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Wooden Ships & Iron Men

NAVAL WARFARE DURING THE AGE OF FIGHTING SAIL. 1793-1815

RULES

INTRODUCTION

The game of Wooden Ships & Iron Men is a simulation of naval warfare during the period of the French Revolution, and the Napoleonic Wars from 1793 to 1815. Basically a game for two players, each in command of a single ship or small squadron, the game can be played by larger numbers, each with his own ship or squadron, to fight larger engagements. Counters are used to represent individual ships of varying capabilities. The game includes a large number of different scenarios, each being a simulation of a naval engagement of this period (both real and imaginary).

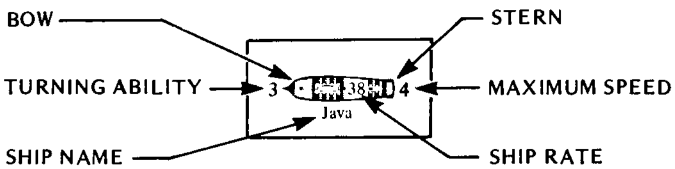
MAPBOARD:

The 22" x 28" Mapboard is the playing surface on which the ships are maneuvered. The hexagonal grid printed on the Mapboard is used to determine movement, firing ranges, and the positions of the ships. Each hex is numbered, these numbers being used to determine the initial placement for the various scenarios.

Also printed on the Mapboard is the Wind Arrow Hex (2133), where each hexside is numbered from one to six. The sides of the Mapboard are referred to in terms of these numbers. The two long sides of the Mapboard are referred to as sides One and Four. The two short sides of the Mapboard are referred to as sides Two/Three and Five/Six.

UNIT COUNTERS:

Differently colored die cut counters known as "ships" are the playing pieces used in this game. The red ship counters represent the ships of the British Royal Navy, the dark blue ship counters represent the ships of the French Navy, the pink counters represent the ships of the Spanish and Venetian navies, and the light blue counters represent the ships of the United States Navy. Printed on each counter is information needed to play the game. Examine the example below:



TURNING ABILITY: This is the number of 60° turns which that ship can make during the course of one Move.

MAXIMUM SPEED: This is the maximum speed of the ship under battle sails.

SHIP RATE: This is the rated number of guns carried by the ship (i.e. a "74" was rated to carry 74 guns – 37 guns in each broadside).

SHIP NAME: This is the identification of the name of the ship which that ship counter represents.

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

STERN: The sterm of a ship is its rear section. This is the blunt end of the ship diagram on the counter.

PREPARATION FOR PLAY:

The mapboard is placed on a flat surface. Players select a scenario, then place the necessary ship counters where indicated on the mapboard. The Log Sheets are then prepared for play to represent the ships involved.

WIND DIRECTION: The direction in which the wind is blowing is shown by pointing the arrow on the Wind Arrow counter in the correct direction. This counter is placed on the Wind Arrow hex on the Mapboard.

LAND HEXES: The numbers of hexes to form an outline of land masses is listed in the appropriate scenarios. These hexes are marked as land hexes by using ship counters not involved in the scenario, turning them upside down, and placing them in the listed hexes.

BASIC GAME RULES

HOW TO PLAY:

The game is played in sequenced "Moves." The number of Moves varies from scenario to scenario. The SEQUENCE OF PLAY for each Move is as follows:

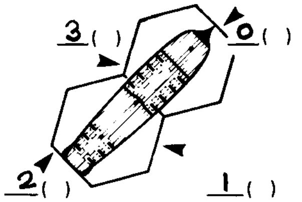
1. Make attempts to unfoul ships which were fouled on previous Moves.
2. Players secretly write in the proposed movements for each ship on their Log Sheets.
3. When both players have completed their Log notations, all ships are simultaneously moved exactly as their movement was written in the Log. Retrace any possible collisions one hex at a time – if any collisions occur, check for fouling.
4. Make all attempts to grapple, avoid grappling, and ungrapple.
5. Write any boarding parties in the Logs of involved ships.
6. Resolve all gunfire, and mark all hits on the Hit Record Charts.
7. Resolve all boarding actions, and mark all hits on the Hit Record Charts.
8. Load broadsides.

HOW TO MOVE:

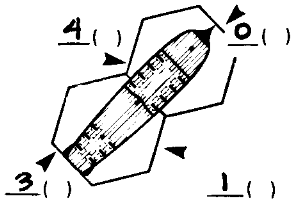
Movement is always simultaneous, and ships must move exactly as was marked in their Logs. Thus, the Logs of all ships must be marked before any ships are actually moved on the Mapboard.

1. Sailing ships are dependent on the wind for their movement, and the speed a ship can attain depends on its attitude to the wind. Ships are of two types with regard to speed, those with a maximum speed under battle sails of three hexes per Move, and those with a maximum speed under battle sails of four hexes per Move. These maximum speeds are only possible when the wind is in the most favorable attitudes. The speeds of these two types of ships in various attitudes to the wind are as follows:

Maximum Speed 3



Maximum Speed 4



2. The number of hexes a ship can move depends on its attitude to the wind at the beginning of that Move. For instance, a ship beginning its Move in an attitude to the wind where its speed is two could move no more than two hexes, even if it immediately turned into an attitude where its allowable speed is three or four. For clarification see No. 1 in the Examples of Play.
3. A ship can make any number of 60° turns during a Move, not to exceed its allowable maximum as shown on the ship counter. A 60° turn consists of swinging the bow of the ship counter from the hexside it is presently pointing at to point at one of the adjacent hexsides. No ship can make more than one 60° turn per hex per Move (a ship remaining in the same hex for several Moves could make a 60° turn in that hex during each successive Move). Since each ship counter occupies two hexes, during a turn the ship's bow is pivoted 60° to point in a new direction, and the stern is swung into a new hex. Note that it is impossible for some ships to use their full number of turns in some wind attitudes, or at battle sail speeds.
4. A ship may move any number of hexes during a Move up to its allowable maximum as determined by its initial attitude to the wind. A ship does not have to move, nor does it have to move its full allowable number of hexes.
5. A ship which turns during its movement into a new and slower attitude to the wind may not move more hexes in this new direction than it could if it had begun its move in this new wind attitude. Ships cannot move any hexes in a direction where their attitude to the wind gives a speed of zero – any ship which turns into such an attitude must end movement there. On subsequent Moves the ship can turn 60° in place until it reaches an attitude where movement is possible. For clarification see No. 2 and No. 3 in the Examples of Play.
6. Each 60° turn counts the same as moving one hex.
7. Drift: On consecutive Moves at speed zero, after the first one, a ship will drift one hex in the direction the wind is blowing. This applies also to ships which are fouled or grappled together, if both ships are on at least their second consecutive Move at speed zero. A ship can turn while drifting.
8. Ships which are fouled together or grappled together cannot move, they can only drift. They also cannot turn in place.
9. Turning in place is considered to be zero speed for purposes of determining if a ship will drift.
10. If a Log sheet is incorrectly filled out, and indicates an illegal move for a ship, end that ship's movement at the point of the infraction.
11. The movement of ships takes place after the writing of Log notations of movement, and before attempts to grapple and/or ungrapple during a Move.
12. LOG NOTATIONS OF MOVEMENT: All notations of movement are written in the "Move" column of the ship's Log.
    (a) The number of hexes a ship is to move is written as a number.
    (b) Any turns made by the ship are written as a "R" for a right-hand turn, or as a "L" for a left-hand turn. Each notation indicates a 60° turn.

See Examples of Play No. 4 for clarifications.

COLLISIONS:

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

1. To see if ships have collided, retrace the courses of all ships concerned one hex at a time – remember that a 60° turn counts the same as a hex moved. If two or more ships are found to be in the same hex at the same time, a collision takes place.
2. Only one ship can actually remain in the collision hex. If one ship reached the hex first, push all other ships back into the hexes they occupied prior to the collision. If the stern of one ship reached the hex at the same time as the bow of another ship, the bow is assumed to have reached the hex first. If it is impossible to show which ship reached the hex first, roll a die for each ship involved, and let the high man decide.
3. Once a collision occurs, all movement ends for the ships involved, even if their Logs called for further movement. Change the Log notation to correspond with the actual move.

FOULED RIGGING:

When a collision occurs, the rigging of the involved ships may entangle and be fouled, locking the ships together.

1. For each collision, either involved player can roll one die. Consult the Fouled Rigging Table, crossgridding the number rolled with the results. If the ships do not foul, they can continue moving normally on the next Move.
2. Ships that become fouled remain so until unfouled. Unfouling uses the Unfouled Rigging Table. Players do not have to attempt to unfoul if they do not wish to; however, a player may roll one die for each of his ships that is fouled. Ships that are unfouled may move on normally that same Move.

3. Fouled ships cannot move or turn in place. They can drift.
4. Boarding parties can be formed, and boarding actions fought between fouled ships.
5. Fouling takes place during the movement of the ships, and unfouling is done at the start of a Move, before Log notations on movement are made.
6. The fact that a ship is fouled is indicated in the "Notes" column of the ship's Log by writing a "Ⓕ." Unfouling is indicated by writing a "F."

GRAPPLING:

1. Whenever ships are in adjacent hexes, one or both can make an attempt to grapple.
2. If the involved ships are friendly, grappling and ungrappling is performed automatically.
3. If the adjacent ship is enemy, an attempt to grapple can be made by rolling one die, and checking the Grappling Table for the results of the attempt.
4. A player who does not wish his ship to be grappled may roll a die at the same time as his opponent tries to grapple, and consult the Ungrappling Table. A successful ungrappling will cancel a successful grapple.
5. The Ungrappling Table may be consulted and a die rolled on later Moves to try to cancel an earlier successful grapple.
6. A single ship can make only one grappling or ungrappling attempt per Move.
7. Grappling attempts can be made on Move after Move, each successful attempt requiring a successful ungrappling before the ships are free again.
8. Grappled ships cannot move or turn in place. They can drift.
9. Boarding parties can be formed, and boarding actions fought between grappled ships.
10. Grappling takes place after all movement is complete, and before notations of boarding parties are made, and firing begins.
11. The fact that a ship is grappled is indicated in the "Notes" column of the ship's Log by writing a "Ⓖ." Ungrappling is indicated by writing a "G."

CREW QUALITY:

The quality, and, hence, the combat effectiveness of a ship's company depends on their leadership, training, and morale. A high quality crew can fire faster and more accurately, and their cohesion and organization make them more effective in boarding actions. The quality of the various crews is given in the scenarios. The effects of crew quality on firing and boarding are explained later in the rules.

Crew quality is divided into five types:

ELITE crews are well-trained, well-led, and have superb morale.

CRACK crews are only slightly less efficient than Elite crews.

AVERAGE crews are those which, although not inefficient, lack training, inspired leadership, and/or high morale.

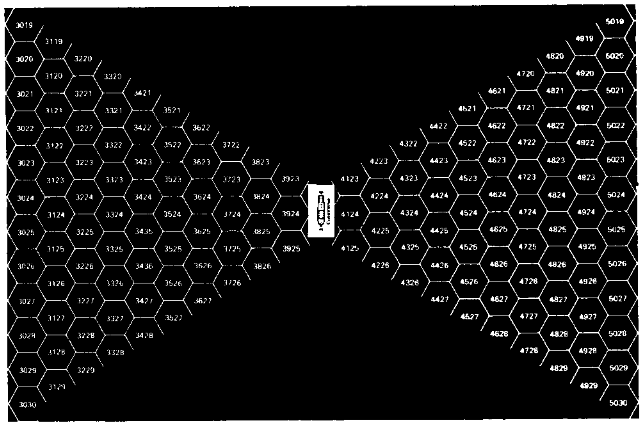
GREEN crews are those which are inefficient.

POOR crews are those which are inefficient and suffer from low morale.

PLAY OF THE GUNS:

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

BLOCKED FIELDS OF FIRE: Ships, islands, and other obstacles cannot be fired through. When a broadside is fired, it must always be fired at the nearest possible target — if several targets are at the same range, any one can be selected as the target. If the nearest possible target is a friendly ship or island, the field of fire is blocked, and the ship cannot fire.



HOW TO FIRE:

1. All firing is conducted after all movement is completed, grappling attempts have been made, and boarding parties marked, but before boarding actions are resolved. Firing is conducted from the positions the ships occupy after all movement is complete.
2. Firing is noted on the Log by drawing a slant line ("/") through the last loading notation on the broadside fired.
3. All firing is considered to be simultaneous, although it can be carried out in any convenient order. Simply ignore hits until all ships have completed firing.
4. A ship may fire both broadsides during the same Move, if both sides are loaded.
5. An entire broadside must be fired at one target. It cannot be split to fire at more than one ship. Part of the broadside cannot be fired at the hull while the remainder is fired at the rigging. An entire broadside is always assumed to be fired at once, even if part of that broadside consists of carronades which are out of range.
6. FIRE PROCEDURE:
    - (a) Count the number of hexes to the target by the shortest possible route. This is the range. If the target ship is located in hexes at two different ranges, use the shorter range.
    - (b) On the Hit Chart of the ship firing, count the number of gun squares on the broadside firing. Do not include hit gun squares in this count. Also, do not include carronade squares in this count unless the range is two hexes or less.
    - (c) Consult the Range Tables, crossgridding the number of gun squares firing with the range in hexes. The number found in this Table is the number of the Basic Hit Table (BHT) to be used.
    - (d) Now check the Basic Hit Table Modifiers (ignore the optional modifiers, as these are not used in the Basic Game). These are variables that will increase or decrease the BHT. All modifiers are cumulative. If, after using all modifiers that apply, Table zero or above has not been reached, the result is an automatic "miss." If a Table number higher than eight has been reached, use Table eight, as this is the highest allowed.
    - (e) The player firing now decides if the fire is to be aimed at the hull, or at the rigging. If the range is six hexes or more, the fire must be aimed at the rigging.
    - (f) Consult the correct Hit Table, as found in steps (c) and (d), on either the Hull or Rigging Effects Tables, depending on the decision made in step (e). Then roll one die. Crossgrid the number rolled on the Hit Table of the correct number, and find on the chart the specific types of hits scored on the target.
    - (g) Mark these hits on the target's Hit Chart.
7. BASIC HIT TABLE MODIFIERS:
    - (a) Crew Quality: Crew quality will increase or decrease the BHT as shown in the Tables, depending on the quality of the crew, and the number of gun squares being fired.

(b) Raking: Raking is when one ship is in a position to fire down the length of another one. This will increase the BHT as shown in the Tables, depending on the number of gun squares firing. A ship is in raking position anytime an enemy ship lies within the play of its broadside, but it lies outside of the play of the enemy's broadside.

(c) Crew Losses: For each complete crew section wiped out or used for other purposes than working the guns (such as for boarding), the BHT is decreased by one.

(d) Initial Broadside? The first time a ship fires a broadside during an action, that broadside will be the most carefully loaded and aimed it will fire. Each ship has two initial broadsides, one on each side of the ship. The initial broadside will increase the BHT as shown in the Tables, depending on the number of gun squares being fired.

(e) Captured Ship: When using the guns on a captured ship, the BHT is decreased by two Tables.

MARKING HITS & THE EFFECTS OF DAMAGE:

1. Hits are marked on the Hit Sheet of the target ship with an "X." The Hit Sheet has four major parts, each part corresponding to a type of hit on the Effects Tables.
2. HULL HITS (H): Mark off one hull square per hull hit called for on the Effects Tables. When all of a ship's hull squares have been marked off, that ship will "strike its colors" and surrender. The ship is considered to be in such danger of sinking that it cannot be sailed or the guns worked for the remainder of the game (even by a prize crew). No crew can be removed from the ship (all are required to try to keep the ship afloat), although a prize crew can be put on board. Neither side is allowed to fire on such a "struck" ship, although it can be boarded. A ship which "strikes" will end a single ship duel with victory for the other side, but will require a prize crew to be of any value in a multi-ship battle. Excess hull hits are treated as "misses." The crew of a struck ship cannot participate in melees.
3. CREW HITS (M): Mark off one crew square per crew hit called for on the Effects Tables. The crew squares are divided into three sections. All crew hits should be taken out of the first section until all crew squares are gone there, then out of the second section until all crew squares are gone there, and then finally out of the third section. Each crew section marked off decreases that ship's BHT by one Table. When all crew squares on a ship are marked off, the ship cannot be moved until more crew squares are put on board. Loss of all crew squares will end a single ship duel with victory for the other side, but puts the ship "up for grabs" to the first side which can put a prize crew on board in a multi-ship battle. Excess crew hits are treated as "misses."
4. GUN HITS (G): Mark off one gun square per gun hit called for on the Effects Tables. When a gun hit is called for, and the ship has both gun carronade squares, the commander of the hit ship can mark off whichever type he chooses. The gun and carronade squares are divided into two main sections – the right and the left broadsides. Hits should be marked off the side closest to the firing ship, although if gun squares on the closer side are all marked off, gun squares on the opposite side are marked. If all gun squares are marked off, and no friendly ship is within ten squares distance, the ship will surrender to the first enemy ship that can move into an adjacent hex and fire a broadside into it. A surrendered ship will make no resistance to boarding, but will cease to be surrendered if no prize crew is on board, and no enemy ship is within five hexes distance. Excess gun hits are treated as hull hits.
5. RIGGING HITS (R): Mark off one rigging square per rigging hit called for on the Effects Tables. The rigging squares are divided into either three sections (for ships with a maximum battle sail speed of three hexes), or four sections (for ships with a maximum battle sail speed of four hexes). All rigging hits should be taken out of the first section until all rigging squares are gone there, then out of the second section, etc. Each complete rigging section marked off drops the ship's speed by one hex in all attitudes to the wind. When all rigging sections are gone, the ship cannot move; but, it is allowed to make a 60° turn on every other Move. Loss of rigging cannot force a ship to surrender, but in many cases does make its position hopeless. Excess rigging hits are treated as "misses."

BOARDING & MELEE

1. Boarding can be done on any Moves while ships are fouled and/or grappled together.
2. The formation of a boarding party is written in the Log before any firing takes place. A boarding party can consist of the entire crew, or just a section of the crew – entire crew sections must be used in making up a boarding party, starting with the lowest numbered sections. Partial crew sections cannot be used for boarding (i.e. one crew square of a section used for boarding, and the others used to fire).
3. If several ships are boarding the same enemy ship at the same time, the combat factors of their various boarding parties are added together.
4. Boarding parties can be formed to move crew sections from friendly ship to friendly ship. The opponent must be informed of all such movements. The transfer takes place after all firing is completed. This is allowed to any friendly adjacent ship. Cross off the transferred crew sections on the ship as if they were casualties, and make a note on a separate sheet of paper of the strengths of the transferred crew sections, and their present locations.
5. If crew sections are being permanently transferred from one ship to another (which is only possible if casualties or transfers have reduced the original crew), erase one crew square casualty on the ship's Hit Record for each new crew square transferred to it. Start erasing with the most recent crew square casualty, and work back.
6. Transferred crew squares cannot be used for melee, or other pruposes until the Move following their transfer. This applies even when the ship they are transferred to is engaged in melee during the Move of transfer.
7. Crew sections used for boarding or being transferred have the same effect on their ship as if they were casualties (i.e. if one crew section is being used for boarding, and two sections for firing the guns, the BHT of that ship is decreased by one). This applies even if no boarding or transfer actually takes place.
8. If the ship to which a transfer is being made surrenders, or if the ship making the transfer surrenders, no transfer is made. If a ship is forced to surrencer by firepower, it cannot board, but all crew squares on board at the time immediately surrender with the ship. If an enemy ship surrenders due to firepower, a boarding party intended for that ship may go aboard to act as a prize crew.
9. A purely defensive boarding party may be formed by writing the notation "BPD" in the Lot instead of the usual "BP." This defensive boarding party will melee only enemy "BP." If all involved ships have "BPD," then no melee takes place.
10. If there are several ships against which one ship could be boarding at the same time, the Log notation should also include the name of the ship to be boarded. A boarding party can be divided, sending some crew sections against one ship, and others against another ship, etc.
11. A victorious boarding party (even a "BPD") that captures a ship by melee is always considered to end the Move on the decks of the captured ship – to return to their own ship requires a normal transfer on the following Move. It is possible for a ship with boarding parties fighting several enemy ships to capture one enemy ship with one boarding party, while their own ship is captured by other enemies who defeat another boarding party. If one boarding party is defeated, and the ship captured, all other crew squares on that ship – including those firing, and undefeated boarding parties – also must surrender.
12. MELEE PROCEDURE

All melees between boarding parties are resolved in the following manner:

(a) Each crew square involved in a melee is worth a certain number of Combat Factors each. Better quality crew squares are worth more than lower quality crew squares. The number of Combat Factors each crew square is worth is given on the Combat Factor Table. Each side multiplies the number of crew squares in the melee times the number of Combat Factors per crew square to find the number of Combat Factors in the melee.

(b) Now, each player rolls one die and consults the Melee

Resolution Table, crossgriding the number rolled on the die with the total number of Combat Factors he has in the melee. The number found is the number of enemy crew squares to be marked off on the Hit Chart of their ship.

(c) Once casualties have been removed, both players refigure their total number of surviving Combat Factors. If one side has a three-to-one or better advantage in odds, the enemy boarding party is defeated, and all its surviving crew squares become prisoners. The victorious boarding party is now considered to be on the deck of the ship the enemy boarding party came from; the ship is captured; and all other enemy crew squares on board also become prisoners.

13. If a boarding party (but not a "BPD") has no opposition, it automatically captures the enemy ship, and all crew squares on board.

PRIZE CREWS AND PRISONERS

1. Once a ship has been captured, the victorious player opens a new column on his Log Sheet for the captured ship, copying all information (including damage) from the old enemy Log.
2. Once a prize crew is on board, the captured ship can be moved normally, depending on its damage. The original crew is still marked on the ship's Log and Hit Chart. The prize crew is kept up with on a separate sheet of paper. A surrendered ship cannot move until a prize crew is put aboard.
3. If for any reason a prize crew leaves, or is eliminated, the ship returns to the control of the original owner.
4. Prize crews are transferred to a surrendered ship in the normal manner. Captured crew squares are left on the ship where captured.
5. At least one crew square is required for every six prisoner crew squares on a ship. If the numbers fall below this ratio, the prisoners take over the ship, and the prize crew becomes prisoners.
6. If a ship with a prize crew on board is fired at, take all "odd" crew square losses (i.e. the first, third, fifth, etc. losses) out of the prize crew, and all "even" losses out of the prisoners. Remember that ships with all hull squares tone cannot be fired at.
7. A prize crew can run a ship normally while on board. They can sail the ship, engage in melees (although if they fall below the one to six ratio to their prisoners they will become prisoners), and fire and load the guns (at two Tables less than normal).
8. Remember that on ships that have "struck" (all hull squares gone), the original crew cannot melee. Also, the ship cannot sail and the guns cannot be worked, even by a prize crew. The prize crew can melee.

LOADING:

1. A ship can load one complete broadside per Move. Only one side can be loaded, not both.
2. A broadside can be loaded on the same Move as it was fired, and fired during the following Move, or any later Move. Thus, it is possible for the same broadside to be fired every Move.
3. Loading is indicated in the Log by writing the letter "B" (for ballshot) under either the "R" (for right broadside) or "L" (for left broadside) columns.
4. Loading takes place at the end of a Move, after boarding is resolved.

OPTIONAL RULES

Once players have mastered the Basic Rules of Wooden Ships and Iron Men, they will undoubtably wish to use some or all of the rules in this section. These optional rules provide greater scope and realism of play for those advanced players who enjoy a more realistic and complicated game.

TYPES OF AMMUNITION

Different types of ammunition have different capabilities as regards to their range, effectiveness, and loading times.

1. BALLSHOT: The basic and most commonly used type of projectile, being an iron sphere. This is the type of shot used for the Basic Rules. It was used by all nations. Ballshot has a maximum range of ten hexes, normal effectiveness (see the Basic Rules), and a loading time of one Move.
2. CHAINSHOT: This came in many varieties, and was also referred to as barshot, expanding shot, etc. Its basic purpose was to cut up the enemy's rigging in a more effective manner than was possible with ballshot. Chainshot was used by practically every nation at one time or another, with the exception of the British Royal Navy. Chainshot has a maximum range of three hexes. Ships firing chainshot increase their BHT by the amounts shown in column "CH" (for "chainshot") under the Optional Hit Table Modifiers. However, chainshot lacks the penetrating ability of ballshot, and "H" (hull) and "G" (gun) hits count as misses when chainshot is fired. Chainshot has a loading time of one Move.
3. DOUBLESHOT: This basically consists of a number of ballshot (usually two), often with a keg of musket balls added. Highly effective at point-blank range, it was totally worthless at any range. It was used by all nations. Doubleshot has a range of one hex only, and requires two Moves to load. Ships firing doubleshot increase their BHT by the amounts shown in column "DS" (for "doubleshot") under the Optional Hit Table Modifiers.
4. GRAPESHOT: This term is also used to cover other types of anti-personnel rounds such as canister and langridge. Basically, these rounds consisted of a large number of small ballshot, musket balls, and/or odd pieces of metal. They were ineffective against the ship itself, but devastating to exposed crewmen. Grapeshot was used by all nations, but only very rarely by the British Royal Navy, which preferred doubleshot at close quarters. Grapeshot has a range of one hex only, and a loading time of one Move. Ships firing grapeshot decrease their BHT by the amounts shown in column "GP" (for "grapeshot") under the Optional Hit Table Modifiers. The number of the modified BHT is the number of crew squares hit (no die roll is needed). It can be seen that grapeshot is virtually worthless, except when raking.

REPAIRS

Wooden sailing ships were self-sufficient to a remarkable degree, often being able to repair a substantial amount of damage in a surprisingly short time.

During a Move in which a ship does not load or fire its guns, engage in melee, become involved in a collision, up anchor, change from full sails to battle sails or vice-versa, or make any turns it can make repairs; provided there are at least two crew sections available. All repairs take three Moves (not necessarily in sequence). In three Moves, one hull, rigging, or gun square can be repaired by simply erasing the "X" on that square. Repairs cannot be made on "struck" ships. Repairs in progress are listed in the "Notes" section of the ship's Log by writing "RH" for hull repairs, "RG" for gun repairs, and "RR" for rigging repairs.

TIMED MOVES

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

MULTI-PLAYER GAMES

For games where there are several players on each side, allow no talking between the players on a side. Use this option with the timed moves option, and allow players to communicate only through the use of messages written and passed between players during the timed writing period. This simulates the difficulties of communicating through the use of the flag signals of the period. Players may also wish to forbid any communications between players commanding squadrons of different nationalities, to simulate their difficulties in reading each other's flag signaling systems.

BACKING SAILS:

There are times when a player will wish to hold back his ship for part, but not all of a Move, then go forward and/or turn. The letter "B" (for "backing sails") is used in the "Move" column of the ship's Log to indicate this. The "B" indicates that while all other ships are moving a hex or making a turn, that particular ship does not move. Each "B" marked counts one hex off of the ship's speed for that Move.

COMMAND LAG

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

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

1. The player writes the moves for the ships in his immediate squadron from Move to Move in the normal manner.
2. The player writes the moves for the ships in other squadrons three Moves in advance. Thus, at the start of the game, the player would write movement orders for these ships for Moves one, two, and three. After Move one was completed, he would write movement orders for these ships for Move four, etc.
3. Alternately, each player could designate a "flagship" at the start of the game, this "flagship" being the location of his admiral. All ships completely or partly within ten hexes of the "flagship" can have their movements written from Move to Move. All other ships must have their movement written for three Moves in advance.
   - (a) Ships which had their movement written for three Moves in advance, but end up within ten squares of the flagship, can have excess movement orders erased, and can be marked from Move to Move.
   - (b) Ships which find themselves over ten hexes from the "flagship," and which have had their previous movement marked from Move to Move, must immediately have their movement marked for three Moves in advance.
   - (c) If the "flagship" is sunk, captured, or forced to strike, all movement for ships on that side must be marked for the next five Moves. After these five Moves have been completed, the player can designate a new "flagship," and begin moving normally again. This simulates the lack of control in a fleet while a new commander takes charge, or while the old admiral is in a small boat "shifting his flag."

GOING OFF THE MAPBOARD:

Except for scenarios where land hexes are present, or where land is defined as being just off a certain edge of the Mapboard, it should be possible for players to keep from sailing off the Mapboard by the expedient of moving all counters a certain number of hexes in the same direction. This method maintains the ship's relative positions to one another.

WIND

Each scenario lists an initial wind direction, that is, the direction in which the wind is blowing at the start of the game. Also given is the strength at which the wind is blowing, and a number — this "wind number" representing the chances that the wind will change. This information can be used in the following manner:

1. The Wind Arrow counter is placed to point in a direction corresponding to the initial wind direction given in the scenario. It is then shifted to point in new directions as the wind direction changes.

   NOTE: Players may wish to vary a scenario by rolling a die at the start of a game, and letting the die determine the initial wind direction.
2. Players note the effect of the wind force on the sailing qualities of their ships.

   NOTE: Players may wish to vary a scenario by rolling a die at the start of a game, and letting the die determine the initial wind force (as shown on the Wind Force Tables).
3. On every third Move; that is, before writing movement for Moves three, six, nine, etc.; either side rolls the die. If the number rolled equals or exceeds the "wind number," the wind will change as follows:
   - (a) Either player can roll the die, and the Wind Direction Changes Table is consulted. The Wind Arrow counter is then shifted as directed on this table.
   - (b) Either player can roll the die again. If a "1" or a "2" is rolled, the wind force drops by one degree — i.e. from "Normal" to "Moderate." If a "3" or a "4" is rolled, the wind force does not change. If a "5" or a "6" is rolled, the wind force increases by one degree — i.e. from "Gale" to "Storm." If the wind force should increase a degree from "Storm" force, the game ends immediately, as the seas are too high to fight a battle. If the wind force drops a degree from "Light Breeze" force, all ships are becalmed and no movement is possible (turning is still allowed).
   - (c) Eigher player can now roll the die a third time. The number rolled is the new "wind number."

SINKING AND EXPLODING SHIPS:

In the Basic Game, shot up ships always strike their colors. This rule allows them to sink or explode in action, as sometimes happened.

1. When all of a ship's hull squares have been marked off, the enemy player rolls the die, and the Destroyed Hull Table is checked.
2. If the result indicates that the ship surrenders, handle as in the Basic Game.
3. If the result indicates that the ship will sink, the ship does not sink immediately. Continue to roll the die once for that ship on each succeeding Move until a "6" is rolled; at that time the ship sinks, and is removed from the Mapboard.
4. If the result indicates that the ship will explode, it does not do so immediately. Continue to roll the die once for that ship on each succeeding Move until a "6" is rolled; at that time, the ship explodes, and is removed from the Mapboard. The force of the exploding ship will damage every other ship located in an adjacent hex — this is handled by rolling the die, and consulting Hit Table eight under Rigging Effects. Mark this damage on the adjacent ship.
5. Ships which will sink or explode remain on the Mapboard until they do so, but can take no further part in the battle. The crew cannot be taken off, repairs cannot be made, and the crew cannot melee or fire the guns. The ship cannot be sailed, although it will drift normally.
6. Ships that will sink or explode cannot be "scuttled" so as to sink sooner than indicated on the die.

RUNNING AGROUND:

1. Ships which enter hexes where the depth of the water equals or is less than their depth are considered to have run aground.
2. When a ship runs aground, roll the die. The number rolled indicates the relative difficulty of refloating the ship. On each succeeding Move the die is rolled to see if the ship can be refloated — the die number rolled must exceed the number initially rolled, or the ship remains aground for another Move. If a "6" had been rolled initially, this would indicate that the ship cannot be refloated by ordinary means.
3. Ships that enter land hexes are considered to be destroyed.
4. Ships that are successfully refloated are moved back into the hex they occupied prior to running aground.
5. Ships cannot fire their guns while aground.

CASTING THE LEAD:

To safely enter waters of unknown depth, ships of this period would proceed slowly, while a lead weight would be periodically cast ahead. Rags tied at regular intervals to the line attached to this weight were used to determine the depth.

1. Players can be assumed to be "casting the lead" for any ships moving at a speed of one hex. On request, they must be told the depth of the water in all hexes adjacent to their ship.
2. Ships moving at a speed greater than one hex per Move cannot be considered to be "casting the lead."

ANCHORS:

1. A ship can be anchored by writing the symbol " A " in the

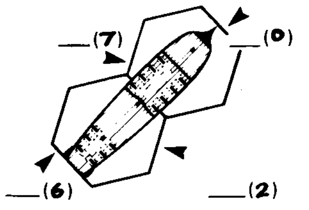
"Notes" column of its Log. The ship can move normally on the Move this notation is marked, but is considered to be anchored on the following Move.

2. A ship can up-anchor by writing the symbol "A" in the "Notes" column of its Log for two consecutive Moves. On the Move following the completion of this the ship can resume normal maneuvering. During a Move in which the ship is up-anchoring, it cannot load or fire its guns, make repairs, or engage in melee.
3. A ship can cut its anchors by writing the symbol "a" in the "Notes" column of its Log. The Move after this is done, the ship can resume normal maneuvering. Once a ship has cut its anchors, it cannot be anchored again.
4. Anchored ships cannot move or be turned in place. Ships firing while anchored increase their BHT by the amounts shown in the "Anchored" column under the Optional Hit Table Modifiers.
5. Ships can be anchored on "springs." This was a system of cables attached to the anchors which enabled a ship to be turned while at anchor. Instead of anchoring as above, the player can anchor on "springs" by making notations of either " AS " (anchored by the stern), or " AB " (anchored by the bow). A ship anchored by its stern will pivot on its stern hex when turning, while a ship anchored by its bow will pivot on its bow hex when turning.
6. Ships anchored on springs can be turned up to 120° during a Move, in any desired direction. Ships being turned on springs cannot load or fire during that Move, although repairs can be made and melees fought.
7. Ships anchored on springs get the increased BHT explained above. They can up-anchor, or cut anchors as explained above.

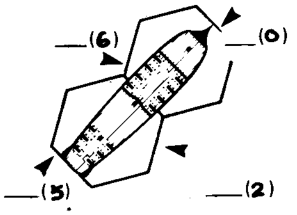
FULL SAILS:

The Basic Game battle sail speeds are dependent on the normal practice of ships of the period entering action with less than their full suit of sails displayed. This was done to reduce the hazards of fire, and to reduce the strain on masts and spars that might be hit in action. Ships were capable of making much greater speeds with all their sails out.

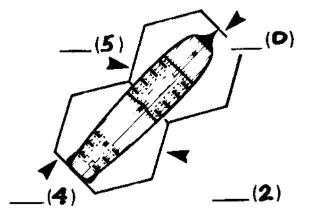
1. Full sails are indicated by placing a "FS" counter on a ship moving at that rate. These counters must be placed on ships at the end of a Move to indicate the movement capabilities of that ship for the following Move. They must also be removed at the end of a Move if the player wishes to have battle sail movement capabilities for the following Move.
2. Ships under full sails attain speeds with regard to wind attitude in the same manner as ships under battle sails. Ships are of three types with regard to speed under full sails, these being ships with maximum speeds of five, six, and seven hexes per Move. The speeds of these three types of ships in various wind attitudes are as follows:



Maximum Speed 7



Maximum Speed 6



Maximum Speed 5

3. All rigging hits scored on ships under full sails are doubled.
4. Ships missing entire rigging sections cannot use full sails.

TOWING:

1. A ship can be used to tow another ship.
2. Only friendly ships or prizes can be towed. Ships towing a ship of equal or inferior gun rating lose one hex of speed in all wind attitudes. Ships towing a ship of superior gun rating lose two hexes of speed in all wind attitudes.
3. Towing Procedure:
    - (a) Maneuver the towing ship so that its stern ends up in the hex to which the bow of the ship to be towed is pointing. Indicate in the Logs that the ships are being grappled.
    - (b) The two ships can be maneuvered together on succeeding Moves, the ship being towed moving directly in the wake of the other ship.
    - (c) Ungrappling notations in the Logs will end the tow.

OPTIONAL RULES SEQUENCE OF PLAY:

The SEQUENCE OF PLAY when using all optional rules is as follows:

1. Roll the die to determine if the wind will change, and if so, how it will change. This is done before every third Move.
2. Roll the die to attempt to float grounded ships. Move ship to deep water if successful.
3. Make attempts to unfoul ships which were fouled on previous Moves.
4. The timer is set for writing the Move in the Logs.
5. Players secretly write the proposed movements for each ship on their Log Sheets. Anchoring, up-anchoring, and cutting anchors is also written at this time. Messages must be written and passed at this time.
6. When both players have completed their Log notations, all ships are simultaneously moved exactly as their movement was written in the Log. Retrace any possible collisions one hex at a time – if any collisions occur, check for fouling. If a ship runs aground check to see how hard it will be to refloat by rolling the die.
7. Make all attempts to grapple, avoid grappling, and ungrapple. This will include setting or casting off tow lines.
8. Write any boarding parties in the Logs of involved ships.
9. Resolve all gunfire, and mark all hits on the Hit Record Charts. Determine if any ships are going to sink or explode. Also check all ships that were previously determined to sink or explode to see if they do so. Roll the die and mark all damage caused by exploding ships.
10. Resolve all boarding parties, and mark all hits on the Hit Record Charts.
11. Load broadsides. Be sure to mark the type of ammunition being loaded. Mark any repairs in Log – erase squares if repairs are completed.
12. Place or remove full sail counters. If the "lead was cast," now is the time to determine the depth of adjacent hexes.

IMPORTANT: Players are urged to play through the introductory game on the reverse side of the Designer's Notes & Log Sheet Card. This game, although predetermined, will give players a general feel of the movement rules as well as teach, through demonstration, the players how to use the various charts and tables that are essential to the play of *Wooden Ships & Iron Men.*

EXAMPLES OF PLAY

THE FOLLOWING EXAMPLES OF PLAY ARE INCLUDED IN AN EFFORT TO AID PLAYERS IN VARIOUS SITUATIONS OUTLINED IN THE RULES OF THE GAME.

EXAMPLE OF PLAY # 1 The number of hexes that a ship may move depends on its attitude to the wind at the start of the turn. The ship discussed below is assumed to be under battlesails and have undamaged rigging. In the example shown if the ship begins the move with the wind coming from direction "A" , its speed for that move would be zero ("0"). However, a ship is allowed to make one 60 degree turn per hex per move so the ship in question would be allowed to make such a turn and be in a position to move further on the next turn.

If the ship begins the move with the wind coming from direction "B" its speed for the move would be one hex. The ship could either move one hex forward or make a 60 degree turn to the right (R) or left (L).

If the ship begins its turn with the wind coming from direction "C" its maximum allowable speed is three hexes. The ship could use up this speed in a combination of hexes moved and/or 60 degree turns(up to the maximum number of turns allowed per ship per turn). The ship does not have to move at all nor does it have to move its maximum allowance. If the wind is coming from direction "D", the ships maximum speed is four and it may move as outlined for direction "C".

Turning is accomplished by pivoting the counter by its bow hex and swinging the stern of the ship into a new hex.

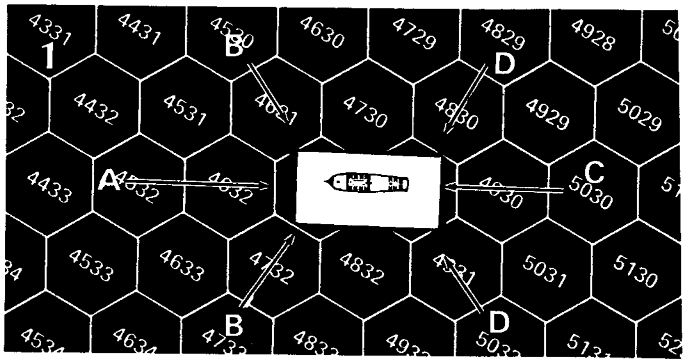
EXAMPLE OF PLAY # 2 A ship cannot advance more hexes in a given direction then it would be allowed to advance had it started the turn in that direction. In the example shown, the ships maximum allowable move at the start of the turn is three. However, its left turn of 60 degrees places it in a direction where its speed would be one; therefore the ship can only advance one hex in this direction. Although the ship can only advance one hex it may turn into a new direction since its original speed was three hexes and only two were expended (one by the original turn and another for the one hex).

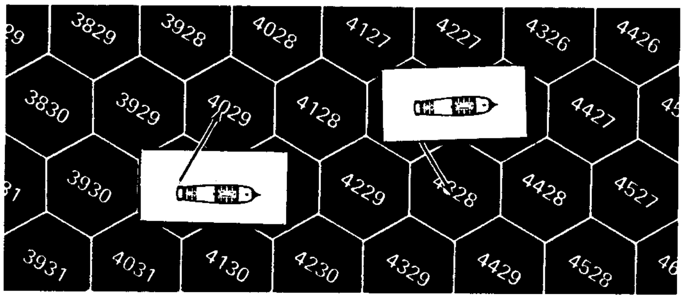
Assuming that this same ship had begun the turn with a maximum allowable speed of four (4) it would be allowed to make the 60 degree turn as mentioned aabove and still have enough movement allowance to enter another hex (providing that the 60 degree turn that expended the third movement point placed the ship in a more favorable wind attitude.).

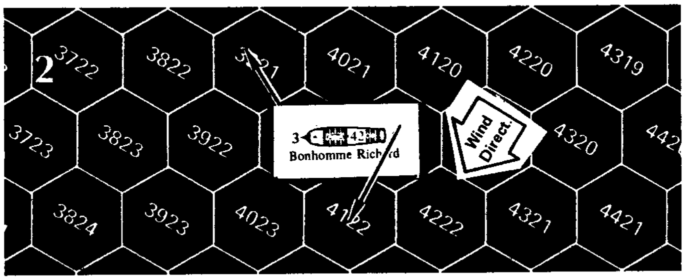
EXAMPLE OF PLAY # 3 A ship must end its movement as soon as it turns into an attitude of the wind where its movement would be zero (0). In this example the ship, which is under full sails, has a maximum speed of six hexes for that turn. After only three of these "movement points" are expended in turning and moving the ship must stop its movement for rnig and moving the ship must stop its movement for that turn because it has turned into a direction where its speed is zero. (NOTE: The ship in this example could not make another 60 degree turn in this move because it has already made a turn in its final hex; and only one turn per hex per move is allowed for any ship.

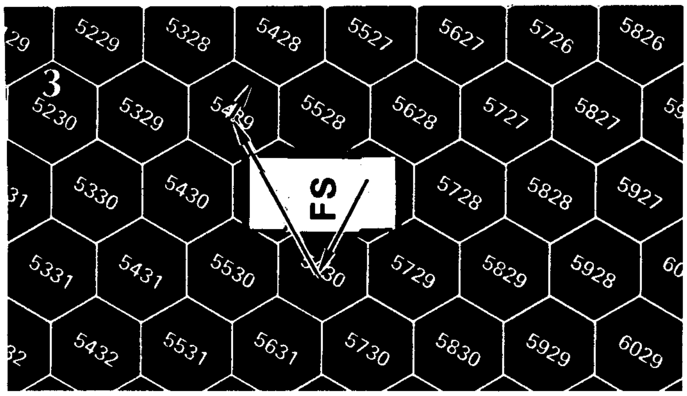
EXAMPLE OF PLAY # 4 These examples show the actual movement signified by various LOG notations

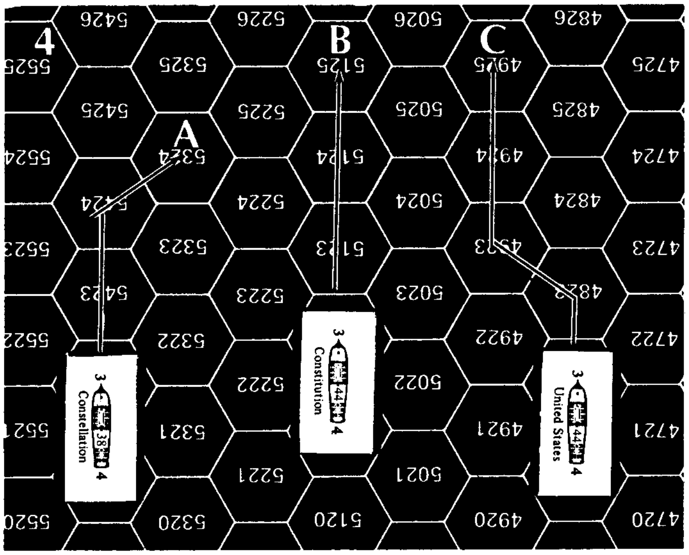
A 2R1 B 3 C 1L1R2











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Wooden Ships & Iron Men

NAVAL WARFARE DURING THE AGE OF FIGHTING SAIL. 1793-1815

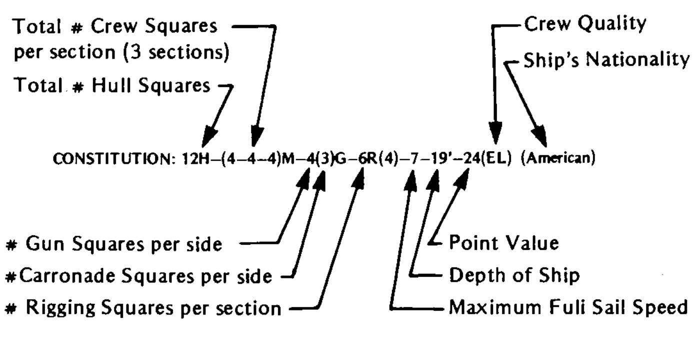
BATTLELINE

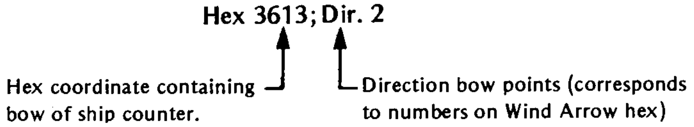
SCENARIOS

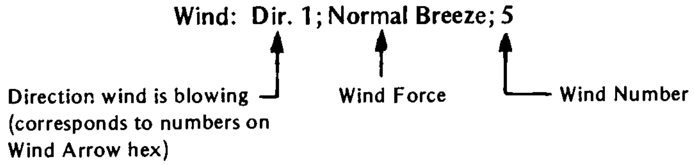
THE SCENARIOS

Wooden Ships and Iron Men is played as scenarios. Each scenario is a simulation of a naval battle fought during the period 1793 – 1815. Each scenario presents the players with the historical situation as it was, and then lets them assume command of the forces engaged to develope their own battle plans and tactics.

Each scenario contains information essential to its set–up. Standard information includes the direction in which the wind is blowing; the locations of the various ship counters (always given as a hex number for the bow half of the ship counter), and the directions in which they point; and the following information on each ship in the format shown in the sample below:


Total # Crew Squares per section (3 sections)
Total # Hull Squares
Crew Quality
Ship's Nationality
CONSTITUTION: 12H–(4–4–4)M–4(3)G–6R(4)–7–19'–24(EL) (American)
# Gun Squares per side
#Carronade Squares per side
# Rigging Squares per section
Point Value
Depth of Ship
Maximum Full Sail Speed


Hex 3613; Dir. 2
Hex coordinate containing bow of ship counter.
Direction bow points (corresponds to numbers on Wind Arrow hex)


Wind: Dir. 1; Normal Breeze; 5
Direction wind is blowing (corresponds to numbers on Wind Arrow hex)
Wind Force
Wind Number

All ships are assumed to be loaded on both broadsides at the beginning of all scenarios with the exception of the French ships in Scenarios 3A. They can be loaded with any desired type of ammunition.

SCENARIO ONE: Single Ship Duels

This scenario covers many of the most famous single ship duels of the era. Such actions were characterized by the fact that no other ships were in sight, or in a position to interfere with the unrestricted manuevering of either vessel. There is no time limits set on these actions; but a word of caution to the players is in order. If both players are aggressive, these actions can be completed in a short time. If either, or both, of the players is cautious, they can drag on for a long time (a number of single ship duels of this era lasted for several days). If players using these single ship scenarios find that their games are long and indecisive, they are advised to move on to the other scenarios where the action is more "forced". The winner of a single ship duel is that player who can sink his opponents ship, or force it to strike. Games where both players sink or surrender at the same time are draws. If one ship sinks, and the other surrenders at the same time, the player who surrendered in the winner.

1A: Nymphe(36) vs. Cleopatre(36) – June 17, 1793. The first decisive battle in the long series of wars stretching from 1793 to 1815. The captain of Nymphe, Edward Pellew was knighted for his victory.

Hex 2723; Dir.2 NYMPHE: 7H–(2–2–1)M–2(1)G–5R(4)–6–15'–11(CR) (British)
Hex 4116; Dir.2 CLEOPATRE: 7H–(2–2–2)M–2(1)G–5R(4)–6–15'–10(AV) (French)
Wind: Dir.1; Normal Breeze; 4

1B: Mars(74) vs. Hercule(74) – April 21, 1798. A ragwagon duel.

Hex 2723; Dir.2 MARS: 14H–(5–4–4)M–9(1)G–7R(3)–5–21'–26(CR) (British)
Hex 4116; Dir.2 HERCULE: 14H–(5–5–4)M–10(1)G–7R(3)–5–22'–23(AV) (French)
Wind: Dir.1; Normal Breeze; 5

1C: Ambuscade(32) vs. Baionnaise(24) – December 14, 1798. This action was virtually the only action won by the French against a superior force during the whole course of the wars.

Hex 2723; Dir.2 AMBUSCADE: 5H–(2–1–1)M–2(1)G–5R(4)–6–13'–9(AV) (British)
Hex 4116; Dir.2 BAIONNAISE: 4H–(2–2–2)M–1G–4R(4)–6–12'–9(AV) (French)
Wind: Dir.4; Normal Breeze; 5

1D: Constellation(38) vs. Insurgente(36) – February 5, 1799. Captain Truxtun won the first major victory for the infant United States Navy during the undeclared war with France known as the XYZ Affair.

Hex 4925; Dir.6 CONSTELLATION: 9H–(2–2–2)M–3G–5R(4)–7–17'–17(EL) (American)
Hex 2320; Dir.2 INSURGENTE: 7H–(3–3–2)M-2(1)G–5R(4)–7–15'–11(AV) (French)
Wind: Dir. 1; Gale; 6

1E: Constellation(38) vs. Vengeance(40) – February 1, 1800. The "Yankee Racehorse" strikes again! After a fierce five hour engagement, the Vengeance was able to escape from the partially dismasted Constellation, only to have to be beached later to keep from sinking.

Hex 2627; Dir.2 CONSTELLATION: 9H–(3–2–2)M–3G–5R(4)–7–17'–17(EL) (American)
Hex 2915; Dir.2 VENGEANCE: 10H–(4–3–3)M–3(2)G–5R(4)–6–19'–15(AV) (French)
Wind: Dir.1; Normal Breeze; 5

1F: Constitution(44) vs. Guerriere(38) – August 19, 1812. "Old Ironsides" earns her nickname in the first frigate action of the War of 1812.

Hex 2916; Dir.1 CONSTITUTION: 12H–(3–3–3)M–4(3)G–6R(4)–7–19'–23(EL) (American)
Hex 4116; Dir.3 GUERRIERE: 9H–(2–2–1)M-3(2)G–5R(4)–6–17'–15(CR) (British)
Wind: Dir.2; Gale; 6

1G: United States(44) vs. Macedonian(38) – October 25, 1812. Commodore Stephen Decatur and the "Wagon" give a second convincing demonstration of the power of the big American frigates.

Hex 3909; Dir.5 UNITED STATES: 12H–(4–3–3)M–4(4)G–6R(4)–5–19'–24(EL) (American)
Hex 2721; Dir.1 MACEDONIAN: 9H–(2–2–2)M–3(2)G–5R(4)–6–17'–16(CR) (British)
Wind: Dir.1; Normal Breeze; 5

1H: Constitution(44) vs. Java(38) – December 29, 1812. Constitution's hardest fight.

Hex 3613; Dir.2 CONSTITUTION: 12H–(4–3–3)M–4(3)G–6R(4)–7–19'–24(EL) (American)
Hex 3624; Dir.2 JAVA: 9H–(3–3–3)M–3(3)G–5R(4)–7–17'–19(CR) (British)
Wind: Dir.1; Normal Breeze; 6

1I: Chesapeake(38) vs. Shannon(38) – June 1, 1813. Captain James Lawrence uttered his famous order, "Don't give up the ship!", during this battle, but Chesapeake was captured anyway.

Hex 3728; Dir.2 CHESAPEAKE: 9H–(3–3–2)M–3(3)G–5R(4)–6–17'–14(AV) (American)
Hex 3916; Dir.2 SHANNON: 9H–(3–2–2)M–3(3)G–5R(4)–6–17'–17(EL) (British)
Wind: Dir.1; Normal Breeze; 5

1J: Wasp(20) vs. Reindeer(18) – June 28, 1814. Master Commandant Johnston Blakely of Wasp and Commander William Manners of Reindeer had under them two of the finest crews in their respective navies.

Hex 2319; Dir.2 WASP: 4H–(2–1–1)M–(3)G–4R(4)–7–12'–12(EL) (American)
Hex 3126; Dir.2 REINDEER: 3H–(1–1–1)M–(3)G–4R(4)–6–11'–9(EL) (British)
Wind: Dir.1; Light Breeze; 5

1K: Variants – All of the above single ship duels are set up to duplicate the historical factors that influenced that particular action. They can be easily varied to set up different scenarios by setting them up using the "What if?" method. What if the relative positions of the ships at the start of the action had been different? What if the wind conditions had been different? What if the crew qualities had been different? Refighting these scenarios by the "What if?" method will aid players in their understanding of the period covered by this game.

SCENARIO TWO: Multiple Ship Actions

This scenario covers actions where more than one ship was engaged on either or both sides, or where circumstances prevented the unrestricted manuevering of the vessels. The Victory Conditions vary from action to action.

2A: The Battle of Flamborough Head – September 23, 1779. "I have not yet begun to fight!" Although a little earlier than our chosen period, this action is covered as it is probably the most famous battle ever fought under sail.

Hex 3732; Dir.2 BONHOMME RICHARD: 7H–(2–2–2)M–2G–5R(3)–5–17'–11(CR) (American)
Hex 3920; Dir.2 SERAPIS: 7H–(2–2–2)M–3G–5R(3)–6–17'–12(CR) (British)
Wind: Dir.1; Normal Breeze; 6

Victory Conditions: Although other warships were present on both sides, they had little effect on this battle. The mission of Serapis is not only to defeat the American ship, but to protect the Baltic convoy she escorts. Serapis can win by preventing Bonhomme Richard from exiting the Mapboard on the #1 side for the first twenty Moves, and then exiting herself anytime after that on the same side. Bonhomme Richard can win by exiting the Mapboard on the #1 side during the first twenty Moves (and thus attacking the convoy). Either side can also win by sinking or capturing the enemy vessel.

2B: Constitution(44) vs. Cyane(24) and Levant(20) – February 20, 1815. The last of "Old Ironsides" successful ship-to-ship engagements.

Hex 3027; Dir.2 CONSTITUTION: 12H–(3–3–3)M–4(4)G–6R(4)–7–19'–24(EL) (American)
Hex 2220; Dir.2 CYANE: 4H–(2–1–1)M–(5)G–4R(4)–6–13'–11(CR) (British)
Hex 2021; Dir.2 LEVANT: 4H–(1–1–1)M–(4)G–4R(4)–6–12'–10(CR) (British)
Wind: Dir.1; Moderate Breeze; 5
Victory Conditions: Same as single ship duels.

2C: The Battle of Lake Erie – September 10, 1813. Master Commandant Oliver Hazard Perry secured a niche in the pantheon of American heroes when he sent his message, "We have met the enemy and they are ours."

Hex 5018; Dir.6 LAWRENCE: 4H–(2–1–1)M–(3)G–4R(4)–6–9'–9(CR) (American)
Hex 5621; Dir.6 NIAGRA: 4H–(2–1–1)M–(3)G–4R(4)–6–9'–9(CR) (American)
Hex 2318; Dir.2 LADY PREVOST: 2H–(1–1–)M–(1)G–2R(4)–6–6'–5(CR) (British)
Hex 2020; Dir.2 DETROIT: 3H–(1–1–1)M–1G–4R(4)–6–8'–7(CR) (British)
Hex 1721; Dir.2 CHARLOTTE: 3H–(1–1–1)M–(2)G–3R(4)–6–7'–6(CR) (British)
Wind: Dir.1; Light Breeze; 3

Victory Conditions: Same as single ship duels. Although there were numerous smaller vessels involved in this action, they were so weak as to be a negligable factor in deciding it. Thus, they have been deleted from this scenario.

2D: The Battle of Lissa — March 13, 1811. A classic battle of quality versus quantity.

Hex 3907; Dir.3 AMPHION: 7H–(2–2–1)M–2(1)G)5R(4)–6–15'–13(EL) (British)
Hex 3706; Dir.3 ACTIVE: 9H–(2–2–2)M–3(2)G–5R(4)–6–18'–18(EL) (British)
Hex 3505; Dir.3 VOLAGE: 4H–(1–1–1)M–(4)G–4R(4)–6–12'–11(EL) (British)
Hex 3304; Dir.3 CERBERUS: 7H–(2–2–1)M–2(1)G–5R(4)–6–15'–13(EL) (British)
Hex 2813; Dir.2 FAVORITE: 9H–(3–3–2)M–3(2)G–5R(4)–6–29'–15(AV) (French)
Hex 2614; Dir.2 FLORE: 9H–(3–3–2)M–3(2)G–5R(4)–6–19'–15(AV) (French)
Hex 2415; Dir.2 BELLONA: 7H–(2–2–2)M–2G–5R(4)–6–15'–9(GR) (Venetian)
Hex 2310; Dir.2 DANAE: 9H–(3–3–2)M–3(2)G–5R(4)–6–19'–15(AV) (French)
Hex 2012; Dir.2 CORONA: 9H–(3–3–2)M–3(2)G–5R(4)–6–19'–12(GR) (Venetian)
Hex 1713; Dir.2 CAROLINA: 5H–(2–2–1)M-1G–4R(4)–6–13'–7(GR) (Venetian)
Wind: Dir.1; Normal Breeze; 6

Victory and Special Conditions: Same as single ship duels. The British had just finished charting the coastal shoals when this battle was fought. Therefore, allow the British player to mark the numbers of four hexes secretly. Two of these hexes should be secretly marked as being 19' deep, and two of them should be marked as being 15' deep. Any ship with sufficient draft entering these hexes will run aground. Of course, "casting the lead" is permitted. The British player will be required to show his written proof that the hex is actually a shoal if the need arises. Side one of the Mapboard is all land, and any ship exiting off that side is considered to be destroyed. All hexes within twenty-five hexes of side one of the Mapboard are shallow enough to permit anchoring of all types. Some smaller vessels were involved, but were a negligable factor, and have been deleted from this scenario.

SCENARIO THREE: Fleet Actions

These scenarios cover the two most famous fleet actions of the era. They are the most complex scenarios provided with this game, and it is suggested that players try them only after they have played a number of the simpler scenarios, and have become completely familiar with the game mechanics and rules. It is also suggested that these scenarios be played using the Timed Moves and the Multi-Player and/or Command Lag optional rules.

3A: The Battle of the Nile — August 1, 1798. The fate of Napoleon's Army of Egypt rests in the hands of the two fleets.

French Fleet:
Hex 3911; Dir.2 GUERRIER: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)
Hex 3712; Dir.2 CONQUERANT: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)
Hex 3513; Dir.2 SPARTIATE: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)
Hex 3314; Dir.2 AQUILON: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)
Hex 3115; Dir.3 SOUVERAIN PEUPLE: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)
Hex 2915; Dir.2 FRANKLIN: 16H–(6–5–5)M–11(1)G–8R(3)–5–22'–26(AV)
Hex 2715; Dir.3 ORIENT: 18H–(7–7–)M–14G–9R(3)–5–24'–40(CR)
Hex 2514; Dir.3 TONANTE:2 16H–(6–5–5)M–11(1)G–8R(3)–5–22'–26(AV)
Hex 2313; Dir.3 HEUREUSE: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)
Hex 2112; Dir.3 TIMOLEON: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)
Hex 1911; Dir.3 MERCURE: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)
Hex 1710; Dir.3 GUILLAUME TELL: 16H–(6–5–5)M–11(1)G–8R(3)–5–22'–26(AV)
Hex 1509; Dir.3 GENEREUX: 14H–(5–4–4)M–10(1)G–7R(3)–5–22'–23(AV)

British Fleet:
Hex 5324; Dir.6 CULLODEN: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–28(EL)
Hex 5525; Dir.6 GOLIATH: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–26(CR)
Hex 5627; Dir.1 ZEALOUS: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–28(EL)
Hex 5629; Dir.1 ORION: 14H–(4–4–3)M-8(1)G–7R(3)–5–20'–28(EL)
Hex 5631; Dir.1 AUDACIOUS: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–26(CR)
Hex 5633; Dir.1 THESEUS: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–26(CR)
Hex 5734; Dir.6 VANGUARD: 14H–(4–4–4)M–9(1)G–7R(3)–5–21'–30(EL)
*Hex 5835; Dir.6 MINOTAUR: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–26(CR)
*Hex 6035; Dir.6 DEFENCE: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–26(CR)
*Hex 5835; Dir.6 BELLEROPHON: 14H–(4–4–4)M–9(1)G–7R(3)–5–21'–28(CR)
*Hex 6035; Dir.6 MAJESTIC: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–26(CR)
*Hex 5835; Dir.6 LEANDER: 8H–(2–2–2)M–4(1)G–6R(3)–5–17'–17(CR)
*Hex 5835; Dir.6 ALEXANDER: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–28(EL)
*Hex 6035; Dir.6 SWIFTSURE: 14H–(4–4–3)M–8(1)G–7R(3)–5–20'–26(CR)
Wind: Dir.6; Normal Breeze; 6

Victory and Special Conditions; Ships marked with an asterisk (*) are not on the Mapboard at game's start. They are placed in the given hexes, and pointing in the given directions at the start of the following Moves:

Move Two: MINOTAUR and DEFENCE
Move Three: BELLEROPHON and MAJESTIC
Move Four: LEANDER
Move Six: ALEXANDER and SWIFTSURE

The Battle of the Nile was fought in Aboukir Bay, and therefore the area is land-locked. Ships exiting the Mapboard on sides one, four and five/six inside of the bay and considered to be destroyed. The outline of land hexes actually on the Mapboard is as follows:

4528, 4529, 4530, 4531, 4532, 4533, 4534, 4628, 4727, 4828, 4928, 4929, 4930, 4831, 4832, 4833, 4834, 4835.

4301, 4302, 4403, 4503, 4504, 4505, 4506, 4507, 4508, 4609, 4610, 4611, 4612, 4613, 4513, 4514, 4615, 4616, 4617, 4618, 4619 4719, 4820, 4919, 4917, 4918, 5016, 5017, 5014, 5015, 5012, 4013, 5110, 5111, 5209, 5210, 5107, 5108, 5105, 5106, 5204, 5205, 5202, 5203, 5402, 5401.

The British were uncertain as to the location of certain uncharted shoals. Therefore, to simulate this, allow the French player to secretly mark the numbers of four hexes. These four hexes are all considered to be 17' deep, and can be located in any hex from the 4900's row back into the bay. Any ship with sufficient draft entering these hexes will run aground. Of course, "casting the lead" is permitted. The French player will be required to show his written proof that a hex is a shoal, if the need arises. Anchoring of all types is possible anywhere on the Mapboard.

The French were surprised by the British attack, and were unprepared for battle. Their ships were anchored, but not on springs. The left broadsides of the French ships were clogged with cargo, and unprepared for action. Their sails were tightly tied to the spars, and the ships were therefore unable to manuever without considerable preparation. To simulate this unpreparedness, the French are given the following "special" tasks that must be done before they can operate normally:

1. Fix springs to anchors. Write "S" in the "Notes" column of the ship's Log. This takes three Moves.

2. Clear the left broadsides for action. Write "C" in the "Notes" column of the ship's Log. This takes four Moves, after which the left broadside can be loaded and fired normally.

3. Prepare sails for unfurling. Write "R" in the "Notes" column of the ship's Log. This takes five Moves.

The French ships can perform only one of these tasks per Move. They cannot be performed during a Move in which loading, firing, meleeing, or other notations in the "Notes" column are made.

Victory conditions can be set, as in the single-ship scenarios, as the total destruction of one side or the other, but this will result in a rather lengthy game. The ultimate victor can be established by using a "point count" as follows: Following the completion of Move twenty, both sides count up the number of points they have amassed. Capturing an enemy ship counts for twice its point value. Destroying an enemy ship counts for its point value. Forcing an enemy ship to strike, but not having a prize crew aboard counts for half its point value (round fractions up to next largest whole number). To win, one side must have a 150 point advantage or better. Any other result can be considered as indecisive. As in some earlier scenarios, some smaller ships have been deleted from the orders of battle of the two fleets as having a negligable effect on the battle.

3B: The Battle of Trafalger – October 21, 1805. The ultimate battle of the era of sailing battle fleets. Nelson fell in the hour of victory, but Britain’s control of the sea was established for the next hundred years.

British Fleet:
Hex 4319; Dir.4 VICTORY: 17H–(5–5–4)M–11(1)G–8R(3)–5–22’–33(EL)
Hex 4317; Dir.4 TEMERAIRE: 16H–(5–5–4)M–10(1)G–8R(3)–5–22’–30(CR)
Hex 4417; Dir.4 NEPTUNE: 16H–(5–5–4)M–10(1)G–8R(3)–5–22’–30(CR)
Hex 4415; Dir.4 LEVIATHAN: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
Hex 4413; Dir.4 CONQUEROR: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
Hex 4411; Dir.5 BRITANNIA: 17H–(5–5–5)M–11(1)G–8R(3)–5–23’–31(CR)
Hex 4509; Dir.4 AJAX: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(EL)
Hex 4607; Dir.5 AGAMEMNON: 11H–(3–3–3)M–6(1)G–7R(3)–5–18’–20(CR)
Hex 4606; Dir.5 ORION: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
Hex 5106; Dir.5 MINOTAUR: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
Hex 5304; Dir.5 SPARTIATE: 14H–(4–4–4)M–9(2)G–7R(3)–5–22’–29(CR)
Hex 5302; Dir.5 PRINCE: 16H–(5–5–4)M–10(1)G–8R(3)–5–22’–30(CR)
Hex 3613; Dir.4 ROYAL SOVEREIGN: 18H–(5–5–5)M–12(1)G–9R(3)–5–23’–36(EL)
Hex 3611; Dir.4 BELLEISLE: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
Hex 3609; Dir.4 MARS: 14H–(4–4–4)M–9(2)G–7R(3)–5–21’–29(CR)
Hex 3607; Dir.4 TONNANT: 16H–(5–4–4)M–10(1)G–8R(3)–5–22’–30(EL)
Hex 3405; Dir.5 BELLEROPHON: 14H–(4–4–4)M–9(2)G–7R(3)–5–21’–30(EL)
Hex 3604; Dir.5 COLOSSUS: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
Hex 3803; Dir.4 ACHILLE: 14H–(4–4–4)M–9(2)G–7R(3)–5–22’–29(CR)
Hex 5826; Dir.6 AFRICA: 11H–(3–3–3)M–6(1)G–7R(3)–5–18’–22(EL)
*Hex 3401; Dir.5 REVENGE: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–29(EL)
*Hex 3601; Dir.5 DEFIANCE: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
*Hex 4401; Dir.5 DREADNAUGHT: 16H–(5–5–4)M–10(1)G–8R(3)–5–22’–32(EL)
*Hex 4201; Dir.5 SWIFTSURE: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
*Hex 4001; Dir.5 POLYTHEMUS: 11H–(3–3–3)M–6(1)G–7R(3)–5–18’–20(CR)
*Hex 4401; Dir.5 THUNDERER: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)
*Hex 4401; Dir.5 DEFENCE: 14H–(4–4–3)M–8(2)G–7R(3)–5–20’–27(CR)

Spanish Fleet:
Hex 5932; Dir.3 NEPTUNO: 15H–(5–5–4)M-10G–7R(3)–5–21’–23(GR)
Hex 4034; Dir.3 RAYO: 16H–(6–6–5)M–10G–8R(3)–5–23’–22(GR)
Hex 4230; Dir.3 SAN FRANCISCO DE ASIS: 13H–(4–4–4)M–8G–7R(3)–5–19’–18(GR)
Hex 3929; Dir.3 SAN AUGUSTINE: 14H–(5–4–4)M–8(2)G–7R(3)–5–20’–20(GR)
Hex 3924; Dir.3 SANTISSIMA TRINIDAD: 20H–(8–7–7)M–13G–10R(3)–5–25’–30(GR)
Hex 3520; Dir.3 SAN JUSTO: 13H–(4–4–4)M–8G–7R(3)–5–19’–18(GR)
Hex 2919; Dir.3 SAN LEANDRO: 11H–(4–3–3)M–6G–7R(3)–5–18’–15(GR)
Hex 3216; Dir.3 SANTA ANA: 18H–(6–6–6)M–12G–9R(3)–5–23’–27(GR)
Hex 2814; Dir.3 MONARCA: 14H–(5–4–4)M–8(2)G–7R(3)–5–20’–20(GR)
Hex 2610; Dir.3 BAHAMA: 14H–(5–4–4)M–8(2)G–7R(3)–5–20’–20(GR)
Hex 2307; Dir.3 MONTANEZ: 13H–(4–4–4)M–8G–7R(3)–5–19’–18(GR)
Hex 1606; Dir.3 ARGONAUTA: 15H–(5–5–5)M–10G–7R(3)–5–21’–23(GR)
Hex 2006; Dir.3 SAN ILDEFONSO: 13H–(4–4–4)M–8G–7R(3)–5–19’–18(GR)
Hex 1903; Dir.3 PRINCIPE DE ASTURIAS: 18H–(6–6–6)M–12G–9R(3)–5–23’–27(GR)
Hex 1501; Dir.3 SAN JUAN DE NEPOMUCENO: 14H–(5–4–4)M–8(2)G–7R(3)–5–20’–20(GR)

French Fleet:
Hex 5732; Dir.3 SCIPION: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 5532; Dir.3 INTREPIDE: 14H–(4–4–4)M–8(1)G–7R(3)–5–22’–21(AV)
Hex 5331; Dir.3 FORMIDABLE: 16H–(6–6–5)M–11(1)G–7R(3)–5–22’–27(AV)
Hex 4931; Dir.3 MONT-BLANC: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 4634; Dir.3 DUGUAY TROUIN: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 4125; Dir.3 HEROS: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 3722; Dir.3 BUCENTAURE: 16H–(6–6–5)M–11(1)G–7R(3)–5–22’–27(AV)
Hex 3521; Dir.2 REDOUBTABLE: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 3220; Dir.3 NEPTUNE: 16H–(6–6–5)M–11(1)G–7R(3)–5–22’–27(AV)
Hex 3117; Dir.3 INDOMPTABLE: 16H–(6–6–5)M–11(1)G–7R(3)–5–22’–27(AV)
Hex 3015; Dir.3 FOUGUEUX: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 2712; Dir.3 PLUTON: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 2611; Dir.3 ALGECIRAS: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 2410; Dir.3 AIGLE: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 2209; Dir.3 SWIFTSURE: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 1907; Dir.3 ARGONAUTE: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 1904; Dir.3 ACHILLE: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Hex 1702; Dir.3 BERWICK: 14H–(5–5–4)M–10(1)G–7R(3)–5–22’–24(AV)
Wind: Dir.5; Light Breeze; 6

Victory and Special Conditions: Ships marked with an asterisk (*) are not on the Mapboard at game’s start. They are placed in the given hexes, and pointing in the given directions at the start of the following Moves:

Move Three: REVENGE, DEFIANCE, SWIFTSURE, and
DREADNAUGHT
Move Four: POLYTHEMUS and THUNDERER
Move Five: DEFENCE

Victory conditions can be set, as in the single-ship scenarios, as the total destruction of one side or the other, but this will result in a rather lengthy game. The ultimate victor can be established in a shorter time by using a “point count” after Move twenty, as described in Scenario 3A. Again, some smaller ships have been deleted from this scenario as insignificant to the final results.

3C: Variants – Both of the above fleet actions are set up to duplicate the historical factors that influenced that particular action. They can be easily varied by setting them up using the “What if?” method. What if the British and French fleets*had (as almost happened) met in battle on the open sea? What if the level of training of the French and Spanish ships (and their crew quality) had been as high as the British in these two battles?

*at the Nile

SCENARIO FOUR: Doing Your Own Scenarios

Players can use their imaginations to set up their own scenarios, either basing them on historical actions, or setting up imaginary actions. These scenarios can be easily balanced to give both sides an even chance of winning by balancing the point values of the opposing fleets or ships. Below is a listing of the major ship types used by the various nations covered in this game. This listing shows “average” ships, following each nation’s normal practice. Actually, the ships (as demonstrated by the scenarios already set up) often varied considerably from the norm from ship to ship, and from year to year.

NO. GUNS		POINT VALUE EL CR AV GR PR	NOTES
BRITAIN:			
120	18H–(6–6–6)M–14(2)G–9R(3)–5–24’	42–40–32–30–27	
110	18H–(6–6–5)M–12(1)G–9R(3)–5–24’	38–35–28–26–23	
100	17H–(6–6–5)M–11(1)G–8R)3)–5–23’	35–32–26–24–22	
98	16H–(5–5–5)M–10(1)G–8R(3)–5–22’	33–30–24–23–20	
90	14H–(5–5–5)M–8(1)G–8R(3)–5–21’	31–28–22–21–18	
80	16H–(5–5–4)M–10(1)G–8R(3)–5–21’	34–31–24–23–21	
74	14H–(5–4–4)M–9(2)G–7R(3)–5–21’	30–29–23–21–19	Large Class
74	14H–(4–4–4)M–8(2)G–7R(3)–5–20’	29–27–22–20–18	Common Class
64	11H–(4–3–3)M–6(1)G–7R(3)–5–18’	22–20–17–15–13	
50	8H–(3–2–2)M–4(1)G–6R(3)–5–17’	20–17–13–11– 9	Two Decker
50	13H–(3–3–2)M–5(5)G–7R(3)–5–20’	22–20–18–16–14	Razee
50	12H–(3–2–2)M–4(4)G–6R(4)–6–19’	22–20–18–16–14	Frigate
44	11H–(3–2–2)M–5(1)G–6R(4)–6–18’	20–18–15–12–10	Razee
44	7H–(2–2–2)M–2(1)G–5R(3)–6–17’	14–12–10– 9– 8	Two Decker
40	10H–(3–2–2)M–4(3)G–5R(4)–6–17’	19–17–15–14–12	
38	9H–(3–2–2)M–3(3)G–5R(4)–6–17’	17–15–13–12–11	
36	8H–(2–2–2)M–3(1)G–5R(4)–6–16’	16–14–12–11–10	Large Class
36	7H–(2–2–1)M–2(1)G–5R(4)–6–15’	13–11–10– 9– 8	Small Class
32	6H–(2–2–1)M–3(1)G–5R(4)–6–15’	14–12–11–10– 9	Large Class
32	5H–(2–1–1)M–2(1)G–5R(4)–6–14’	12–10– 9– 8– 7	Small Class
FRANCE:			
120	18H–(8–7–7)M–14(1)G–9R(3)–5–24’	42–40–33–30–27	
110	18H–(7–7–7)M–13(1–G–9R(3)–5–24’	39–36–31–27–25	
80	16H–(6–6–5)M–11(1)G–7R(3)–5–22’	36–33–27–25–23	
74	14H–(5–5–4)M–10(1)G–7R(3)–5–21’	32–29–24–22–20	
44	11H–(5–4–4)M–5(1)G–6R(4)–6–19’	22–20–17–15–13	
40	10H–(3–3–2)M–4(1)G–5R(4)–6–18’	19–17–15–12–11	
38	9H–(3–3–2)M–4(1)G–5R(4)–6–18’	19–17–14–12–10	
36	8H–(3–2–2)M–2(1)G–5R(4)–6–17’	17–15–13–12–10	
32	7H–(2–2–2)M–2G–5R(4)–6–15’	13–11–10– 9– 8	
SPAIN:			
130	20H–(8–7–7)M–13G–10R(3)–5–25’	41–38–32–30–27	
112	18H–(6–6–6)M–12G–9R(3)–5–23’	38–35–29–27–25	
100	16H–(6–6–5)M–10G–8R(3)–5–22’	28–26–22–20–18	
80	15H–(5–5–4)M–10G–7R(3)–5–21’	34–31–24–23–21	
74	14H–(5–4–4)M-8(2)G–7R(3)–5–20’	33–30–22–20–18	Large Class
74	13H–(4–4–4)M–8G–7R(3)–5–19’	29–26–20–18–16	Small Class
40	9H–(3–3–2)M–3(2)G–5R(4)–6–18’	19–17–15–14–12	
34	6H–(2–2–2)M–2G–5R(4)–6–14’	14–12–11–10– 9	
UNITED STATES: (War of 1812 – includes ships not in scenarios)			
44	12H–(4–3–3)M–4(4)G–6R(4)–7–19’	24–21–17–15–13	President
38	9H–(3–3–2)M–3(3)G–5R(4)–6–17’	18–16–14–13–11	Congress
36	8H–(3–3–2)M–3(2)G–5R(4)–6–16’	17–15–13–12–10	New York
32	7H–(3–2–2)M–(6)G–5R(4)–6–15’	15–13–12–11– 9	Essex

GAME TABLES

DESTROYED HULL TABLE:

Die No.	Results
1–4	Ship surrenders
5	Ship will sink
6	Ship will explode

The ship will explode or sink when a "6" is rolled on the dice.

WIND DIRECTION CHANGES

Die	Results
1	Wind shifts to initial direction.
2	No change.
3	Wind shifts 60° clockwise.
4	Wind shifts 60° counter-clockwise.
5	Wind shifts 120° clockwise.
6	Wind shifts 120° counter-clockwise.

FOULED RIGGING:

FOULED		UNFOULED	
Die No.	Results	Die No.	Results
1–3 4–6	Ships are fouled Ships are not fouled	1–2 3–6	Ships are unfouled Attempt fails

GRAPPLING AND UNGRAPPLING:

GRAPPLING		UNGRAPPLING	
Die No.	Results	Die No.	Results
1–2 3–6	Grappling succeeds Attempt fails	1–2 3–6	Ungrappling succeeds Attempt fails

WIND TABLE

Die	Wind Force	98 + Guns			50 + Guns			32 + Guns			Small Ships		
		A	B	C	A	B	C	A	B	C	A	B	C
1	Light Breeze	–3	–2	–2	–3	–2	–1	–3	–2	–1	–2	–1	0
2	Moderate Breeze	–1	–1	–1	–1	–1	0	–1	0	0	–1	0	0
3	Normal Breeze	0	0	0	0	0	0	0	0	0	0	0	0
4	Heavy Breeze	0	0	0	–1	0	0	–1	–1	0	–2	–2	–1
5	Gale	–1	0	0	–1	–1	0	–1	–1	–1	–3	–2	–2
6	Storm	–2	–1	–1	–3	–2	–1	–3	–2	–1	–3	–3	–2

The number given in the Wind Force Table is the number of hexes subtracted from the ship's normal speed in that wind attitude. Other effects of Wind Force are as follows:

GALE: Small ships cannot carry full sails. Small ships and ships of 98 guns lose one from their BHT when firing.

STORM: No ships can use full sails. Small ships and ships of 98 guns lose two from their BHT when firing. Ships carrying 32 guns and ships carrying 50 guns lose one from their BHT when firing.

COMBAT RESOLUTION TABLES

NOTES: Chainshot is ineffective against hull or guns. The effects of modifiers is cumulative.

H: Hull hit. M: Crew hit.
G: Gun hit. R: Rigging hit.

RANGE TABLES

#GUNS FIRING	BALLSHOT RANGE IN HEXES						BASIC HIT TABLE MODIFIERS									OPTIONAL MOD.			
							CREW QUALITY					RAKE	CREW LOSS	INTL BDSD	CAP SHIP	AMMO			ANCH ORED
	1	2	3	4	5-6	7-10	EL	CR	AV	GR	PR					GP	CH	DS	
1 – 3	1	1	0	-1	-2	-3	+1	+1	0	0	-1	+1	-1	+1	-2	-1	+1	+1	+1
4 – 6	2	2	1	0	-1	-2	+2	+1	0	0	-1	+2	-1	+1	-2	-2	+1	+1	+1
7 – 9	3	2	1	0	-1	-2	+2	+2	0	-1	-1	+3	-1	+2	-2	-3	+2	+2	+1
10 – 12	4	3	2	1	0	-1	+2	+2	0	-1	-2	+4	-1	+2	-2	-4	+2	+2	+2
13+	5	4	3	2	1	0	+3	+2	0	-1	-2	+5	-1	+2	-2	-4	+2	+3	+2

MAX. EFFECTIVE RANGE TABLE

WEAPON OR TYPE OF SHOT	MAXIMUM RANGE IN HEXES
Carronade	2
Ballshot	10
Chainshot	3
Grapeshot	1
Doubleshot	1

HULL EFFECTS TABLES

DIE	HIT TABLE								
	0	1	2	3	4	5	6	7	8
1	O	O	H	H-G	H-G-M	2H-M-G	2H-2G-M	2H-3G-M	4M-2G-H
2	O	O	G	2H	2H-R	2H-2G	3H-2R-M	3H-2M-R	5H-R-M
3	O	G	H-M	H-G-M	2H-R-G	2H-G-M-R	4H-2G	4H-3R	4H-3G-M
4	M	H	2H	2H-R	3H-G	3H-R-G	3H-2M-G	3H-3G-M	5H-2R-G
5	H	H-M	2H-R	3H-M	4H-M	4H-G-R	5H-R-M	4H-2M-G	6H-2G-R
6	G	H-R	2H-G	2H-2G	2H-2G-M	3H-2M-G	3H-2G-R-M	3H-3G-M-R	4H-2G-M-R

COMBAT FACTOR TABLE

ELITE CREW SQUARE	5 Combat Factors
CRACK CREW SQUARE	4 Combat Factors
AVERAGE CREW SQUARE	3 Combat Factors
GREEN CREW SQUARE	2 Combat Factors
POOR CREW SQUARE	1 Combat Factor

RIGGING EFFECTS TABLES

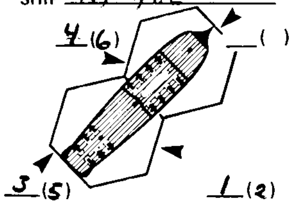
DIE	HIT TABLE NO.								
	0	1	2	3	4	5	6	7	8
1	O	O	O	R-H	3R	3R-G	3R-H-G	4R-H-G	5R-H-M
2	O	O	R	2R	2R-H	4R	4R-H	4R-H-M	6R-G
3	O	R	2R	2R-G	3R-G	4R-H	5R-M	5R-2H	6R-H-G
4	O	M	R-G	3R	3R-M	4R-G	4R-G-H	5R-G-M	6R-H-M
5	R	R-H	2R-M	2R-M	2R-G-H	4R-M	5R-H	6R-G	5R-2H-G
6	M	2R	2R-H	4R	5R	5R-H	5R-2G	7R-H	7R-H-G

MELEE RESOLUTION TABLE

DIE NO.	# OF COMBAT FACTORS				
	1-10	11-20	21-30	31-40	41+
1-2	1	1	2	2	2
3-4	0	1	1	1	2
5-6	0	0	0	1	1

HIT RECORD & LOG SHEET

SHIP Nymphe



HULL

CREW

1 1 1 1 1 1 1 1
2 2 2 2 2 2 2 2
3 3 3 3 3 3 3 3

GUNS

L
R

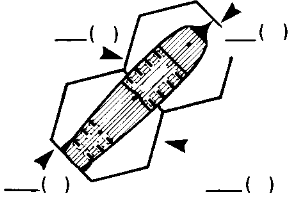
CARRONADES

L R

RIGGING

TURN	LOAD L	LOAD R	MOVE	NOTES
1	B	B	6	F/S
2	B	~~B~~	3L1L	
3	B	DS	B	
4	B	~~B~~	1	
5	B	~~B~~	B	
1 – 6	B	~~B~~	R1L	
7	B	B	2R	F/S
8	B	~~B~~	5L	~~T/s~~ 3310
– 9	B	~~B~~	R~~R~~R	7309
10	~~B~~	B	L	
11	~~B~~	B	L1L	
– 12	~~B~~	B	3L1	
13	~~B~~	B	L	
14	DS	DS	L	
– 15	DS	DS	L	2911
16	DS	~~DS~~	1L1R	Ⓖ BP-1+2
17	DS	DS		Ⓕ BP-1+2
– 18	DS	~~DS~~		Ⓕ DBP-2
19				
20				

SHIP



HULL

CREW

1 1 1 1 1 1 1 1
2 2 2 2 2 2 2 2
3 3 3 3 3 3 3 3

GUNS

L
R

CARRONADES

L R

RIGGING

TURN	LOAD L	LOAD R	MOVE	NOTES
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
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16				
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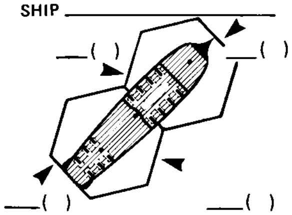
18				
19				
20				

SHIP



HULL

CREW

1 1 1 1 1 1 1 1
2 2 2 2 2 2 2 2
3 3 3 3 3 3 3 3

GUNS

L
R

CARRONADES

L R

RIGGING

TURN	LOAD L	LOAD R	MOVE	NOTES
1				
2				
3				
4				
5				
6				
7				
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10				
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16				
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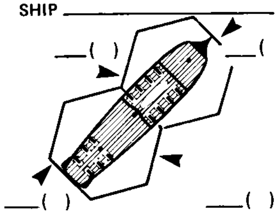
18				
19				
20				

SHIP



HULL

CREW

1 1 1 1 1 1 1 1
2 2 2 2 2 2 2 2
3 3 3 3 3 3 3 3

GUNS

L
R

CARRONADES

L R

RIGGING

TURN	LOAD L	LOAD R	MOVE	NOTES
1				
2				
3				
4				
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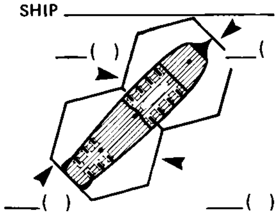

HULL

CREW

1 1 1 1 1 1 1 1
2 2 2 2 2 2 2 2
3 3 3 3 3 3 3 3

GUNS

L
R

CARRONADES

L R

RIGGING

TURN	LOAD L	LOAD R	MOVE	NOTES
1				
2				
3				
4				
5				
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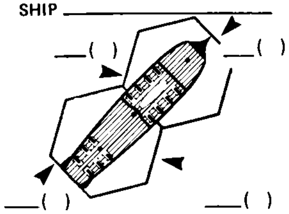
SHIP



HULL

CREW

1 1 1 1 1 1 1 1
2 2 2 2 2 2 2 2
3 3 3 3 3 3 3 3

GUNS

L
R

CARRONADES

L R

RIGGING

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

MOVES:

L: Left
R: Right
B: Backing sails

LOADING & FIRING

DS: Doubleshot
B: Ballshot
C: Chainshot
G: Grapeshot
~~B~~: (ie) Fired

NOTES:

Ⓖ : Grappled
G: Ungrappled
Ⓕ : Fouled
F: Unfouled

Ⓐ : Anchored
A: Up anchor
(AS): Anchored by stern
~~A~~ : Anchor cut

AB: Anchored by Bow
BP : Attacking Boarding Party
BPD: Defending Boarding Party