has fired either or both sections of a broadside, it is treated as if the entire initial broadside has been fired, and the advantage cannot be used again during the game. Ships firing an initial broadside increase their BHT by the amounts shown in column "INTL BDSD". Small cannon get no Initial Broadside.

5) **CAPTURED SHIP:** When firing the guns of a captured enemy ship, the BHT is decreased by the amounts shown in column "CAP SHIP".

**F. MARKING HITS AND THE EFFECTS OF DAMAGE:** Hits are marked on the Ship Chart of the target ship by drawing an "X" over one of the squares hit for each of the hits. The player whose ship is hit has the choice of exactly which square of that type to mark off, within the limitations given below.

1) **HIT PRIORITIES:**

a) **BOW & STERN:** The Ship Charts, as drawn up, should include a Bow/Stern Division Line, a dotted line that separates the ship's bow and stern sections for all parts of the ship, with the exception of the Crew Squares. When the firing ship is located outside of the play of the target ship's guns, at a range of five squares or less, and ahead of the target ship, all hits must be located on the bow section of the target ship. When the firing ship is located outside of the play of the target ship's guns, at a range of five squares or less, and behind the target ship, all hits must be located on the stern section of the target ship. Hits carry over to the other section only if no more of that type of hit is left in the appropriate section. When raking, mark all mast and/or sail hits on the closest hits of that type on the target (i.e. for a bow rake, all mast and sail hits would go on the bowsprit until it was totally destroyed, then onto the foremast, etc.).

b) **STARBOARD AND LARBOARD (PORT):** Only the gun sections matter as regards to which side of the ship they are on. Gun hits should be marked off on the side of the target ship closest to the firing ship.

c) **CREW:** If there are any crew hits, these should be taken off of crew squares that are formed into boarding parties, if possible.

d) In all other cases, the commander of the target ship can choose any square of that type to mark off.

2) **HULL HITS ("H"):**

- a) Mark off one hull square per hit called for on the Hit Table.
- b) All excess hull hits count as "misses".



- c) When all of a ship's hull squares in either the Bow or Stern section, or both, have been marked off, that ship will "surrender by striking its colors". The ship is considered to be in such bad condition 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 it afloat, and they are too demoralized to be of any use anyhow). Neither side is allowed to fire on a "struck" ship. If boarded, the original crew can offer no resistance, although another crew on board could melee normally. Such a ship will drift helplessly (it cannot be turned), unless towed (see Optional Rules).
- 3) CREW HITS ("C"):
- Mark off one crew square per crew hit called for on the Hit Table. This crew square may be of any type decided on by the commander of the target ship. Sailor Crew Square hits must be taken out of the lowest numbered Sailor Crew Section on board.
  - All excess crew hits count as "misses".
  - The loss of an entire Sailor Crew Section will reduce the ship's BHT when firing; however, until a section is completely eliminated, there is no effect. The loss of Marine Crew Squares will reduce the ship's musketry. When all Sailor Crew Squares are destroyed, the ship cannot fire or move - Marine and/or Cadre Crew Squares cannot sail a ship, or fire its guns.
- 4) GUN HITS ("G"):
- Mark off one gun square per hit called for on the Hit Table. When a gun hit is called for, the commander of the target ship may mark off carronade squares, if these are available.
  - Excess gun hits are treated as hull hits.
  - The loss of all gun squares on a broadside will, of course, mean that the broadside can no longer be fired. The loss of all gun squares on a ship (this also applies to a merchantman that starts the game with no gun squares) means the ship is virtually helpless, and will surrender if threatened.
    - If all gun squares are marked off, and no friendly ship is within ten squares distance, the ship will "surrender" to the first enemy ship that can move into an adjacent square and fire a full (both sections) broadside into it.
    - Once "surrendered" in this manner, the ship will make no resistance to boarding. However, the surrendered ship has only ceased resistance due to being in a hopeless situation; if the factors that led to this surrender cease to operate, the ship will revert to its original, unsundered state.
    - A surrendered ship will cease to be surrendered if no enemy warship is within five squares distance.
- 5) RIGGING HITS ("M" and "S"): These hits encompass the ship's motive power, namely the sails that catch the breeze, and the wooden masts and spars that hold the sails, plus the intricate network of lines and ropes that made the whole system work. Loss of rigging will not only slow the ship down, but hinder its ability to turn and maneuver.
- Mark off one square per hit called for on the Hit Table.
  - Excess sail hits are treated as mast hits. Excess mast hits are treated as "misses".
- c) RIGGING DAMAGE RESULTS:
- If all squares of a mast are destroyed, all sail squares attached to it are also destroyed.
  - Loss of all sail squares attached to a mast does not lead to the loss of attached mast squares.
  - For ships rated at 64 or more guns, the loss of the bowsprit causes the foremast to be destroyed also, or vice-versa. For all smaller ships, and for all other masts on the larger ships, the loss of one mast will not lead to the loss of any other.
  - Loss of all mast and/or sail squares included in a Speed Bracket causes that much loss of speed to the ship in all wind attitudes. Ships that have lost an entire mast or all sail squares attached to it cannot use full sail speeds.
  - Loss of a ship's bowsprit or mizzenmast (either through the destruction of the mast, or the loss of all sail squares attached to it) results in a permanent reduction of the ship's turning ability by one 45° turn per Move. Note that for a ship normally allowed only one 45° turn per Move, the loss of one turn would reduce it to one 45° turn every two Moves, and the loss of two turns to one 45° turn every three Moves, etc.
- vi) During the Move immediately following the one on which the ship lost its bowsprit and/or mizzenmast, the ship can make no turns at all.
- 6) HELM ("L"): The helm was the ship's "steering wheel", and was used by the helmsman to work the rudder. If hit, the rudder could still be worked through a series of lines below deck.
- Mark off the helm square when called for on the Hit Table.
  - Excess helm hits are treated as crew hits.
  - When a helm hit is scored, the ship cannot turn on the following Move. This also applies to excess helm hits that are marked as crew hits.
- 7) RUDDER ("R"): The rudder was an important item in the steering of the ship, although a ship could be steered entirely through the use of its rigging.
- Mark off the rudder square when called for on the Hit Table.
  - Excess rudder hits are treated as hull hits.
  - A ship cannot turn on the Move following a rudder hit. After that Move, the ship's ability to turn is permanently reduced by one 45° turn per Move. The reductions in turning ability through the loss of rudder, bowsprit, and/or mizzenmast are cumulative.
- 8) BOATS & ANCHORS: Mark these squares off when called for on the Hit Table. These are explained in the Optional Rules, and have no effect on play of the Basic Game.
- XI. SMALL ARMS FIRE: Marines were normally used in action to fire their muskets at the enemy crew, especially the enemy officers and marines.
- Musketry has a range of one square, and can be fired at any adjacent square.
  - Marines may only use their musketry if they are not part of any boarding party.
- C. HOW TO FIRE: All musketry is considered to be simultaneous, although it can be carried out in any convenient order. Simply ignore all hits from enemy fire until all ships have completed firing. Musketry can be used every Move, and all musketry from a ship must be directed at one enemy ship; the musketry cannot be split up to fire at several different targets.
- Check the MUSKETRY FIRE TABLES, and roll one die. Crossgrid the number rolled with the number of Marine Crew Squares firing. The number found is the number of enemy crew squares hit.
  - Each hit eliminates one enemy crew square. If possible, the crew square hit should be a Marine or Cadre crew square (choice is up to the player with the target ship). If no Marine or Cadre crew squares are available, the hit should be on a Sailor crew square in the lowest numbered Sailor Crew Section aboard.
- XII. MELEE AND TRANSFER: All ships which have not "struck" or "sundered", and have crew squares organized into boarding parties may now resolve melees and/or make transfers.
- MELEE: Melee is a representation of point blank small arms fire, plus hand-to-hand fighting with swords, knives, pikes, fists, etc. It can only occur when one or both of the ships involved uses a BPA to try and board the enemy ship; otherwise, it is assumed that the crews are largely ignoring each other to work their guns, etc.
    - Ships that have BPA's formed must now attempt to have these board and capture by melee the enemy ships they have been ordered to board. Only BPA's initiate a melee. If neither ship has a BPA, no melee takes place. If either ship, or both ships has a BPA, melee will take place.
    - If a BPA boards a ship which has only a BPT, or no formed boarding party at all, the BPA automatically captures the ship with no melee at all.
    - If several BPA's are boarding the same ship, their total combat factors are added together.
    - A BPD requires no orders, it needs only to be organized. All BPD's on a ship will melee all enemy BPA's trying to board that do not already face a BPA.



5) If a ship has a BPA boarding one enemy ship, and a BPD facing a BPA from one or more enemy ships, these combat factors would be kept apart, and rolled for separately.

6) If an enemy ship strikes or surrenders during the Cannon Fire step, a BPA intended for that ship automatically moves aboard with no melee. If the enemy should happen to have a "strike", "sink", or "explode" result (see Optional Rules), the orders for the BPA can be cancelled.

7) A boarding party of any type is assumed to remain on the decks of the ship it started on until the Transfer Phase.

8) If a ship had a BPA and a BPD formed, and used its BPA against a ship that also was using a BPA, only the BPA's would melee. The BPD would not take part in this melee, although its combat factors could be counted to determine if the ship was captured.

9) **MELEE PROCEDURE:**

a) Each crew square involved in a melee is worth a certain number of combat factors, depending on the type of crew square (Cadre, Marine, or Sailor), and the crew quality (see Optional Rules; for the Basic Game all crew are rated at Average quality). The number of combat factors each crew square is worth is given in the CREW COMBAT FACTOR TABLE. Each side multiplies the number of crew squares times the number of combat factors per crew square to find the total number of combat factors in the melee. For instance, a force of 1C, 2M, 8S would equal  $1 \times 5 + 2 \times 4 + 8 \times 3 = 37$  combat factors.

b) Melee is considered to be simultaneous, although it can be resolved in any convenient order; simply ignore all melee casualties until all melee is over.

c) **MELEE RESOLUTION:** Each player rolls one die and consults the MELEE RESOLUTION TABLE, crossgridding the total number of combat factors he has with the number rolled on the die. The number found is the number of enemy crew squares to be marked out. The player taking the casualties can mark out any desired crew squares in the melee, but any Sailor Crew Squares should come out of the lowest numbered Sailor crew section involved. Casualties should be marked off on the involved boarding party, or boarding parties, if at all possible. However, if an "overkill" situation should occur, the extra lost crew squares should be taken out of other enemy crew squares also on the ship, but not involved in that melee.

d) Once casualties have been marked off, both players refigure their total of remaining combat factors. If either side has a 3 - 1 advantage in combat factors, the weaker boarding party is defeated, and all of its surviving crew squares become prisoners. If the victorious boarding party is a BPA, it is now considered to be on the deck of the enemy ship, and that ship, together with all remaining enemy crew squares aboard is captured. If the victorious boarding party is a BPD, it remains on the deck of its own ship (i.e. the enemy ship is not captured), but still captures the survivors of the enemy boarding party. If neither side has a 3 - 1 advantage in combat factors, both boarding parties remain on the decks of their own ships, and no prisoners are taken.

e) Only one round of melee is fought per Move. New boarding parties can be organized for the following Move, with which new melees can be fought during that Move.

10) **TRANSFER PROCEDURE:** All crew transfer from ship to ship takes place after all melee is resolved. Crew transfers include the transfer of already organized BPT, and also the transfer of victorious BPA's onto the deck of the captured ship, both actions which occur simultaneously.

a) BPT's may now be transferred as ordered to any friendly ship they are fouled or grappled to.

b) Victorious BPA's may now be transferred to any friendly ship they are fouled or grappled to.

c) Cross off the transferred crew sections on the Ship Chart, the same as if they were casualties. Make a note of the strengths of the transferred crew sections, and their present location on the back of the Log Sheet or on a separate piece of paper. If you wish to make the transfer permanent (i.e. to replace casualties on a friendly ship, or to take up duties as a "prize crew" on a captured enemy ship), erase the marks over destroyed crew squares on the Ship Chart of the ship transferred to, one for each crew square being transferred. For Sailor Crew Squares, start erasing with the most recent crew square destroyed and work back.

d) Remember the orders for a BPA or BPT can be cancelled if the ship they are ordered to surrender or strikes prior to the melee step.

**XIII. SHIP STATUS:** This step is mainly for clarifying the situation in which various ships may lie as a result of the past Move, and adjusting to this situation for later Moves.

**A. DEFINITIONS:**

1) **STRUCK SHIP:** A "struck" ship is one whose hull has been so pounded and crew so demoralized as to play no further part in the game. It cannot move independently, except to drift, and will offer no resistance to enemy boarders.

2) **SURRENDERED SHIP:** A "surrendered" ship is one that has ended all resistance due to circumstances, which could later be altered. A "surrendered" ship cannot be moved by either side until a prize crew is placed aboard by the enemy, or until it ceases being "surrendered". A ship will cease being "surrendered" if no operable enemy warship is within five squares range, or if a boarding party from another ship on its side can get aboard.

3) **CAPTURED SHIP:** A "captured" ship is any enemy ship with a prize crew on board. A "captured" ship could be one which has "struck", then had a prize crew put on board, one which has "surrendered", then had a prize crew put on board, or one which was taken in **melee** by a BPA, in which case the victorious BPA would automatically end up on board as the prize crew.

4) **FRIENDLY SHIP:** A "friendly" ship is any ship that is currently either under your control, or which has at least ended resistance. Thus, for purposes such as grappling, using BPT's, etc., a "struck" or "surrendered" ship can be considered to be "friendly".

5) **PRIZE CREW:** Any crew squares put aboard an enemy ship. They must be aboard for the ship to be considered "captured".

6) **PRISONERS:** Crew squares which have been captured as a result of melee, or as a result of their ship being "captured".

**B. CAPTURING PROCEDURE:** A ship which is captured by melee automatically has the victorious BPA aboard as the prize crew. Ships which have "struck" or "surrendered" may have a BPT transferred aboard to serve as a prize crew.

**C.** A prize crew can run a captured ship normally while on board (note that they still cannot sail or work the guns of a "struck" ship, although they can melee), sailing it and loading and firing the guns (though at reduced BHT). If only Marine and/or Cadre Crew Squares make up a prize crew, they may use enemy Sailor Crew Square prisoners to work the ship, but not to work the guns.

**D.** Once a ship is captured, the victorious player opens a new column on his Log Sheet for the captured ship, and takes control of its Ship Chart.

**E.** The original crew remains on the captured ship unless formed into a BPT and transferred elsewhere. Such prisoners should be marked off on their Ship Chart, and kept up with on a separate piece of paper.

**F.** If for any reason a prize crew leaves, is eliminated, or is forced to "strike" or "surrender", the ship returns to the control of the original owner.

**G.** At least one crew square of prize crew is required for every six prisoner crew squares on a ship. If this ratio is ever exceeded, the prisoners take control of the ship, and the former prize crew become prisoners.

**H.** If a ship with a prize crew on board is fired upon, take all "odd" crew square hits from the prize crew, and all "even" hits (i.e. the second, fourth, etc. hits) from the prisoners. This only applies to captured ships, as it is assumed that on them prisoners would be left loose to help work the ship. Prisoners transferred to one of your original ships would be chained below, and this rule would not apply.



**XIV. LOADING:** All ships should have their broadsides loaded with any desired type of ammunition at the start of the game. Once fired, broadsides can be reloaded with any desired type of ammunition, not necessarily the same type it was originally loaded with.

A. A ship can load one complete broadside per Move (remember that the entire broadside is assumed to have been fired, and must be loaded, even if only one section of that broadside was used). Only one side can be loaded per Move, not both.

B. A broadside can be loaded in the same Move that it is fired, and fired during the following Move, or any later Move. Thus, it is possible for the same broadside to be fired every Move.

C. Loading is indicated in the LOAD section of the ship's Log by writing the appropriate letter for the type of ammunition being loaded in the column for that broadside ("R" for the right, or starboard broadside; "L" for the left, or larboard broadside). This is noted at the appropriate Move number.

D. A broadside may be fired even if there are no targets (i.e. fired into the sea), in order to reload with another type of ammunition, but the advantage of initial broadside is lost.

E. Remember that doubleshot requires two Moves to load. "DS" is marked as being loaded on two different Moves (not necessarily consecutive). On any Move following this, the doubleshot may be fired. Once a ship has begun loading doubleshot, it is committed to spend the two Moves loading it before it can be fired.

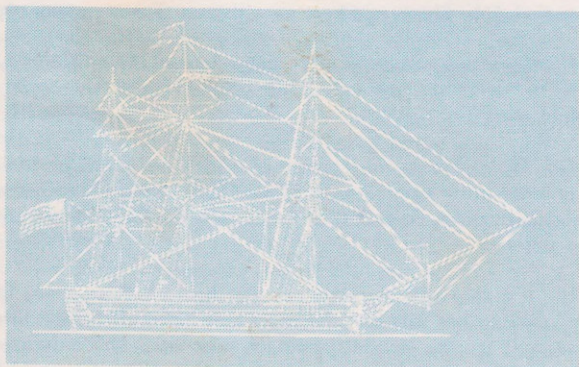
F. Players often forget to reload their broadsides, and it is not realistic to prohibit their firing due to an oversight, as the re-loading of the guns was an automatic process. Therefore, should a player forget to make loading notations, assume that ballshot was loaded. However, if neither broadside was loaded after both had been fired, do not allow the ship to fire at all.

**XV. SAILS:** Players now announce what ships are changing from Fullsails to Battlesails, and vice-versa. Players may also wish to review which ships are already under Battlesails, and which are already under Fullsails.

A. The type of sails used by a ship is recorded in the Notes section of its Log by writing "BS" for Battlesails, and "FS" for Fullsails. This is written at the Move the change is made, and applies for all later Moves, until another change is made.

B. A ship cannot use Fullsail speeds following a Move at "0" speed, even if it was already rigged for Fullsails.

C. Ships which have lost a mast, or all sail squares attached to one cannot use Fullsail speeds, as well as having their Battlesail speeds reduced.



## OPTIONAL RULES

**INTRODUCTION:** Once players have mastered the Basic Rules of *SHIP 'O THE LINE* they will undoubtedly wish to use some or all of the rules in this section. These optional rules can be added in any combination to suit the players' tastes. Each optional rule adds greater scope and realism, as well as additional complexity to the game.

### QUALITY OPTIONS

**CREW QUALITY:** The quality, and, hence, the combat effectiveness of a ship's company depends on their leadership, training, and morale. A high quality crew can fire faster and more accurately, and their cohesion and organization make them more effective in boarding actions. For a low quality crew, the reverse is true.

For game purposes, crew quality is divided into five categories: Elite, Crack, Average, Green, and Poor, running from the best to the worst. Crew quality will vary widely from ship to ship, even in the same navy, but in general historical terms ships of the various nations will normally have crews of the following quality:

#### A. NATIONAL CREW QUALITY CHARACTERISTICS:

- 1) Elite crews were well-trained, well-led, experienced, and had superb morale. United States.
- 2) Crack crews were only slightly less efficient than Elite ones. Great Britain, Netherlands.
- 3) Average crews are those which, although not inefficient, lack training, inspired leadership, and/or high morale. France, Denmark, Sweden.
- 4) Green crews are inefficient, largely due to lack of training and/or experience. Turkey, Russia.
- 5) Poor crews are inefficient, and suffer low morale. Spain, Portugal, Italian States.

#### B. EFFECTS OF CREW QUALITY:

- 1) The quality of the crew firing a ship's guns will modify the BHT by the amounts shown in the columns under CREW QUALITY in the OPTIONAL MODIFIERS section of the RANGE TABLES AND MODIFIERS ("EL": Elite; "CR": Crack; "AV": Average; "GR": Green; "PR": Poor).
- 2) Different quality crew squares are worth different combat factors, as shown on the CREW COMBAT FACTOR TABLE.
- 3) Subtract one from the die roll when firing musketry with Elite and/or Crack Marine Crew Squares.
- 4) Elite and/or Crack Sailor Crew Squares can perform repairs in two Moves, instead of the normal three (see REPAIRS).
- 5) Ships with Green and/or Poor crews are allowed one less 45° turn per Move than would normally be allowed.
- 6) Ships with Green and/or Poor crews take two Moves instead of the normal one Move to switch from Fullsails to Battlesails, or vice-versa. Such a ship would be considered to be under Battlesails until the "FS" notation had been made on two consecutive Moves; and under Fullsails until the "BS" notation had been made on two consecutive Moves.
- 7) Ships with Elite and/or Crack crews do not have to "strike" their colors with only one hull section destroyed; both sections must be destroyed for such a ship to "strike". However, once one hull section is destroyed, the ship can no longer be sailed or turned, although it can still fire, and the crew can still melee. Such crews are allowed to leave a ship with only one hull section destroyed.

C. When crew squares of different quality are used together to fire a ship's guns, for musketry, making repairs, turning a ship, switching from Fullsails to Battlesails or vice-versa, or are together on a ship that may "strike", the quality of the crew as a whole is treated as being the quality of the lowest rated crew square involved.

**EARNING CREW QUALITY:** Good crews are made, not born. Even the best human material requires time, training, experience, and the exhilaration of victory to be developed to its fullest potential. This rule is primarily aimed at clubs, or other fairly numerous groups of wargamers who get together regularly for games. The rule allows players to gradually "work up" their crews over a period of time. This rule gives two alternative methods of accomplishing this.



A. HISTORICAL ALTERNATIVE: This method is based on the historical quality of typical crews of a certain nation.

1) New ships and crews engaged in their first battle carry a crew quality rating two grades below that listed as typical for crews of that nation in the CREW QUALITY option. For instance, a ship of a nation that typically has Crack crews would start as a Green crew (NOTE: no crew can be less than Poor).

2) The new ship can raise the quality of its crew by one grade for every battle that it participates in during which the ship is not sunk or captured, and in which its side secures a victory or a tie as a result. This continues for every battle until the crew reaches the typical quality for its nationality. Ships which are sunk or captured must begin the process again as "new" ships with "new" crews.

B. BALANCED ALTERNATIVE: This method ignores the typical quality of the crews of the different nations. All new ships and crews start as Poor Quality, and can work their way up two grades to Average quality using the criteria given above.

C. EARNING CREW QUALITY ABOVE THE NORM: Certain crews and their ships will always prove to be "star" performers. For instance, the fact that the quality of a typical crew is Average does not mean that there are no Crack and/or Elite crews in that same navy. This section can be used with either of the alternatives given above.

1) In addition to raising their quality by participating in a battle, the quality of a ship and its crew can be raised by their own outstanding feats of arms.

2) Any points gained to a side during a battle by the actions of the individual ships can be given to the individual ships based on their activity. For instance, a ship whose gunfire sank an enemy ship worth ten points, would be awarded those ten points. If it captured that ten point enemy ship it would be awarded twenty points (note that a ship that by its gunfire caused an enemy ship to strike or surrender would be awarded the points for capturing that ship, even if another ship was the one to actually place a prize crew aboard). If several ships participated in earning the points, they should be awarded proportionally.

3) Any points gained could be accumulated over a period of several games.

4) A ship could raise its crew quality by one step for every two points it had in its "Point Rating". A crew's Point Rating is found by dividing the number of points it has been awarded by that ship's point value. For instance, if a ship worth 15 points captured an enemy ship worth 16 points (value doubled, since the ship was captured), its Point Rating would be  $32 \div 15 = 2.13$ . Thus, a ship with an Average crew, and a two or larger Point Rating would be raised to Crack quality. That same ship with a four or larger Point Rating would be raised to Elite quality.

5) Crew quality raises due to Point Rating are over and above any raises earned by participating in a battle.

6) Crew quality raises due to Point Rating are always computed after the game is over, not during the game, and is based on the situation at game's end. For instance, a ship that had captured an enemy ship early in a game would have no points awarded to it if the enemy had recaptured the ship, and held it at the conclusion of the battle.

7) For computing the Point Rating, the point value of all ships is figured as its value at Average quality.

POINT VALUES OF DIFFERENT QUALITY SHIPS: Point values throughout the rules are given for units of Average quality. To compute the point values of units of different quality, multiply the Average quality point value by the following: Elite-1.33; Crack-1.25; Green-.9; Poor-.8. Round all fractions upward. For instance, a ship worth 25 points at Average quality is worth the following with crews of other quality grades: Elite-34 points; Crack-32 points; Green-23 points; Poor-20 points.

## COMMAND & COMMUNICATION OPTIONS

TIMED MOVES: To make the game move quickly, use a kitchen timer (one with a loud bell that rings when time is up) to time the writing of orders for movement. Allow one minute to write for single-ship actions, two minutes for up to three ships per player, and three minutes for up to six ships per player, and an additional three minutes for each additional six ships (or fraction thereof) per player. Ships whose orders do not get written do not move.

ADMIRALS: Squadrons of ships were commanded by senior officers of the rank of either Commodore, or Admiral. For convenience, they will all be considered to be admirals for these rules.

A. Before the game begins, each player should select a flagship. To this flagship's Ship Chart add an additional crew square that contains the letter "A" (for "admiral").

B. This crew square is the player's "personal" crew square, and represents that player's physical placement and command presence on the tabletop.

C. Admiral Crew Squares have the same functions and values as normal Cadre Crew Squares. They possess additional capabilities of message passing and receiving (see MULTI-PLAYER COMMUNICATIONS), and command control (see COMMAND LAG).

D. Admiral Crew Squares may transfer their "flag" from ship to ship during the game. Any ship an Admiral Crew Square is present upon is automatically designated as the flagship. When not aboard an operable ship to serve as flagship, the player who is represented cannot send or receive messages, and will suffer command lag problems.

E. Admiral Crew Squares must be either destroyed or captured to be taken out of the game. They can leave a ship that has "struck" (or is "sinking" or "ready to explode"), or has "surrendered" as long as they are not prisoners. However, such a ship could no longer serve as a flagship.

MULTI-PLAYER COMMUNICATIONS: Flag signals were the major instrument of ship-to-ship communication during the age of sail; and, despite its limitations, the only feasible method given the technology of the times. Lanterns were used in lieu of flags during darkness, or periods of poor visibility, and suffered the same problems of difficulty in reading the signal, and the limited number of signals that could be sent. The following rules maybe used to simulate these communication problems:

A. This option should be used with the Timed Moves option.

B. Players on a side may hold a short conference to go over their plans before the game begins. After that, all communication must be through the use of messages written and passed between the players during the timed order writing period.

C. Messages are passed between flagships. If any visibility rules are in effect, the flagships must be able to "see" one another in order to pass messages, or both be in view of some common ship that could relay the signal (frigates and smaller vessels were often deployed behind the battleline during fleet actions for just this purpose, being known as "repeaters").

D. Players may write and send as many messages as they wish to, or can compose during the timed period.

E. Players may wish to forbid any communications between players commanding squadrons of different nationalities, to simulate their difficulties in reading each others flag signaling system.

F. A dismasted ship can be used to receive messages, but cannot be used to send any.



G. If Admiral Crew Squares for several players are on the same ship they may talk to one another. If on different ships in adjacent squares they may also talk to one another ("Hailing"), but only during the timed order writing period.

**COMMAND LAG:** The number of ships any flag officer of the period could effectively control was a squadron of six or less ships. There would be a considerable "time-lag" between the time an admiral signaled to 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:

A. Before the game begins, the player selects his flagship, and establishes his "admiral" on board. The fleet under his command is then divided into squadrons of six or less ships.

B. One of these squadrons is designated to be the one under the admiral's immediate control.

C. The player writes the moves for the ships in his immediate squadron from Move to Move in the normal manner.

D. The player writes the moves for the ships of the other squadrons three Moves in advance. Thus, at the start of the game, the player would write movement orders for these ships for Moves one, two, and three. During the order writing step of Move one, movement orders for these ships for Move four would be written.

E. Alternately, all ships completely or partially within ten squares of the flagship can have their moves written from Move to Move. All other ships would have their movement written three Moves in advance.

1) Ships that had their movement written for three Moves in advance, but end their Move within ten squares of the flagship, can have excess movement orders erased, and can be marked from Move to Move.

2) Ships which find themselves over ten squares from the flagship, and which have had their previous movement marked from Move to Move, must mark their movement for three Moves during the next order writing step.

F. If the Admiral Crew Square is destroyed or captured, all movement for the ships he controlled must be marked five Moves in advance. After these five Moves have been completed, the player can designate any one of his ships as the new flagship, and convert any Cadre Crew Square on board to a new Admiral Crew Square, and normal order writing can be resumed.

G. If the Admiral Crew Square has no flagship, due to his being aboard a ship's boat, or on board a ship that has struck, is sinking, is burning and will explode, or has surrendered, all movement is written three Moves in advance until such time as the Admiral Crew Square boards a new flagship.

H. If visibility rules are being used, all ships that cannot see the flagship must be marked three Moves in advance.

**VISIBILITY:** From his post in a ship's mast, a lookout on a clear day could see over twenty miles in every direction; in game scale a distance of about 350 - 360 squares (anywhere on the tabletop, for all practical purposes). Fog, squalls, bad weather, or nightfall can greatly reduce the visibility, however.

**A. VISIBILITY CONDITIONS DETERMINATION:** The Initial Visibility Conditions are determined by rolling a die and consulting the VISIBILITY TABLE.

1) Players must determine among themselves if the game takes place at night, or during the day, to determine which columns of the Table will be used.

2) Visibility is determined after the Initial Wind conditions have been determined.

3) The number in the proper column that crossgrids with the number rolled on the die is the number of squares of maximum visibility. This is how far each ship can "see".

4) Visibility must be diced for every time the Wind Number is exceeded, and wind changes are rolled for.

5) It is possible for visibility to change, even if the wind does not. For instance, if a game began at night, and players had decided that the sun would come up after a certain number of Moves, this daylight would change the visibility (players would now crossgrid their original die roll with the DAY column, instead of the NIGHT column, etc.).

6) The distance at which messages can be sent or received is always 1/3 the maximum visibility distance.

**B. HIDDEN MOVEMENT:** This requires the services of a non-participating player, the "judge". This person is not involved in the battle, and serves to compare both side's moves to determine who can see what. This rule gives great scope to the use of frigates as they come into play in the scouting role.

1) Each player must have a chart of the tabletop, drawn on some graph paper. On this they mark the moves of their hidden ships.

2) The judge compares the charts, which are handed to him by all the players.

3) The judge then informs each player what he can "see", but no ships are actually placed on the tabletop until they begin firing.

4) Once a ship fires its guns, it is placed on the tabletop, for all to see. Other ships may continue their secret moves until they also begin firing.

**C. SMOKE:** The black powder used in the cannon of the time made a tremendous amount of dense, thick smoke when the guns were fired. This greatly hindered visibility.

1) To simulate "smoke", make model smoke clouds by glueing some tufts of cotton to a narrow base two squares long. The cotton can be splotted with gray paint for a more realistic appearance. Steel wool also makes effective-looking smoke clouds.

2) Whenever a ship fires a broadside, place a smoke base in its squares with it, alongside the side of the ship that fired.

3) On succeeding Moves, the smoke moves directly in the direction the wind is blowing. In Light or Moderate breezes it moves one square per Move, in Normal or Heavy breezes two squares per Move, and in Gales and Storms three squares per Move.

4) Smoke is removed from the tabletop after it is dispersed by the wind. This takes only one Move in Storm, two Moves in Gale or Heavy breeze, three Moves in Normal or Moderate breezes, and four Moves in Light breezes. Smoke will not move or disperse in a Be-calmed situation.

5) If a smoke cloud enters a square containing a ship, place it along the edge of that square nearest the square from which the smoke entered. If no ship is in the squares, place the smoke cloud in a central location in them.

6) A ship's BHT is reduced by the amounts found in column "SMK" (for "smoke") when firing through a smoke cloud that blocks its line of fire.

7) Flag and lantern signals could not be passed between ships if a smoke cloud lies between them. If difficulties arise in determining if a smoke cloud blocks the view between two ships for message passing purposes, run a string between the mainmasts of both ships; if the string passes over any portion of a square containing a smoke cloud, no signals can be sent.

**CLEARING FOR ACTION:** Ships of this period normally sailed with their guns secured, gun ports closed, ammunition and small-arms locked safely away, and the assorted paraphernalia of daily living cluttering the decks. Thus, it would take some time to prepare the ship for action, once the enemy was in sight, this preparation being known as "clearing for action". In these rules, it is assumed that the ships have already sighted each other, and are totally prepared for action when the game begins. Players may wish to vary this (especially in periods of low visibility, or if one or both sides are surprised at the sudden appearance of the enemy).

A. The process of clearing for action is written in the Notes section of the Log by the notation "CA" for several Moves. When this



process is complete, the guns can be loaded.

- 1) Elite and Crack crews can clear for action in two Moves.
- 2) Average crews can clear for action in three Moves.
- 3) Green and Poor crews can clear for action in four Moves.

B. The process of clearing for action requires the attention of the entire crew. It cannot be done on Moves that the ship is engaged in any other tasks other than just moving.

C. The guns can be loaded one broadside at a time, beginning on the Move after clearing for action is completed.

## MOVEMENT OPTIONS

**BACKING SAILS:** There are times when a player will wish to hold back his ship for part, but not all of a Move; then go forward and/or turn. The letter "B" (for "backing sails") is used in the Move column of the ship's Log to indicate this. The "B" indicates that while all other ships are moving a square or making a turn, that particular ship does not move. Each "B" marked counts one square off of the ship's speed for that Move. This can be a very important factor to consider in avoiding collisions.

**ANCHORS:** During the Order Writing Step, players may indicate that they wish to anchor their ships by making the appropriate notation in the Notes section of the Log.

A. Anchoring is not possible in the middle of the ocean, but only in areas where the depth of the water is 150' or less. Ships may anchor in areas up to 150' deep when the Wind Force is Becalmed to Heavy Breeze. For Wind Forces higher than this, the depth of the water cannot exceed 75'.

B. There are three types of anchoring: "Ordinary anchoring", noted with an "(A)"; "anchoring by springs by the bow", noted with an "(AB)"; and "anchoring by springs by the stern", noted with an "(AS)". A ship may not be simultaneously anchored in more than one of these ways.

C. A ship with both of its anchor boxes destroyed on its Ship Chart cannot be anchored. A ship with one of its anchor boxes destroyed cannot be "anchored by springs", bow or stern.

D. Anchoring does not go into effect the Move it is noted in the Log, but on the following Move. The ship may maneuver normally on the Move the anchor notation is made, but must stop at anchor on the following Move (unless, of course, the anchor boxes were destroyed by enemy fire in the meantime). A ship designated to be "anchored on springs" will only have "ordinary anchoring" should one of the anchor boxes be shot away.

E. Ordinary anchored ships may not move or turn in place.

F. Ships anchored on springs may not move, but can be turned in place. A ship that is anchored on springs by the bow will pivot on its bow square when turning in place, and a ship that is anchored on springs by the stern will pivot on its stern square when turning in place.

G. Ships anchored on springs can make up to three 45° turns per Move while pivoting in place. This is handled at the same time as regular movement. To turn the ship in this manner calls for the services of a number of Sailor Crew Squares, the number required being written on the Ship Chart above the word "Anchors". These crew squares can be used for no other purposes (i.e. firing, melee, repairs, etc.) while doing this. These crew squares come from the lowest numbered Sailor Crew Section(s).

H. Ships firing their guns while anchored increase their BHT by the amounts shown under the OPTIONAL MODIFIERS in the ANCHORED column.

I. Dropping anchors (any type) requires no use of any crew squares. This is also true when anchor cables are "cut". However, when a ship "up-anchors", this activity requires the services of some Sailor Crew

Squares, the same number and in the same way as for pivoting a ship on springs.

J. A ship can "up-anchor" by writing the notation "A" in the Notes section of the Log for two consecutive Moves. On the Move following the completion of this, the ship resumes normal maneuvering. A ship is still considered to be anchored while in the process of up-anchoring.

K. A ship may "cut" its anchor cables by marking through its anchoring notation in the Log. If this is done, all remaining anchor boxes on the Ship Chart are marked off. The Move after this is done the ship may resume normal maneuvering.

L. In a disputed collision square, an anchored ship that is pivoting is always assumed to have been the first to reach the collision point.

M. An anchored ship is considered to have its sails furled, or at least "clewed up". Therefore, all Sail Hits on an anchored ship are counted as "misses".

N. Any ship with one or more anchor squares may engage in ordinary anchoring. Ships that wish to anchor on springs require some preparation. Write "PAB" (prepared to anchor on springs by the bow), or "PAS" (prepared to anchor on springs by the stern) in the Notes section of the Log at the start of the game to indicate that the ship is prepared to do either (it cannot be prepared to do both). If done, or changed, after the game begins these notations must appear for three Moves to prepare the ship for anchoring on springs.

O. Each anchor hit will destroy one anchor square. If all anchor squares have been destroyed, count such hits as hull hits.

**TOWING:** A ship could be used to tow another disable ship. A cable would be passed between the ships, and the disabled vessel could then be pulled along behind the towing ship.

A. A ship may tow another friendly ship.

B. A ship towing a ship of equal or inferior gun rating loses one square off of its normal speed in all wind attitudes. If the ship being towed is of a superior gun rating, the speed loss is two squares off of its normal speed. No ship may tow a ship that is rated at twice or more its own gun rating.

C. Two or more ships may be used to tow one ship. In this case, the gun ratings of the two towing ships may be added together to determine the speed loss.

D. No ship or ships can be used to tow more than one ship at a time.

E. A ship that begins its Move in a zero speed wind attitude may still make one 45° turn in place while towing.

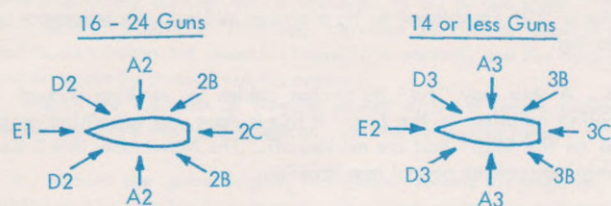
## F. TOWING PROCEDURE:

- 1) Maneuver the towing ship so that its stern ends the movement in the square to which the bow of the ship to be towed is pointing.
- 2) Indicate in the Notes section of the Logs of both ships that they are being "grappled for towing" ("GT").
- 3) If more than one ship is being used for the tow, these ships would have to pull exactly alongside the original tow vessel. They could then also grapple for towing with the ship being towed.
- 4) The ships are maneuvered as a unit on succeeding Moves, the ship being towed moving directly in the wake of the towing ship.
- 5) Crossing through the "GT" notations will end the tow.

**SWEEPS:** All ships carried sweeps (long, heavy oars). Since these ships were not really designed for rowing (too heavily built, too wide, too deep, etc.) most could not be effectively rowed. However, ships mounting 24 guns or less (rated) were generally light enough to be effectively rowed (a few specially designed larger ships could also, but these were extremely rare). Sweeps would be used to move into the eye of the wind, or when becalmed, or if dismasted.



A. Ships rated at 24 or less guns may be "rowed" through the use of sweeps. The Speed Diagrams for such ships while being rowed are as follows:



B. Each 45° turn costs the same as moving one square.

#### C. SWEEPS PROCEDURE:

- 1) Indicate in the Notes section of the Log that the ship is running out its sweeps, and organizing the crew for rowing by the notation "S". The ship continues normal movement during this Move.
- 2) The ship moves by rowing on subsequent Moves after the one in which the notation was made.
- 3) To pull in the sweeps, and end rowing, the "S" notation is marked through. The ship cannot move or turn in place on the Move in which this is done.
- 4) The ship resumes normal movement on the Move after the sweeps are pulled in ("shipped" is the correct terminology).

D. Use of sweeps is manpower-consuming. At least two crew sections must be available to organize for use of the sweeps, use them for rowing, or "ship" them in preparation for normal movement. These crew squares are unavailable for other purposes, such as firing the guns, melee, repairs, etc.

E. Ships using sweeps may be used for towing with the same speed losses as would occur if sails were being used.

**SHIP'S BOATS:** Most ships carried a number of boats which were primarily used for transferring men and equipment from ship to ship, or from ship to shore. They are useful for carrying prize crews to "struck" or "surrendered" enemy ships, amphibious operations, screens against fireships, transferring admirals, etc. In action, ship's boats were either left in their normal places aboard ship, or towed astern.

A. When not in use, the boats are considered to be with the ship, and a Boat hit will destroy one boat square per hit. Should all boat squares be marked off, the hit counts as a "miss".

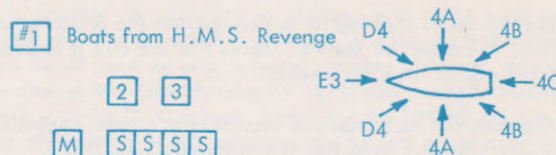
B. When in use, boat squares with numbers in them adding up to six may be manned by as few as one Sailor Crew Square, or by as many crew squares as the numbers indicate (at least one of these must be a Sailor Crew Square.).

C. To be used, boats must have a crew placed aboard. This is handled in the normal way by use of a BPA or BPT. Until the transfer is actually made, the boat is still considered to be part of the ship, and it is possible that the boat square could be destroyed by gunfire before the crew could transfer to it.

D. On the following Move, mark off the boat square(s) on the ship's Ship Chart, and the boat model is placed on the table.

E. **BOAT MODELS:** Small boat models can be purchased, or easily scratch-built. One model should be placed on a base that is three-quarters inch by three quarters inch (1:2000 scale; this would be one and one-half inches by one and one-half inches in size for 1:1200 scale) in size. These bases should be identified by number, so they can be used for any ship's boats.

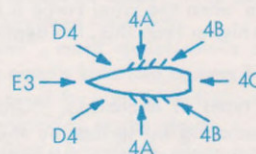
F. **LOG & SHIP CHART:** A new Log column should be opened up for use with a boat model. A piece of scratch paper will suffice to draw up the Ship Chart, which should show all the normal information. An example follows below:



G. The boat model can be placed on the table in any unoccupied square adjacent to the ship it came from, as long as that square is otherwise unoccupied. It can be moved independently on the Move after its crew is transferred to it. Notations are made in the boat's Log in the usual manner. When set down, the boat model can be heading in any desired direction.

H. A boat model can represent one or more boat squares, but the total of all the numbers in the boat squares represented by one model cannot exceed ten.

- I. **MOVEMENT:** Ship's boats are moved by oars used for rowing.
- 1) The Speed Diagram for boats is illustrated below:



2) A 45° turn has no cost for boats, and up to four 45° turns can be made during one Move.

3) Boats have the ability to be rowed backwards, noted as "BW" (for "backing water") in the Moves section of the Log. For instance, the notation "BW-3" would indicate that the boat is to move three squares backwards.

- a) No boat may make backwards and forwards movements during the same Move.
  - b) Backwards speeds are one less square per Move than what they would be if the boat were heading in that same direction going forward.
  - c) A Move must be spent at a speed of zero for a boat to switch from rowing forwards to rowing backwards, or vice-versa.
- 4) Boats will drift one square during any Move they remain in the same square (see next rule for exception). Every Move thereafter spent without movement will result in a two-square drift.
  - 5) Boats which are not grappled or fouled can remain stationary without drifting by using the notation "RW" (for "rowing to maintain position"). They may also turn in place while doing this.

J. **FOULING & COLLISIONS:** Due to their small size, and lack of rigging, these rules will vary from those used for ships.

- 1) Boats never foul in a collision.
- 2) When a collision occurs between a boat and a ship, the ship never has to end its movement, but continues on as if the collision never occurred. This does end movement for the boat, which is displaced to get it out of the way (the player with the ship decides where the boat is placed); still maintaining its original facing. If a boat is involved in collisions with two different ships during the same Move, it has been "run down", and immediately sinks.
- 3) Collisions with other boats are handled normally, except that there is no fouling. Boats can make attempts to grapple and/or ungrapple.
- 4) Boats grappled to ships cannot prevent the ship from moving; the grappled boats will be pulled along with the moving ship.
- 5) The bowsprit does not have to be checked when a ship collides with a boat.



K. FIRING AT BOATS: Boats, being very small and low, make difficult targets.

- 1) No rake bonus is given when firing at boats at a range greater than two squares.
- 2) The Hull Effects Tables must be used when firing at boats.
- 3) When firing at a boat, count the boat squares as hull squares. Crew squares can also be hit. All other types of hits count as "misses".
- 4) The loss of a boat square on a boat's Ship Chart will also result in the destruction of all crew squares present that could not be carried on other boat squares represented by the model.
- 5) Boats will not block a field of fire.

L. TOWING: Boats can be used for towing in a manner similar to the way ships are used for towing.

- 1) Towing procedure is the same as for ships.
- 2) The number of boats required to tow any ship is a number equal to the total numbers found in the boat squares on that ship's Ship Chart. For instance, a ship with boat squares containing the numbers "2" and "3" would require boat squares carrying a total of "5" Sailor Crew Squares to tow it.
- 3) This number of crew squares can tow the ship at a rate of three squares speed less than the boats could normally go in that wind attitude. If the number of crew squares can be doubled, the speed loss is only two squares.

M. Boats can return to their ship (or to another ship) by pulling along side, and transferring the crew squares to the ship. The marked out boat and crew squares can be erased on the Ship Chart. No ship can have more than two boat squares, nor can the numbers in those squares exceed what the ship can normally carry. Excess boats can be considered to be "cast off", and are removed from play.

N. Boats may enter squares containing other friendly boats without collisions, as long as the limit on the number of boats per square is not exceeded. Groups of boats may also be combined in a square, or even broken up into smaller groups that will split up.

O. All boats have a depth of 4'.

## WEAPONS OPTIONS

RELOADING BROADSIDES: The normal method of changing the type of shot loaded was to fire the guns, then reload with the different type of shot. This is the easiest, quickest, and most sensible way to clear out a muzzle-loading cannon barrel. However, if this is done with the broadside's original load, this will waste the ship's initial broadside. It is possible to "draw" the original load out the muzzle, a time-consuming process, and retain the initial broadside advantage. This is done in the following way:

A. During the Loading Step of a Move, mark an "X" (instead of the usual "slant-line") over the original loading notation. This represents the "drawing" of the original load.

B. During the Loading Step of the next Move, the new loading notation is written in, and the broadside is reloaded; ready to fire on the following Move (note: loading double-shot takes two Moves.)

C. As in regular loading, only one broadside can be reloaded at a time.



DIAGONAL RANGES: This is a problem of game mechanics, brought about by the use of a square grid. The square grid is accounted for in the movement of the ship - this is built into the game. However, when ships are firing down squares diagonally, they are actually firing further than when firing horizontally or vertically. This may be accounted for by using the following chart, which reduces the range firing diagonally to only seven squares maximum distance:

| RANGE<br>DIAGONALLY | EQUIVALENT RANGE<br>HORIZONTALLY |
|---------------------|----------------------------------|
| 1 SQUARE            | 1 SQUARE                         |
| 2 SQUARES           | 3 SQUARES                        |
| 3 SQUARES           | 4 SQUARES                        |
| 4 SQUARES           | 6 SQUARES                        |
| 5 SQUARES           | 7 SQUARES                        |
| 6 SQUARES           | 8 SQUARES                        |
| 7 SQUARES           | 10 SQUARES                       |

FIRESHIPS: On occasion, any ship up to frigate size might be converted into a fireship for a special mission. Specially constructed fireships were also built, mostly sixth rates (c.20 guns), that boasted special internal arrangements, and gunports that were hinged on the bottom (to stay open to let in a breeze to fan the flames). Packed with combustibles and explosives, fireships would be set afire when closing on an enemy ship; the small volunteer crew making their escape in a boat.

Although a potent threat, fireships were fairly easy to avoid and deal with. While, of course, it was hoped that a fireship could cause a great deal of destruction, it was considered well expended if it could cause confusion, creating an opportunity to be exploited by ships following up on the fireship's attack. During this period, fireship attacks were rarely employed at sea; usually they were employed against enemy units lying at anchor.

A. Fireships may range up to small frigates (c.32 guns) in size, though normally they are smaller.

B. Fireships, being very time-consuming to prepare, must be designated as such before the game begins. They cannot be prepared or designated for this mission after play begins. Fireships are worth an additional two points over their normal Point Value due to this extra preparation.

C. The Ship Chart for a fireship is exactly the same as for any other ship of that size, with the exception that only one Sailor Crew Square composes the entire crew.

D. The ship can be maneuvered normally, and begin the game with both broadsides loaded. The guns cannot be reloaded (access to the magazines is restricted by the load of inflammables aboard). Note that having only one crew square will reduce the BHT by two when the guns are fired (the crew is small, and their primary duty is to work the ship, not the guns).

E. If all hull squares in one or both of the hull sections are destroyed, the ship will automatically explode immediately. The results of all other damage is normal.

## F. FIRESHIP ATTACK PROCEDURE:

- 1) During the Order Writing Step of a Move in which the fireship is to be set on fire, the player writes "FIRE" in the Notes section of the Log. Mark out the crew square, as they have left in the ship's boat, and are out of the game (NOTE: If SHIP'S BOATS option is being used, follow normal boat procedures, and the crew square could row to another ship. At any rate, the crew square must leave the ship when it is set on fire). The fact that the ship is on fire is clearly announced to all players at the end of the Movement Step.
- 2) Once on fire and abandoned, the fireship must continue to move in the same direction, and at the same speed as before the crew left it (helm and rigging being secured in place), subject to the effects of damage.



3) Fireships usually had their rigging festooned with dangling grappling hooks to help them engage in a "fatal embrace" with some unfortunate enemy ship. If a fireship collides with another ship, modify the die number rolled when using the FOULED RIGGING TABLES. The die number rolled is decreased by one on the FOULING TABLE, and increased by one on the UNFOULING TABLE.

4) Cross off one hull square on a fireship for each Move that the ship burns. The player who set the ship afire may decide to do this on either the Bow or Stern Hull Section when the ship first begins burning, and all later "burned" hull squares must come out of this same section, until all are gone, and the ship explodes.

5) An exploding fireship causes damage on all adjacent ships the same as any other exploding ship, except that the force of its explosion is twice what it would normally be for a ship of its size.

**SWIVEL AND WALL GUNS:** Swivel guns were small cannon mounted in a ship's fighting tops, and along its bulwarks. These weapons usually could fire a ball weighing between one-half and one pound in weight, although normally they fired some form of grape and/or canister. Wall guns were large (c.50 pounds) muskets that normally were used to fire buckshot. Both weapons were mounted on swivels that enabled them to fire in any direction, and both were primarily anti-personnel weapons (i.e. they were not expected to do much damage to a ship or boat, but were expected to cause crew casualties). Once common on ships of all classes, by the era covered in these rules they were normally found mainly on merchantmen, and galleys.

A. For game purposes, these weapons will be treated as enhanced small-arms fire.

B. Ships or boats mounting such weapons will have a square containing the letter "W" drawn on their Ship Charts. These can be destroyed by a "Gun" hit the same as a cannon or carronade square.

C. Merchantmen mounting no other armament may have a "W" square on each broadside. The "play" of each square is as shown:



D. Galleys may mount one such square per three hull squares. Their play is into any adjacent square.

E. Swivel and Wall guns are fired during the Small-Arms Fire Step. Use the MUSKETRY FIRE TABLES, and count each "W" square as being the equal for this purpose of two Marine Crew Squares.

#### DAMAGE OPTIONS

**LOSS OF RIGGING:** Sailing warships were trimmed to sail steadily with a great deal of weight above decks. Severe damage to the rigging would reduce this topside weight, upset the ship's trim, and give it a heavy roll that would have a bad effect on its firing capabilities.

A. **DISMASTED SHIPS:** Ships which have all mast squares destroyed are said to be "dismasted". Ships firing their guns while dismasted decrease their BHT by the amounts shown under the OPTIONAL MODIFIERS in the DISMAST column.

B. The chance also existed that when a mast fell over the side of a ship, it would not break away cleanly, but would remain attached to the ship. This weight on one side of the ship would heel the vessel over in such a way that one broadside pointed down at the sea, the other up at the sky, and neither could be fired until that mast was cut away.

1) On a Move during which a ship loses an entire mast (all squares in that mast are destroyed), roll one die for each mast lost on that Move, and consult the FALLING MASTS TABLE.

2) If the mast falls free, the results of the mast loss are the same as in the Basic Game.

3) If the mast hangs over the side, the ship cannot load or fire until it has been cut loose.

4) A ship with one of its own masts hung over the side is considered to be fouled. The UNFOULING TABLE is used for attempts to cut the mast free. There is still only one die roll for unfouling allowed per ship per Move.

5) The fact that a ship has a mast hanging over the side is indicated in the Log by writing in the Notes section the notation "FM". When this is cut free, the notation is marked off.

**REPAIRS:** Sailing warships were remarkably self-sufficient, and their equipment was sturdy and simple enough that much of the damage a ship suffered could be repaired or patched up in a surprisingly short time.

A. Ships that do not load or fire their guns, form boarding parties, melee, become involved in a collision, make any attempts to grapple, ungrapple, or unfoul, up-anchor, use sweeps, change from Fullsails to Battlesails, or vice-versa, or make any 45° turns it can make repairs. Put another way, any ship that does no more than sit quietly at anchor, drift, or sail straight ahead has crew squares available for making repairs to the ship.

B. At least two Sailor Crew Sections (the first section not necessarily at full strength) are required to carry out repairs.

C. All repairs take three Moves to complete (two Moves only for Elite or Crack crews), the Moves not necessarily coming in sequence.

D. In three Moves one square of the type being repaired can be brought back into play by simply erasing the "X" over the square repaired.

E. Repairs cannot be made on ships which are "surrendered", "struck", or in the process of "sinking" or "exploding".

F. Repairs in progress are listed in the Notes section of the ship's Log. The third repair notation of the same type is circled in the Log, and the square erased on the Ship Chart.

G. Log notations are as follows:

1) "RHB": Repairs on a hull square in the bow section.

2) "RHS": Repairs on a hull square in the stern section.

3) "RG": Gun repairs. The notation "RG(1)", "RG(2)", etc. are used to designate the gun section being repaired.

4) "RS": Repairs to the anchors. Ships carried extra anchors, so this would be a matter of attaching a spare.

5) "RL": Repairs to the helm.

6) "RR": Repairs to the rudder.

7) "RM": Repairs to the masts. The notation "RMB" (bowsprit), "RMF" (foremast), "RMM" (mainmast), and "RMZ" (mizzenmast) designate the mast being repaired. Note that no mast can be repaired that is totally destroyed.

8) "RS": Sail repairs. Designations "RSB", "RSF", "RSM", and "RSZ" tell the mast on which the sails are being replaced. Note that no sails can be repaired on a mast that is totally destroyed. Up to two sail squares on the same mast can be repaired with three Moves work.

H. **JURY RIG:** Ships that had lost a mast or masts would try to set a large spare spar in place of the destroyed mast.

1) Requirements are the same to perform a jury rig as to perform other repairs; no other distractions, and at least two Sailor Crew Sections.

2) Jury rigging takes five Moves to complete, the Moves coming in sequence.

3) The notation "J" indicates jury rigging in progress. The notations "JB", "JF", "JM", and "JZ" indicate the mast. The fifth repair notation is circled in the Log to show completion of the work.

4) One mast and one sail square have the "X" erased to show a completed jury rig on the Ship Chart. No jury mast can impart more than one square of speed to the ship; and they cannot be used to attain Full-sail Speeds.

5) On ships carrying 64 or more guns, it is possible to replace the bowsprit without replacing the foremast, and vice-versa; but both must be replaced to impart one square of speed to the ship.

6) Jury masts can restore lost turning ability, and eliminate the gunnery hindering roll found in dismasted ships.



I. In wind forces of GALE or higher, all repairs take two Moves longer to complete than normally.

**SINKING AND EXPLODING SHIPS:** In the Basic Game, ships that have one or both of their Hull Sections destroyed will "strike". This rule allows for the possibility of a ship sinking or exploding, as sometimes happened.

A. When one or both Hull Sections have been destroyed, the player whose fire caused the damage rolls one die, and the DESTROYED HULL TABLE is consulted.

B. If the result indicates that the ship "strikes", handle as in the Basic Game.

C. If the result indicates that the ship will sink, the ship does not necessarily sink immediately. After the determination that the ship will sink has been made, roll two dice (a red one, and a white one, handled as for firing). If a "66" is rolled, the ship sinks, and is removed from the table. This roll is made for that ship on every Move until it sinks.

D. If the result indicates that the ship will explode, it does not necessarily do so immediately. Roll two dice as explained above for sinking ships until a "66" is rolled, at which time the ship explodes and is removed from the table.

1) The force of the explosion from an exploding ship will damage every other ship located in an adjacent square.

2) As damage from an exploding ship was a function of the exploding ship's size, the damage caused on adjacent ships will vary according to the size of the explosion. A ship exploding will cause damage to any adjacent ship on the RIGGING EFFECTS TABLE number equal to twice the exploding ship's BOW RAKE modifier number (figured with all guns and carronades the ship carried at the start of the game). For instance, a ship having eight gun squares per side has a BOW RAKE modifier of +3. Double that would give RIGGING EFFECTS TABLE # 6 for the explosion. The dice are rolled separately for each adjacent ship, for individual damage.

E. Ships that will explode or sink remain on the table until they do so. The ship is treated exactly the same as one that has "struck", until it actually sinks or explodes.

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

G. If the CREW QUALITY rules are in effect, ships with Elite or Crack crews that lose one Hull Section still must be rolled for to see if they will sink or explode. The crew may continue to fight on from a sinking or exploding ship in the same manner as they can fight on from a ship that normally would have "struck".

#### MELEE OPTIONS

**CADRE DUELS:** One aspect of warfare under sail is the close proximity that opposing commanders (even admirals, on occasions) may come to each other while leading their boarding parties. This rule allows Cadre and/or Admiral Crew Squares to fight each other sword to sword, to determine who is the better man; and allows players wishing to emulate the exploits of a Stephan Decatur, Horatio Hornblower, or Earl Flynn to do so. It should be remarked here that this rule is a bit time-consuming, and should not be used if players are pressed for time to complete the game.

A. A set of "dueling cards" must be available for each player that is in a duel (note: two sets is sufficient for most games). A set of "dueling cards" consists of four cards, each left blank on the back, and labeled on the front with one of the following sword maneuvers: HIGH THRUST, LOW THRUST, HIGH PARRY, LOW PARRY.

B. Dueling is conducted before normal melee.

C. Dueling is always by mutual consent. All players involved must agree to have the duel, or none can take place.

D. Duels can only be fought by Cadre and/or Admiral Crew Squares. All "rounds" of a duel must be fought out during the Move a duel begins, but either or both players may decline to continue the duel on any subsequent Move.

#### E. DUELING PROCEDURE:

1) Each Move of dueling lasts five "rounds".  
2) Each "round" consists of each player laying two cards - one THRUST card, and one PARRY card - face down. These are then simultaneously turned up and compared:

a) A HIGH PARRY will block a HIGH THRUST.

b) A LOW PARRY will block a LOW THRUST.

c) Each unblocked THRUST will cause one "wound" on the Crew Square.

d) A Cadre Crew Square with three "wounds" is destroyed. An Admiral Crew Square with four "wounds" is destroyed.

3) Any "wound" suffered will remain with the crew square for the remainder of the game (keep track of the number of wounds by writing the number next to the crew square on its Ship Chart). Each "wound" will cause a loss of one combat factor from the crew square's normal value in a regular melee.

4) A victorious duelist (i.e. one that eliminated his opponent) may add his combat factors to the general melee that follows. If neither duelist is successful, neither can participate in the general melee.

**BOARDING PARTY ORGANIZATION:** The Basic Game rules allow effective movement between ships to be performed somewhat more rapidly than was actually the case. Actually, organizing a force for movement to another ship called for more planning and organization than just assembling a force on one's own deck.

1) Only BPD's can be organized from crew squares that were not part of a boarding party on the previous Move.

2) BPA's and BPT's can be formed only from crew squares that were part of some sort of boarding party the previous Move.

What this rule boils down to is that melees cannot take place on the same Move as ships foul or are grappled together, unless one of the involved players had the foresight to form a BPD on his ship the Move before it was needed.

#### WIND & TIDE OPTIONS

**WIND DIRECTION CHANGES:** In the Basic Game, the wind direction remains constant throughout the game. This rule allows the wind direction to fluctuate during the game.

A. Players determine the prevailing wind direction, and the initial wind direction at the start of the game as in the Basic Game Rules.

B. A player from each side now rolls one die, and the numbers rolled are added together (for instance, 6 + 2 = 8). This is the "wind number" which represents the chances that the wind direction will change.

C. The wind direction will change when the current "wind number" is equaled or exceeded. On every Move, a player from each side will roll a die, the numbers will be added together, and this total will be checked against the current "wind number". If this roll is less than the current "wind number", no change takes place.

D. If the number rolled exceeds the current "wind number", the wind direction may change.

1) When the roll exceeds the current "wind number", the DIRECTION CHANGES TABLE is consulted.

2) Any player may roll one die. The number rolled is crossgridded with the result on the Table, and the wind direction is shifted as given. This is the new wind direction.

3) A player from each side rolls a die, and the numbers rolled are added together for a new "wind number".



**WIND FORCE:** The force with which the wind is blowing can be very important. Larger ships sail better in heavy winds than smaller ones. Ships with higher freeboards are better gun platforms in heavy seas than ships with low freeboards.

A. At the start of the game, players can either mutually agree to the wind force, or allow a player to roll one die, and crossgrid this roll on the WIND FORCE TABLES to show the wind force.

B. The effects of the various wind forces is shown and explained on the WIND FORCE TABLES. The letters "A", "B", "C", "D", and "E" correspond to the wind attitudes shown in the Speed Diagram on the ship's Log. For instance, a frigate mounting 40 guns would use the "FRIGATE 38+ GUNS" column. If it were sailing in an attitude to the wind of "C", in a LIGHT WIND, its speed would be two squares less than normal for that ship in that wind attitude, as shown on that ship's Speed Diagram.

C. The wind force will change whenever the wind direction changes (see above). One die can be rolled by any player to determine this change, the die roll being crossgridded with the results on the WIND FORCE CHANGE TABLE. The wind force will never change by more than one degree (i.e. from HEAVY BREEZE, it could rise to GALE, or drop to NORMAL BREEZE).

**HARBOR WINDS:** Land masses may block the force of the wind if the land is high enough (i.e. some good-sized hills, or mountains), and the land area is large enough (i.e. a small rock or reef would have no effect).

A. Ships within a harbor, or within twenty squares of a large high land mass will be considered to be in a "sheltered" area if the land is located between the ship and the wind.

B. Ships in such a situation will have the wind force drop by one degree from its normal force.

**TIDES:** Tides vary throughout the world too much to give any specific rules here, but some guidelines are offered to players who may wish to show their effects.

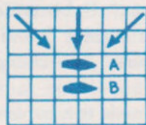
In battles fought close to land, the tide, if strong enough, may have an effect. The tide can cause drift; this drift being either of the same strength as the drift caused by the wind, or, possibly even stronger. This tidal drift would be in a specific direction, either towards shore, or away from it, depending on if the tide was coming in or going out. The tidal drift could counteract the wind drift, or enhance it, depending on the directions both were moving. Over a period of time, tides will also change the depth of the water - an important factor in shallow areas (it could even float off a grounded ship).

**BLOCKED WIND:** When two ships were side-by-side, and one laid directly between the other one and the wind, the sails of the first ship would "blanket", or block off, the wind to the second ship, slowing it down.

A. If ship "A" places itself in squares adjacent to ship "B", and between ship "B" and the wind, ship "B" is said to have its wind blocked.



EXAMPLE #1



EXAMPLE #2

A blocks B's wind if the wind blows in the directions shown by the arrows.

B. The number of sail squares on the two ships involved is the key to determining how effectively the wind is blocked. For this purpose, the sail squares on the ship whose wind is blocked are counted individually, and count as one sail square each, whether the ship is under battlesails or fullsails. The sail squares of the ship doing the blocking are also counted individually, but count at double value if the ship is under fullsails.

C. The number of sail squares are compared, and the results are as follows:

- 1) If the blocking ship has less sail squares, there is no effect.
- 2) If the blocking ship has as many sail squares as the ship it blocks, but not twice as many, the speed of the ship blocked is reduced by one square in all wind attitudes.
- 3) If the blocking ship has at least twice as many sail squares, but not three times as many, the speed of the ship blocked is reduced by one square in all wind attitudes.
- 4) The above continues as the odds increase, the blocked ship losing one square of speed each time the proportion of the sail advantage of the blocking ship goes up.

## SHORELINE OPTIONS

**CASTING THE LEAD:** When entering waters of unknown depth, ships of this period would proceed slowly, while a lead weight would be periodically cast ahead of the ship. Rags tied at regular intervals to the line attached to this weight were used to determine the depth.

A. To be considered to be "casting the lead", the ship must be moving at a speed of no more than one square per Move, and the player commanding the ship must announce out loud that he is doing so. Ship's boats may also be used for this purpose.

B. **KNOWN WATERS:** If the depth of the water is known to one side, but not to the other side, the following procedure is used:

- 1) The side that knows the depths prepares a map of the area on a sheet of graph paper. This sheet is kept out of view of the other side, but handy enough for fast reference.
- 2) As the other side casts the lead, the map is referred to and the depth is revealed to the side casting the lead.

C. **UNKNOWN WATERS:** This procedure is used if the waters are not familiar to either side:

- 1) For every square on the tabletop that has an unknown depth prepare a small piece of paper or cardboard. Write an assortment of depths on one side of these (a good proportion of depths would run about one-half deep enough for any ships, one-fourth deep enough for only the shallower ships, and one-fourth too shallow for any ships).
- 2) Place these pieces face down, one in each square.
- 3) Players casting the lead in an area may turn the adjacent pieces up to check the depth.

D. A ship or boat that is casting the lead can check the depth in all squares adjacent to the model.

**RUNNING AGROUND:** Each ship has a depth, expressed in feet, noted on its Ship Chart. This indicates the maximum depth of water in which that ship will run aground. If a ship enters a square where the depth of the water is equal or less than its depth, it has run aground.

A. When a ship runs aground, its movement ends immediately.

B. If a ship has run aground in an area where the bottom consists of jagged rock, or has entered a square containing land, the bottom has been ripped out of the ship, and it cannot be refloated. The ship is destroyed, the same as if it had sunk, although the crew can leave on boats, etc., if this is possible.

C. If a ship runs aground in an area where the bottom consists of mud and/or sand, it is "stuck", and cannot move again until it can be "unstuck".

- 1) As soon as a ship runs aground, consult the RUNNING AGROUND TABLE, and roll one die. The result tells if the ship rests on an even keel, and can fire while aground; or if, when it ran aground, it listed so far to one side or the other that the guns cannot be fired.
- 2) Now roll two dice, a red one and a white one (read in the normal way, as explained earlier in the rules). This number indicates how "hard" aground the ship is. The lower the number is, the easier the ship will be to refloat. The number rolled is modified as follows:
  - a) Add one to the number rolled for each square of speed that the ship had been ordered to move.



b) Add one to the number rolled for the difference in the depth of the ship and the depth of the water. For instance, if a ship with a depth of 13' ran aground in 10' of water, this would add three to the number rolled.

Keep in mind the way the numbers read when two dice are rolled in this manner. For instance, if a "43" were rolled, and "6" is added to it, the answer is not "49", but "53". This modified number is known as the "grounding number".

3) The two dice are rolled once on every subsequent Move in attempts to "refloat" the ship. In order to refloat the ship, the grounding number must be exceeded by this roll. The number rolled at this time can be modified in the following ways:

a) **TOWING ASSISTANCE:** If the ship's boats, other ships, etc., can be set up in a towing configuration, this will add to the total actually rolled on the dice:

- i) If the towing vessel(s) would normally lose three squares of speed towing the aground ship, add two to the number rolled.
- ii) Add four to the number rolled if the normal towing speed loss would be two squares.
- iii) Add four to the number rolled if the normal towing speed loss would be one square.

b) **LIGHTENING THE SHIP:** In a desperate situation, the ship could be lightened by throwing heavy objects overboard.

- i) All items thrown overboard will lighten the vessel enough to add three to the total rolled on the dice each.
- ii) One item per Move can be thrown overboard. This is done by announcing what is being thrown overboard, then marking that item off as destroyed on the Ship Chart. This requires the efforts of the entire crew, so no firing or melee, etc., could be done on that same Move.
- iii) The items that can be thrown overboard are:
  - Both anchors (count as one item)
  - An entire section of guns (count as one item)
  - An entire mast (count as one item)

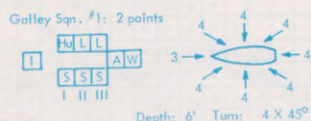
D. Ships that are successfully re-floated are moved back into the square they occupied just prior to running aground. They may move normally on the following Move.

E. Boats and gunboats that run aground are automatically refloated on the next Move, if the player commanding them desires.

**GALLEYS (GUNBOATS):** Large rowed galleys were employed in shallow waters, their main function during this period being the protection of harbors and other shallow water areas. They mounted a large gun (ranging up to 42 pdr. size, but more often in the 18 - 24 pdr. category). Rarely employed singly, these boats usually operated in groups.

A. Galley models should be made, and placed one or two models on bases the same size as for ship's boats. Each model will represent up to five actual galleys.

B. **SHIP CHART:** The Ship Chart will show one hull square per actual galley, one Sailor Crew Square per actual galley, one gun square per 100 pounds weight of shot from the guns, one swivel gun square per two actual galleys, and one anchor square per three actual galleys. The sample below shows the Ship Chart for a force of three actual galleys, each mounting a 32 pounder cannon:



C. All rules for Ship's Boats apply, with the following modifications:

- 1) In movement, galleys have the additional capability of anchoring (they cannot anchor on springs).
- 2) When firing at galleys, it is possible to score hull, crew, anchor, and gun hits. All other types of hits count as "misses".
- 3) For towing, each galley hull square counts the same as a boat square containing the number "2".

D. Depth for all galleys is 6'.

E. The main gun on a galley is mounted in the bow, and has a play as follows:



HORIZONTAL & VERTICAL PLAY



DIAGONAL PLAY

**RIVER CURRENTS:** From time to time, players may wish to set up games where the ships will be moving up or down a navigable river. Like the rules for TIDES, these rules cannot be too specific, but some guidelines can be given.

A. A navigable river invariably flows towards the sea, and this current will affect drift in the same manner as tidal forces.

B. A river's current can get quite strong. It could be used to add a square or two of speed to a ship or boat moving with the current, or to subtract an equal amount of speed from a ship or boat moving against it.

**LOG & CHAIN BARRIERS:** Barriers made of thick logs and/or massive links of chain were often stretched across narrow water passages, and covered by guns to prevent enemy penetrations. These barriers could be broken, the problem was doing so under the heavy fire from the guns.

A. Depending on the strength of the barrier, a value is assigned to it; a value of between six and eight being about right for the average barrier. Prepare a Ship Chart for the barrier that shows one "hull" square per value number. Below is a sample barrier of value eight:



B. The barrier can be fired at with gunfire using the HULL EFFECTS Tables. All hits but hull hits count as "misses". Every two hull hits scored will destroy one "hull" square on the barrier (odd hull hits can be accumulated from Move to Move). When all "hull" squares have been marked off, the barrier is destroyed.

C. Some weaker barriers can be destroyed if rammed by a large enough ship.

- 1) The ship must have written orders to move at least four squares during the Move it rams.
- 2) The ship must have at least three times the number of undestroyed hull squares as the barrier has undestroyed "hull" squares.
- 3) If the two above conditions are met, the barrier is destroyed. If not, the ship collides with the barrier, and ends movement at that point.

D. **MODELS:** Model logs or lengths of chain laid across the appropriate squares are ideal for this purpose.

**MORTARS:** Mortars, huge high-trajectory siege pieces, were often mounted on land in fortresses, and at sea in specially designed ships known as "bombs".

A. Mortars are shown on a Ship Chart as a square containing the letter "T". They can be destroyed by a gun hit. There is one square per actual mortar present when drawing these on a Ship Chart.

B. Mortars fire on a very high trajectory, so that their field of fire is never blocked. Mortars on land have a 360° play.

C. Mortars take several Moves to load. Shipboard mortars take four Moves to load. Mortars on land take three Moves to load.

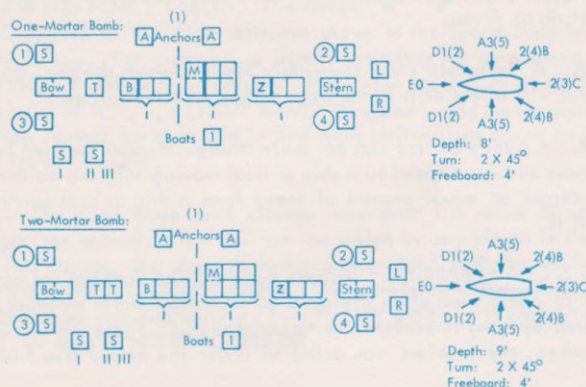
D. Mortars fire using the same procedures as other guns. They may only be fired at fixed targets on shore, or at motionless ships (i.e. anchored, aground, etc.). Mortar squares are always fired separately, one at a time, although several could be fired at the same target. Note that mortars cannot be fired at targets less than three squares away.

E. The HULL EFFECTS TABLES are used for all mortar fire.



F. All hits scored by mortars are tripled when marked on the target.

G. BOMBS: Bombs carried broadside guns as well as their mortars. There were two main types: those mounting only one mortar in the bow with all masts stepped behind it, and those carrying two mortars - one in the bow, and the other mounted between the masts (allowing fire only to either side). Sample Ship Charts for both types are shown below:

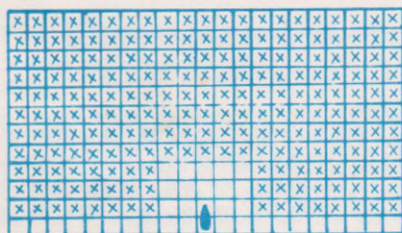


Bombs were exceptionally strong, being reinforced to take the heavy recoil of the mortars. This made them slower and less maneuverable than other ships of the same size.

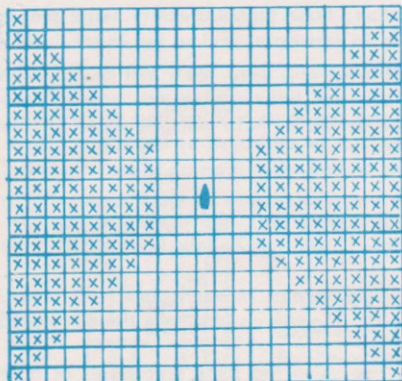
1) Bombs may only load and/or fire their mortars while anchored. Broadside guns can be fired normally, but cannot be fired and/or loaded on the same Move as the mortars are being fired and/or loaded.

2) A bomb cannot move with a loaded or partially loaded mortar on board.

3) Bow-mounted mortars have the following play:



4) Mortars mounted between the masts have the following play:



H. The loading of mortars is noted with a "T" in the Notes section of the Log. Both mortars can be loaded at the same time, on ships that carry two. Crossing off the "T" notation signified firing.

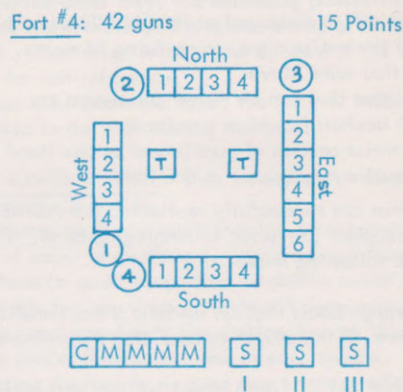
I. Mortars have a Point Value of one point per "T" square on the Ship Chart.

LAND FORTIFICATIONS (FORTS & FORTRESSES): Harbors and strategic points were guarded by forts containing heavy guns. These rules cover the use of forts in battles against enemy ships.

A. MODELS: Forts should occupy one square on the tabletop, although really large forts could consist of several models placed together. A few walls glued to a base makes a presentable enough fort. Each base should be identified by a name or number.

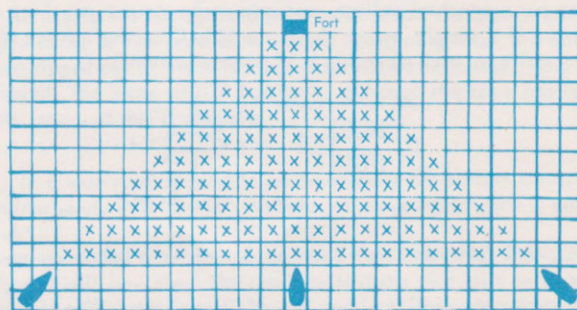
B. SHIP CHARTS: Although these are not ships, the same terminology will be used to avoid confusion. Forts consists of the following:

- 1) Gun squares: Figured on the same basis as for ships.
- 2) Crew squares: Figured on the same basis as for ships. The Marine Crew Squares represent the infantry garrison, and the Sailor Crew Squares represent the gunners.
- 3) Each fort is defined as consisting of four sides, each of which may (or may not) have a section of guns mounted on it. These gun sections may vary widely in size. The Sailor Crew Squares are divided into three sections, as on a ship.
- 4) It is a good idea to identify which side is which to help orient the Ship Chart to the model.
- 5) A sample Ship Chart for a fort is shown below. This fort mounts ten 42 pdr. guns on three of the sides, twelve 42 pdr. guns on the other side, has two mortars, and contains a "crew" (garrison) of 400 actual men, mostly "marines" (infantry).



C. LOG: All four gun sections in a fort may be loaded and fired independently. Since the fort does not move, rule off the Move section of the Log into two columns. These, combined with the two loading columns already on the Log give four columns for loading, one for each gun section.

D. PLAY OF THE GUNS: Wall mounted guns in forts could be moved through a greater arc of fire than those mounted on a ship, their play covering an arc of 45° to either side:



NOTE: Any ships approaching a fort whose bows, as for the samples in the above diagram, point directly at the fort can be raked. Where the play of two gun sections overlap, the guns of the two sides of the fort may fire together as one massed battery.



E. **BLOCKED FIRE:** Forts located on high ground can fire over any obstacles lower than themselves. Forts located at sea level can have their fire blocked by obstacles, as shown in this diagram:



The arrows in each square indicate which lanes of squares (and the squares located between these lanes) are blocked by obstacles in those squares.

F. Fire at forts is handled by using the HULL EFFECTS TABLES. All hits but crew and gun hits count as "misses", to simulate the protection offered by the fortifications. Even weak forts (and fieldworks) of this period were too stout to be breached by the guns of the day in any reasonable length of time; so actual damage to the fortress itself is not considered in these rules.

G. All sides of a fort may be loaded and fired during the same Move. This also applies to any mortars present.

H. Guns mounted in a fortress were much steadier, and hence more accurate than those on shipboard. Guns fired from a fort increase their BHT by the amounts shown in column "FROM FORT" in the OPTIONAL MODIFIERS section of the RANGE TABLES AND MODIFIERS.

I. Forts usually had furnaces available for heating their ballshot, which made this type of shot far more effective than normally. If furnaces are available, assume that all ballshot fired from a fort is heated. All hits scored by heated shot are doubled on a target ship or boat.

J. Forts can be made to "surrender" using the usual procedure, if all gun squares are destroyed. This is unusual, however, and normally they must be taken by melee.

K. Crew squares defending a fort in melee are worth one Combat Factor more than normal. Crew squares attacking a fort in melee are worth one Combat Factor less in melee.

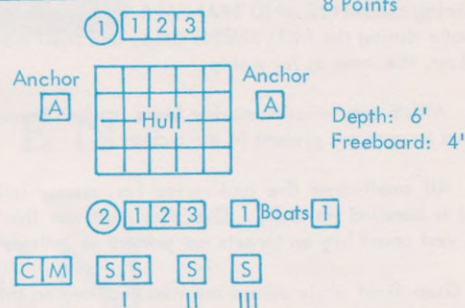
**FLOATING BATTERIES:** Floating batteries came in all sizes and shapes, but most were essentially guns mounted behind protective wooden walls, the whole constructed on a raft so as to make them virtually unsinkable. They were placed in areas that could not be covered by guns from a fort, thus augmenting the defenses of harbors, rivers, etc. They could not move, usually being towed into action, then anchored in a convenient location.

A. **MODELS:** No commercially available models exist, but scratch-building is a simple matter. They normally consist of a rectangular raft on which is placed a wooden wall. The wall may be on only one side of the raft, on two sides, or wrapped all the way around, casemate fashion. The top may, or may not, be covered over. Mount on a one square-sized base, and name or number.

B. **SHIP CHARTS:** Give a floating battery the same number of hull squares as its gun rating. For instance, a floating battery rated as carrying twenty guns would have twenty hull squares, which form only one hull section. For Point Value, these hull squares cost only one point per ten hull squares. All other figures are the same as for a ship. The sample below shows a floating battery that mounts ten 32 pdr. guns in each broadside:

Battery #5: 20 guns

8 Points



C. Open a column of the Log Sheet for each floating battery in use.

D. The guns in each section of a floating battery have the same play as the bow gun of a galley.

E. A floating battery will not "strike" until all hull squares are destroyed.

F. Floating batteries, as long as both anchor squares are undestroyed, are assumed to be anchored on "springs". They can pivot in place four 45° turns per Move.

G. Floating batteries, when being towed, may be towed at speeds for ships with twice their gun rating (i.e. a twenty-gun floating battery is treated like a forty-gun ship for towing purposes). They must be towed by ships under sail; boats, galleys, and/or ships using sweeps cannot be used to tow them.

**LAND FORCES AND AMPHIBIOUS ASSAULTS:** When these Shoreline Options are being used, it is easy to see that the possibilities exist for crews to come ashore on ship's boats, move inland, and attack forts and other objectives found there. It is not the purpose of these rules to cover land actions of this period in any detail, but the following rules are provided to cover any land activity that may occur.

A. **MODELS:** In the scales used in this game, individual man-sized figures would be about the size of a pinhead. Therefore, it is suggested that any crew squares moving overland be represented by cardboard counters containing an identifying name or number, or by small rectangles cut from a rubber welcome mat (the kind with the small protruding knobs). These markers could be of any size or shape smaller than a square on the tabletop.

B. A piece of graph paper could be ruled off to show the numbers and types of crew squares represented by each marker.

C. A column on the Log Sheet should be opened for each of these markers.

D. There is no limit in the number of crew squares that may be placed in any one land square.

E. **ARTILLERY:** It is easy to see how crew squares can be loaded in boats, rowed ashore, land (by a BPA or BPT to the land square), then have the boats rowed back by one crew square to pick up another load, etc. A gun square from the ship may be substituted for three crew squares in a load, and also transferred ashore (cross off the gun square on the ship, and add it to the force of one of the markers ashore.).

1) Gun squares on land have the same play as a gun square on the bow of a galley.



2) All gun squares in a marker can be fired and loaded during the same Move. They are not divided into sections, but at least one Sailor Crew square must be present per Gun Square being loaded and fired.  
3) Guns may move up to one square per Move, and/or be pivoted 45°. During such Moves, the gun squares cannot be fired or loaded. They also cannot be moved while loaded.

F. Once ashore, the crew markers may move up to two squares per Move. Until they are transferred ashore, the crew squares all move during the MELEE AND TRANSFER Step. After they get ashore, they move during the MOVEMENT Step, and their moves are entered in the Log, the same as for a ship.

G. Which way a crew marker faces is of no importance, as long as no gun squares are present in the marker.

H. All small-arms fire and melee (vs. enemy units in adjacent squares) is handled normally. Gun fire must use the HULL EFFECTS TABLE, and count hits on targets not present as "misses".

I. Guns fired while ashore are steadier than on shipboard. Their BHT is increased by the amounts shown in column "FROM LAND" in the OPTIONAL MODIFIERS section of the RANGE TABLES AND MODIFIERS.

J. Ships boats may be dragged overland at a rate of one square per Move.

TRANSPORTS: Land troops of this era were transported for overseas campaigns in either converted merchantmen, or converted warships. The trips were often very long, and the living conditions aboard were very crowded and primitive.

A. CONVERTED MERCHANTMEN: Converting a merchantman to a transport was largely a matter of stowing a human cargo in the holds in place of the more normal commodities usually carried, and adding a few more boats for use in ship to shore transfers.

1) Converted merchantmen can be used to transport a number of extra crew squares equal to the number of hull squares the ship has. Thus, a 675-ton class merchantman (7 hull squares) could carry up to 7 extra crew squares, in addition to the regular crew.

2) The number of boat squares aboard will be increased to two. The capacity of these squares is as follows:

- a) to 225t: 1-1
- b) to 375t: 1-2
- c) to 525t: 2-2
- d) 800+ tons: 2-3

3) Converted merchantmen cost one point more than in their normal configuration, plus the point cost of the extra crew squares carried.

B. CONVERTED WARSHIPS: Warships were quite literally overflowing with humanity with their regular crew, and had little space for any extras. Therefore, to make room, most of the regular crew would be removed, leaving only enough sailors to sail the ship; and the lower tier of guns would also be removed to provide more space below.

1) To convert a warship into a transport, up to two Sailor Crew Sections may be removed.

2) Gun squares can be removed. Warships with some of their armament reduced in this way were said to be sailing "en flute".

3) The converted warship can carry one crew square for each crew square removed, plus one crew square for every gun square removed.

4) The point cost of converted warships is figured normally.

C. Crew squares being carried on a transport (normally soldiers, so they count as Marine Crew Squares when ashore) were normally too seasick to be of much value in an action afloat. Therefore, until they go ashore, count such crew squares as being only half their normal value (i.e. treat two crew squares as if they were only one).

D. Draw in such "passenger" crew squares on the Ship Chart in a section separated from the rest of the crew.





# G R E A T ENCOURAGEMENT F O R SEAMEN.



**A**LL GENTLEMEN SEAMEN and able-bodied LANDSMEN who have a Mind to distinguish themselves in the GLORIOUS CAUSE of their COUNTRY, and make their Fortunes, an Opportunity now offers on board the Ship RANGER, of Twenty Guns, (for FRANCE) now laying in PORTSMOUTH, in the State of NEW-HAMPSHIRE, commanded by JOHN PAUL JONES Esq; let them repair to the Ship's Rendezvous in PORTSMOUTH, or at the Sign of Commodore MANLEY, in SALEM, where they will be kindly entertained, and receive the greatest Encouragement.---The Ship RANGER, in the Opinion of every Person who has seen her is looked upon to be one of the best Cruizers in AMERICA.---She will be always able to Fight her Guns under a most excellent Cover; and no Vessel yet built was ever calculated for sailing faster, and making good Weather.

Any GENTLEMEN VOLUNTEERS who have a Mind to take an agreeable Voyage in this pleasant Season of the Year, may, by entering on board the above Ship RANGER, meet with every Civility they can possibly expect, and for a further Encouragement depend on the first Opportunity being embraced to reward each one agreeable to his Merit.

All reasonable Travelling Expences will be allowed, and the Advance-Money be paid on their Appearance on Board.

IN CONGRESS, MARCH 29, 1777.

RESOLVED,

**T**HAT the MARINE COMMITTEE be authorized to advance to every able Seaman, that enters into the CONTINENTAL SERVICE, any Sum not exceeding FORTY DOLLARS, and to every ordinary Seaman or Landsman, any Sum not exceeding TWENTY DOLLARS, to be deducted from their future Prize-Money.

By Order of CONGRESS,

JOHN HANCOCK, PRESIDENT.

DANVERS: Printed by E. RUSSELL, at the Mouth into the Bell-Tavern.

## CREDITS

### CREDITS

DESIGN AND DEVELOPMENT: S. Craig Taylor, Jr.  
GRAPHIC DESIGN: Mike Williford, Graphics Unlimited.  
TYPESETTING: Ann Jones

PLAYTESTERS: Too numerous to list, but special thanks to Nolan Bond, Don Cole, George Petronis, Dave Weber, and the members of the Atlanta Miniature Battlegaming Society.

COVER PICTURE: Courtesy of Valiant Miniatures.

ALL QUESTIONS AND COMMENTS SHOULD BE ADDRESSED TO:

BATTLELINE PUBLICATIONS  
P. O. BOX 1064  
DOUGLASVILLE, GA. 30134

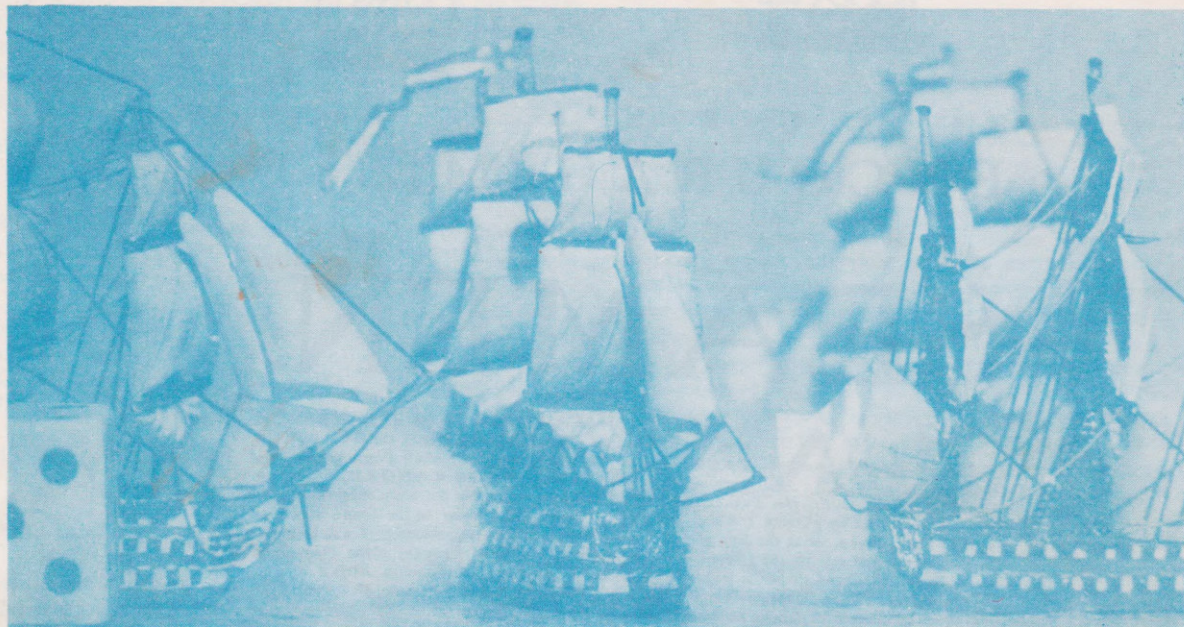
Copyright 1976 by Battline Publications, Inc.  
Wargamers are free to copy the inserted Tables and Log Sheet, provided they are not sold for profit under any circumstances.



# FROM Valiant Miniatures



BATTLELINE PUBLICATIONS  
P.O. BOX 1064  
DOUGLASVILLE, GA. 30134



FS-1  
100 Gun Ship of the Line (2)



FS-2  
74 Gun Ship of the Line (2)



FS-3  
44 Gun Frigate (2)



FS-4  
36 Gun Frigate (2)



FS-5  
20 Gun Sloop of War (3)



FS-6  
18 Gun Brig of War (3)



FS-7  
16 Gun Schooner (3)



FS-8  
12 Gun Cutter (3)



FS-9  
Bomb Ketch (3)

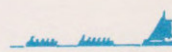
## Fighting Sails!



FS-10  
Mediterranean Galley (3)



FS-11  
Algerian Xebec (3)



FS-12  
Ships' Boats (15)

All ships come with cast metal masts and sails, and can be assembled and ready to use in five minutes. Each kit contains complete coloring and rigging instructions, as well as a full section on flags and suggestions for using the ships with WOODEN SHIPS & IRON MEN and SHIP OF THE LINE.

The number of ships per kit is indicated in parentheses.

Price per kit ..... \$3.00

## 1/2000 Scale Sailing Men o' War

ADD \$1.00 POSTAGE PER ORDER

NOTE: FS-1 THROUGH FS-3 ARE CURRENTLY AVAILABLE

WATCH OUR ADS FOR FUTURE RELEASE OF FS -4 THROUGH FS-12



## SEQUENCE OF PLAY - ALL OPTIONS

STEP ONE: WIND & VISIBILITY: Determine if the wind will change, and, if it does change, what the changes will be. Visibility should also be checked.

STEP TWO: UNFOULING:

2A: Make attempts to unfoul ships which were fouled on previous Moves. This includes attempts to cut free masts hanging over the side.

2B: Make attempts to refloat grounded ships.

STEP THREE: WRITING ORDERS: Players secretly write in the proposed movements for each unit on their Log Sheets, this covering all separate ships, boats, galleys, crew counters, etc. Notes regarding clearing for action, anchoring, setting fireships on fire, and sweeps should be made at this time. Messages must be written and passed during this Step, which should be timed.

STEP FOUR: MOVEMENT: All movement is conducted and resolved.

4A: NORMAL MOVEMENT: All ships, boats, galleys, crew counters, etc., are simultaneously moved exactly as their movement was written. This includes all towing, and the pivoting of anchored ships on their springs.

4B: DRIFT: Movement due to drift is done after all normal movement.

4C: COLLISIONS: Retrace any possible collisions one square at a time. If any collisions do occur, check for bowsprit loss, and for fouling. Resolve the ramming of barriers. Resolve any ships that have run aground to determine their list, and their grounding number.

4D: FIRE ANNOUNCEMENT: The fact that a fireship has been set alight is announced.

STEP FIVE: GRAPPLING AND UNGRAPPLING: All attempts to grapple, avoid being grappled, and ungrapple are resolved.

5A: GRAPPLING: All attempts to grapple are announced and made. This includes grappling to tow.

5B: UNGRAPPLING: All attempts to ungrapple are made after all grappling attempts have been resolved. This includes ungrappling from a tow.

STEP SIX: BOARDING PARTIES: Write down the composition of all boarding parties in the Logs of involved ships.

STEP SEVEN: CANNON FIRE: Resolve the firing of the guns.

7A: Resolve all gunfire, and mark all hits on the various Ship Charts.

7B: Resolve the falling of all masts destroyed by gunfire.

7C: Lay down new smoke clouds on the table, move the old ones, and remove any that are dispersed.

STEP EIGHT: SMALL-ARMS FIRE: Resolve all small-arms fire (musketry and swivel guns), and mark all hits on the crew squares of the units.

STEP NINE: MELEE AND TRANSFER: All boarding actions are resolved.

9A: MELEE: Resolve all melees, and mark all hits on the crew squares of the involved ships.

9B: TRANSFER: Make the transfers of boarding parties from ship to ship, ship to boat, boat to shore, etc.

STEP TEN: SHIP STATUS: Damage is marked, reviewed, and evaluated.

10A: A hull square is marked off the Ship Chart of burning fireships.

10B: Check ships that have lost a hull section during the Move to see if they will sink or explode. Roll for all ships in this condition to see if they will explode or sink this Move. Mark any hits caused by explosions.

10C: Review the status of all ships on the table; which ones have changed hands, have struck, surrendered, etc.

STEP ELEVEN: LOADING: Load cannon and mortars. Original loads may be "drawn" from guns.

STEP TWELVE: REPAIRS & LIGHTENING: Repairs are noted in the Log, and destroyed squares erased if repairs are complete. The throwing of items overboard for the lightening of a grounded ship is announced.

STEP THIRTEEN: CASTING THE LEAD: Casting the lead is announced, and depths determined.

STEP FOURTEEN: SAILS: Announce any changes from Battlesails to Fullsails, or vice-versa.