



FIGHTING SAIL

Fleet Actions 1775–1815

Ryan Miller

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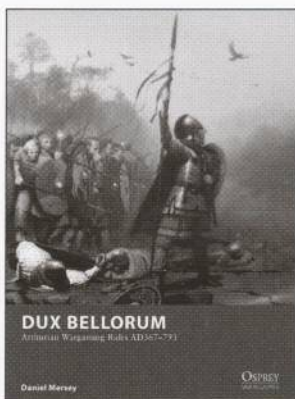
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Ryan Miller started designing games at the age of 11, and hasn't stopped since. Through a series of fortunate events, coupled with hard work, he found himself working as a brand manager at Wizards of the Coast in 2000, but left in 2001 to found Sabertooth Games – his first professional game design gig. He recently completed a 10-year tour as senior game designer at Wizards of the Coast.

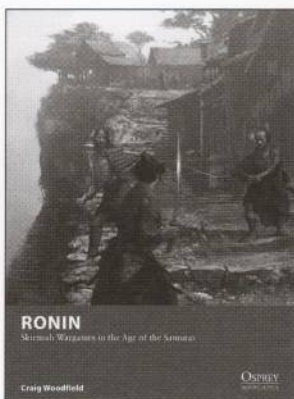
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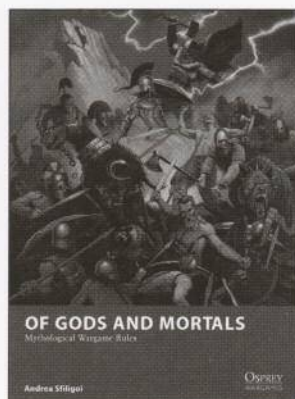
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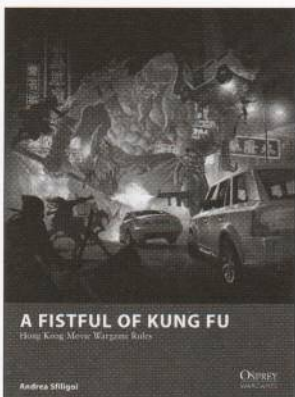
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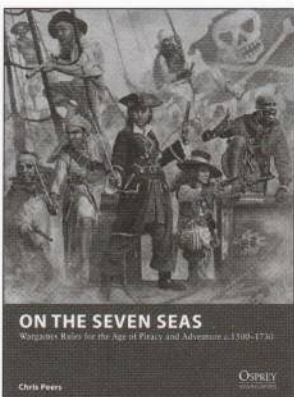
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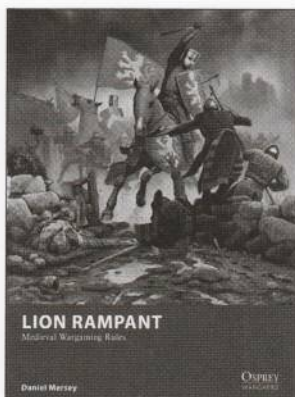
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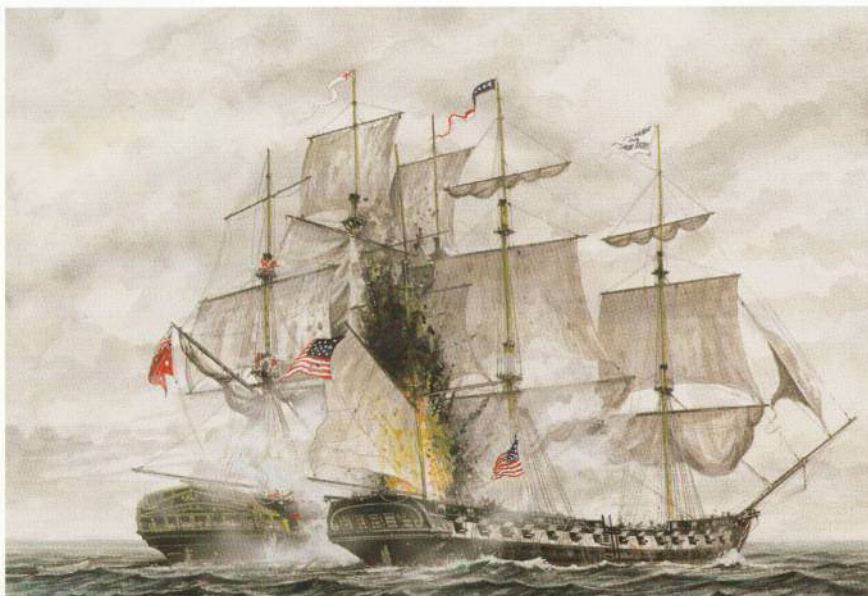
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FIGHTING SAIL

FLEET ACTIONS 1775–1815



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DEDICATION

For Emily June Collins. Thanks for making it okay to make stuff up.

THANKS

To Amanda Miller, Robb Miller, Marc Racine, John Boyle, and Andy Chambers for all the playtesting.

EDITOR'S NOTE

All the photos in this volume are used with the kind permission of GHQ Models, and show some of their fantastic range of Age of Sail ships. Check out their full catalogue at www.ghqmodels.com.

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FOREWORD

As a much younger lad, I was introduced to naval wargaming through Games Workshop's venerable *Man O'War* fantasy naval game. I was quickly enthralled by the idea of great sailing ships locked together in brutal cannon duels. While the line of models was beautiful and fantastical, I found myself thirsting for a more historical approach, and began devouring books on the subject.

After playing lots of games and reading several works of both fiction and nonfiction, a picture began to emerge. While the ships themselves certainly capture the imagination, it was the courage of the men who crewed them that fascinated me. Traversing the globe in their wooden cities, these brave souls often risked death or worse for the chance of glory and prize money.

Fighting Sail has its beginnings some ten years ago, when I first attempted a rules set to cover the period. My goal from the start was to provide a set of rules that immersed the player in the types of decisions a fleet admiral would probably have to make during a battle, rather than tracking supply stores or hull damage. I have nothing against those types of games, as they can be a lot of fun, but my goal with *Fighting Sail* is immersion over simulation. I also took a decidedly "crew-centric" approach, as it is my belief that the ship has its fair share of warfighting qualities, but it is its crew and officers that determines its true capabilities.

My game designer side hopes you play tons of games and have a blast, while the part of me that enjoys geeking out about the Golden Age of Sail hopes you gain a further understanding – and reverence – for this truly intriguing and evocative period of our world's history. Enjoy!

Ryan Miller

April, 2014

HMS *Belleisle* at Trafalgar, by Tony Bryan © Osprey Publishing Ltd.
Taken from *New Vanguard 42: British Napoleonic Ship-of-the-Line*.





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WHAT IS THIS BOOK?

Fighting Sail is a game of tabletop sea battles fought with miniature ships. This book gives you all the rules you'll need, fleet lists for the major seafaring nations, as well as some historical notes about the period.

For your part, you'll need a ruler or tape measure, several six-sided dice, and the various tokens found at the back of the book. Feel free to copy that page and make your own, rather than cutting up the book! Finally, you'll need miniatures. The game was designed with 1/1200 scale ship models in mind, and in the following pages you'll see several photos of GHQ's fine "Micronaut" line of sailing ship models – used with their permission and our gratitude!

If you intend to use 1/2400 scale models, then be sure to cut all distance and range numbers in half.

THE AGE OF FIGHTING SAIL

Ever since man put sails to the wind, he has sought ways to keep others from doing so. For centuries, sailing ships brought the will of their nations to the waves, protecting vital trade routes, denying those of their enemies, and invading foreign lands. In this respect they functioned much more like modern air forces than the navies we see today. A country's ability to project force over the sea was critical to that country's growth and survival.

Fighting Sail depicts fleet battles fought between 1775 and 1815, a period that is generally considered to be the "Golden Age" of sailing warships. While sailing warships had been around for centuries, the technological advances of the 18th century brought the art and science of sailing warfare to its highest point before the power of steam would overshadow it.

Towards the end of the 18th century, naval technology made several important leaps. The British made a few key advances that gave them a brief advantage over their foes, but as their enemies captured more British ships, the technology spread to other nations as well.

A seemingly innocuous idea was to coat the hulls in copper. While expensive, it carried with it several advantages, not the least of which was it made it harder for barnacles and other sea life to attach themselves to the hull and slow the ship down.

Before this innovation, ships would gradually get slower until they could get to a port to have their hulls scraped. Copper-sheathed hulls meant that ships could remain at sea for longer periods of time, all the while maintaining their sailing capabilities.

Another innovation was a new type of cannon called the carronade. Originally designed by the Carron Company in Scotland. Its key advancement was a smaller gap between the cannonball and the bore, which meant it took less gunpowder and a smaller gun to propel a large projectile. Carronades were lighter, so more could be mounted on a ship, and in locations such as the forecastle and quarterdeck which didn't have the capacity for the heavier guns. Their shorter range ensured that carronades would never replace the longer guns, but their effectiveness kept them in service until the 1850s, when rifled naval artillery made them obsolete.

It was a unique kind of warfare. Wooden ships were packed to capacity with men, cannon, shot, and powder, and danced with their enemies at the whims of the weather and wills of their captains. They were little more than floating artillery barrages, trading shots at range and up close in an effort to subdue their opponents.

Because of the lack of effective communications, sea captains were given an enormous amount of leeway as they carried out their missions. Their countries put a large amount of trust in admirals and captains, mostly due to the simple fact that they had little choice otherwise. Therefore, having a strong cadre of officers was paramount to having an effective and dangerous navy. For this reason, it was common practice to captain the ships with men who had been sailing for their entire adult lives. While most armies were led by men who had been born into noble houses and may or may not have had military leadership qualities, naval officers often had grown up on sailing ships, and had risen through the ranks as a result of their skill and talent. Of course patronage still had something to do with an officer's rise to captain, but they still had to display a high level of competency to get there.

Naval officers were also held to higher standards than their land-based counterparts. The British Royal Navy made it a capital offence for any officer who failed to do his utmost in the face of the enemy. The most famous example of this law being carried out was against Admiral John Byng who, after having been convicted of failing to do his utmost at the Battle of Minorca in 1756, was shot by his own marines on his own quarterdeck.

Arguably more important than capable officers was having a significant number of able seamen to crew ships. Keeping ships sufficiently crewed was a constant battle, especially as the Napoleonic Wars launched into full swing. Many countries adopted some form of conscription, but this was only a stopgap; what was needed were skilled sailors.

Good sailors were almost always in short supply. A sailor had to have a basic knowledge of how to sail a tall ship, to "hand, reef and steer", as well as more specific knowledge of his own post, be it aloft amongst the rigging or below in the cargo hold. On a ship-of-war, the sailor was also expected to be able to crew a gun and, in the event of a boarding action, swing a sword. All of this while living with almost no privacy, a long way from home, eating food that would make a modern person gag, and for a relatively low wage.

Yet despite all of this, they still went to sea. Lured by the notion of serving their country, learning a valuable set of skills, and the potential jackpot of prize money, they risked life and limb for their ships. The courage of the sailor is often overlooked, but it was the lifeblood of any navy, for without that courage the navy would simply evaporate.

This era was also a time of change for naval warfare itself. The line of battle had long been set in stone, but by the late 18th century it was beginning to show its age. In a line of battle, the great ships would form in a long line, bow to stern, and pass by



the enemy fleet which was in a similar formation. As the two lines passed each other, they would pummel their enemy with as much cannon fire as they could muster, then turn the fleet around and try again. It was strictly enforced by most nations – a captain who broke from the line could face death at a court martial. It was a rigid system that often ended in stalemates as each fleet would simply sail away to make repairs and return to the fight. With hindsight it might be hard to understand why sea battles were waged in such a formal manner, but there were many factors that contributed to this method.

One of them is obvious: weather. Keeping a fleet together while at the whims of the winds can be very difficult. In the heat of battle, if a ship gets lost its fleet will lose valuable firepower and initiative. Keeping them in a line ensured that the fleet stayed together towards its intended target. It also helped concentrate as much fire as possible on the enemy.

The second was communications. Captains were dependent on signal flags to communicate with each other, and these flags were often coded to avoid being read by the enemy. It was a slow process that didn't allow for much conjecture, so much of the planning was done before the battle commenced. To break from that plan could cause other ships to get confused and ruin the entire mission, so strict adherence was necessary.

Many of the era's most brilliant commanders saw the flaw in this sort of orchestrated fighting, and gave their captains the ability to attack the enemy using their own personal initiative: "no captain can do very wrong if he places his ship alongside that of the enemy" was one of Nelson's core philosophies, indicating that the line of battle was less important than simply attacking the enemy and bringing your guns to bear on him. This mind-set was effectively illustrated in several of his

Constellation vs Vengeur, February 1–2, 1801, by Tony Bryan © Osprey Publishing Ltd. Taken from *New Vanguard 147: American Light and Medium Frigates 1794–1836*.

battles, but most strikingly at Trafalgar, where his unorthodox approach of sailing straight at the French–Spanish line in order to break it up caused much confusion among the enemy ships, and ultimately led to his glorious victory.

By 1812, the large fleet battles had largely given way to smaller frigate duels. While one-on-one frigate duels had always been a part of naval warfare, these light and fast ships came into their own during this time. Speed and manoeuvrability, in the hands of a capable captain and crew, became more valuable than the massive walls of cannon afforded by the larger ships-of-the-line. This was especially so for the US Navy, who also had the huge advantage of several nearby home ports to run back to when the odds were less in their favour.

Not long after the War of 1812, sailing warships were slowly overtaken by the new steamship technology. The advantages were obvious: a steamship was not beholden to the wind and could therefore attack or retreat as it saw fit. As late as the 1870s, nations were still building sailing warships, but soon the huge advantage brought by steam would make them obsolete, and a truly fascinating and romantic period of naval warfare came to an end.

PLAYING THE GAME

YOUR FLEET

Each player in *Fighting Sail* commands a fleet of ships. A fleet can be any number of ships, but before each game players must agree on the total point value of their fleets – 300 points is about average.

Each ship is rated in a number of areas that determine its fighting and sailing capabilities. These are known as a ship's stats:

- **Rate:** The ship's size, using the British system of rating hulls. A 1st Rate has three or more decks, a crew of 800 or more and at least 100 guns; while a 6th Rate has a single deck, a crew of about 200 and around 25 guns.
- **Sailing:** The crew's ability to sail the ship.
- **Discipline:** The crew's experience and ability to function in battle.
- **Boarding:** The crew's ability to fight in boarding actions.
- **Gunnery:** The firepower of the ship as well as the crew's ability to use it.
- **Hull:** The ship's ability to withstand damage.

HULLS AND HULL RATINGS

While each nation had its own way of classifying ships, *Fighting Sail* uses the British system of hull ratings for ease of comparison. The table below gives you more information about the various ratings:

Rate	Guns	Crew	Gun Decks	Displacement (tons)
1st	100+	850	3	3,500
2nd	90–98	740	3	2,000
3rd	64–84	500–700	2	1,300–1,600
4th	44–54	300–400	2	1,000
5th	32–40	250	1	700–1,450
6th	24–28	200	1	450–550

What Does “Fighting Sail” Mean?

It turns out this phrase has a couple of meanings. Its first was a type of sail setting used during battle, also known as “easy sails.” The courses are furled leaving only the tops and topgallants set. This kept the large courses out of the way of the ship's gunners and marines. It has since become a term to mean the age in which sailing warships were the primary means of naval conflict.



Of course, there were several more classes of ships below sixth. These were known as unrated vessels, and often carried ten guns or fewer. *Fighting Sail* is a game of fleet actions, so the focus is on rated ships-of-the-line.

(Used with permission of GHQ)

WINNING THE BATTLE

The object of *Fighting Sail* is to reduce the enemy fleet's morale to zero, thereby forcing either surrender or retreat. Each fleet starts with a set amount of fleet morale, depending on how large it is. Once a fleet has been reduced to zero morale, its captains either sail for friendlier waters or strike their colours – the fleet loses the battle.

TOKENS

Fighting Sail lets you play out fleet actions, usually with 6 or more ships per side. To this end, the rules do not require you to keep track of how many planks have been broken, or other minute details – those concerns are left to your fleet's captains! Instead, the game uses a system of tokens to display a ship's status.

- **Cannon Tokens:** These are placed next to a ship to show that it has fired.
- **Damage Tokens:** These are placed alongside ships that suffer damage.
- **Anchor Tokens:** A ship that has an Anchor token hasn't necessarily dropped its anchor. Sometimes the ship will want to stop voluntarily, and other times it will be slowed down by other factors such as turning into the wind or suffering damage to the masts.

TEST ROLLS

There are a few types of dice rolls in *Fighting Sail*, and each are explained as needed in the rules to follow. One type deserves a bit of special attention – the test roll.

Whenever a ship must pass a test, the stat being tested will be called out – roll a number of dice equal to the stat being tested; the ship passes the test if you rolled at least one 6.

“Splice the Mainbrace!”

For centuries, the British Navy gave daily rations of rum to its crews. It was a sacred tradition that gave the men some respite from the hardships of sea life. Of the many the punishments that could be meted out be the all-powerful captain, taking away a man’s rum ration was often considered second in severity only to the lash.

Originally, the command “splice the mainbrace” was given during battle, to repair one of the strongest and largest parts of the ship’s running rigging. It was tough work even under ideal circumstances, so the men who undertook the task in combat were almost always given an extra ration, or “tot”, of rum for their efforts.

The phrase soon became used for any occasion where the men got an extra tot of rum, and eventually to simply indicate that it was time for the daily tot. Sailors would gather at the “rum tub” to receive their beloved few ounces of spirits.

Such was the power of this tradition in the British Navy that rum rations lasted until 1970, when the practice was abolished due to concerns about state-of-the-art warships being operated by inebriated sailors!



(Used with permission of GHQ)

Example: The *USS Constellation* is attempting to get moving under heavy fire, and finds itself with an Anchor token. Removing an Anchor token requires the ship to pass a Discipline test. The *Constellation*’s Discipline stat is 5, so the US player rolls five dice. He gets 1, 2, 2, 4, and 6. Since he rolled at least one 6, the *Constellation* has passed the test and removes the Anchor token.

THE GAME TURN

Each battle of *Fighting Sail* is played out in a series of turns. During each turn, both players with sail their ships and shoot their cannons, should targets present themselves. Each turn is further broken down into three phases. All actions for a given phase must be completed before moving on to the next phase.

THE TURN SEQUENCE

- **The Initiative Phase:** This phase determines which player will act first for the turn.
- **The Sailing Phase:** The first player sails his entire fleet, followed by the second player.
- **The Cannon Phase:** The first player fires the cannons of his fleet, then the second player follows suit.

THE INITIATIVE PHASE

To determine initiative, each player rolls a die. The highest-rolling player becomes the first player for the turn. In the event of a tie, the player who went second player in the previous turn becomes the first player for the current turn. If the tie happens on the first turn, re-roll until there is no tie.

You may find it useful to use a marker to show which player won the initiative for the turn. In the heat of battle, details can be missed! In our games, we use a replica Spanish doubloon, and pass it back and forth as initiative changes hands.

THE SAILING PHASE

When it is your turn to move your fleet, you may do so in any order you wish. Choose a ship, complete its movement, and then choose another ship. Continue this process until you've moved your entire fleet.

SAILING POINTS

Sailing a ship is a combination of the crew's ability to sail its and its attitude towards the wind. When you choose a ship to move, you must begin by determining its attitude in relation to the wind, and then make a sailing roll to see how many sailing points the ship may spend that turn.

THE WIND

The Wind Compass notes the wind's direction. The wind can be going in one of eight directions, known as "points." During most games, the wind blows from one edge of the table to the other, perpendicular to the players' table edges. Place the Wind Compass at the edge of the table to indicate the direction of the wind. In the basic game, the wind doesn't usually change direction, but the advanced rules on page 25 cover weather changes for players who wish to incorporate such events.

The ship's attitude relative to the wind can make it easier or harder to roll sailing points. To determine the ship's attitude, line up the Weather Gage next to the ship. Draw an imaginary line parallel to the wind to the centre of the Weather Gage. The section the wind enters tells you the ship's attitude.

- **Reaching:** The wind is coming from the stern quarter. The ship gets a sailing point for each result of 4+ on its sailing roll.
- **Running:** The wind is directly behind the ship, which is not the best angle for wind. The ship gets a sailing point for each result of 4+ on its sailing roll, but may not make tight turns.



Diagram 1: Determining a ship's attitude.

The Weather Gage

In naval tactics, "having the weather gage" means you are upwind of your opponent. This confers several advantages. First, you can choose to flee and have almost no chance of being caught, since your opponent would have to claw up to get you. Second, if you chose to engage you would have the wind on your side and could swiftly close with your enemy. Finally, your enemy stood almost no chance of escaping should he wish to flee.

Many naval battles in the Age of Sail were preceded by hours or days of each side trying to get the weather gage on the other.



(Used with permission of GHQ)



HMS *Victory* breaks through the Allied line at Trafalgar, by Peter Dennis © Osprey Publishing Ltd. Taken from *Command 16: Horatio Nelson*.

- **Close-Hauled:** The ship is beating close to the wind. The ship gets a sailing point for each 5+ it scores on the sailing roll.
- **In Irons:** The ship is pointing into the wind, and the sails are pushed back onto the masts. The ship gets a sailing point for each 6 it rolls, but does not get the typical “free” sailing point if it fails to roll any successes.

Example (Diagram 1): HMS *Pickle* is about to roll for sailing points, but first it needs to figure out its attitude relative to the wind. The British player lines up the Weather Gage next to the ship, and then draws an imaginary line parallel to the wind. The line enters the Weather Gage in the “Reaching” quarter so, in the sailing roll, the *Pickle* will get a sailing point for each 4+ it scores.

THE SAILING ROLL

Once you have determined the ship’s attitude to the wind, you must roll to see how many sailing points it may use to move during this phase. Roll a number of dice equal to the ship’s Sailing stat. The target number depends on the ship’s attitude towards the wind:

- **Reaching or Running:** 4+
- **Close-Hauled:** 5+
- **In Irons:** 6

The ship gets a sailing point for each success it rolled. If it fails to roll any, it still gets a single “free” sailing point unless it was In Irons or had an Anchor token (see page 14).

If the ship’s attitude towards the wind changes as it moves, this has no effect on its current sailing points. Attitude is only checked right before you move a ship, and further movement does not change how many sailing points it gets until the next turn.

SHIP MOVEMENT

Sailing points may be spent in one of three ways:

- **Manoeuvring:** The ship moves up to 2". If it moved the full 2", it may turn up to 30° in either direction. Manoeuvring costs 1 sailing point.
- **Tacking:** The ship moves 2", then makes a tight turn towards the wind. If the wind is on the ship's starboard side, tacking would be a turn to starboard. The ship may turn up to 90°. Tacking costs 2 sailing points. Ships that are Running cannot tack.
- **Wearing:** The ship moves 2", then makes a tight turn away from the wind. If the wind is on the ship's starboard side, wearing would be a turn to port. The ship may turn up to 90°. Wearing costs 1 sailing point. Ships that are Running cannot wear.

You are not required to use all of the sailing points you roll. If a ship doesn't move at least 2" during its move, it gets an Anchor token.

TURNING

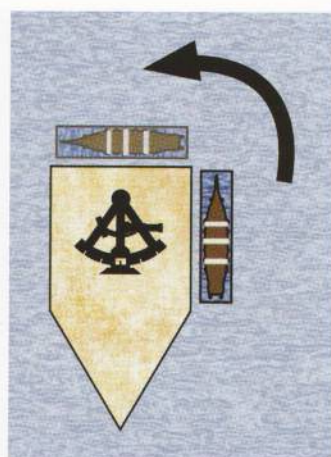
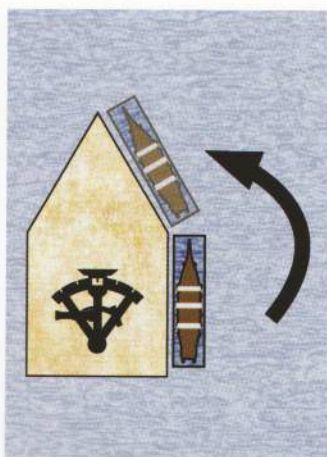
There is no limit to the number of turns a ship can make during a single sailing phase, as long as it has the sailing points to spend. To perform a standard turn, line up the Turning Template with the ship's stern, then move the ship until the stern is at the corner of the turn. Then you may turn up to the full 30°. Ships cannot make a partial move before turning – they must first move the full 2".

A tight turn (either tacking or wearing) uses the other end of the Turning Template. Ships that are Running cannot make tight turns.

MOVEMENT SUMMARY

Option	Cost	Movement	Turn
Manoeuvre	1 sailing point	Up to 2"	If it moves the full 2", up to 30° in either direction
Tack	2 sailing points	2"	Up to 90° towards the wind
Wear	1 sailing point	2"	Up to 90° away from the wind

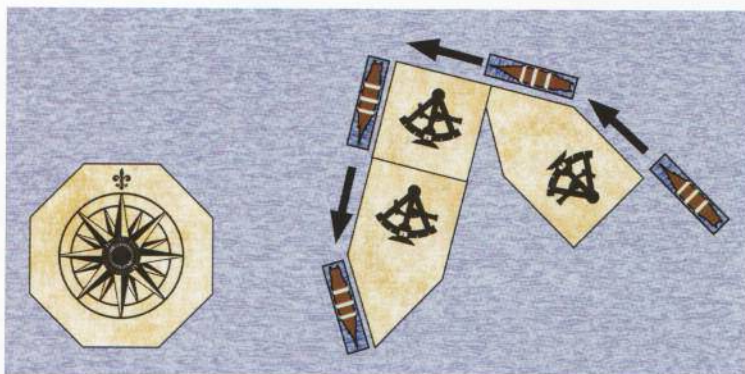
Example (Diagram 4): The HMS *Syrene* is a British 4th Rate with a sailing stat of 5. The British player puts the Weather Gage next to the ship to determine its attitude towards the wind. He can see that the ship is Reaching, so he will get sailing points for every 4, 5 or 6 he rolls. As the ship's Sailing stat is 5, he rolls 5 dice, getting 1, 4, 4, 5 and 6 – 4 sailing points! He spends the first sailing point to manoeuvre, moving the ship straight ahead 2" and then turning



LEFT
Diagram 2: Performing a standard turn.

RIGHT
Diagram 3: Performing a tight turn.

Diagram 4: Ship movement.



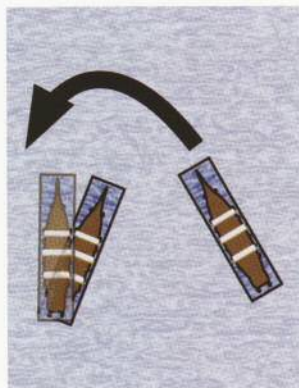


Diagram 5: Performing an evasive manoeuvre.

it the full 30° to port. He is trying to beat to windward in order to get closer to his enemies, so he opts to tack at the cost of 2 sailing points. He moves the ship another 2", then uses the square end of the Turning Template to make the turn towards the wind. He has a single sailing point left, so he opts to manoeuvre again, moving a final 2" and turning slightly to port in order to bring his guns to bear.

ANCHOR TOKENS

Ships that don't move at least 2" during their sailing phase get an Anchor token. Ships can also get Anchor tokens as a result of cannon damage, or by running aground, as explained in the advanced rules (see page 26).

Ships with Anchor tokens only get sailing points on a 6, regardless of their attitude towards the wind. Furthermore, such ships don't get the "free" sailing point if they fail to score any successes on its sailing roll.

After a ship moves, it may attempt to remove the Anchor token by passing a Discipline test. A ship that has an Anchor token *and* is In Irons cannot move at all – all it can do is attempt to remove its Anchor token.

COLLISIONS

Collisions usually occurred by accident or during attempts to board enemy ships. Ramming to do damage in and of itself was very rare, as sailing ships were intricate pieces of machinery and thus not well suited to the brute force of ramming.

When a moving ship is about to collide with another ship, it may attempt to perform an evasive manoeuvre to avoid it. To do so, it must pass a Sailing test.

If it passes, the ship turns on the spot using its stern as the axis point. The ship only turns just enough to clear its bow of further collisions. The ship's player may choose which way it turns. Once this move has been completed, the moving ship may continue to spend sailing points normally. When moving your own ships, take care over the order in which you move them... or risk collisions!

If the moving ship fails its Sailing test, the other ship may then attempt to avoid the collision by passing a Sailing test. If both ships fail or choose not to take the Sailing test, they become entangled. Ships that are already entangled may not try to avoid collisions with other ships.

MORALE LOSS

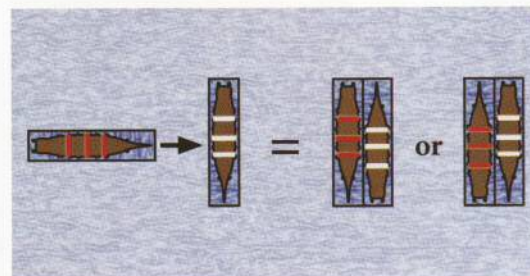
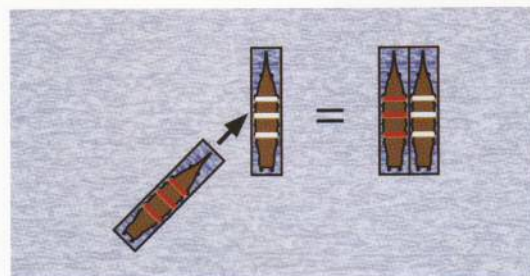
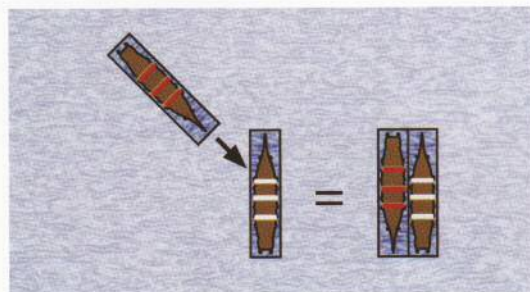
When one ship collides with another, one or both fleets may lose fleet morale. Each ship must make a Hull test. If it fails, its fleet loses 1 morale.

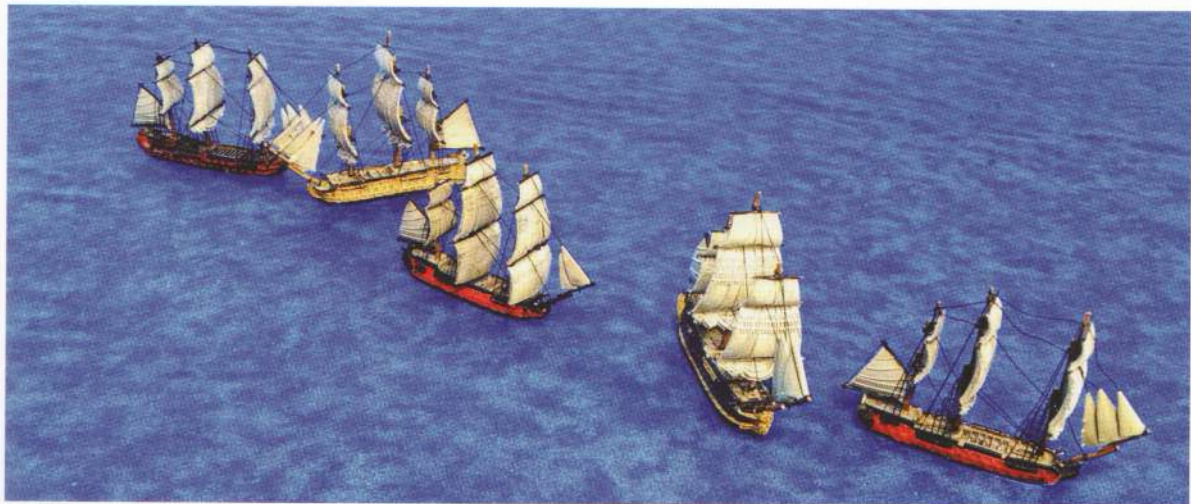
ENTANGLED SHIPS

When ships become entangled, give each ship an Anchor token and line them up alongside each other. If the ships were facing the same direction, they line up bow-to-bow and stern-to-stern. If the ships were facing opposite directions, they line up bow-to-stern. If the ships were perpendicular at the time of collision, the moving ship's player may choose which way they line up.

When a ship starts its move entangled, it may choose to remain so or attempt to disengage – it cannot attempt to remove its Anchor token while entangled.

Diagram 6: Aligning entangled ships.





(Used with permission of GHQ)

To disengage, the ship rolls for sailing points but only gets them on a 6. It may spend any points it rolls normally but must move at least far enough to no longer be in contact with any ships. If the ship is blocked from moving straight ahead, then it performs an evasive manoeuvre as described in Collisions, above. Ships that don't have room for this manoeuvre cannot disengage.

If the ship remains entangled, it doesn't move at all.

LEAVING THE TABLE

Ships may not normally leave the table during a game. If a ship finds itself in a situation where performing a normal turn would cause it to touch a table edge, the ship performs an evasive manoeuvre to avoid going off the edge. Using the stern as the axis point, turn the ship until it is parallel to the table edge. The ship then receives an Anchor token as its crew scrambles to get the ship back into action.

If, for some reason, the ship cannot avoid touching a table edge, remove it from play. Its fleet loses morale equal to the ship's Hull stat.

THE CANNON PHASE

Each of your ships with a valid target may shoot in the Cannon Phase, even using both broadsides if you manage to sail between enemy ships! During this phase, the player that has the initiative for the turn fires with his fleet first, followed by the second player. Choose a ship, fire its guns, and then choose another ship. Do this until all of your ships with valid targets have fired.

A QUICK NOTE ON MEASUREMENTS

Ships are large objects, so it is necessary to nominate a common point for measuring. *Fighting Sail* uses the ship's mainmast as this common point, or the foremast on two-masted ships. Whenever you measure range to a ship, simply measure the line going from one ship's mainmast to the other.

It is perfectly acceptable to measure range before deciding which target to shoot at.

CHOOSING A TARGET

Before firing your ship's guns, you must first choose a valid target. A valid target is an enemy ship that meets all three of the following criteria:



- **Range:** It is within range of your guns.
- **Arc:** It is within your broadside's fire arc.
- **Line of Sight:** It is within your ship's line of sight.

RANGE

Measure the range to your target from your ship's mainmast to the target ship's mainmast. If the range to your target is more than 18", it is not a valid target.

The distance to the target also gives you the range increment:

- 0-6": Short range
- 6-12": Medium range
- 12-18": Long range

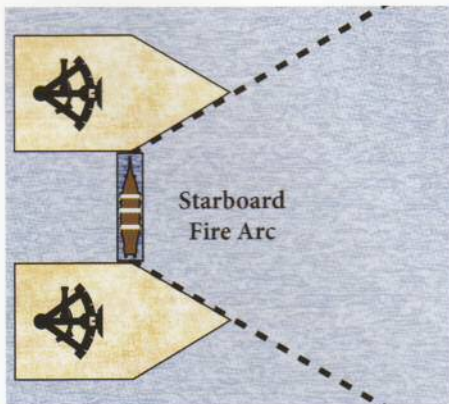
If the ship is on the line between two range increments, count it as being at the shorter range of the two.

ARC

A ship's fire arc is an imaginary line that is drawn 30° off from the ship's bow and stern. The Turning Template is a convenient way to determine a ship's fire arc.

An enemy ship is within your ship's fire arc if the enemy ship's mainmast lies within your ship's fire arc. For ships with two masts, use its foremast.

Diagram 7: Establishing a ship's fire arc.



LINE OF SIGHT

To determine if your target is within line of sight of your ship, draw an imaginary line between your ship's mainmast and the target ship's mainmast. For ships with two masts, use the foremast. If that line crosses another ship's hull, your ship does not have sufficient line of sight to that target. Note that the ship's base or bowsprit isn't considered when determining line of sight, only its actual hull.

Example (Diagram 8): HMS *Agamemnon* is checking for targets. The French *Swiftsure* is out of line of sight, due to the line of sight crossing the hull of the nearby HMS *Antelope*. The *Intrepide* is within clear line of sight, but is out of the *Agamemnon*'s fire arc. The *Hannibal* is within the *Agamemnon*'s fire arc, within clear line of sight, and within 18", so the *Agamemnon*'s captain chooses it as his target.

FIRE!

Once you have selected a valid target, it's time to fire! Place a Cannon token on the side of the ship that's firing to help you remember which ships have fired. Roll a number of dice equal to your ship's Gunnery stat. The range increment your target is at tells you what you need to roll to score hits:

- Short range: 3+
- Medium range: 4+
- Long range: 5+

EXPLOSIONS

If you roll high enough, you cause explosions against your target. Explosions represent strikes against critical locations that cause additional damage to the target. The number needed to roll to cause explosions depends on the range to the target:

- Short range: 5 or 6
- Medium range: 6
- Long range: No explosions possible

After you've rolled your Gunnery dice, count the number of explosions you've rolled, then roll that many more Gunnery dice. These extra dice *do not* cause more explosions unless you have a raking shot, as explained below.

Example: When firing at a target at medium range, any dice that scores a 4 or greater will cause a hit. If any of those dice score a 6, you cause an explosion as well as a hit!

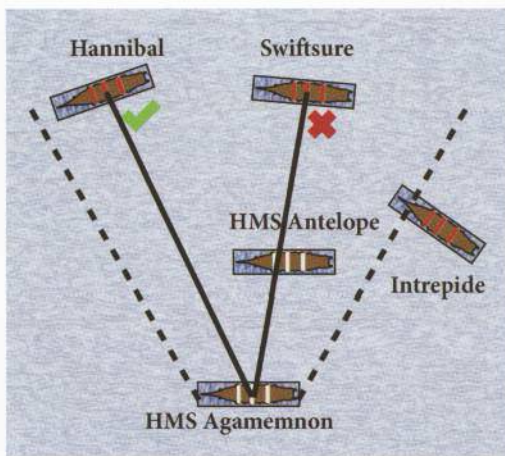


Diagram 8: Choosing targets.

The death of the *Randolph*, by Tony Bryan © Osprey Publishing Ltd. Taken from *New Vanguard* 161: *Ships of the American Revolutionary Navy*.





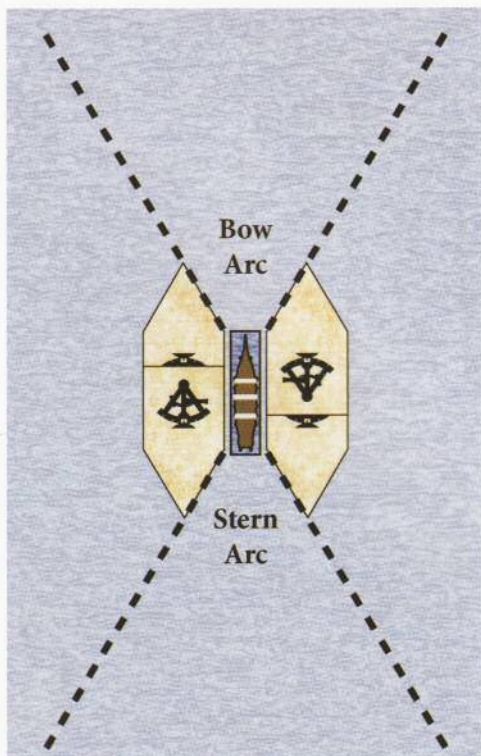
(Used with permission of GHQ)

RAKING SHOTS

If your ship's mainmast lies within your target's bow or stern arc, you are making a raking shot. The bow and stern arcs are imaginary lines drawn 30° off the bow (for the bow arc) and the stern (for the stern arc). Once again, the Turning Template comes in handy (see Diagram 9). Raking shots are especially vicious as the cannonballs have much more wood, canvas and meat to pass through than shots from the sides.

To represent this, explosions you cause during a raking shot *can* cause further explosions. Keep rolling dice until you roll no more explosions.

Diagram 9: Bow and stern arcs.



Example: HMS *Agamemnon* is firing at a French frigate at medium range. The British captain has skilfully “crossed the T” of his enemy, giving him a raking shot. Since the shot is at medium range, hits are caused on a 4+, and explosions on any rolls of 6. The British player rolls 7 dice to match his ship's Gunnery stat, scoring a 1, 2, 2, 3, 4, 6 and 6. Three hits and two explosions! He rolls two further dice and gets a 5 and a 6. Normally, the 6 he rolled here wouldn't cause another explosion, but since this is a raking shot, it does. He rolls another die and gets a 6, yet another explosion! He rolls another die, scoring a 2. That's a total of 6 hits – there's sure to be an extra tot of rum for the *Agamemnon*'s gunners tonight!

TAKING DAMAGE

HULL DICE

If a ship has taken any hits, it must roll to see if it staves off the effects of those shots. The ship's player rolls a number of dice equal to the ship's Hull stat. Each 4+ rolled scores a save. Subtract the number of saves from the total number of hits done. If the remainder is 1 or more, the ship has taken some degree of damage.

DAMAGE EFFECTS

The ship's fleet loses morale equal to the number of unsaved hits, up to a maximum equal to the ship's Hull stat. In addition to morale loss, refer to the Damage Deck for the results of unsaved hits.



USS *Chesapeake* vs HMS *Shannon*, June 1, 1813, by Tony Bryan © Osprey Publishing Ltd. Taken from *New Vanguard 147: American Light and Medium Frigates 1794–1836*.

THE DAMAGE DECK

- 0 or less: No effect
- 1: Disrupted – the ship gets an Anchor token unless it already had one.
- 2: Shaken – the ship gets an Anchor token. If it already had one, it gets a Damage token instead.
- 3: Light Damage – the ship gets an additional Damage token and an Anchor token unless it already had one.
- 4: Heavy Damage – the ship gets two additional Damage tokens and an Anchor token unless it already has one.
- 5 or more: Catastrophic Damage – the ship is sunk.

If the damage effect doesn't apply (e.g. a disrupted ship that already had an Anchor token) then there is no further effect.

Example: The USS *Lynx* comes under fire and takes 4 hits, all of which go unsaved. Its Hull stat is 2, so the fleet loses 2 fleet morale, as morale lost is capped by the ship's Hull stat. In addition to fleet morale loss, the *Lynx* also suffers Heavy Damage, gaining two Damage tokens and an Anchor token. Had the *Lynx* already had an Anchor token, it would only have gained the Damage tokens.

DAMAGE TOKENS

Damage tokens are markers placed on the ship to denote lasting damage. While a ship has one or more Damage tokens, its Gunnery and Boarding stats are halved, rounded up. This represents crew casualties, as well as the general reduction in crew efficiency as the ship takes damage.

Example: The French ship *Syrene* normally has a Gunnery stat of 5 and a Boarding stat of 4. While it has at least one Damage token, those stats are halved, rounded up. So the damaged *Syrene* has a Gunnery stat of 3, and a Boarding stat of 2.



HMS *Belleisle*, crippled but defiant at Trafalgar, by Giuseppe Rava © Osprey Publishing Ltd. Taken from *Duel 9: Victory vs Redoubtable*.

While the tokens in the back of the book will suffice, small bits of cotton wedged between the ship's masts look so much better! Just make sure it is clear how many Damage tokens a ship has.

If a ship ever has four or more Damage tokens, it is sunk and removed from the table. Its fleet loses fleet morale equal to its Hull stat.

DAMAGE CONTROL

While a ship has one or more Damage tokens, it may attempt to remove one after it moves in its Sailing phase. Once the ship has finished spending its sailing points, it may take a Discipline test. If it passes, remove one Damage token.

If the ship has both an Anchor token and one or more Damage tokens, it must remove the Damage token(s) before attempting to remove the Anchor token – damage control takes precedence over getting moving!

A ship with three Damage tokens is in dire straits, and in danger of striking its colours if the situation doesn't improve. If a ship with three Damage tokens fails its damage control Discipline test, it strikes its colours and is removed from play. Its fleet loses morale equal to its Hull stat.

DAMAGE TOKENS SUMMARY

- 1+: Gunnery and Boarding stats are halved, rounded up.
- 3: If the ship fails its damage control Discipline test, it strikes its colours and is removed from play.
- 4+: The ship sinks. Remove it from play.

Example: HMS *Bellerophon* is firing on the French *Redoubtable*. The *Redoubtable* has already been found to be a valid target, and is at medium range. This means that the *Bellerophon* needs a 4+ to hit, and causes explosions on 6s. The *Bellerophon* has a Gunnery stat of 7, so the British player rolls 7 dice. He rolls 1, 2, 2, 4, 4, 6 and 6 – four hits and two explosions! He rolls two more dice, getting a 3 and a 6. This 6 doesn't cause another explosion because he does not have a raking shot on his enemy, so the rolling stops here with a respectable 5 hits. The *Redoubtable* has a Hull stat of 6, so the French player rolls 6 dice, getting 1, 1, 3, 3, 4 and 6. The 4 and the 6 each cancel out one hit, so three hits remain. The French fleet loses 3 morale and the French player looks up the damage effects on the Damage Deck – Light Damage! The French player puts a Damage token and an Anchor token on the *Redoubtable*.

SQUADRONS

Frigates (ships of 5th or 6th Rate) must be formed into squadrons of 2–3 ships before the game begins. A squadron can have a mix of Rates, as long as they contain 2–3 ships. Under the right circumstances, squadrons can combine their Gunnery dice when firing on enemy ships.

To gain this advantage, the squadron must choose a single target for their shots. Each squadron member that has line of sight to that target, and is within 6" of one of their squadron members (measured from mainmast to mainmast), may contribute dice towards the shot.

Combining fire takes a lot of skill and concentration on the part of the captains and crews and, as such, it's a bit more difficult than normal firing. When working out the range to the target, use the ship that is furthest away to determine what your to-hit and explosion numbers are. Furthermore, your shot never counts as raking, regardless of the position of the squadron.

If one or more of the squadron members have the "Marksman" captain type, then you must roll for those cannon shots separately but may add their hits to your total hits.

Combining fire is not compulsory, so you could choose to have two squadron members combine, while the third gets a raking shot. Also, if your squadron has targets on both sides, you may combine fire with each set of broadsides if you wish.

(Used with permission of GHQ)



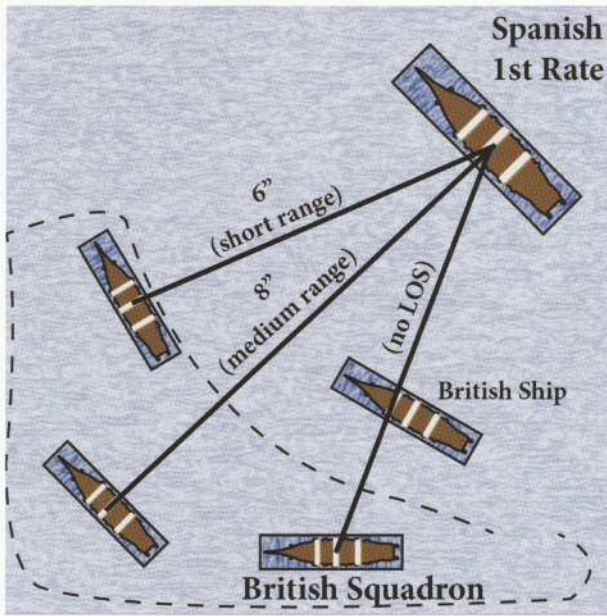


Diagram 10: Squadron combined fire.

Example (Diagram 10): The British player has a squadron of three 5th Rates, each with a Gunnery stat of 4. He has sailed them next to a Spanish 1st Rate, and intends to fire on it using the combined fire of the squadron. First, he checks line of sight, and discovers that one of the 5th Rate's views is blocked by another British ship. The other two have line of sight, so they may combine their fire. One of them is at short range, and the other at medium, so the shot will be worked out at medium range – hits on 4+, and explosions on 6s. He rolls 8 dice, the sum of the two eligible ships' Gunnery stats.

GUNNERY AND ENTANGLED SHIPS

FIRING AT ENTANGLED SHIPS

When an entangled ship is fired upon, the ship(s) with which it is entangled may take damage as well. To represent this, roll any misses against the target ship as a fresh cannon attack against the next ship. This

attack uses the same range as the original, regardless of any difference in actual range there may be between the firing vessel and the entangled ships.

If a target ship is entangled with more than one ship, misses continue to be rolled until there are no misses to carry over, or each entangled ship has been rolled for.

Example: The HMS *Naiad* is firing on a French ship that is entangled with another British ship. The French ship is at short range, so the British player needs a 3+ to hit and causes explosions on 5+. He rolls the *Naiad*'s 5 Gunnery dice, and gets a 1, 1, 2, 3 and 5 – 1 hit, 1 explosion and 3 misses! He deals with the results of the hit and the explosion against the French ship, and then looks to the misses. The 3 misses are now rolled as a short range cannon attack on the entangled British ship. This time, the British player rolls a 2, 4, 5 and 5 – 1 hit and 2 explosions against his own ship! Firing on ships that are entangled with friendly ships can be a dangerous business.

FIRING WITH ENTANGLED SHIPS

Entangled ships may only fire on enemy ships with which they are entangled, as the confusion and bustle involved with being so close to another ship preclude firing on more distant targets.

In this case, misses only cause fresh attacks against any ships entangled on the other side of the firing ship. So if you manage to “bracket” an enemy ship with two of your ships, think carefully before firing with one of them!

BOARDING ACTIONS

If your ship is in entangled with an enemy ship during the cannon phase, it may attempt a boarding action instead of shooting that side's cannon. If a ship is entangled with two enemy ships, it may choose to board only one of them.

ATTACK!

Each ship rolls a number of dice equal to its Boarding stat. Each 4+ rolled scores a hit. If two or more of your ships are entangled with the same enemy ship, you may combine your ships' Boarding stats for the attack.



Compare the number of hits scored by the attacker and the defender.

- If the defender rolled at least as many hits as the attacker, they have successfully repelled the boarders with no further effect.
- If the attacker rolled more hits than the defender, the ship has been taken as a prize! Any attacking ship gets a Damage token unless it already had one – this represents the chaos caused by a boarding action, as the winning ship regroups its crew and sends a prize crew to the newly captured ship.

Capturing a ship is a serious blow to its former fleet, as well as quite a boon to the attacking fleet – the attacking fleet gains fleet morale equal to the captured ship's Hull stat, while the enemy fleet loses an equal amount.

Finally, the captured ship is removed from play. The skeleton crew aboard must focus all its efforts on sailing for a friendly port, and does not have the manpower to fight with its prize.

Example: The HMS *Defiance* is entangled with the French *Achille*. The *Defiance*'s Boarding stat is 6, while the *Achille*'s is 5. The British player rolls 6 dice, getting 1, 3, 4, 4, 5 and 6 – four hits. The French player rolls 5 dice, scoring 2, 2, 3, 4 and 5 – two hits. The British player rolled more hits than the French, so the *Achille* is taken as a prize. Since the *Achille* has a Hull stat of 6, the French fleet loses 6 morale, while the British fleet gains 6 morale. The *Defiance* had no Damage tokens, so it gets one. The *Achille* is removed from play.

MNF *Baionnaise* captures HMS *Ambuscade*, by Peter Dennis © Osprey Publishing Ltd. Taken from *Duel 52: British Frigate vs French Frigate 1793–1814*.



(Used with permission of GHQ)

FLEET MORALE

Your fleet's morale total is a measure of the fleet's resolve to carry on fighting even in the face of heavy damage and terrible casualties. As your fleet takes damage and loses ships, your men will eventually give up the fight – unless you force your enemy to give up first!

STARTING MORALE

For a standard game, each fleet starts with fleet morale equal to 10% of their fleet's maximum point value, rounded to the nearest whole number. Some scenarios and special rules may alter your starting fleet morale.

Example: In a 300-point game, each player starts with 30 fleet morale. If you wish to play a quick 150-point game, then each player gets 15 fleet morale. For the adventurous with a bit of time on their hands, a 600-point game would net each player 60 fleet morale.

LOSING MORALE

You can lose morale in a few ways:

- **Cannon Damage:** Whenever a ship suffers damage from cannon fire, its fleet loses the same amount of morale, up to a maximum equal to the ship's Hull stat.
- **Boarding Actions:** Whenever a ship is captured during a boarding action, its fleet loses morale equal to the ship's Hull stat.
- **Collisions:** When one ship collides with another, *both* must roll a Hull test. If either ship fails, its fleet loses 1 fleet morale.
- **Sinking/Striking Colours:** When a ship sinks as a result of having four or more Damage tokens, or if it fails to remove its third Damage token and strikes its colours, its fleet loses morale equal to its Hull stat.



GAINING MORALE

(Used with permission of GHQ)

Although your fleet can never have more fleet morale than it started the battle with, it is possible to gain fleet morale to make up for any losses you may suffer:

- **Taking Prizes:** Whenever a ship is successfully boarded and taken as a prize, the attacking fleet gains morale equal to the ship's hull stat.

ZERO MORALE

Once a fleet has been reduced to zero or negative fleet morale, the game ends immediately, and that player loses. His ships flee the battle or strike their colours, and the battle is over.

ADVANCED RULES

THE WEATHER

After the first turn of the game, if the initiative rolls are tied, the weather changes. Ties that happen on the first turn of the game do not affect the weather. Look up the number you rolled on the tie on the Weather Deck to see what happens:

THE WEATHER DECK

- 1: Becalmed.
- 2-3: The wind changes 1 point clockwise.
- 4-5: The wind changes 1 point counter-clockwise.
- 6: The wind picks up to a gale.

Once the weather effects have been applied, the second player from the previous turn becomes the first player for this turn.

Example: On the third turn of the game, the players roll for initiative. They each roll a 4, so they look up 4 on the Weather Deck: the wind changes 1 point counter-clockwise. The Wind Compass is turned 1 point counter-clockwise, and initiative passes to the player who went second in the previous turn.

BECALMED

When the wind is becalmed, all ships get sailing points on 6s regardless of their attitude, and do not get a free sailing point if they roll none. The wind stays becalmed until the next turn, at which point it picks up and its effects on play return to normal.

GALE

The wind has picked up to a fierce speed, and the ships must take several precautions such as closing the lower gun ports and furling some of the sails.

Ships that are Reaching get sailing points on 3+, while ships that are Close-Hauled get sailing points on 6s and do not receive the free sailing point. Ships In Irons get a Damage token unless they already had one, as their rigging is blown dangerously against the masts.

When firing during a gale, gunnery suffers as some of the leeward gun ports are closed to prevent seawater from coming in and the ship heels away from the wind, further reducing the effectiveness of the shot. If a ship's target's mainmast is downwind, its gunnery dice are halved, rounded down. This effect is cumulative with having Damage tokens, so such a ship would only get a quarter of its gunnery dice when firing downwind. If a ship's target is upwind, it cannot fire at short range, as the cannons are pointed too high for close-in shooting.

The gale continues until the next turn, at which point the wind dies down and its effects on play return to normal.

THE SEASCAPE

RUNNING AGROUND

There are a few ways a ship can run aground, but the rule effects are the same. The ship gets a Damage token unless it already had one. Place three Anchor tokens on the ship's base to show that it has run aground.

While a ship has more than one Anchor token, it cannot move at all. Instead, it may attempt to remove one Anchor token per turn by passing a Sailing test during the sailing phase. If it fails this test, it gets an additional Damage token.

Once a grounded ship is down to a single Anchor token, it makes an evasive manoeuvre, exactly as if to avoid a collision (see page 14), to clear its bow of the obstacle.

SHOALS AND SHALLOW WATER

When a ship enters into an area of shoals or shallow water, it must interrupt its movement and take a Sailing test. If it fails, the ship runs aground. If it passes, it continues normally. You must also make this test if the ship begins its movement in shoals. If the ship has an Anchor token, you may choose to use the ship's Discipline instead of its Sailing.

SHORES

If any ship comes into base contact with a shore, it runs aground automatically.

Diagram 11: A grounded ship clearing its bow of the headland.



WRECKAGE

When a ship is sunk or strikes its colours, replace it with a Wreckage token. Treat these tokens as ships for the purposes of line of sight and collision.

At the end of each sailing phase, roll a die for each Wreckage token. On a roll of 4+, remove it from play.

FOG

If a ship's base is partially in fog, it can only shoot or be targeted at medium or short range. If the entire ship's base is in fog, it can only shoot or be targeted at short range.

SQUALLS

Squalls are patches of rainfall usually accompanied by heavy seas. A ship that moves into a squall, or starts its move in one, gets an Anchor token unless it already had one. Otherwise, squalls are treated just like fog.

The loss of the *Scourge*, August 7, 1813, by Paul Wright © Osprey Publishing Ltd. Taken from New Vanguard 188: *Great Lakes Warships 1812-1815*.





SPECIAL ORDNANCE

There were many types of weapons at use during the Age of Sail, some out of desperation and others out of ingenuity. While each of the seagoing nations had their own variants of the weapons listed below, their capabilities were close enough to allow for them to be listed here as one generic group.

These weapons were quite rare, and as such they can only be included in your fleet if the scenario you're playing allows for them. If a scenario makes one or more of these weapons available to a fleet, no more than half the total point cost of the fleet may be spent on them.

FIRESHIPS

Older hulks were often outfitted as fireships to attack ports or fleets at anchor. The ships sail with a skeleton crew and no cannons. The holds and gun decks are packed with explosives and flammables.

While a fireship has one or more Damage tokens, it is considered to be "set alight." The crew may attempt to intentionally set it alight by passing a Discipline test during its sailing phase. If it passes, give the fireship a Damage token.

Once it is set alight, a fireship can no longer make turns, and must move 4" straight ahead during its player's sailing phase. If a fireship has an Anchor token, it moves 2" in the direction of the wind during its player's sailing phase.

At the start of each turn, roll a die for each fireship that is alight. On a 4+, it receives an additional Damage token. If a fireship ever has four or more Damage tokens, it explodes and is removed from play. When a fireship explodes, each ship within 6" of it receives a Damage token.

Whenever a burning fireship ends its move within 2" of another ship, that ship must roll a Discipline test. If it fails, it gets a Damage token.

If a burning fireship collides with another ship, the fireship cannot attempt to avoid the collision since it has no crew aboard to do so. The other ship may attempt to avoid as normal – if it succeeds, it must then test as above for coming within 2" of the fireship. If it fails to avoid the collision, it receives a Damage token and will receive a further Damage token at the start of each subsequent turn it remains entangled with the fireship.

If a burning fireship runs aground, it explodes immediately.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
Fireship	14	4	4	0	0	1

SHORE BATTERIES

Shore forts are extremely dangerous to sailing vessels, not only because they are shooting from a stable (and therefore more accurate) platform, but because many of them heat their cannonballs until they are red-hot.

Shore batteries use the same procedure for shooting as ships. Because of their stable firing platforms, they always hit on a 4+ and cause explosions on 6s. They always treat their targets as if they have a raking shot. Their maximum range is 24". Finally, batteries can combine fire just like frigates, using the same rules.

Batteries take damage just like ships do. Simply substitute "sunk" with "destroyed" and ignore Anchor tokens. This means that doing 1 or 2 damage to the shore fort will have no effect – stone is much harder to damage than wood!

Shore Battery	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
Small	23	0	4	0	2	2
Medium	38	0	4	0	4	4
Large	67	0	5	0	6	6

BOMB VESSELS

These ships are fitted with large mortars or rocket batteries that fire their ordnance in a high-arc pattern. They were originally used to attack shore forts, but were often used to attack other ships as well.

Bomb vessels can only fire once per phase, and only while they have an Anchor token, but has a 360° arc of fire and may target any ship in range. These vessels cannot fire at short range, due to the high trajectory of their weapons – they may only choose targets at medium or long range. Furthermore, they always fire as if they have a raking shot, regardless of their position relative to their target.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
Bomb Vessel	13	4	4	2	1	1

MULTIPLAYER GAMES

Fighting Sail was designed primarily as a two-player game, but the rules do not preclude three or more players getting in on the action! A point total must still be agreed upon, and this applies to each player's fleet. So in a 4-player 300-point game, each of the four players has 300 points to spend on their fleets.

There are two basic types of multiplayer games: team and free-for-all.

TEAM GAMES

In a team game, there are still only two sides to the conflict, but each side is made up of multiple fleets, each controlled by a different player. The turn sequence is altered slightly, as it would be quite unfair to let a single team fire all of its cannons before the other team got the chance!

TEAM GAME TURN SEQUENCE

- **Initiative phase:** One member of each team rolls for initiative. The team that rolled highest gets the initiative for the turn. In the case of a tie, the team that went second last turn goes first this turn. If a tie happens on the first turn of the game, re-roll until there is no tie.
- **Sailing phase:** The team that won initiative nominates a player to move their fleet, followed by a player from the other team. Alternate players this way until all fleets have moved.
- **Cannon phase:** The team that won initiative nominates a player to shoot their fleet's cannons, followed by a player from the other team. Alternate players this way until all fleets have fired.

TEAM GAMES AND FLEET MORALE

Each team shares a combined fleet morale equal to 10% of the total point cost of all fleets on the team. Whenever either player loses fleet morale, it is subtracted from the team total.

Example: In a 4-player 300-point team game, each team has two players with a total point value of 600. The team's fleet morale is 60.

FREE-FOR-ALL GAMES

In a free-for-all, there can be any number of players, and each player is fighting against all other players.

ROLLING FOR INITIATIVE

Each player rolls for initiative normally. If two or more players roll the highest number, only those players re-roll to see who gets the initiative for the turn.

If you are using the weather advanced rules, the weather only changes if three or more players roll the same number.

FREE-FOR-ALL GAME TURN SEQUENCE

Free-for-all games follow the normal turn sequence, with one small twist – when the first player is finished with their actions for the current phase, the player to the first player's left takes their actions. Play continues to the left until all players have taken their actions for the phase.

Example: Five players are playing a free-for-all game. Each player deploys their fleet, and initiative is rolled. The player that won initiative moves his ships first in the sailing phase. Once he is finished, the player to his left sails his fleet. It continues like the round the table until all five fleets have moved. In the cannon phase, the player who won the initiative shoots first. Once he is done firing his fleet's cannons, play passes to the player on his left. It continues passing to the left until all players have fired. Then the turn ends.

FREE-FOR-ALL AND FLEET MORALE

Players start the game with the normal amount of fleet morale, equal to 10% of their fleet's maximum point value. When a player is reduced to zero or negative fleet morale, he is out of the game. Replace each of his ships with a Wreckage token.

The last player left in the game is the winner!



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MINIGAME: THE FRIGATE DUEL

While *Fighting Sail* was designed as a game of larger fleet actions, one-on-one frigate duels were much more common. The following rules allow you to use the basic framework of *Fighting Sail* to fight out these exciting battles.

Since the fight is between two ships, the rules are likewise “zoomed in” in the following ways:

FLEETS

Players must agree on a point limit, but it should be around 25–35 points. Furthermore, each player is limited to a single ship, though they may also choose a captain from their nation’s list of available captain archetypes.

WINNING THE GAME

Fleet morale is not used in frigate duels. The game ends when a ship is captured, sunk, or strikes its colours!

THE TURN SEQUENCE

The Frigate Duel uses its own turn sequence:

1. SAILING ROLL

Each player rolls for sailing points, using the standard rules.

2. MANOEUVRE PHASE

Players alternate spending sailing points one manoeuvre at a time, starting with the player who controls the ship with the mainmast furthest downwind. If both ships are equally downwind, roll to see who goes first.

After a player finishes a manoeuvre, his ship may fire with a broadside he hasn’t previously used this turn.

The Frigate Duel uses the normal list of available manoeuvres:

Option	Cost	Movement	Turn
Manoeuvre	1 sailing point	Up to 2"	If it moves the full 2", up to 30° in either direction
Tack	2 sailing points	2"	up to 90° towards the wind
Wear	1 sailing point	2"	up to 90° away from the wind

Example: Two 5th Rate frigates – one British, one French – meet for a duel. Each player rolls for sailing points, with the British player scoring 3 points to the French player's 5. The French ship is further downwind than the British, so the French ship starts by tacking (2 sailing points). The British player manoeuvres (1 sailing point) and the French ship responds with a manoeuvre (1 sailing point), bringing the British ship within range and arc of his guns! The French ship fires its starboard broadside, so it will not be able to fire to starboard again for the rest of the turn. The British frigate then tacks (2 sailing points), and returns fire. At this point, the British ship has used up all its sailing points, while the French player has two remaining. With the British frigate unable to respond, the French ship manoeuvres (1 sailing point) and then wears (1 sailing point), to bring itself near the British ship's stern, hoping to line up a raking shot for the next turn.

THE FLEET

Before you can play a game of *Fighting Sail*, you'll need to construct a fleet. The first consideration is point value – players must agree on a maximum limit beforehand. 300 points is typical, though you may try 150 for quick games or 600–1,000 for larger battles.

FLEET CONSTRUCTION

There are several steps involved in constructing a fleet, and each must be completed before moving on to the next one:

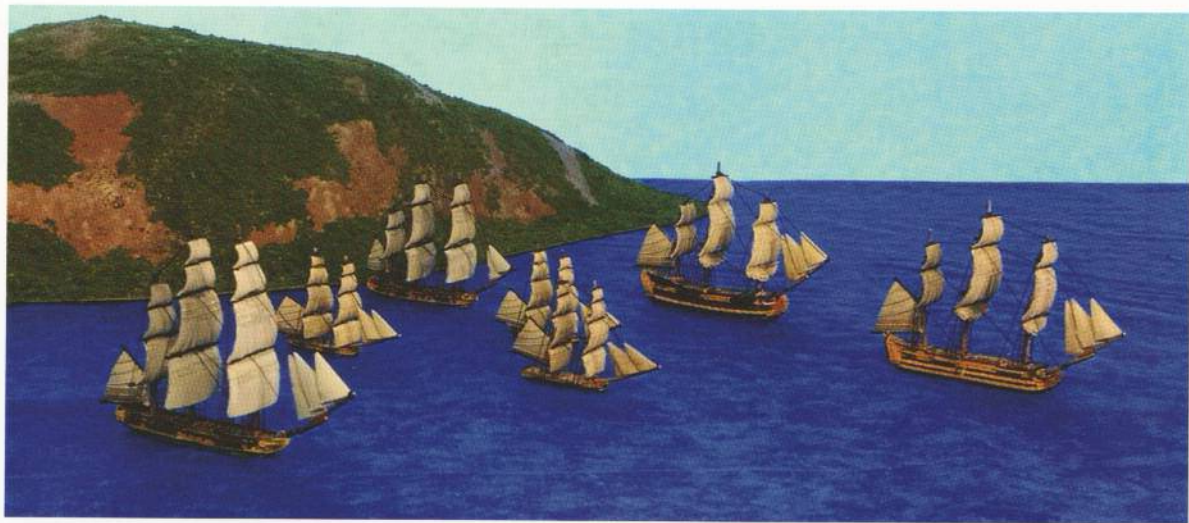
1. **Choose a Nation:** Your fleet must be from one nation.
2. **Choose a Flagship:** Select a single flagship for your admiral.
3. **Choose an Admiral Type:** You must choose the type of admiral that will lead your fleet, paying the cost listed.
4. **Choose Ships-of-the-Line:** These are the heart of your fleet, ranging from the massive 1st Rates down to the nimble 4th Rates. You can have any number of ships-of-the-line in your fleet.
5. **Choose Frigates:** Ships of the 5th or 6th Rates were collectively known as frigates. You may have any number of frigates in your fleet, and they must be formed into squadrons of 2–3 ships.
6. **Choose Other Vessels:** Some fleets have access to specialized ships, and some scenarios allow their use as well. You may purchase any number, but they may not make up more than half of your fleet.

ADMIRALS

The admiral of a fleet often had a significant effect on that fleet's effectiveness and fighting style. His philosophies on sailing and warfare would trickle down through his officers and crew, turning the fleet into a reflection of the admiral's personality.

Each nation has a list of admiral archetypes that were typical of that nation's navy. The different archetypes come with their own special abilities and point costs. You *must* choose one of the admirals listed to lead your fleet.

If your flagship is ever lost, you also lose your admiral's ability.



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CAPTAINS

Like admirals, the way a captain trains his crew has a large effect on that ship's capabilities.

Each ship can have up to one captain, adding the captain's cost to the cost of the ship. Even your flagship may have a captain, since this was standard practice in the Age of Sail – the admiral would direct the fleet while the flagship's captain would worry about the flagship.

You *do not* have to put a captain archetype on each of your ships. If a ship doesn't have one of the listed archetypes, it is assumed to have a competent captain that doesn't focus too much on any single aspect of his ship.

Captains allow you to re-roll any 1s that you roll for various stats. For example, a Marksman Captain would let that ship re-roll any 1s it scores when rolling its Gunnery stat. Subsequent 1s rolled do not cause more re-rolls – you have to stick with the results of the second roll! In the case of Gunnery, re-roll your 1s *before* rolling more dice for explosions.

An easy way to remember this is to think of the "1" on the die as representing the captain himself, as he directs his crew to where they are needed the most. Whenever you see a 1, it represents an opportunity for the captain to intervene.

LEGENDS

Some nations may be able to recruit a number of Legends to their fleet – these represent the legendary ships and men that carved out their own pieces of history during the Age of Sail. It is by no means meant to be an exhaustive list, simply a selection of some of the notable men and ships of the time – to list them all would be its own book!

If you choose to include any Legends in your fleet, just keep in mind that you can't have more than one of a given legend, so you can only ever have one HMS *Bellerophon* in your fleet!

GREAT BRITAIN

For more than 150 years, the Royal Navy was the undisputed ruler of the waves. British ships sailed around the world protecting maritime trade and expanding the Empire. From the 17th century onward, Britain's navy drove the expansion from an island nation to a major world power with colonies across the globe.

British ships were not as well designed as other countries, especially the French. The sailors were often conscripted men put to sea against their will and treated to a harsh life. While they did enjoy a technological advantage, it wasn't enough to explain Britain's dominance of the sea. So what made them so great? The answer comes down to a simple yet complex concept: incentives.

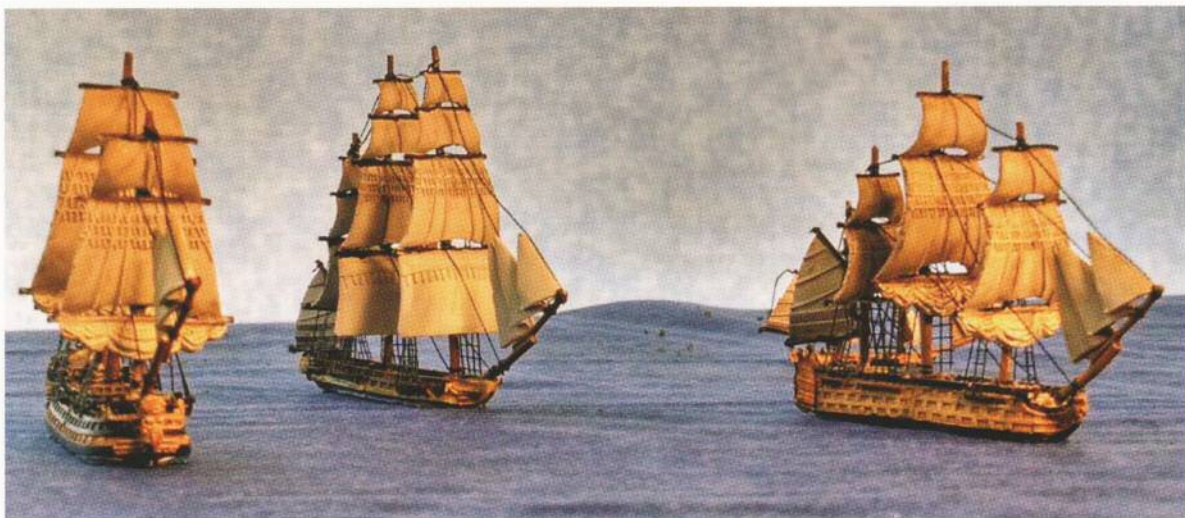
Unlike the Army, the Royal Navy was largely a meritocracy. No other profession carried with it the upward mobility of going to sea. An able seaman had the chance to rise up through the ranks if he showed skill, courage, and determination. Young midshipmen had a tremendous opportunity to one day command their own ships, as long as they worked hard and learned their trade. Furthermore, the British system of prize money offered another kind of mobility: financial independence. With the right captain and the right ship, even a lowly lubber stood a chance at gaining more money than he could ever have dreamed of on land. While riches were rarely achieved, the chance alone was worth it to many.

ADMIRAL ARCHETYPES

Choose 1.

- **Disciplinarian** (7 points): This admiral uses strict discipline to maintain an orderly fleet. The sailors may love him or hate him, but his rigid philosophy gets results. *Once per battle*, after one of your ships fails a Discipline test, you may change the result of that test to a success.
- **Gunner** (10 points): This admiral constantly trains his men to fire faster and with more accuracy. *Once per battle*, after one of your ships fires a broadsides, remove its Cannon token. The ship may fire again that turn.
- **Hero** (6 points): Well known amongst captains and sailors alike, the Hero leads by example. His men often fear his disappointment more than they fear the cannons of their enemies. Your fleet gets a +10% fleet morale bonus.

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CAPTAIN ARCHETYPES

Up to 1 per ship.

- **Navigator** (2 points): The ship may re-roll 1s when rolling its Sailing dice.
- **Authoritarian** (3 points): The ship may re-roll 1s when rolling its Discipline dice.
- **Marksman** (6 points): The ship may re-roll 1s when rolling its Gunnery dice.

SHIPS

Flagship (Choose 1)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	102	3	8	10	10	10
2nd	75	3	8	7	9	9
3rd	56	4	8	7	8	7

Ships-of-the-Line (Choose any number)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	98	3	6	10	10	10
2nd	71	3	6	7	9	9
3rd	52	4	6	7	8	7
4th	36	5	5	5	6	5

Frigates (Choose any number, then form them into squadrons of 2–3 vessels)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	26	6	5	3	4	3
6th	14	7	4	2	2	1

BRITISH LEGENDS

Since the British ruled the waves for centuries, no other countries produced more legendary ships and men.

ADMIRAL LORD HORATIO NELSON

(Admiral from 1797–1805)

No book or game about the Age of Sail would be complete without including Lord Nelson. One of the most famous admirals of all time, Lord Nelson captured the hearts and imaginations of his entire country through acts of valour, daring, and scandal. He was known as a brilliant tactician, much beloved by his sailors and respected by his peers. His string of glorious victories would culminate at Trafalgar in 1805, where his fleet managed to capture 22 enemy vessels while losing none. It would also force Napoleon to abandon his plans to invade England. The British, having lived in fear of French invasion for years, praised Nelson as their saviour. Tragically, Nelson was fatally wounded by a sharpshooter at Trafalgar, cementing his stature as one of England's greatest heroes.

Second Rates

The 2nd Rate ship-of-the-line carried up to 98 guns on three gun decks. Its design was a compromise between the larger and more expensive 1st Rates, and the smaller 3rd Rates. Unfortunately they proved to be a bit unpopular, since they didn't have the firepower of the first rates or the sailing qualities of the 3rd Rates.

The British were the only nation to make use of them, and it was generally due to the need for large flagships on distant stations. The massive 1st Rates were deemed too valuable and expensive for such duty, so the job often went to 2nd Rates. The general distaste for the class may have given the term "second rate" its colloquial meaning of "inferior."

SPECIAL RULES

- **Admiral:** Lord Nelson can be included in your fleet as your admiral at a cost of 31 points.
- **Tactical Brilliance:** Whenever you get the initiative for the turn, you may choose to give it to your opponent instead.
- **Gunnery First:** Your flagship, as well as any of your ships within 12" of your flagship may re-roll 2s when rolling Gunnery dice.
- **National Hero:** Your fleet gets a +20% fleet morale bonus.

ADMIRAL LORD CUTHBERT COLLINGWOOD

(Admiral from 1799–1810)

Lord Collingwood was a lifelong friend of Lord Nelson, and rose through the ranks faster than his more famous friend in the beginning. He was known as a reserved professional, “never duly elated by success or depressed by failure, caring little for public applause.” In short, he was the quintessential British military gentleman. He served under Howe at the Glorious First of June, and took part in blockading the French and Spanish fleets in the Mediterranean. At Trafalgar, he commanded the second column, and was the first to make contact with the enemy. Turning to his flagship’s captain, he said “what would Nelson give to be here?”

SPECIAL RULES

- **Admiral:** Lord Collingwood can be included in your fleet as your admiral at a cost of 17 points.
- **Strategic Brilliance:** In the first turn of the game, your ships get +2 Sailing.
- **Hero:** your fleet gets a +10% fleet morale bonus.

ADMIRAL LORD RICHARD HOWE

(Admiral from 1770–99)

Lord Howe first put to sea at the age of 13, and would attain the rank of lieutenant only four years later. By the age of 18, he had his first command aboard the sloop HMS *Baltimore*, and would make post captain two years later commanding the HMS *Triton* in the West Indies. Many would say that his meteoric rise was due to patronage, since his mother was the king’s half-sister. While this no doubt had an effect on the young Howe’s career, he would soon distinguish himself as a fierce and capable leader of men. Howe fought in the Seven Years’ War, the American War of Independence, and the French Revolutionary Wars. He would command the British Fleet at Ushant in 1794, leading them to a resounding victory in what would later become known as the Glorious First of June. Known as “Black Dick” due to his weathered and swarthy complexion, he was beloved by the sailors who saw him as a real “sailor’s admiral.” His final key victory would not be in battle, but in successfully resolving the Spithead Mutinies of 1797.

SPECIAL RULES

- **Admiral:** Lord Howe can be included in your fleet as your admiral at a cost of 14 points.
- **The Sailor’s Admiral:** Any of your ships within 12" of your flagship may use your flagship’s Discipline stat rather than their own.
- **Hero:** Your fleet gets a +10% fleet morale bonus.

HMS VICTORY

(1778–1812)

The venerable HMS *Victory* embodies the spirit of the British sailing navy. *Victory* was at both battles of Ushant, the Battle of Cape Spartel, and the Battle of Cape St. Vincent, but is most famous for being Nelson's flagship at Trafalgar. Today, it is in dry dock at Portsmouth, and is still a commissioned warship in the British Navy – making it the oldest commissioned warship in the world.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
HMS <i>Victory</i>	172	4	8	11	12	10

Flagship: If you include the HMS *Victory* in your fleet, it *must* be your flagship.
Inspiring: Your fleet gets a +10% fleet morale bonus.

HMS BELLEROPHON

(1786–1815)

Known affectionately as the “Billy Ruffian” by the crew and officers, the *Bellerophon* was a 3rd Rate ship-of-the-line that fought in several key battles of the period. Its first true test was at the Glorious First of June, where it inflicted heavy damage despite having all three of its topmasts shot away, and its commander losing his leg. It was also known for its unlikely speed in the water and got the nickname “The Flying Bellerophon.”

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
HMS <i>Bellerophon</i>	87	6	7	7	8	7

The Flying Bellerophon: This ship may perform tight turns while Running, at the cost of 1 sailing point.

HMS DEFENCE

(1763–1811)

One of the most famous British ships of the French Revolutionary Wars, the *Defence* fought at almost every major sea battle of its time, including the Glorious First of June, the Battle of the Nile, and Trafalgar. It was a 74-gun 3rd Rate, and despite taking terrible damage at several battles, stayed in the fight until the tragic end, running aground in Denmark in 1811. Its legend lives on as one of the toughest ships of the period.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
HMS <i>Defence</i>	85	4	6	7	8	8

Calm Under Fire: While it only has a single Damage token, its crew automatically passes their Discipline test to remove it.

FRANCE

The French were well known as excellent shipbuilders, with their ships often outperforming similar ships from other countries. They were faster, slimmer, and more manoeuvrable and as a result they were highly sought after as prizes. Despite these advantages, the French Navy had several flaws. Its sailors lacked discipline, while its officers were usually less experienced than their equivalents in other nations. During the Revolutionary Wars, they had more ships-of-the-line than England, but most of them were blockaded in port and unable to fight. France was nonetheless a major force in the Age of Sail, having more ships-of-the-line than most other nations.

ADMIRAL ARCHETYPES

Choose 1.

- **Revolutionary** (6 points): When the French Revolution started in 1789, most of the French Navy's noble captains were arrested and replaced by brash, less experienced revolutionaries. *Once per battle*, at the start of the turn, you may add +3 to your initiative roll for the turn. You must decide to use this ability before rolling for the turn.
- **Former Privateer** (11 points): French Privateers were the scourge of the European coastlines. This admiral spent his early years with a cutlass in one hand and a letter of marque in the other. *Once per battle*, when one of your ships collides with an enemy ship, the enemy ship may not make a Sailing test in order to avoid it.
- **Hero** (6 points): Well known amongst captains and sailors alike, the Hero leads by example. His men often fear his disappointment more than they fear the cannons of their enemies. Your fleet gets a +10% fleet morale bonus.

CAPTAIN ARCHETYPES

Up to 1 per ship.

- **Navigator** (2 points): The ship may re-roll 1s when rolling its Sailing dice.
- **Swashbuckler** (1 point): The ship may re-roll 1s when rolling its Boarding dice.
- **Architect** (5 points): The ship may re-roll 1s when rolling its Hull dice.

SHIPS

Flagship (Choose 1)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	99	4	7	10	9	10
3rd	57	5	7	7	7	7
4th	43	6	6	5	5	5

Ships-of-the-Line (Choose any number)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	96	4	5	10	9	10
3rd	55	5	5	7	7	7
4th	41	6	4	5	5	5

Frigates (Choose any number, then form them into squadrons of 2-3 vessels)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	31	7	4	3	3	3
6th	16	8	3	2	1	1

FRENCH LEGENDS

CONTRE-AMIRAL CHARLES RENÉ MAGON DE MÉDINE

(Admiral from 1802–05)

Admiral Magon joined the French Navy at the tender age of 14, at the French equivalent of a midshipman. He was born of a noble family, but his talent and skill kept him from becoming a victim of the French Revolution. He fought bravely in several battles starting in the American Revolutionary War, throughout the French Revolutionary Wars and into the Napoleonic Wars. He is best well known for his actions at Trafalgar, in command of the *Algésiras*. Despite having been wounded by two musket balls, he fought on for five more hours before another musket shot claimed his life. He is remembered as a brave warrior of France, with his name on the Arc de Triomphe.

SPECIAL RULES

- **Admiral:** You may include Magon in your fleet as your admiral for 18 points.
- **Frigate-born:** Your flagship may be part of a squadron containing 1–2 frigates. This squadron can combine fire as per the normal rules for squadrons.

REDOUBTABLE

(1791–1805)

This 3rd Rate served with distinction in the French Revolutionary Wars, as well as the Napoleonic Wars. It is best known for its part in the Battle of Trafalgar, where it duelled with the HMS *Victory*, killing Admiral Nelson. It very nearly boarded the British flagship, but HMS *Temeraire* came to the *Victory*'s aid, inflicting heavy damage on *Redoubtable*. Undaunted, it fought on for hours before finally striking its colours after nearly being reduced to timbers.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
<i>Redoubtable</i>	93	6	6	7	7	7

Undoubted: While it has only a single Damage token, its Gunnery remains at full strength. Its Boarding stat is still halved as normal.

L'ORIENT

(1793–98)

This massive, 120-gun 1st Rate is best known for its spectacular demise in a huge explosion at the Battle of the Nile. It had been the French flagship, charged with leading the invasion of Egypt, and was destroyed when its powder magazine ignited, causing massive casualties among its crew.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
<i>L'Orient</i>	118	3	6	10	10	10

Flagship: If you include the *L'Orient* in your fleet, it must be your flagship.

Treasured Ship: Your fleet gets +2 fleet morale.

Nelson's Coffin

The Battle of the Nile was a decisive victory for Admiral Nelson: 13 French ships captured or destroyed, and nearly ten French casualties for every British one. It was also a turning point in the war against France, as it cemented British dominance in the Mediterranean as well as emboldening other nations to unite against Napoleon.

As a result, Nelson was made a Baron, and was renowned as a hero throughout Europe. His captains at the Nile bestowed upon him a rather strange gift to commemorate the occasion: a coffin, made of the salvaged pieces of the *L'Orient*'s mainmast. A peculiar gift by modern standards, but it serves to illustrate how well these men understood the dangers of their chosen profession.

When Nelson was killed at Trafalgar only seven years later, he was interred in that coffin where he remains to this day.

SPAIN

The Spanish Navy was something of a sad tale during this period. While the British Navy was a meritocracy where ability and courage could overcome a low station, the Spanish military was more concerned with pedigree and cold hard cash. Talented and competent officers often fell by the wayside as rich but less effective noblemen were given choice commands.

Its ships were often packed with more guns than most, but the Spanish suffered from a general unwillingness to fight. Its sailors were not as experienced or motivated and, as a result, the effectiveness of the fleet suffered. This led to a fleet that was too formidable to be ignored, but was not much of a threat otherwise.

ADMIRAL ARCHETYPES

Choose 1.

- **Noble** (10 points): Unlike Revolutionary France, Spain had no problem employing noblemen as admirals. With more financial and political pull, these men were often able to outfit their fleets better than others. You get a +10% bonus to build your fleet.
- **Veteran Sailor** (5 points): Many Spanish admirals had been sailing the seas for decades. Bringing their vast expertise to the operation of their fleet, they are able to pull off daring strategies. Your squadrons may combine fire while within 9" of each other, instead of the normal 6".
- **Pragmatist** (8 points): This admiral knows that no battle comes without a terrible cost, and constantly trains his men in damage control techniques. Your ships get +1 Discipline when rolling to remove Damage tokens.

CAPTAIN ARCHETYPES

Up to 1 per ship.

- **Marksman** (6 points): The ship may re-roll 1s when rolling its Gunnery dice.
- **Swashbuckler** (1 point): The ship may re-roll 1s when rolling its Boarding dice.
- **Architect** (5 points): The ship may re-roll 1s when rolling its Hull dice.

SHIPS

Flagship (Choose 1)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	107	2	7	10	11	10
3rd	55	3	7	7	9	7
4th	35	4	6	5	7	5

Ships-of-the-Line (Choose any number)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	104	2	5	10	11	10
3rd	52	3	5	7	9	7
4th	33	4	4	5	7	5

Frigates (Choose any number, then form them into squadrons of 2–3 vessels)

Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	22	5	4	3	5	3
6th	12	6	3	2	3	1

SPANISH LEGENDS

COSME DAMIÁN DE CHURRUCA Y ELORZA

(Admiral from 1797–1805)

Admiral Churruga had served for nearly 30 years in the Spanish Navy before he was killed at Trafalgar. He was a rare mix for his time – a naval officer and an educated scientist. He was also exceptionally courageous, even at the moment of his passing. Standing on the quarterdeck of his ship, the *San Juan Nepomuceno*, his leg blown off by a cannonball, he was still giving orders to fire at the enemy. His ship was captured by the British and renamed the HMS *San Juan*. The crew had a plaque placed above Churruga's former cabin to commemorate this brave and gallant foe.

SPECIAL RULES

- **Admiral:** You may include Churruga in your fleet as your admiral for 12 points.
- **Courageous:** His ship, and each of your ships within 12" of his ship, get +1 Discipline.

SANTÍSSIMA TRINIDAD

(1795–1805)

This famed Spanish ship carried the most guns of any ship during the Age of Sail, a whopping 140 across four gun decks. It was a huge ship, and had the poor sailing qualities one would expect of such a vessel. Nelson fought against it twice, the first time as commander of the HMS *Captain* at the Battle of Cape St. Vincent. There, it suffered heavy damage and struck its colours, but was saved from capture by a pair of nearby Spanish ships. Nelson's second encounter would be at Trafalgar, where it was finally captured. It never served in the British Navy though, sinking the day after the battle due to the stormy seas and extent of its injuries.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
<i>Santísima Trinidad</i>	154	2	6	10	13	11

Flagship: If you include the *Santísima Trinidad* in your fleet, it must be your flagship.

El Ponderoso: This ship can never make tight turns.

THE UNITED STATES

The birth of the US Navy predates the birth of the country itself: on October 13, 1775, the Continental Congress passed a resolution to create the Continental Navy. Its original mission was to use small, fast ships to disrupt British maritime operations. It was little more than an armed privateer fleet, and was quickly disbanded after the War of Independence.

From 1801, the escalating conflicts with the Barbary States convinced the American government that it needed a standing navy to defend the country and its interests abroad. By the time that war with Britain broke out in 1812, the US Navy

had no real battle fleet but was armed with several “super frigates.” These over-gunned frigates would go on to score several stunning victories against the superior Royal Navy. While the British were still in overall control of the seas (and lakes) of eastern North America, the US Navy had nonetheless proven it was daring and capable foe.

ADMIRAL ARCHETYPES

Choose 1.

- **Daring** (4 points): The American captains didn’t have huge ships, so they had to rely on bravado and skill to help them best their foes. When the initiative roll is tied, your fleet gets the initiative. If both admirals have this ability, then determine who gets initiative as per the normal rules.
- **Hero** (6 points): This admiral inspires his crews to fight for their fledgling country. Your fleet gets a +10% fleet morale bonus.
- **Former Frigate Captain** (9 points): Squadron tactics were key to the US Naval strategy, something this admiral knows well. He trains his fleet to work as a single, cohesive whole. When your squadrons combine fire, use the closest squadron member when working out range.

CAPTAIN ARCHETYPES

Up to 1 per ship.

- **Marksman** (6 points): The ship may re-roll 1s when rolling its Gunnery dice.
- **Navigator** (2 points): The ship may re-roll 1s when rolling its Sailing dice.
- **Authoritarian** (3 points): The ship may re-roll 1s when rolling its Discipline dice.

The capture of the *Growler* and the *Julia*, August 10, 1813, by Paul Wright
© Osprey Publishing Ltd. Taken from
New Vanguard 188: *Great Lakes
Warships 1812–1815*.



SHIPS

Flagship (Choose 1)

Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	33	6	8	4	5	3
6th	18	7	7	3	3	1

Honour Guard: Your flagship may be part of a squadron containing 1–2 other frigates.

Frigates (Choose any number, then form them into squadrons of 2–3 vessels)

Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	29	6	6	4	5	3
6th	16	7	5	3	3	1

Other Vessels (Choose any number, but cannot be more than half your fleet)

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
Brig	13	7	4	1	1	1

Fire Support: These small ships can always combine fire with your other ships, regardless of squadron.

AMERICAN LEGENDS

JOHN PAUL JONES

(Captain from 1776–82)

Considered by many to be the “Father of the American Navy,” he was the first person to hoist the American ensign over a ship-of-war. He is best known for his encounter with the HMS *Serapis* in 1779. Jones, in command of the USS *Bonhomme Richard*, fought for over an hour to try and board the *Serapis*. During a stalemate in that battle, the British captain taunted Jones by asking for his surrender. Jones replied “I have not yet begun to fight!”

SPECIAL RULES

- **Captain:** You may include Jones as one of your ship’s captains (but not your admiral) for 7 points.
- **Swashbuckler:** His ship may re-roll 1s when rolling its Boarding dice.
- **Marksman:** His ship may re-roll 1s when rolling its Gunnery dice.

STEPHEN DECATUR

(Commodore from 1804–15)

Decatur joined the fledgling US Navy at the relatively ripe old age of 19. He was a brilliant naval officer from the very beginning, and first drew distinction for a clandestine attack to recapture an American ship in Tripoli. He would go on to command some of the most famous US ships, from the *Chesapeake* to the *United States* and the fabled *Constitution*. He fought in the Quasi-War with France, against the Barbary Pirates, and against the British in the War of 1812.

SPECIAL RULES

- **Captain:** Decatur can be included as one of your ship's captains for 12 points.
- **Navigator:** His ship may re-roll 1s when rolling its Sailing dice.
- **Naval Acumen:** Decatur's squadron may contain up to 4 vessels.

USS UNITED STATES

(1797–1840)

One of the original American frigates, the USS *United States* was built by order of the Naval Act of 1794. Though it was considered a 5th Rate frigate, it was larger and more heavily armed than most frigates. It fought in the Quasi-War against the French, as well as the War of 1812. It would go on serving its country well into the 1800s, a true testament to its design.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
USS <i>United States</i>	43	6	6	4	5	5

USS CONSTITUTION

(1798–1855)

The most legendary US warship of the era, the USS *Constitution* is still a commissioned warship in the US Navy, and the world's oldest commissioned warship still afloat. Its most famous battle was with the HMS *Guerriere* in 1812. Captain Isaac Hull spotted the *Guerriere* off of Nova Scotia and bore down towards her. What followed was one of the most legendary battles of the War of 1812. At the time, British frigate captains were expected to beat opponents much larger than

The Escape of the Constitution

A few weeks before its fateful encounter with the *Guerriere*, the *Constitution* was very nearly captured by the British. En route from Annapolis to New York, Captain Isaac Hull spotted a group of five ships in the distance. A cautious man, he thought they may be friendly but kept his distance. His prudence was soon rewarded as they were identified as British ships. Captain Phillip Vere Broke commanded a squadron containing the HMS *Africa*, *Shannon*, *Belvidera*, *Aeolus*, and *Guerriere*. It was a vastly superior force that would have no problem devouring the *Constitution*, so Captain Hull ordered his ship to cut and run.

Throughout the night of July 17–18, 1812, both sides vied for advantage in the light wind. As the morning sun broke over the horizon, the wind stopped completely. Captain Broke ordered all the ship's boats in his squadron to tow the *Shannon*, while Captain Hull had his own boats put out to tow the *Constitution*. Hours of backbreaking rowing ensued, but the British had more boats with more men, and began to slowly gain on the Americans. The *Constitution* resorted to kedging, a practice that involved rowing the kedge anchor out in front of the ship, dumping it in the ocean, and using the capstan to pull the ship up to the anchor. Hull also ordered several guns to be mounted to the *Constitution*'s stern to keep the British from using the same tactic. It was terribly exhausting work, but with the alternative being capture, there was really no choice.

The tactic paid off, and by 6pm, the *Constitution* was a good four miles ahead of her nearest pursuer. For a day and a night, the sailors toiled endlessly, continuing the kedging while being taunted by the occasional (and temporary) lift in the wind. Finally, after 3 days of exhausting labour, the men of the *Constitution* pulled away and escaped into a squall. Captain Hull was free to sail the Atlantic, and the *Constitution* avoided the dreaded "HMS" prefix!

their own ships, and they had a nearly unending string of victories to back up that assumption. The captain of the *Guerriere* probably had little reason to doubt the outcome of the battle. Unfortunately for him, the *Constitution* would prove to be a far more capable opponent than it appeared. After hours of intense duelling, the *Guerriere* was badly damaged, while the *Constitution* was relatively untouched. Some of the British cannonballs even bounced off its hull, giving rise to its nickname “Old Ironsides.” Just as the *Constitution* was about to deliver a final blow, the *Guerriere* struck its colours. The American public rejoiced. This one engagement proved to the American people that they could match the British at sea.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
USS Constitution	64	6	6	4	5	5

Flagship: If you include the USS Constitution in your fleet, it must be your flagship.

Old Ironsides: This ship may re-roll 1s when rolling Hull dice.

Inspiring: You get a +10% fleet morale bonus.

RUSSIA

Towards the end of the 18th century, only the British and French outnumbered the Russian fleet. Confined mostly to the Black and Baltic seas, they kept quite busy during this period in several wars against the Ottoman Turks. Russia would deploy its fleets to the Mediterranean, to take the fight to the French in the late 18th century. They would end up fighting *with* the Turks, until Napoleon managed to turn them against the Russians once again. This type of side-switching was typical of the time, as Russia found herself fighting with and against the same fleets throughout the period.

ADMIRAL ARCHETYPES

Choose 1.

- **Master at the Lead** (3 points): This admiral is experienced in the more shallow waters of the landlocked seas. Your ships get +1 Sailing when rolling to avoid running aground.
- **Pragmatist** (8 points): This admiral knows that no battle comes without a terrible cost, and constantly trains his men in damage control techniques. Your ships get +1 Discipline when rolling to remove Damage tokens.
- **Gunner** (10 points): This admiral constantly trains his men to fire faster and with more accuracy. *Once per battle*, after one of your ships fires a broadsides, remove its Cannon token. The ship may fire again that turn.

CAPTAIN ARCHETYPES

Up to 1 per ship.

- **Navigator** (2 points): The ship may re-roll 1s when rolling its Sailing dice.
- **Marksman** (6 points): The ship may re-roll 1s when rolling its Gunnery dice.
- **Swashbuckler** (1 point): The ship may re-roll 1s when rolling its Boarding dice.

SHIPS

Flagship (Choose 1)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	100	4	8	9	9	10
3rd	59	5	8	6	7	7
4th	44	6	7	4	5	5

Ships-of-the-Line (Choose any number)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	96	4	6	9	9	10
3rd	55	5	6	6	7	7
4th	42	6	5	4	5	5

Frigates (Choose any number, then form them into squadrons of 2-3 vessels)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	32	7	5	2	3	3
6th	16	8	4	1	1	1

RUSSIAN LEGENDS

FYODOR FYODOROVICH USHAKOV

(Admiral from 1798–1812)

Admiral Ushakov was by far the most famous and successful Russian naval officer of the period. He commanded fleets in 43 naval battles, and astonishingly never lost one of them. Indeed, he never even lost a ship! He was well known for his tactics of concentrating fire on the enemy flagships, with the aim of cutting off the head to confuse the body. He was ruthless in battle, often chasing the enemy fleets until they were destroyed or captured. His legendary status is alive to this day, as the Ushakov Medal for naval valour is one of the highest awards in the Russian armed forces.

SPECIAL RULES

- **Admiral:** You may include Ushakov as your admiral for 12 points.
- **Cut off the Head:** Your ships get +1 Gunnery when firing at the enemy's flagship.
- **Hero:** Your fleet gets a +10% fleet morale bonus.

DMITRY NIKOLAYEVICH SENYAVIN

(Admiral from 1805–13)

Admiral Senyavin served under Ushakov for the last few years of the 18th century, though he often found his superior to be overly cautious and slow to take decisive action. This philosophical difference would pit the two legends against each other on more than one occasion, with Senyavin eventually confined to a guardhouse and threatened with a reduction in rank before a reconciliation could be negotiated. He was known to disobey orders from time to time, but his string of successes

would keep him in command. He was instrumental in the victories at the battles of the Dardanelles and Athos in 1807, engagements that would cement Russia's dominance of the Aegean. This brashness would later prove to be his downfall. When the Anglo–Russian war broke out in 1807, he refused to follow both Napoleon's and Alexander I's orders after finding his fleet caught between the warring Spanish and Portuguese. In a bold move, he declared his neutrality and was eventually allowed to sail his fleet to Portsmouth, where he was held up under piles of diplomatic red tape as the British tried to decide what to do with him. He was eventually allowed to leave, but was not given another combat command until 1825 due to his insolence.

SPECIAL RULES

- **Admiral:** You may include Senyavin as your fleet's admiral for 15 points.
- **Brash Leader:** While your flagship is further away from your table edge than any of your other ships, your ships (including your flagship) get +1 Sailing.

THE NETHERLANDS

Having once been a world power, the Dutch Republic was in serious decline by the end of the 18th century. Their navy was no match for Britain or France, so an aggressive shipbuilding program was started in 1780. Unfortunately, Britain was fighting the American War of Independence, and took umbrage at the Dutch trading with the Americans. Thus, the fourth Anglo–Dutch War began in 1780. Not only did this put an end to any Dutch naval expansion, but it would seriously cripple the navy altogether. By 1799, the Dutch Navy could no longer sail on its own.

ADMIRAL ARCHETYPES

Choose 1.

- **Disciplinarian** (7 points): This admiral uses strict discipline to maintain an orderly fleet. The sailors may love him or hate him, but his rigid philosophy gets results. *Once per battle*, after one of your ships fails a Discipline test, you may change the result of that test to a success.
- **Coastal Veteran** (10 points): This admiral has great experience operating in coastal areas, as well as shallow seas. Your ships get +1 Sailing while rolling for anything other than sailing points.
- **Gunner** (10 points): This admiral constantly trains his men to fire faster and with more accuracy. *Once per battle*, after one of your ships fires a broadsides, remove its Cannon token. The ship may fire again that turn.

CAPTAIN ARCHETYPES

Up to 1 per ship.

- **Navigator** (2 points): The ship may re-roll 1s when rolling its Sailing dice.
- **Marksman** (6 points): The ship may re-roll 1s when rolling its Gunnery dice.
- **Authoritarian** (3 points): The ship may re-roll 1s when rolling its Discipline dice.

SHIPS

Flagship (Choose 1)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	77	3	8	9	9	9
3rd	45	4	8	6	7	6
4th	31	5	7	4	5	4

Ships-of-the-Line (Choose any number)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	73	3	6	9	9	9
3rd	41	4	6	6	7	6
4th	28	5	5	4	5	4

Frigates (Choose any number, then form them into squadrons of 2-3 vessels)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	19	6	5	2	3	2
6th	13	7	4	1	1	1

DUTCH LEGENDS

JAN WILLEM DE WINTER

(Admiral from 1797-1812)

Admiral De Winter was Commander-in-Chief of the Dutch Navy in 1796, fighting with the French. During his illustrious career, he held many other titles, including Brigadier General, Ambassador to the French Republic, and even Count of Huessen. He was known for his courageousness during battle, and commanded the Dutch fleet at the Battle of Camperdown in 1797. The battle was a terrible loss for the Dutch, but admiral de Winter fought valiantly until the very end. His flagship, the *Vrijheid*, had all three of its masts shot down. The sagging rigging was blocking the starboard battery, yet the admiral refused to strike his colours. He was finally captured while trying to get his barge repaired so that he could transfer command to a less damaged ship. When he offered his sword to Admiral Duncan of the British fleet, Duncan waved it away, saying "I would much rather take a brave man's hand than his sword," clutching de Winter's hand in a firm handshake.

SPECIAL RULES

- **Admiral:** You may include de Winter as the admiral of your fleet for 12 points.
- **Never Give Up:** Your fleet gets a +10% fleet morale bonus.

PORTUGAL

As the 18th century drew to a close, the Portuguese were in the process of revitalizing their navy, which had been in decline for nearly 200 years. While still having a small navy by world standards, they were growing at the rate of three new ships a year. The richest crown of the period, Portugal was continuously pinched between other countries as it tried to maintain neutrality.

ADMIRAL ARCHETYPES

Choose 1.

- **Pragmatist** (8 points): This admiral knows that no battle comes without a terrible cost, and constantly trains his men in damage control techniques. Your ships get +1 Discipline when rolling to remove Damage tokens.
- **Explorer** (7 points): This admiral has travelled the world, and is an expert at fleet navigation. If you win the roll to take the first turn of the game, you may let your opponent take the turn instead.
- **Gunner** (10 points): This admiral constantly trains his men to fire faster and with more accuracy. *Once per battle*, after one of your ships fires a broadsides, remove its Cannon token. The ship may fire again that turn.

CAPTAIN ARCHETYPES

Up to 1 per ship.

- **Navigator** (2 points): The ship may re-roll 1s when rolling its Sailing dice.
- **Marksman** (6 points): The ship may re-roll 1s when rolling its Gunnery dice.
- **Architect** (5 points): The ship may re-roll 1s when rolling its Hull dice.

SHIPS

Flagship (Choose 1)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	92	4	8	8	10	9
3rd	54	5	8	5	9	5
4th	39	6	7	3	6	4

Ships-of-the-Line (Choose any number)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
1st	88	4	6	8	10	9
3rd	51	5	6	5	9	5
4th	36	6	5	3	6	4

Frigates (Choose any number, then form them into squadrons of 2-3 vessels)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	24	7	5	2	4	2
6th	16	8	4	1	2	1

PRIVATEERS AND PIRATES

Pirate fleets were exceedingly rare, especially in the late 18th century and beyond. Pirates most often worked alone or in small groups, picking off easy targets such as ill-defended merchant ships laden with goods. It was common for countries to issue “letters of marque” to privateer captains, essentially legalizing acts of piracy as long as they were committed against that country’s enemies. It was cheaper and quicker than fitting out a naval fleet for the task.

A prime example of privateers from the period would be the Barbary Pirates. These fleets operated mainly from the North African ports of Algiers, Tunis, and Tripoli. They were so adept at raiding coastal towns, taking prisoners to sell into slavery, and capturing cargo ships that most countries took to paying them tribute rather than trying to sink their ships. They continued their reign of terror until the end of the Napoleonic Wars, when the naval powers could finally focus on the problem and deal with them.

Feel free to use this list to represent the myriad types of pirates that may come to mind – this fleet list is less about historical accuracy, and more about fun and “what if” scenarios.

ADMIRAL ARCHETYPES

Choose 1.

- **Sea Dog** (8 points): This admiral has plied the seven seas his entire life, and has perfected the art of capturing ships. Whenever one of your ships without Damage tokens collides with an enemy ship, it may take a Sailing test. If it passes, the enemy ship may not try to avoid the collision.
- **Buccaneer** (13 points): This admiral keeps his ships packed with extra crew, in order to overwhelm enemy ships and quickly press them into service. Whenever one of your ships wins a boarding action, you may add the newly captured ship to your fleet. The captured ship gets a Damage token if it didn’t already have one, and can never lose its last Damage token.
- **Villain** (6 points): This admiral strikes fear in the hearts of friend and foe alike. Friendly ships within 12” of your flagship get +1 Discipline. Enemy ships must pass a Discipline test before attacking your flagship in a boarding action. If they fail, they cannot continue with the boarding action.

CAPTAIN ARCHETYPES

Up to 1 per ship.

- **Marksman** (6 points): The ship may re-roll 1s when rolling its Gunnery dice.
- **Swashbuckler** (1 point): The ship may re-roll 1s when rolling its Boarding dice.
- **Navigator** (2 points): The ship may re-roll 1s when rolling its Sailing dice.

SHIPS

Flagship (Choose 1)						
Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	36	7	7	5	4	3
6th	19	8	6	4	2	1

Pack Hunter: Your flagship may be part of a squadron containing 1–2 other frigates.

Frigates (Choose any number, then form them into squadrons of 2-3 vessels)

Rate	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
5th	34	7	5	5	4	3
6th	17	8	4	4	2	1

Other Vessels (Choose any number, but cannot be more than half your fleet)

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
Brig	13	7	4	1	1	1

Fire Support: These small ships can always combine fire with your other ships, regardless of squadron.

PIRATE LEGENDS

JEAN LAFITTE

(Active from 1808–23)

A French pirate probably born in either France or Saint-Domingue (now Haiti), little is known of his early life. During the early 1800s he and his brother Pierre were smugglers operating near Louisiana. In the War of 1812, the US Government issued a letter of marque to the Lafitte brothers, as well as several of their cohorts. He was so effective that the British tried to bribe him into their service, something that made his contacts within the US very nervous. While Lafitte didn't take the bribe, his relations with the US had been badly damaged, and in 1814 they attacked Lafitte's base in Pensacola. The Americans captured eight pirate ships as well as 80 pirates, but Lafitte escaped. He would resurface a few months later, where he offered to fight at the Battle of New Orleans in 1814 in exchange for a full pardon for him and his men. Andrew Jackson, realizing the city was woefully vulnerable to attack, agreed. Lafitte made several key suggestions to Jackson for the city's defence, and his men acquitted themselves well during the battle. Afterwards, they got their pardon. Lafitte went on to live the pirate's life for another decade, establishing a base in Galveston, Texas, and raiding Spanish ships throughout the Gulf. This proved to be his end when, in 1823, he attacked what he thought were two Spanish merchant ships. They turned out to be heavily armed privateers or warships, and in the ensuing fight he was mortally wounded.

SPECIAL RULES

- **Admiral:** You may include Lafitte in your fleet as its admiral for 16 points.
- **Scallywag:** Your ships may re-roll 2s when rolling their Boarding dice (note that when combined with a Swashbuckler captain, this makes for a fearsome boarding crew!).
- **Expert Raider:** Whenever one of the ships in your flagship's squadron collides with an enemy ship, the enemy ship may not try to avoid the collision.

SCENARIOS

The scenarios on the following pages have been selected to give you a variety of ways to play *Fighting Sail*. Each one outlines a specific type of mission or engagement that was fairly common during the period. Players are encouraged to add their own rules and tweaks to them, or even invent whole scenarios on their own, as long as all players agree to the rules before the game starts.

Each scenario will tell you how to set up the table and deploy the fleets. It may also have special rules attached to it, or modify the win condition.

SELECTING A SCENARIO

For your first few games, you should play the “Encounter on the High Seas” scenario until you are a veteran sailor. Once you’ve gotten your sea legs under you, try some of the other scenarios.

It’s perfectly reasonable to choose a scenario that both players wish to play before the game starts. If an agreement cannot be achieved, or if you want the vagaries of war decide for you, roll a die to determine which scenario you will play:

- Scenario 1: Encounter on the High Seas
- Scenario 2: Protect the Convoy
- Scenario 3: Attack the Port
- Scenario 4: Blockade
- Scenario 5: The Fog Lifts
- Scenario 6: Pursuit and Evasion

Once you’ve chosen a scenario, set up the table according to the scenario’s description and get to battle!

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SCENARIO 1: ENCOUNTER ON THE HIGH SEAS

This is the best scenario for your first few games, as well as any game where you just want to clash forces. Two fleets meet on the open sea, ready for battle!

SETUP

An area of 4'x 4' works best. There should be no seascape features.

Players roll to see who will get the initiative for the first turn. The player who won the initiative chooses a table edge.

The wind will blow from the first player's right to left side of the table, parallel with the table edges.

The first player sets up their fleet within 6" of their table edge, but no closer than 12" from a table side. Then the second player sets up their fleet on the opposite table edge under the same restrictions.

SPECIAL RULES

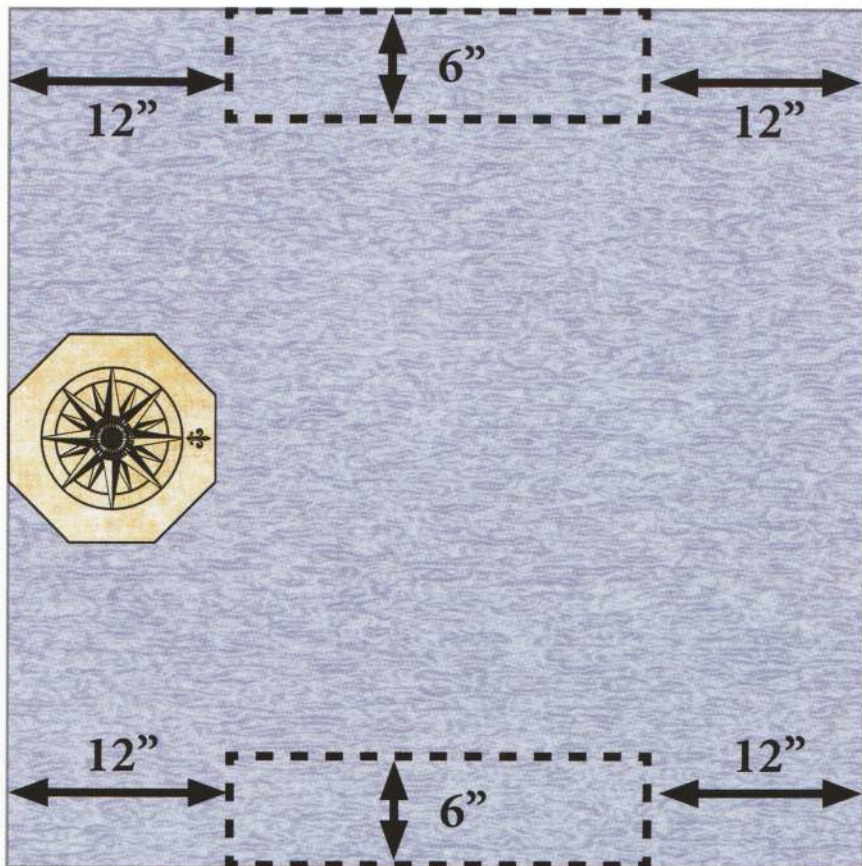
There are no special rules for this scenario.

SPECIAL ORDNANCE

Neither side may use special ordnance for this scenario.

OBJECTIVES

This scenario uses the standard objective – reduce your enemy's fleet morale to zero! The first player to do this is the winner.



SCENARIO 2: PROTECT THE CONVOY

Protecting maritime trade was of chief importance to most seagoing nations of the time. Conversely, disrupting your enemy's merchant marine was an effective and common strategy of naval warfare. In this scenario, one player will need to keep his convoy from falling into the hands of their enemy!

SETUP

Use the standard 4' x 4' area.

Players roll for initiative for the first turn. The player who won will be protecting the convoy, while the other player will attack it.

The convoy player chooses a table edge. The wind will blow from the convoy player's right to left, parallel to the table edges. See Scenario 1: Encounter on the High Seas for fleet deployment details and diagram.

SPECIAL RULES

The convoy player adds 3 merchant vessels to his fleet. These represent the convoy he has been charged to protect.

Ship	Cost	Sailing	Discipline	Boarding	Gunnery	Hull
Merchantman	n/a	6	3	2	1	3

The convoy player gets +6 fleet morale to account for their willingness to protect the merchant ships.

SPECIAL ORDNANCE

Neither side may use special ordnance for this scenario.

OBJECTIVES

This scenario uses the normal fleet morale rules for ending the game.

Merchant ships can exit the table along the attacking player's table edge. If the convoy gets at least 2 ships off the table in this way, they game ends and the convoy player wins.

If two of the merchant ships strike their colours, sink, or are captured, the game ends and the attacking player wins.

SCENARIO 3: ATTACK THE PORT

Ports are gateways to the inland, and as such are vastly important to attackers and defenders alike. Ports also provide vital repair and resupply stations, allowing nearby fleets to stay at sea longer.

SETUP

Use the standard 4' x 4' area. One edge represents the port, and should have a shoreline at least 12" long to accommodate shore batteries.

Players roll for initiative for the first turn. The winning player becomes the attacker, and the other player becomes the defender.

The defender sets up his fleet first, within 6" of the shore and no closer than 12" to a table side. The wind will blow from the defender's right to left side of the table, parallel to the table.

The attacker then sets his fleet up within 6" of the opposite table edge, no closer than 12" to a table side.

SPECIAL RULES

The defending player gets an additional 100 fleet points to spend solely on shore batteries. On top of the 'free' 100 points of shore batteries, they may also spend half of their standard fleet points allocation on additional shore batteries as normal. They get +10 fleet morale to account for their increased motivation of defending the port.

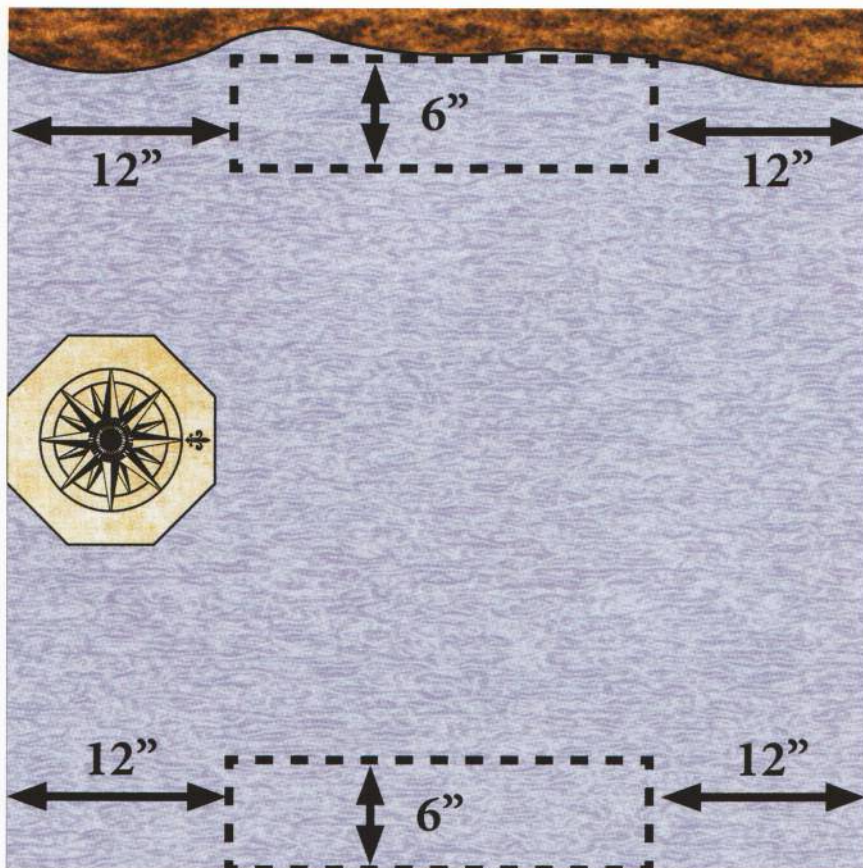
Since this port is strategically important to both sides, any fleet morale lost due to damage against shore batteries is doubled.

SPECIAL ORDNANCE

The attacking fleet may use fireships and bomb vessels. The defending fleet may use shore batteries.

OBJECTIVES

The standard rules for ending the game apply – reduce your enemy to zero fleet morale before they do the same to you!



SCENARIO 4: BLOCKADE

A fleet at sea projects power far beyond the range of its cannons. With its location unknown, a fleet can cause its enemies to second-guess their every move, and commit vital resources to finding it. Better to blockade the enemy naval ports, keep their fleets docked, and avoid that unfortunate situation altogether!

SETUP

Use the standard 4' x 4' area. Blockades happened far away from the enemy port, both to keep out of range of harbour defences as well as remain in a flexible position to counter the enemy fleet's move.

The escaping fleet has chosen a period of rough weather to help mask their movements, so players take turns placing a squall until six squalls have been placed. Squalls cannot overlap, but otherwise may be placed anywhere. Squalls should be irregularly shaped, but should measure roughly 6" by 6". The rules for squalls can be found on page 27.

Players roll for initiative for the first turn. The winning player becomes the attacker, and the other player becomes the defender.

The attacker chooses a table edge. The wind will blow from the attacker's right to left, parallel to the table edges. See Scenario 1: Encounter on the High Seas for fleet deployment details and diagram.

SPECIAL RULES

The defending player is trying to run the blockade. His ships may voluntarily exit the table along the attacker's table edge.

SPECIAL ORDNANCE

The defending player may use fireships.

OBJECTIVES

The standard rules for ending the game apply – reduce your enemy to zero fleet morale before they do the same to you!

Furthermore, the attacker loses fleet morale equal to the Hull rating of any defending ship that leaves his table edge.

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SCENARIO 5: THE FOG LIFTS

Sailing ships are always dependent on the weather – wind, storms, high seas, and any number of other factors can completely change the battle. In this scenario, a battle has been interrupted by fierce storms and fog. Both sides have had time to make repairs but suddenly the fog lifts and the fleets find themselves intermixed!

SETUP

Use the standard 4' x 4' area. Players take turns placing seascape features one at a time, until 6 features have been placed. Features may not be placed closer than 6" to another feature.

Players roll for initiative for the first turn. The first player then deploys one of his ships-of-the-line or a single squadron anywhere on the table. The second player then deploys one of his ships-of-the-line or a single squadron anywhere on the table, at least 6" away from an enemy vessel. Players continue to take turns like this until all ships have been deployed. Squadrons deployed this way must be placed within 3" of another of their squadron's members.

Once all ships have been deployed, nominate a table edge as the north edge. Then roll a die to see which way to wind is going:

- 1: The wind blows from North to South.
- 2: The wind blows from South to North.
- 3: The wind blows from East to West.
- 4: The wind blows from West to East.
- 5: The defender chooses one of the 1–4 results to apply.
- 6: The attacker chooses one of the 1–4 results to apply.

HMS *Leander* at the Nile, by Tony Bryan © Osprey Publishing Ltd.
Taken from New Vanguard 42: *British Napoleonic Ship-of-the-Line*.



SPECIAL RULES

There are no special rules for this scenario.

SPECIAL ORDNANCE

Neither player may use special ordnance for this scenario.

OBJECTIVES

The standard rules for ending the game apply – reduce your enemy to zero fleet morale before they do the same to you!

SCENARIO 6: PURSUIT AND EVASION

An admiral has found himself caught in a trap, and must escape the enemy at all costs.

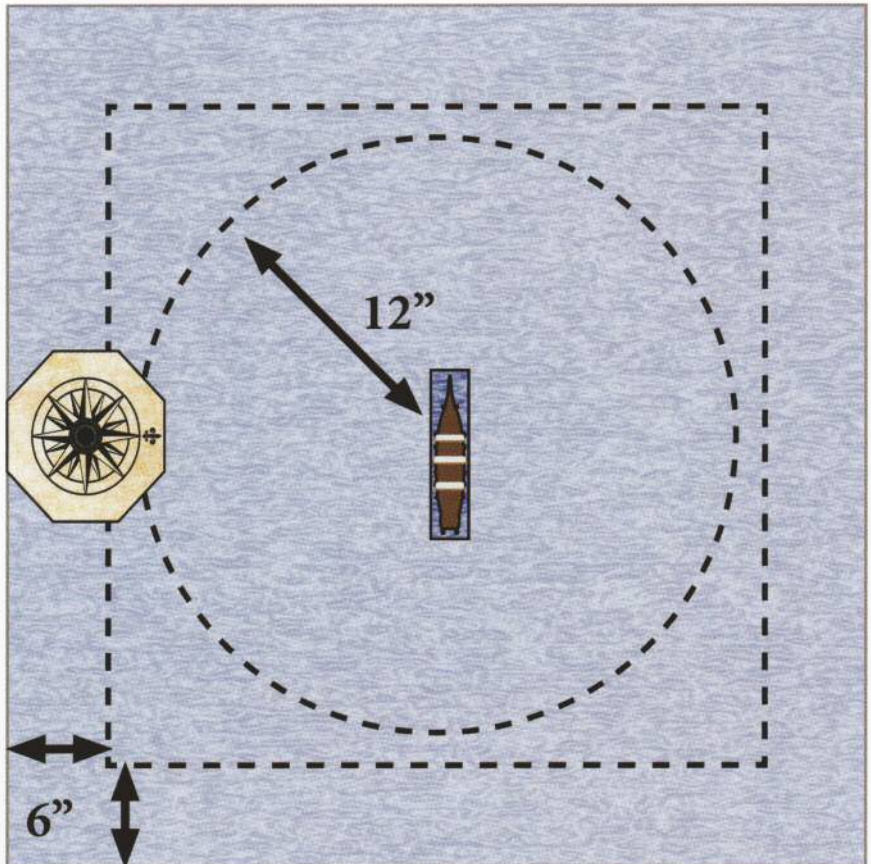
SETUP

Use the standard 4' x 4' area. There are no seascape features.

Players roll for initiative for the first turn. The first player commands the attacking fleet, while the second player is the escaping fleet.

The escaping player chooses a table edge. The wind will blow from that table edge to the opposite one. The escaping player then deploys his flagship in the centre of the table and the rest of his fleet within 12" of his flagship.

The attacking player may deploy his ships anywhere within 6" of a table edge.



SPECIAL RULES

The escaping player's flagship may voluntarily leave the table along any table edge.

SPECIAL ORDNANCE

Neither player may use special ordnance for this scenario.

OBJECTIVES

The standard rules for ending the game apply – reduce your enemy to zero fleet morale before they do the same to you!

Furthermore, if the escaping flagship strikes its colours, is sunk or captured, the game ends immediately. The attacking player wins.

If the escaping flagship exits the table, the game ends and the escaping player wins.

Visiting the Age of Fighting Sail

Playing out battles with miniature ships on the tabletop is an enormous amount of fun, but for those enthusiasts that want to get more of a taste of what life was like in this bygone era, there are several ships to visit! There is nothing quite like smelling the scent of timbers mixed with the ocean air or looking up at the crisscrossing rigging.

- *HMS Victory*: The world's oldest commissioned warship, you can walk the same decks as Cromwell, Howe and Nelson. It is in excellent condition, and one of the few examples of a 1st Rate ship-of-the-line still around. You can find her in dry dock in Portsmouth harbour. The *Victory* is a pilgrimage that every fan of the Age of Sail should make.
- *Santissima Trinidad*: Not the actual ship, but a full-sized replica moored at Puerto Alicante in Spain. A simply awesome sight to behold, and boasting a fine restaurant to boot. A bit touristy, but awe-inspiring nonetheless.
- *USS Constitution*: The world's oldest commissioned warship still afloat can be found docked in Boston. Beautifully restored and maintained, it is towed around the harbour a few times each year, and has even sailed under its own power twice in the past few decades – in 1997 and 2012.
- *USS Constellation*: Not to be confused with the 1797 frigate of the same name, it can be found in Baltimore's inner harbour. The last sailing warship built by the US Navy (in 1854), the *Constellation* didn't sail during the time period covered by this game, but is still an excellent example of the type of ship on which the US relied.
- *Pride of Baltimore II*: A topsail schooner unique to the Baltimore area, this is a beautiful example of a small and nimble fighting ship. It makes regular trips up and down the east coast of the US, and is based out of Baltimore.
- *HMS Surprise*: The ship used in the filming of *Master and Commander* can be found docked near downtown San Diego and was built in 1970 as a sailing training vessel. Later sold to the company that made the film, it is now part of the Maritime Museum of San Diego.
- *Lady Washington* and the *King Hawaiian*: This squadron of small ships spends its time sailing up and down the west coast of the US, taking passengers on short trips and teaching them about the period. They are based out of Aberdeen, Washington.
- *Lynx*: A replica launched in 2001, this privateer is used as a living museum of the Age of Sail and sails up and down the east coast of the US.
- *Sultana*: Sailing out of Chestertown, Maryland, this is a replica of a 1768 schooner that served in the British Royal Navy as its smallest schooner ever.
- *The Spirit of Dana Point*: Hailing from Dana Point, California, this ship is a replica of a 1770s privateer, and is used primarily to teach schoolchildren about the Revolutionary War period.

FIGHTING SAIL REFERENCE SHEET

THE TURN SEQUENCE

- **The Initiative Phase:** This phase determines which player will act first for the turn.
- **The Sailing Phase:** The first player sails his entire fleet, followed by the second player.
- **The Cannon Phase:** The first player fires the cannons of his fleet, then the second player follows suit.

INITIATIVE SUMMARY

Highest die roll is first player for the turn. Re-roll ties on the first turn of the game *only*. If a tie is rolled from the second turn onwards, the first player from the previous turn becomes the second player in the new turn.

If you are using the advanced rules for weather changes, look up on the Weather Deck the die roll that gave the tied result.

THE WEATHER DECK

- 1: Becalmed.
- 2–3: The wind changes 1 point clockwise.
- 4–5: The wind changes 1 point counter-clockwise.
- 6: The wind picks up to a gale.

SAILING SUMMARY

- Roll a number of dice equal to the ship's Sailing stat.
- The target number depends on the ship's attitude towards the wind.
- Each success rolled = 1 sailing point.
- If no successes are rolled, the ship gets one free sailing point unless it was In Irons or had an Anchor token.

WIND ATTITUDES

Attitude	Sailing Points	Notes
Reaching	4+	
Running	4+	Cannot tack or wear
Close-Hauled	5+	
In Irons	6	No free sailing point

SPENDING SAILING POINTS

Option	Cost	Movement	Turn
Manoeuvre	1 sailing point	Up to 2"	If it moves the full 2", up to 30° in either direction
Tack	2 sailing points	2"	Up to 90° towards the wind
Wear	1 sailing point	2"	Up to 90° away from the wind

SHOOTING SUMMARY

- A valid target is within range, within your ship's firing arc, and within line of sight.
- Measure range from mainmast to mainmast.
- Roll a number of dice equal to the ship's Gunnery stat. If the ship has any Damage tokens, its Gunnery stat is halved, rounded up.
- Place a Cannon token next to the ship.
- The number needed to hit and cause explosions depends on the range.

Range	Distance	Hits	Explosions
Short	0-6"	3+	5+
Medium	6-12"	4+	6
Long	12-18"	5+	n/a

For each explosion, roll a further Gunnery die. These extra dice *do not* cause more explosions unless you have a raking shot.

- The target rolls a number of dice equal to its Hull stat. Each 4+ rolled cancels out a hit. Look up any remaining damage on the Damage Deck and apply the effects.
- The target's fleet loses fleet morale equal to the amount of damage taken, to a maximum of the target's Hull stat.

THE DAMAGE DECK

- **0 or less:** No effect
- **1:** Disrupted – the ship gets an Anchor token unless it already had one.
- **2:** Shaken – the ship gets an Anchor token. If it already had one, it gets a Damage token instead.
- **3:** Light Damage – the ship gets an additional Damage token and an Anchor token unless it already had one.
- **4:** Heavy Damage – the ship gets two additional Damage tokens and an Anchor token unless it already has one.
- **5 or more:** Catastrophic Damage – the ship is sunk.

DAMAGE TOKENS SUMMARY

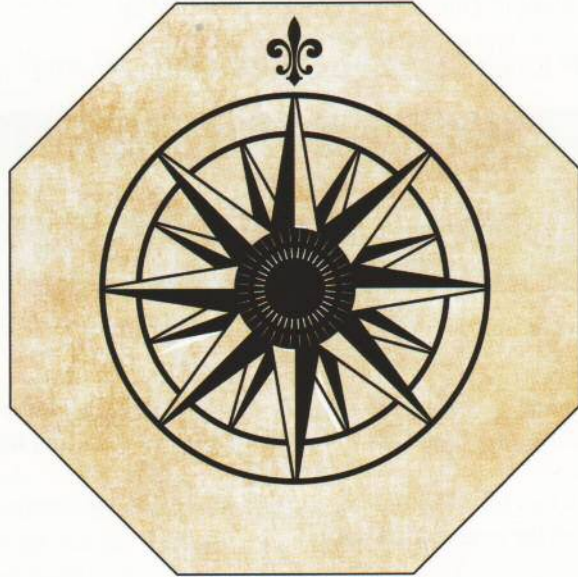
- **1+:** Gunnery and Boarding stats are halved, rounded up.
- **3:** If the ship fails its damage control Discipline test, it strikes its colours and is removed from play.
- **4+:** The ship sinks. Remove it from play.

BOARDING ACTION SUMMARY

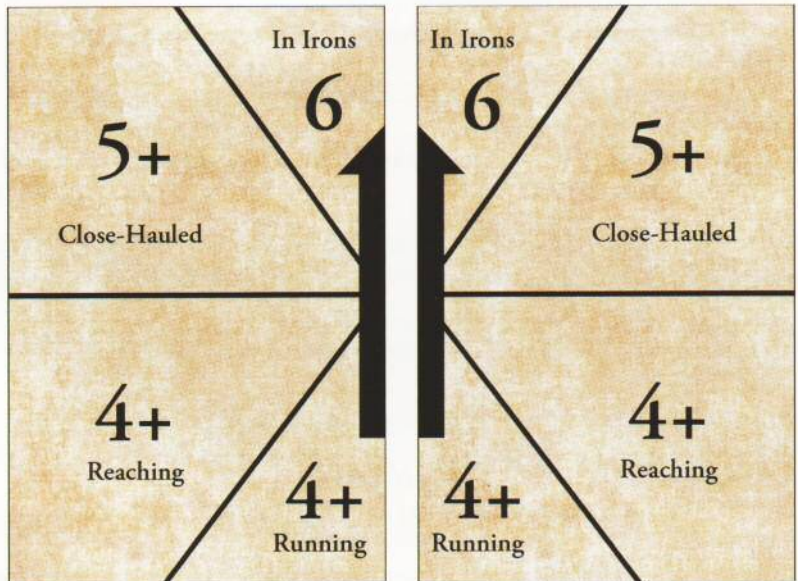
- Each ship rolls a number of dice equal to its Boarding stat. Each 4+ scores a hit.
- If the defender rolls at least as many hits as the attacker, it repels the attack and there is no further effect.
- If the attacker rolls more hits than the defender, the defending ship is taken as a prize. The attacker's fleet gains morale equal to the defending ship's Hull stat and the defender's fleet loses the same amount. The attacking ship gets a Damage token, unless it already had one. The defending ship is removed from play.

FIGHTING SAIL COUNTERS

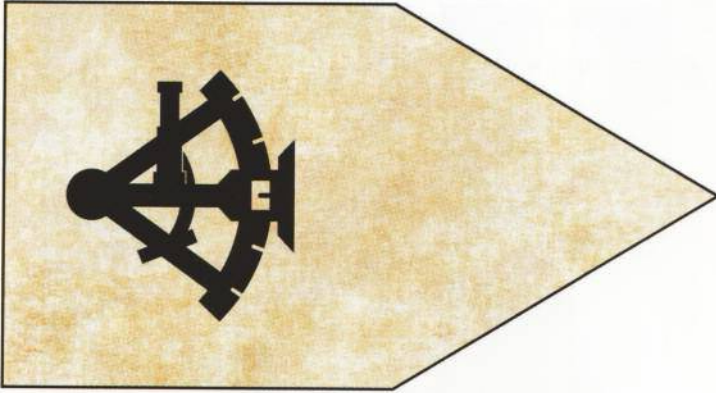
THE WIND COMPASS



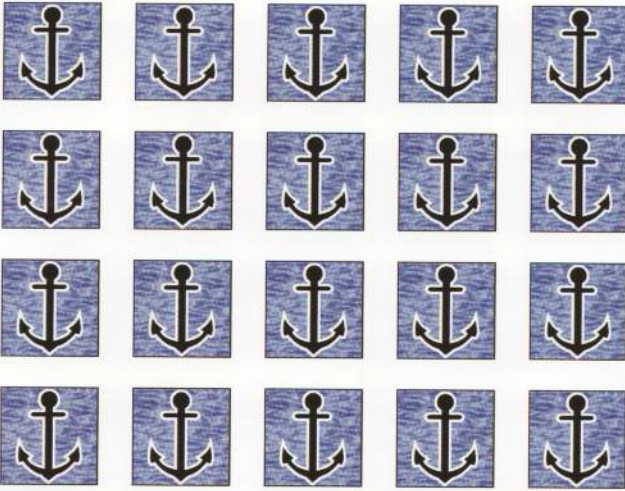
THE WEATHER GAGE



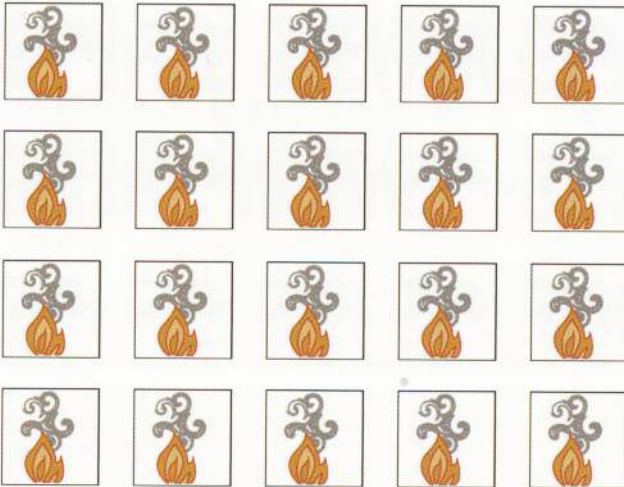
THE TURNING TEMPLATE



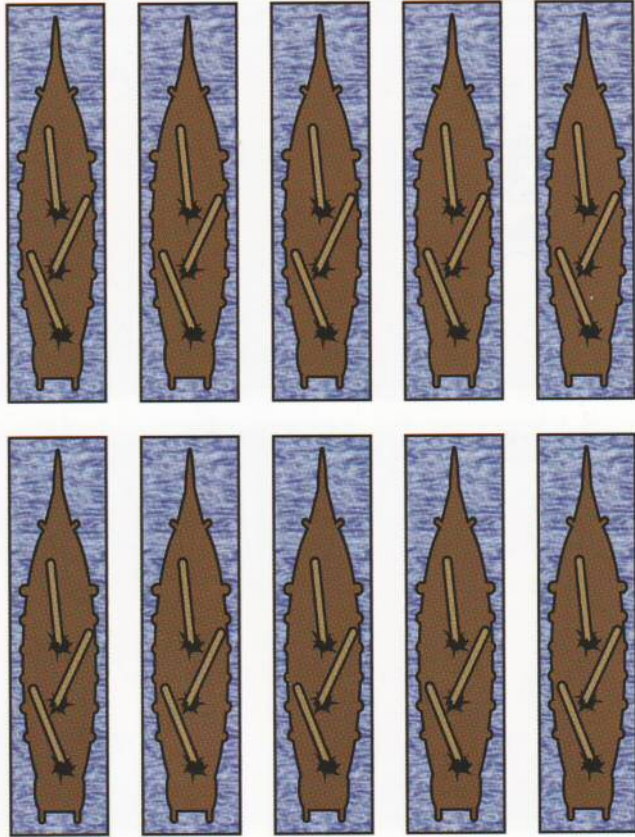
ANCHOR TOKENS



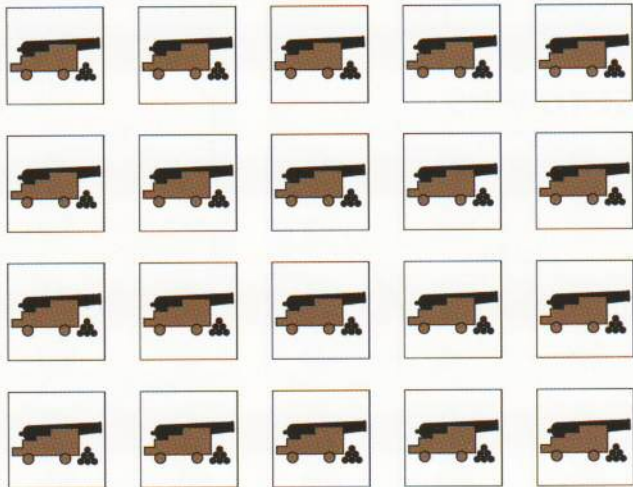
DAMAGE TOKENS



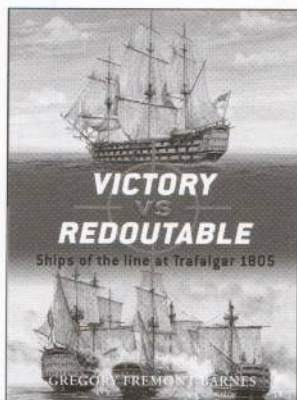
WRECKAGE TOKENS



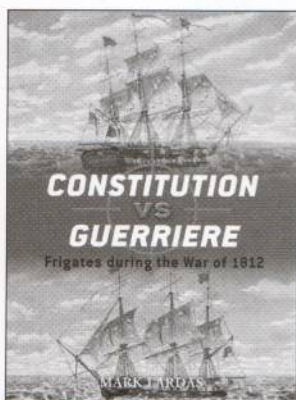
CANNON TOKENS



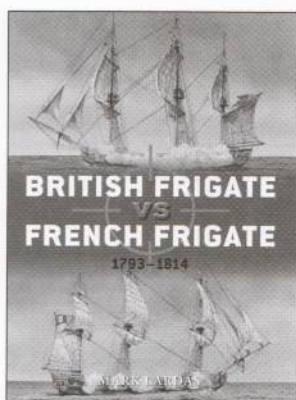
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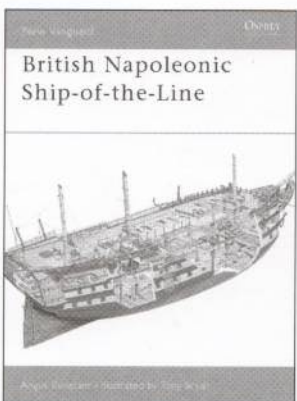
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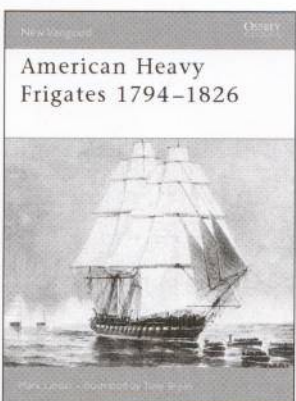
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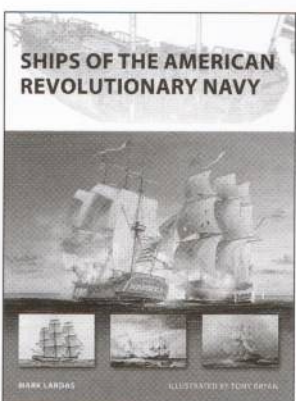
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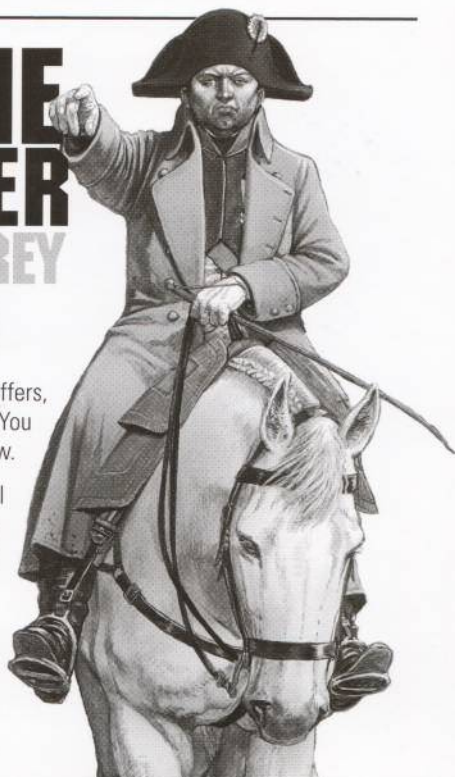
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