

Wooden Ships & Iron Men

NAVAL WARFARE DURING THE AGE OF FIGHTING SAIL

INTRODUCTION TO RULES

I. INTRODUCTION

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

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

II. COMPONENTS

A. Game Equipment:

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

B. Mapboard:

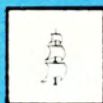
The 22" by 28" mapboard is the playing surface upon which the ships are maneuvered. The hexagonal grid printed on the mapboard is used to determine movement, firing ranges, and the positions of the ships. Each hex (hexagon) has an identification code, this being used to determine the initial placement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

C. Unit Counters:

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



Wind Direction



Full Sail



Strike

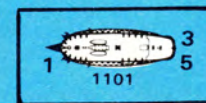


explosion



sinking

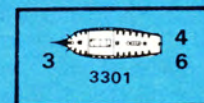
Ship Classes: Each ship overview on the counter represents a class of ship. Classes denote different sizes and types of ships. NOTE: Care must be used to match the proper class counter for each ship being played. The size of a ship is indicated by the size of the class overview.



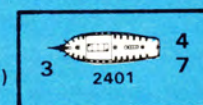
Nr. 1 Ship-of-the-line (S.O.L.)



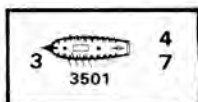
Nr. 2 Ship-of-the-line (S.O.L.)



Nr. 3 Frigate (F)



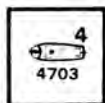
Nr. 4 Frigate (F)
Corvette (C)



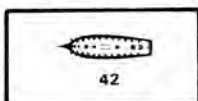
Nr. 5 Brig (B), Sloop (S), Schooner (SC),



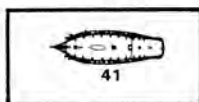
Nr. 6 Gondola (GO), Galley (G), Radeau (R)



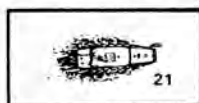
Nr. 7 Gunboat (GB)



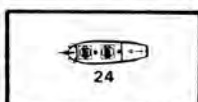
Privateer (P) Class varies



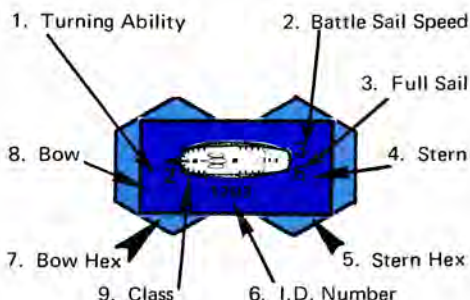
Merchantman (M) Class varies



Fireship (FI) Class varies



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



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

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

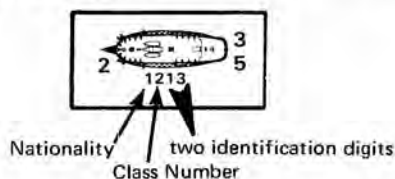
3. Full Sail Speed: The lower righthand number represents a ship's movement ability under an increased spread of sail. This speed is used in the Advanced Game only.

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

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

6. Identification number: Each counter has a 4 digit number which is used to identify it with

the ship that it represents. The first digit refers to the nationality of the vessel. The second digit refers to the class of ship. (See below) The last two digits serve to identify the counter as separate from any other.



Nationality:

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

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

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

D. Basic Game and Advanced/Optional Tables:

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

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

E. Log Sheet Pad:

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

III. PREPARE FOR PLAY

A. Mapboard Set Up:

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

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

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

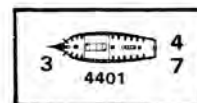
4. The wind arrow counter is placed in the wind direction hex pointing to the proper numbered direction.

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

B. Log Sheet:

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

1 SHIP *Constellation* ID# *4401* 2
8 CREW *Elite* CLASS *F4(38)* 3
10 ()
4 () 6 ()
5 ()
HULL
9
CREW
10
GUNS
11
CARRONADES
12
RIGGING
13
LOAD
14
MOVE
NOTES
15
16



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

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

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

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

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

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

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

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

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

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

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

13. Section 13 is the Rigging section. Each line of squares represent one battle sail speed

factor. The number of rigging squares per battle sail speed factor is given in the Order of Battle. Squares not being used are marked out.

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

the same type. The spaces in the load column are marked: R for roundshot, G for grapeshot, or D for double-shot. For the basic game only roundshot is to be used.

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

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

BASIC GAME RULES

I. INTRODUCTION

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

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

II. SEQUENCE OF PLAY

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

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

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

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

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

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

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

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

H. Load Phase: Load broadsides.

III. UNFOULING PHASE

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

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

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

IV. MOVEMENT NOTATION PHASE

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

A. Movement and Turning Allowance:

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

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

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

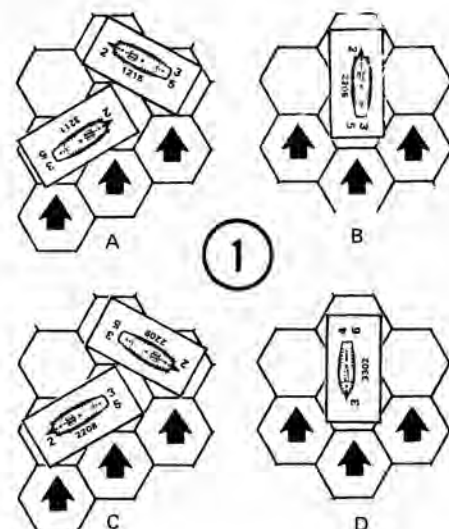


Diagram No. 1 compares the different ship positions to wind.

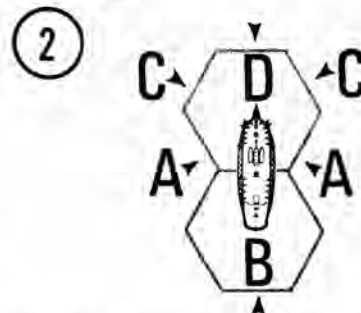
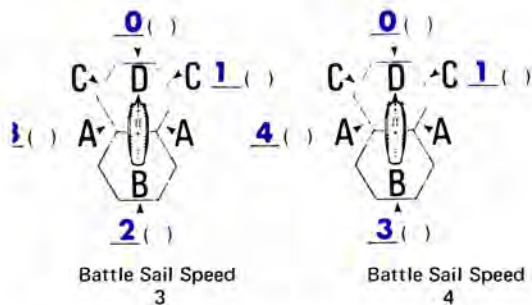


Diagram No. 2 compares the different wind directions to the ship position.

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



EXAMPLES:

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

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

5. The movement allowance is the *maximum* number of *hexes* a ship may move in a movement phase. A ship must always move to the hex towards which the bow of the ship is pointing (*exception: drift-V, B. 1. of Basic Game*). Each hex a ship's bow enters costs one movement factor of its allowance. Once a ship has used all its factors, it must stop.

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

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

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

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

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

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

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

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

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

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

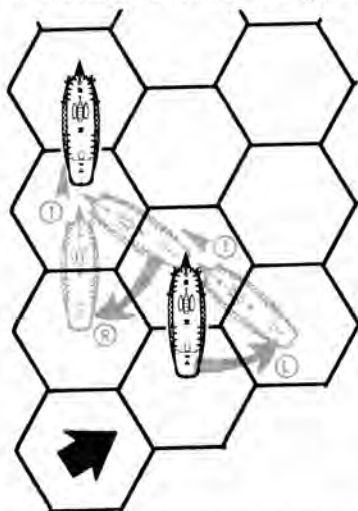
16. A ship which turns into attitude D must immediately stop and may not move or turn for the remainder of the movement phase, even if it has movement factors remaining.

B. Log Notations:

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

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

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



Example: The ship is at A attitude to the wind and has a battle sail speed of 4 . . . its movement allowance is determined to be 4. The move notation in the "log" reads left turn 60°, forward 1 hex, right turn 60°, forward 1 hex. This has completed the ship's full allowance.

After its first turn into attitude C, the maximum distance the ship could move in that direction was one hex. If it wished to remain in attitude C, it would have to end its move at that point. L1

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

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

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

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

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

V. MOVEMENT EXECUTION PHASE

A. Movement:

1. All players move their ships simultaneously on the board.
2. Ships which are scheduled to enter, enter and move in this phase.

B. Drifting:

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

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

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

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

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

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

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

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

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

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

C. Collision:

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

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

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

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

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

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

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

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

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

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

VI. GRAPPLING AND UNGRAPPLING PHASE

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

A. Grappling:

1. One or both ships may attempt to grapple.
2. A ship may attempt to grapple, once per turn, each ship to which it is adjacent.
3. If the involved ships are friendly, grappling and ungrappling is performed automatically.
4. If the adjacent ship is unfriendly, an attempt to grapple is made by rolling one die and consulting the Grappling Table.
5. Grappling attempts on the same ship can be made in each turn even if previously grappled.
6. As with fouled ships, grappled ships cannot move or turn in place. They can only drift.
7. Boarding parties can be formed and boarding actions fought between grappled ships.
8. The fact that a ship is grappled is indicated by writing a "G" in the notes section of the ship's "log" for each successful grapple.

B. Ungrappling:

1. After all attempts at grappling have been made in this phase, any ship which has been successfully grappled may attempt to ungrapple by rolling one die and consulting the Ungrappling Table.
2. A successful ungrapple negates all affects of the grappling. Each ungrappled ship may move normally the next turn.
3. On each turn that a ship is in a grappled state, it may attempt to ungrapple. If a ship is grappled more than once, it must ungrapple every successful grapple before it is free.
4. A ship may attempt to ungrapple once per turn each successful grapple.

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

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

VII. BOARDING PREPARATION PHASE

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

A. Boarding Party Formation:

1. All boarding parties are formed by crew sections. All available crew squares in a crew section must be used.
2. From one to all sections may be delegated as a boarding party or parties as long as the following procedure is maintained:
 - a. The lowest crew section with at least one undestroyed crew square must be used first.
 - b. Any remaining crew sections desired as boarding parties must be chosen in order. A player may never skip a lower numbered crew section to choose a higher numbered crew section as a boarding party unless all lower numbered sections have already been chosen as such.

B. Boarding Preparation Procedure:

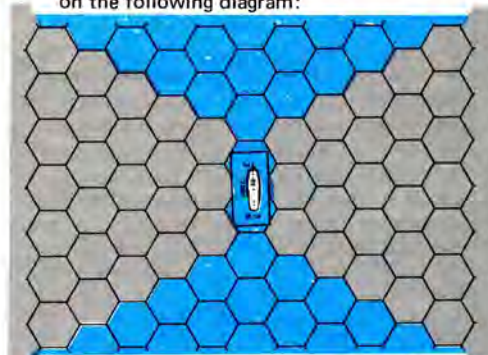
1. Players secretly write down which crew sections are to be used for boarding in the notes section for all ships fouled and/or grappled. If the player does not desire to form any boarding parties "NBP" is written.
2. There are three types of boarding parties which may be formed: An offensive boarding party written as "OBP," a defensive boarding party written as "DBP," and a transfer boarding party written as "TBP." (These abbreviations will be used to denote the boarding party types hereafter in the rules). An "OBP" must melee in the Melee Phase. A "DBP" will melee only if attacked by an opposing "OBP." A "TBP" is used only for transfer of crews between friendly ships.
3. To form a boarding party, the abbreviation for the type of boarding party desired is written in the Notes section plus each crew section number involved. More than one type boarding party may be formed per ship.
4. If there are several ships to which a boarding party could board at the same time, the "log" notation should also indicate the ship(s) to be boarded.
5. If all crew sections of a ship are used for boarding parties, that ship may not fire at all in the Combat Phase, or move in the next Movement Phase.
6. Transfer of crews is allowed to any friendly adjacent ship, not necessarily one fouled or grappled.
7. Transferred crews may not be used for melee or other purposes until the turn following the transfer. This applies even when the ship they are transferred to is engaged in melee during the turn of transfer.
8. "TBP's" may be formed to board ships which one thinks will surrender. If, for any reason the ship does not surrender, no transfer is made and the crew section(s) involved may not be used in any other function for that turn.

VIII. COMBAT PHASE

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

A. Fire Determination:

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



Left
(Port)

Right
(Starboard)

2. Each ship also has two fields of fire; one for each broadside. Any blocking of one field has no effect, whatsoever, on the other field of fire.
3. The field of fire of each broadside is the area covered by the play of the broadside up to the limit of the ten hex firing range.
4. A ship may fire at a single enemy ship in a broadside's field of fire subject to two conditions:
 - a. The ship being fired upon must be the closest in number of hexes to the firing ship of all ships in the field of fire;
 - b. If the "closest ship" happens to be a land hex, friendly ship, surrendered or captured ship, or a hulk, the field of fire is blocked and the ship may not fire that broadside in that turn.
5. If there is more than one ship or obstacle which qualifies as "closest ship," the attacker may choose which is closest and fire at that ship.
6. Firing is noted on the log by drawing a slant line ("/") through the last loading notation "R" on the broadside fired.
7. As firing is considered simultaneous, it may be carried out in any order. Hits will not be marked until after all firing is completed.
8. A ship may fire both broadsides during the same combat phase, if both sides are loaded.
9. Carronades are a special type of gun. They can only be fired at ships within the two hex range. Carronade gun squares are added to the regular broadside capability.

B. Fire Procedure:

1. Count the number of hexes to the target by the shortest possible route. It may be to either the bow or stern hex, whichever is closest. This is the *range*.
2. In the gun section of the firing ship's "log," count the number of guns squares on

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

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

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

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

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

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

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

C. Hit Table Modifiers:

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

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

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

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

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

D. Marking Hits and the Effects of Damage:

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

1. Hull Hits ("H"):

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



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

2. Crew Hits ("C"):

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

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

3. Gun Hits ("G"):

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

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

4. Rigging Hits ("R"):

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

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

"surrender by immobility." Excess rigging hits are treated as "misses."

IX. MELEE PHASE

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

A. Transfer Procedure:

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

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

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

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

B. Boarding Procedure:

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

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

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

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

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

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

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

C. Melee Procedure:

1. Each crew square involved in a melee is worth a certain number of melee factors dependent on the ship's crew quality. The number of combat factors each crew square is worth is given on the Crew Melee Strength Table. Each side multiplies the number of crew squares in the melee times the number of combat factors per crew square to find the *Total Melee Strength (TMS)* in the melee.
2. Melee is conducted simultaneously, each player rolling one die and consulting the Melee Resolution Table. The number rolled on the die is cross-gridded with his TMS. The result is the number of enemy crew squares to be marked off on the lowest crew section of the boarding party.
3. Once casualties have been removed, both players refigure their total number of surviving crew squares and recompute their TMS. Another melee *round* is fought. This continues for three *rounds* or until one side has a three-to-one or better advantage in TMS. When a three-to-one advantage occurs, the enemy boarding party is defeated and all its surviving crew squares become prisoners. The defeated ship must surrender. The victorious OBP 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.
4. Melee once initiated must continue until one ship surrenders, ships become ungrappled or unfouled, or both sides disengage by mutual consent. If after three rounds no conclusion is reached, melee must continue the next turn.
5. Crew sections already engaged in melee may not quit until one of the conditions in 4 above has been met. New crew sections may be added to the melee each *turn* if available.
6. A victorious "DBP" has the option of boarding the opposing ship. When the "DBP" boards it automatically changes status to "OBP" and must continue melee for the remaining rounds if necessary.

D. Capturing Procedure:

1. Any ship which surrenders in any of four ways either by "striking," "firepower," "melee" or "immobility" may be captured.
2. A ship which surrenders by melee is automatically captured by the victorious boarding party which is considered to be on the deck of the ship the enemy boarding party came from. It now becomes the prize crew.
3. A ship which surrenders by any other means is captured when either a "TBP" or "OBP" is placed aboard. The boarding party becomes the prize crew (See VII B. 8. of the *Basic Game*).
4. Surrendered ships may not fire their guns, melee, or move as long as they are surrendered.
5. A prize crew runs the ship normally while on board. They can sail the ship, engage in melees, and fire and load the guns (but at two tables less than normal).
6. Once a ship is 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."

7. The original crew is still marked on the ship's crew section of the "log." The prize crew is kept on a separate sheet of paper.

8. If for any reason a prize crew leaves, or is eliminated, the ship returns to the control of the original owner.

9. At least one crew square of the prize crew is required for every six prisoner crew squares on a ship. If the numbers fall below this ratio, the prisoners immediately take over the ship, and the prize crew becomes prisoners.

10. The captured ship assumes the quality of the prize crew.

11. If a ship with a prize crew on board is fired upon, take all "odd" crew square losses (i.e., the first, third, fifth, etc. losses) that occurs in a Combat Phase from the prize crew and all "even" losses from the prisoners. Remember that ships with all hull squares marked out cannot be fired upon.

12. Ships which have "surrendered by striking" may never fire their guns nor sail even if captured. The prize crew can melee.

13. Ships that surrender automatically become friendly.

14. If at any time a ship which has surrendered other than by striking is within five hexes (inclusive) of a friendly ship at the beginning of the turn, it ceases to be surrendered and may begin normal functions the next turn. It does not lose any of its damage though. It is still subject to surrender if the necessary conditions occur again.

X. LOADING PHASE

Ships should have their broadsides loaded in the beginning of the scenario. Reloading of fired broadsides takes place in the last phase of the turn.

A. A ship can load one complete broadside per turn. Only one side can be loaded, not both.

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

C. In the Basic Game only roundshot may be fired. Reloading is indicated in the "log" by writing the letter "R" under the "R" or "L" column of the load section at the appropriate turn number.

D. A broadside may be fired even if there are no targets, but the advantage of initial broadside is lost.

XI. VICTORY CONDITIONS:

Victory conditions depend upon the scenario. Any special conditions will be written in the appropriate scenario. General victory conditions will be split into two categories - those for single ship scenarios and those for multi-ship scenarios.

A. Single Ship Victory Conditions:

Single ship scenarios end when one ship "surrenders." The other player is the victor. There is no time limit for this. Other situations that qualify are printed below:

1. If a player refuses to have combat and continually moves his ship out of the enemy's ship's range, he is considered the loser. This is not an explicit rule so some intelligence must be used to implement it. Its function is to keep partially damaged ships from attempting to draw by avoiding victory conditions.

2. If both ships "surrender" simultaneously, it is a draw.

3. Loss of all crew squares will automatically end the game with victory for the other side, even if that side "strikes."

4. As soon as the victory conditions are met, the game ends at that point; and the turn is not completed.

B. Multi-Ship Victory Conditions:

In Multi-ship scenarios, special victory conditions are printed with the scenario. Some general rules follow:

1. Each ship has a point value written in its order of battle.
2. Ships which strike give the opposing player that ship's point value.
3. Ships which have been captured count twice the value to the opposing player.
4. At the end of the scenario, all points are counted and the player with the highest amount is declared the winner.

XII. MISCELLANEOUS

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.

At other times when all ships have moved to one side of the board, it will be advantageous to merely lift the now unused half of the board and place it on the other side of the portion of the board now containing all vessels.

ADVANCED GAME RULES

I. INTRODUCTION

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

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

A. Advanced Game Tables:

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

1. HDT Modifications:

- Rake:** If a ship is raking, cross-index the range of the target with the number of guns firing on the range table. The number in parenthesis determines which Hit Table is to be used.
- Stern Rake:** A bonus of +1 is added to a rake any time it is fired at a ship's stern.

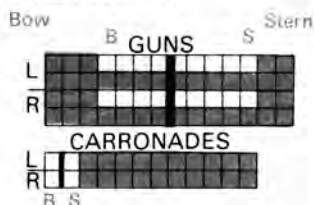
2. Hit Tables:

- The number of hit tables has been increased by two to Hit Table No. 10 in both the hull and rigging sections. If a firing ship's Hit Table has been modified to a value greater than ten, resolve the attack as separate die rolls. Each die roll must be made on the highest table possible. (Example: The greatest modification for a firing ship is 20. This would allow the ship to fire twice on Hit Table 10 only and not in any other combination.
- In each Hit Table, the 6 results are marked with an asterisk. These indicate a possible critical hit.
 - If a 6 is rolled on any Hit Table, roll the die again adding the Hit Table number to the result. Index this value with the target aspect, (either hull or rigging), on the Critical Hit Table found on the inside back cover of the manual.
 - Any Critical Hit damage acquired is applied after all other damage has been recorded at the end of the Combat Phase.
 - All critical hit damage is cumulative.
 - Some results are a function of one or more of the Optional rules. Those players not using the appropriate Optional rule, must ignore the result taking a "no effect" instead.

B. Log Modifications:

- The number of hull squares is increased to one and a half times the Basic Game value (rounded up). Gun, carronade, and crew values are twice as large as the Basic Game values. These changes are made while completing the log.
- Each broadside and carronade section is sub-divided as evenly as possible into a bow and stern section. Any odd squares go into the stern section. (Example: A ship with nine gun squares and two carronade squares per broadside would have four squares in the bow and five squares in the stern of the gun

section and one carronade square each in the bow and stern section).



II. SEQUENCE OF PLAY

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

A. Wind Phase:

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

B. Unfouling Phase:

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

C. Movement Notation Phase:

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

D. Movement Execution Phase:

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

E. Grappling and Ungrappling Phase:

Attempt to grapple, avoid grappling, or ungrapple.

F. Boarding Preparation Phase:

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

G. Combat Phase:

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

H. Melee Phase:

Resolve melee.

I. Load Phase:

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

J. Full Sail Phase:

Place or remove full sail counters on ships.

III. WIND PHASE:

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

A. Wind Numbers:

Each scenario lists an initial *wind direction* number that indicates the direction in which the wind is blowing at the start of the game, a *wind*

velocity number that represents the strength at which the wind is blowing, and a *wind change* number that determines any possible shift in wind direction and/or velocity.

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

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

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

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

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

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

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

B. Wind Effects:

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

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

IV. UNFOULING

This phase remains the same as in the Basic Game.

V. MOVEMENT NOTATION PHASE

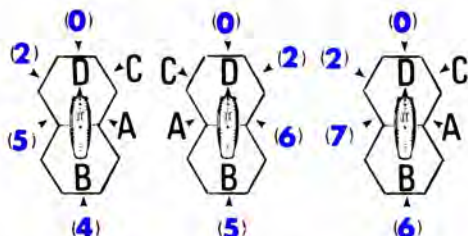
There are several additions and changes to this phase.



A. Full Sails:

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

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

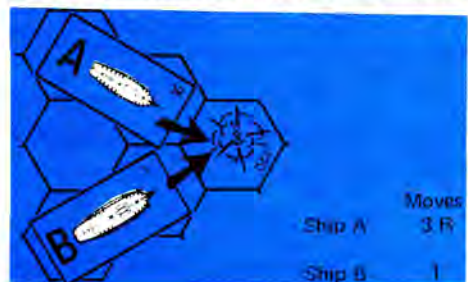


Full Sail Speed 5 Full Sail Speed 6 Full Sail Speed 7

2. Note in each ship's log each full Sail movement allowance per attitude.
3. All rigging hits scored on full sail ships are doubled.
4. Any ship which loses the entire first section of rigging immediately removes his ship from full sail status. It may not use full sails for the remainder of the game unless it repairs its rigging so as to regain at least one rigging square in the first section. (See *X B, Advanced Game*).
5. A ship sets sail to full sail speed by placing a full sail marker on his ship. The procedure for placing and removing full sail counters is explained in Section XI of the Advanced Game. A player does not have to note full sails in the "log."

B. Backing Sails:

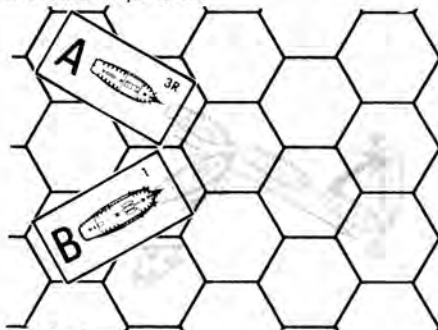
Ships that wish to stay in place for part of the movement execution phase may use the notation "B" (for "backing sails") in the moves column of the "log." The use of backing sails is important when trying to avoid collisions. Backing sails may be used in any part of the movement plot. For each movement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



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

Moves
B B B 1

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



C. Anchors:

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

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

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

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

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

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

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

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

D. Turning:

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

1. They must move at least one hex straight ahead before they may turn; or they may turn in place 60 degrees but can make no other movement.
2. They lose one turning factor of their turning allowance.
3. They may increase sail to full sail speed only if they move at least one hex in a straight line in the movement execution phase. No turning is allowed at any time during the move.

VI. MOVEMENT EXECUTION PHASE

This phase is identical to that of the Basic Game.

VII. BOARDING

This phase is identical to that of the Basic Game.

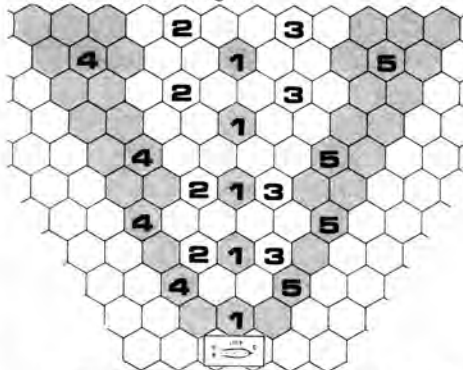
VIII. COMBAT PHASE

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

A. Reduced Field-of-Fire:

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

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



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

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

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

5. Blocked Fields of Fire:

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

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

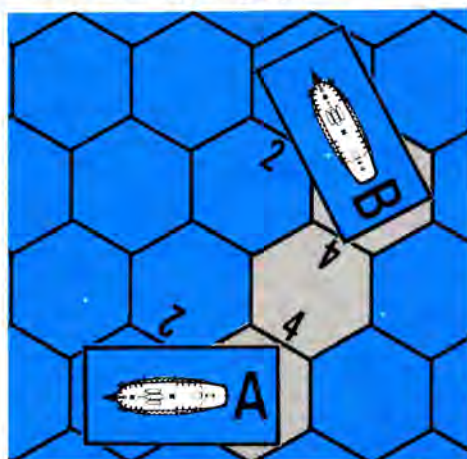
c. Ships cannot fire the bow section at a target in field 5 if there is a closer target in field 3 or 5. Ships may fire at a target in field 5 if there are closer targets occupying fields 1, 2, or 4.

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

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

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

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



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

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

B. Types of Ammunition:

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

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

a. The range of roundshot is still ten hexes.

b. Roundshot does not modify the Hit Tables.

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

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

a. Chainshot has a maximum range of three hexes.

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

c. Chainshot is loaded in one turn.

d. The British may never fire chainshot.

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

a. Doubleshot has a range of just one hex.

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

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

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

a. Grapeshot has a range of one hex.

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

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

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

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

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

C. Sink and Explode:

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

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

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



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

mapboard. Place a sink marker on a ship about to sink.



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

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

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

D. Rake:

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

IX. MELEE PHASE

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

X. RELOAD PHASE

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

B. Repairs:

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



XI. FULL SAIL PHASE

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

OPTIONAL RULES

I. INTRODUCTION

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

II. TIMED MOVES

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

III. MULTI-PLAYER COMMUNICATION

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

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

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

- A. Messages between ships of the same fleet may be sent in writing only. This is done in the Movement Notation Phase.
- B. Only one message per ship may be sent to the other ships of the fleet in that phase.
- C. This option should be used with the "timed moves" option.
- D. Players may also wish to forbid any communications between players commanding different squadrons of different nationalities, to simulate their difficulties in reading each other's flag signaling system.

IV. COMMAND LAG

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

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

1. A player must select a ship as his flag ship and divide the fleet into squadrons of six or less ships.
2. The player writes the moves for the ships in his immediate squadron from turn to turn in the normal manner.
3. The player writes the moves for the ships in other squadrons three turns in advance. Thus, at the start of the game, the player would write movement orders for these ships

for turns one, two and three. After turn one was completed, he would write movement orders for these ships for turn four, etc.

4. Alternatively, all ships completely or partly within ten hexes of the flag ship can have their movement written from turn to turn. All other ships must have their movement written for three turns in advance.

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

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

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

6. In multi-player games, each player chooses a flag ship for the squadron that he controls.



V. CHANGING WIND NUMBER

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

VI. VARIABLE WIND DIRECTION AND VELOCITY

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

VII. TOWING

- A. A ship may tow another friendly ship.
- B. Ships towing a ship of equal or inferior gun rating lose one hex of speed in all wind attitudes. Ships towing a ship of superior gun rating lose two hexes of speed in all wind attitudes.
- C. A ship towing another ship in zero movement allowance attitude may still turn in place as in the Basic Game.
- D. Towing Procedure:

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

3. Ungrappling notations in the "log" will end the tow.

VIII. LOSS OF RIGGING

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

- A. A ship with all rigging sections destroyed is -1HT when firing for ships having up to 6 gun squares, and -2HT when firing for ships with 7 or more gun squares.
- B. In a phase in which a ship loses one or more entire rigging section(s), a die is immediately rolled for each section lost and the following table is consulted:

DIE NUMBER	RESULTS
1	Mast hangs over the side*
2-6	Mast falls free
*Additional Die Roll	
1, 3, 5	left broadside
2, 4, 6	right broadside

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

IX. BLOCKED WIND

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

- A. If the ship blocking the wind is under full sails, the movement allowance of the ship blocked is cut by two hexes for that turn. If the ship blocking the wind is under battle sails and has at least half its rigging squares left, the movement allowance of the ship blocked is cut by one hex for that turn.
- B. A smaller ship could not block the wind of a larger ship as effectively as one the same size.
 1. If a ship blocks the wind to a ship mounting 30 plus guns less than the blocking ship, the loss of speed, as described in A., is increased by one, for that turn. The reverse is also true. If a ship is blocking a ship with 30 plus more guns than that ship, the loss of speed described in A above is reduced by one for that turn.

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



X. EXPLODING SHIPS

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

XI. RUNNING AGROUND

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

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

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

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

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

E. Ships cannot fire their guns while aground.

XII. CASTING THE LEAD

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

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

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

XIII. OPTIONAL RAKE DETERMINATION

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

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

Players are advised to bear this in mind when choosing which rule to use.

XIV. FORE AND AFT RIGGING:

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

XV. SPECIAL RULES

A. Copper Bottom:

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

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

B. Scurvy:

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

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

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Cover Art: FIRST RECOGNITION OF THE AMERICAN FLAG BY A FOREIGN GOVERNMENT, FEBRUARY 14, 1778.

Oil on canvas by Edward Moran. Courtesy of the U.S. Naval Academy Museum.

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

INTRODUCTION TO THE SCENARIOS

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

Each scenario has been divided into five sections:

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

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

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

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

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

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

SCENARIO 1

VALCOUR ISLAND OCTOBER 11, 1776

I. Introduction:

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

Through the summer and fall of 1776, Carleton, the British governor of Canada, prepared for a major invasion of New York which, coming upon the heels of the American defeats around New York City, would be lightly opposed. The greatest impediment to the invasion was the difficulty in transporting troops and supplies through the upper New York wilderness. There was but one avenue of approach into the heart of New York and that was across Lake Champlain.

Along this route Carleton could easily transport both troops and supplies. To travel by any other route would incur weeks of delay.

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

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

II. Prevailing Weather Conditions:

Wind direction: 4
Wind velocity: 4 — Heavy breeze
No wind change

III. Special Rules:

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



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

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

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

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

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

F. All vessels may anchor.

G. American galleys must use rowing capabilities only.

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

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

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

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

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

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

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

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

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

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

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

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

IV. Victory Conditions:

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

B. Victory points are awarded as follows:

1. The value points of any ship which is captured, surrendered or destroyed.
2. Note: Captured ships do not double the point value.
3. Two points for each set of two hull hits on an American gunboat counter; three points for each set of two hull hits on a British gunboat counter. This represents the loss of one gunboat. When all hull squares of a gunboat counter have been marked off, the player receives the point value of the counter only.
4. The American player receives one point for each vessel counter that survives twenty

turns, two points for each vessel counter that survives forty turns and three points for each vessel counter to survive fifty turns.

V. Order of Battle:

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

NOTES: ** — All ships start on or behind (toward board edge 1) these hexes: H6, I6, J5, K5, M4, P5, O5, R6, Q6 in any direction.

FA — Fore-and-Aft rigged * — use rowing capabilities only

*** — All start on or behind (toward board edge 5-6) these hexes: BB27, DD25, DD24, CC26, BB26, in any direction.

SCENARIO 2

RANGER VS. DRAKE

May 2, 1778

I. INTRODUCTION

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

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

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4

Wind Velocity: — 3 Normal breeze

Wind Change: 5

III. SPECIAL RULES

A. No land hexes

B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 3

BATTLE OF USHANT

July 27, 1778

I. INTRODUCTION

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

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

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

Wind Velocity: 4 — Heavy breeze

Wind Change: 4

III. SPECIAL RULES

1. No anchoring allowed

2. No land hexes

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

See Chart on Page 15

SCENARIO 4

BATTLE OF FLAMBOROUGH HEAD

September 23, 1779

I. INTRODUCTION

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

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

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

Continued on Page 16

Battle of Ushant

SCENARIO 3

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

NOTES:

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

FRENCH:

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

NOTES:

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

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

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

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

1. No land hexes
2. No anchoring allowed.

IV. SPECIAL VICTORY CONDITIONS

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

See Master Scenario Chart for ship specifications.

SCENARIO 5

ARBUTHNOT AND DES TOUCHES

March 16, 1781

I. INTRODUCTION

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

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

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

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

The major drawback to the "fighting instructions" was its insistence that ships of a fleet must fight in a line of battle (i.e., bow to stern) and in no other formation. This was supposed to pre-

vent any part of the fleet from ever being isolated and defeated before it could be reinforced as had occurred at Beachy Head, and in this respect it was successful. Yet a ship in line was never allowed to break line for any reason and could take no initiative for fear of splitting from the rest of the fleet. Fleets would form lines of battle and pound away at one another until one began getting the worst of the damage whereupon it would break off action leaving no gain to either side to show for the loss of life.

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

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

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 6 – Gale
Wind Change: 5

III. SPECIAL RULES

1. No anchoring allowed
2. No land hexes

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

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

SCENARIO 6

THE BATTLE OF THE CHESAPEAKE

September 5, 1781

I. INTRODUCTION

As the fifth year of the War of Independence began, the British army was split into two major groups; one situated in New York under General Clinton, the other based in Yorktown under General Cornwallis. Both forces were completely

dependent on the British navy to maintain their positions as occupying armies in a distant land. George Washington, commander of the Continental army, discussed with the French allies the possibilities of isolating one of these two armies and forcing it to surrender before assistance from the other could arrive. Essential in these plans was the fact that the British navy must be at least temporarily nullified. When Admiral De Grasse with the French fleet was reported heading from

the Caribbean to the Atlantic coast in late summer Washington set his plan into motion. His choice for investment was Cornwallis at Yorktown and he depended heavily on the ability of DeGrasse to prevent the British navy from aiding the beleaguered army.

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

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

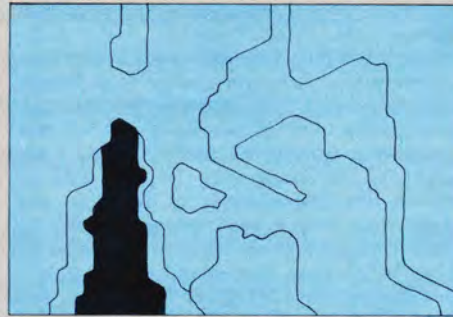
As the British armada moved in toward the bay in line of battle, DeGrasse moved out to intercept it. For all that was at stake, the actual fighting was desultory and inconclusive. Both lines met at an angle and remained in that position throughout the battle. Graves, a cautious admiral, maintained a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

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 3 — Normal breeze
WindChange: 5

III. SPECIAL RULES

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



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

IV. SPECIAL VICTORY CONDITIONS

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

V. ORDER OF BATTLE

SCENARIO 6

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

NOTES:

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

I. INTRODUCTION

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

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

As compared to his British counterparts of this period, notably Howe, Rodney, and Nelson, Suffren's achievements do not appear that spec-

tacular. Yet, in a navy which could never compete with England in either shiphandling, gunnery, or naval tactics, his ability stands out. The battles with Hughes, even though tactically inconsequential, allowed Suffren to achieve what no other French admiral could; to hold the British at bay while accomplishing all of his strategic missions. This was the first time during a war that the British navy was unable to control the seas.

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

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

CAMPAIGN GAME

II. SPECIAL RULES FOR CAMPAIGN GAME:

The following rules cover all scenarios of the Campaign Game.

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

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

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

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

Continued on Page 20

SCENARIO 7A

SUFFREN AND HUGHES

February 17, 1782

I. PREVAILING WIND CONDITIONS

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

II. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

III. SPECIAL VICTORY CONDITIONS

The French player receives an extra 50 points if able to get 8 or more ships off of board edge 4

before British leave the same edge with at least half her fleet.

IV. ORDERS OF BATTLE

British home edge: 4
French home edge: any

SCENARIO 7A

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

NOTES:

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

SCENARIO 7B SUFFREN AND HUGHES

SCENARIO 7B SUFFREN AND HUGHES				Initial Position						Crew Section			Guns		Carr- onade		Rigging				Depth	Point
Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual.	1	2	3	L	R	L	R	1	2	3	4	(ft)	Value		
FRENCH:																						
Vengeur	64	SOL	2	DD7	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18		
Artesien	64	SOL	2	EE8	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18		
Hannibal	50	SOL	2	GG9	5	8	Av	3	2	2	4	4	1	1	6	6	6	—	17	13		
Sphinx	64	SOL	2	FF10	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18		
Heros	74	SOL	2	II10	5	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24		
Orient	74	SOL	2	JJ13	5	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24		
Brilliant	64	SOL	2	MM12	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18		
Severe	64	SOL	2	LL14	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18		
Ajax	64	SOL	2	OO13	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18		
Annibal	74	SOL	2	PP14	5	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24		
Flamand	50	SOL	2	QQ16	5	9	Av	3	3	2	4	4	—	—	6	6	6	—	18	14		
Bizarre	64	SOL	2	SS14	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18		

BRITISH:

Exeter	64	SOL	2	PP26	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Hero	74	SOL	2	NN25	6	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Isis	50	SOL	2	LL25	6	8	Cr	3	2	2	4	4	1	1	6	6	6	—	17	17
Burford	64	SOL	2	JJ23	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Monarca	68	SOL	2	HH22	6	12	Cr	4	4	3	7	7	1	1	7	7	7	—	18	24
Superb	74	SOL	2	FF21	6	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Monmouth	64	SOL	2	DD20	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Worcester	64	SOL	2	BB19	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Eagle	64	SOL	2	Z18	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Sultan	74	SOL	2	X17	6	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Magnonime	64	SOL	2	V17	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20

SCENARIO 7B

April 12, 1782

I. PREVAILING WEATHER CONDITIONS

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

II. SPECIAL RULES

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

B. No anchoring allowed.

III. ORDER OF BATTLE

British home edge: any
French home edge: any

II. SPECIAL RULES

1. No land hexes
2. Anchoring not allowed

III. SPECIAL VICTORY CONDITIONS

None

IV. ORDER OF BATTLE

French home edge: any
British home edge: any

SCENARIO 7C

July 6, 1782

I. PREVAILING WEATHER CONDITIONS

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

SCENARIO 7C SUFFREN AND HUGHES

SCENARIO 7C SUFFREN AND HUGHES				Initial Position		Crew Section						Carr- onade		Rigging				Depth	Point	
Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual.	1	2	3	Guns L R	L	R	1	2	3	4	(ft)	Value	
FRENCH:																				
Flamand	50	SOL	2	DD18	3	9	Av	3	3	2	4	4	—	—	6	6	6	—	18	14
Annibal	74	SOL	2	AA17	3	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Severe	64	SOL	2	Y16	3	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Brilliant	64	SOL	2	V14	3	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Heros	74	SOL	2	T13	3	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Sphinx	64	SOL	2	R12	3	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Hannibal	50	SOL	2	P11	3	8	Av	3	2	2	4	4	1	1	6	6	6	—	17	13
Artesien	64	SOL	2	M10	3	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Vengeur	64	SOL	2	K9	3	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Bizarre	64	SOL	2	I8	3	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Orient	74	SOL	2	G7	3	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24

BRITISH:

Exeter	64	SOL	2	U27	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Hero	74	SOL	2	S26	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Isis	50	SOL	2	Q25	2	8	Cr	3	2	2	4	4	1	1	6	6	6	—	17	17
Burford	64	SOL	2	O24	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Sultan	74	SOL	2	M23	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Superb	74	SOL	2	K22	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Monmouth	64	SOL	2	I21	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Worcester	64	SOL	2	G20	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Sultan	74	SOL	2	E19	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Eagle	64	SOL	2	C18	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Magnonime	64	SOL	2	A17	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20

SCENARIO 7D

Name	Guns	Class	Nr.	Initial Position		Hull	Qual.	Crew Section			Guns		Carr-onade		Rigging				Depth (ft)	Point Value
				Bow Hex	Dir Nr.			1	2	3	L	R	L	R	1	2	3	4		
Artesien	64	SOL	2	X5	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Orient	74	SOL	2	BB5	5	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
St-Michel	60	SOL	2	BB7	5	11	Av	4	3	3	5	5	—	—	6	6	6	—	19	17
Severe	74	SOL	2	FF5	5	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Brilliant	64	SOL	2	GG7	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Hannibal	50	SOL	2	HH7	5	8	Av	3	2	2	4	4	1	1	6	6	6	—	17	13
Sphinx	64	SOL	2	II9	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Heros	74	SOL	2	KK10	5	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Illustre	74	SOL	2	OO9	5	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Flamand	50	SOL	2	OO11	5	9	Av	3	3	2	4	4	—	—	6	6	6	—	18	14
Ajax	64	SOL	2	QQ11	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Consolante	40	F	3	UU15	5	9	Av	3	2	2	3	3	—	—	5	5	5	5	14	13
Annibal	74	SOL	2	SS12	5	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Vengeur	64	SOL	2	UU13	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Bizarre	64	SOL	2	YY12	5	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18

BRITISH:

Exeter	64	SOL	2	O13	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Hero	74	SOL	2	Q14	6	13	Cr	4	4	4	8	8	1	1	7	7	7	—	21	26
Isis	50	SOL	2	S15	6	8	Cr	3	2	2	4	4	1	1	6	6	6	—	17	17
Burford	64	SOL	2	U16	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Sultan	74	SOL	2	W17	6	13	Cr	4	4	4	8	8	1	1	7	7	7	—	21	26
Sceptre	64	SOL	2	Y18	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Superb	74	SOL	2	AA19	6	13	Cr	4	4	4	8	8	1	1	7	7	7	—	21	26
Monmouth	64	SOL	2	CC20	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Sultan	74	SOL	2	EE21	6	13	Cr	4	4	4	8	8	1	1	7	7	7	—	21	26
Eagle	64	SOL	2	GG22	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Magnonime	64	SOL	2	II23	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Worcester	64	SOL	2	KK24	6	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20

SCENARIO 7D**SUFFREN AND HUGHES**

September 3, 1782

I. PREVAILING WEATHER CONDITIONS

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

II. SPECIAL RULES

1. No anchoring
2. No land hexes

III. SPECIAL VICTORY CONDITIONS

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

IV. ORDER OF BATTLE

French home edge: 4
 British home edge: any

Continued from Page 18

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

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

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

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

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

III. VICTORY CONDITIONS FOR ALL SCENARIOS

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

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

SCENARIO 7E**SUFFREN AND HUGHES**

June 30, 1783

I. PREVAILING WEATHER CONDITIONS

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

II. SPECIAL RULES

1. No land hexes
2. No anchoring allowed

III. SPECIAL VICTORY CONDITIONS

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

IV. ORDER OF BATTLE

British home edge: any
 French home edge: any

SCENARIO 7E

SCENARIO 7E				Initial Position		Crew						Carr-onade		Rigging				Depth	Point	
Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual.	1	2	3	L	R	L	R	1	2	3	4	(ft)	Value
FRENCH:																				
Sphinx	64	SOL	2	OO7	2	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Brilliant	64	SOL	2	MM8	2	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Fendant	74	SOL	2	KK9	2	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Flamand	50	SOL	2	II10	2	9	Av	3	3	2	4	4	—	—	6	6	6	—	18	14
Ajax	64	SOL	2	GG11	2	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Hannibal	50	SOL	2	DD12	2	8	Av	3	2	2	4	4	1	1	6	6	6	—	17	13
Argonaute	74	SOL	2	BB13	2	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Heros	74	SOL	2	Y15	2	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Illustre	74	SOL	2	W16	2	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
St-Michel	60	SOL	2	U17	2	11	Av	4	3	3	5	5	—	—	6	6	6	—	19	17
Vengeur	64	SOL	2	S18	2	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Severe	64	SOL	2	Q19	2	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18
Annibal	74	SOL	2	O20	2	14	Av	5	5	4	10	10	—	—	7	7	7	—	21	24
Hardi	66	SOL	2	M21	2	12	Av	4	4	4	6	6	—	—	7	7	7	—	19	19
Artesien	64	SOL	2	K22	2	12	Av	4	4	3	6	6	—	—	7	7	7	—	19	18

BRITISH:

Cumberland	74	SOL	2	TT15	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Monmouth	64	SOL	2	RR16	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Bristol	50	SOL	2	PP17	2	8	Cr	3	2	2	4	4	1	1	6	6	6	—	17	17
Hero	74	SOL	2	NN18	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Eagle	64	SOL	2	LL19	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Magnonime	64	SOL	2	JJ20	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Sceptre	64	SOL	2	HH21	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Burford	64	SOL	2	FF22	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Monarca	68	SOL	2	DD23	2	12	Cr	4	4	3	7	7	1	1	7	7	7	—	18	25
Superb	74	SOL	2	BB24	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Sultan	74	SOL	2	Z25	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26
Africa	64	SOL	2	X26	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Worcester	64	SOL	2	V27	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Exeter	64	SOL	2	T28	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Inflexible	64	SOL	2	R29	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	20
Gibraltar	80	SOL	2	P30	2	12	Cr	5	4	4	8	8	1	1	7	7	7	—	20	26
Isis	50	SOL	2	N31	2	8	Cr	3	2	2	4	4	1	1	6	6	6	—	17	17
Defence	74	SOL	2	L32	2	13	Cr	4	4	4	8	8	1	1	7	7	7	—	19	26

SCENARIO 8

BATTLE OF THE SAINTES

April 12, 1782

I. INTRODUCTION

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

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

This, the last major naval battle between France and Britain was the re-affirmation of British naval superiority after several strategic defeats earlier in the war. The battle began in the, by now much abused, line to line order proscribed by the "fighting instructions." As the battle progressed though, several holes opened in the French line allowing the British center and

van to penetrate and destroy the French fleet piecemeal. Of the thirty vessels in the French fleet, twenty five escaped. The Ville de Paris (finest man-of-war afloat), was one of the five lost to the British. The failure of Rodney, the British Admiral, to follow up his victory saved the remainder of the French fleet from capture.

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. No anchoring allowed
- B. No land hexes

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

See Page 22

SCENARIO 9

NYMPHE VS. CLEOPATRE

June 17, 1793

I. INTRODUCTION

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

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 8				Initial Position		Crew							Carr-onade		Rigging				Depth	Point
Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	Section			Guns L R	L R	1 2 3 4	(ft)	Value					
FRENCH:																				
Hercule	74	SOL	2	EE17	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Neptune	74	SOL	2	GG16	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Souverain	74	SOL	2	II15	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Palmier	74	SOL	2	KK14	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Northumberland	74	SOL	2	MM13	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Auguste	80	SOL	1	QQ12	5	15	Av	6	6	5	11	11	— —	7	7	7 —	23	27		
Ardent	64	SOL	2	QQ11	5	12	Av	4	4	3	6	6	— —	7	7	7 —	19	18		
Scipion	74	SOL	2	SS10	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Brave	74	SOL	2	UU9	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Citoyen	74	SOL	2	WW8	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Hector	74	SOL	2	YY7	5	14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Caesar	74	SOL	2	*		14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Dauphin Royal	70	SOL	2			13	Av	5	4	4	8	8	— —	7	7	7 —	19	20		
Languedoc	80	SOL	1			15	Av	6	6	5	11	11	— —	7	7	7 —	23	27		
Ville de Paris	104	SOL	1			18	Av	7	7	6	12	12	— —	9	9	9 —	22	30		
Couronne	80	SOL	1			15	Av	6	6	5	11	11	— —	7	7	7 —	23	27		
Eveille	64	SOL	2			12	Av	4	4	3	6	6	— —	7	7	7 —	19	18		
Sceptre	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Glorieux	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Diademe	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Destin	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Magnanime	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Refleche	64	SOL	2			12	Av	4	4	3	6	6	— —	7	7	7 —	19	18		
Conquerant	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Magnifique	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Triomphant	80	SOL	1			15	Av	6	6	5	11	11	— —	7	7	7 —	23	27		
Bourgogne	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Duc de Bourgogne	80	SOL	1			15	Av	6	6	5	11	11	— —	7	7	7 —	23	27		
Marseillais	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
Pluton	74	SOL	2			14	Av	5	5	4	10	10	— —	7	7	7 —	21	24		
BRITISH:																				
Marlborough	74	SOL	2	T14	3	13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Arrogant	74	SOL	2	R13	3	13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Alcide	74	SOL	2	P12	3	13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Nonsuch	64	SOL	2	N11	3	11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Conqueror	74	SOL	2	L10	3	13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Princessa	70	SOL	2	J9	3	12	Cr	4	4	3	8	8	1	1	7	7	7 —	18	25	
Prince George	98	SOL	1	H8	3	15	Cr	5	5	5	9	9	1	1	8	8	8 —	22	28	
Torbay	74	SOL	2	F7	3	13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Anson	64	SOL	2	D6	3	11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Fame	74	SOL	2	B5	3	13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Prudent	64	SOL	2	*		11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Russell	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
America	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Hercules	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Protee	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Resolution	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Agamemnon	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Duke	98	SOL	1			15	Cr	5	5	5	9	9	1	1	8	8	8 —	22	28	
Formidable	98	SOL	1			15	Cr	5	5	5	9	9	1	1	8	8	8 —	22	28	
Namur	90	SOL	1			14	Cr	5	5	5	8	8	1	1	8	8	8 —	21	27	
St. Albans	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Canada	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Repulse	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Ajax	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Bedford	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Prince William	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Magnificent	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Centaur	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Belliqueux	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Warrior	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Monarch	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Barfleur	98	SOL	1			15	Cr	5	5	5	9	9	1	1	8	8	8 —	22	28	
Valient	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Yarmouth	64	SOL	2			11	Cr	4	3	3	6	6	1	1	7	7	7 —	19	20	
Montagu	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Alfred	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	
Royal Oak	74	SOL	2			13	Cr	4	4	4	8	8	1	1	7	7	7 —	21	26	

NOTES:

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

SCENARIO 10

MARS VS. HERCULE

April 21, 1798

I. INTRODUCTION

A ragwagon duel.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

Wind Velocity: 3 – Normal breeze

Wind Change: 5

III. SPECIAL RULES

A. No land hexes

B. No anchoring allowed

See Master Scenario Chart for ship specifications.

defeat withdrew his expeditionary army from Egypt.

II. PREVAILING WEATHER CONDITIONS

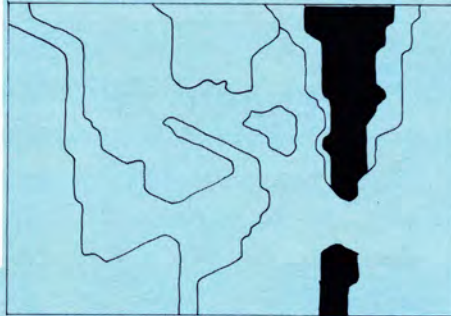
Wind Direction: 6

Wind Velocity: 3 – Normal breeze

Wind Change: 6

III. SPECIAL RULES

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



2. France is allowed to secretly mark the identification code of 4 different hexes as shoals each 17' in depth. These can be anywhere between row NN inclusive to board edge 5-6. Optional rules XI and XII are in force.

3. Anchoring of all types is allowed.

4. At the start of the scenario the French are

unprepared for battle. Certain tasks must be performed as outlined before ships may perform the following operations.

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

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

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

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

IV. SPECIAL VICTORY CONDITIONS

1. Surrendered ships which have not been captured or destroyed count half the point value.

2. To win, one side must have a 150 point advantage or better. Any other result is considered indecisive.

V. ORDER OF BATTLE

SCENARIO 11

BATTLE OF THE NILE

August 1, 1798

I. INTRODUCTION

The British navy under Nelson boldly entered Aboukir Bay and destroyed the French armada while at anchor. Napoleon, upon learning of the

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

NOTES: All French ships start the scenario at ordinary anchor.

** - Enter turn two

*** - Enter turn three

**** - Enter turn four

***** - Enter turn six

SCENARIO 12

AMBUSCADE VS. BAIONNAISE

December 14, 1798

I. INTRODUCTION

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

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

See Master Scenario Chart for ship specifications.

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring

See Master Scenario Chart for ship specifications.

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

D. Board edge 1 is considered all land.

See Master Scenario Chart for ship specifications.

SCENARIO 17

CONSTITUTION VS. GUERRIERE

August 19, 1812

I. INTRODUCTION

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

II. PREVAILING WIND CONDITIONS

Wind Direction: 2
Wind Velocity: 6 — Gale
Wind Change: 6

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring

See Master Scenario Chart for ship specifications.

SCENARIO 13

CONSTELLATION VS. INSURGENT

February 5, 1799

I. INTRODUCTION

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

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 6 — Gale
Wind Change: 6

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring

See Master Scenario Chart for ship specifications.

II. PREVAILING WIND CONDITIONS

Wind Direction: 5
Wind Velocity: 2 — Light breeze
Wind Change: 6

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

See Page 25

SCENARIO 15

TRAFALGAR

October 21, 1805

I. INTRODUCTION

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

SCENARIO 16

THE BATTLE OF LISSA

March 13, 1811

I. INTRODUCTION

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

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. All hexes within twenty-five hexes of board edge 1 are shallow enough to permit all types of anchoring.
- B. British player may mark four hexes as shoal; two of 19' depth and two of 15' depth.

UNITED STATES VS. MACEDONIAN

October 25, 1812

I. INTRODUCTION

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

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

II. PREVAILING WEATHER CONDITIONS

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

CONSTELLATION VS. VENGEANCE

February 1, 1800

I. INTRODUCTION

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

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

NOTES:

- * Enter turn three
- ** Enter turn four
- *** Enter turn five

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 19

CONSTITUTION VS. JAVA

December 29, 1812

I. INTRODUCTION

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

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

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

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 20

CHESAPEAKE VS. SHANNON

June 1, 1813

I. INTRODUCTION

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

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

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

firing broadside to broadside at point blank range.

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

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. No land hexes allowed
- B. No anchoring

See Master Scenario Chart for ship specifications.

SCENARIO 21

BATTLE OF LAKE ERIE

September 10, 1813

I. INTRODUCTION

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

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

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. No anchoring allowed
- B. No land hexes

See Master Scenario Chart for ship specifications.

SCENARIO 22

WASP VS. REINDEER

June 28, 1814

I. INTRODUCTION

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

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

See Master Scenario Chart for ship specifications.

SCENARIO 23

CONSTITUTION VS. CYANE AND LEVANT

February 20, 1815

I. INTRODUCTION

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

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 4 — Moderate breeze
Wind Change: 5

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

See Master Scenario Chart for ship specifications.

MASTER SCENARIO CHART

Name	Guns	Class	Nr.	I.D.	Initial Position Bow Hex	Dir Nr.	Hull	Qual.	Crew Section 1 2 3	Guns L R	Carron- ade L R	Rigging 1 2 3 4	Depth (Ft)	Point Value
Scenario 2:														
<i>American</i>														
Ranger	18	S	5				3	Cr	1 1 1	1* 1*	— —	3 3 3 3	18	8
<i>British</i>														
Drake	20	S	5				3	Gr	1 1 1	1* 1*	— —	3 3 3 3	18	5
Scenario 4:														
<i>American</i>														
Bonhomme Richard	42	M		4302	BB32	2	7	Cr	2 2 2	2 2	— —	5 5 5 —	17	11
<i>British</i>														
Serapis	44	F	3		DD20	2	7	Cr	2 2 2	3 3	— —	5 5 5 5	17	12
Scenario 9:														
<i>British</i>														
Nymphe	36	F	3		R23	2	7	Cr	2 2 1	2 2	1 1	5 5 5 5	15	11
<i>French</i>														
Cleopatre	36	F	3		FF16	2	7	Av	2 2 2	2 2	1 1	5 5 5 5	15	10
Scenario 10:														
<i>British</i>														
Mars	74	SOL	2		R23	2	14	Cr	5 4 4	9 9	1 1	7 7 7 —	21	26
<i>French</i>														
Hercule	74	SOL	2		FF16	2	14	Av	5 5 4	10 10	1 1	7 7 7 —	22	23
Scenario 12:														
<i>British</i>														
Ambuscade	32	F	3		R23	2	5	Av	2 1 1	2 2	1 1	5 5 5 5	13	9
<i>French</i>														
Baionnaise	24	F	3		FF16	2	4	Av	2 2 2	1 1	— —	4 4 4 4	12	9
Scenario 13:														
<i>American</i>														
Constellation	38	F	4		NN25	6	9	El	2 2 2	2 2	3 3	5 5 5 5	17	17
<i>French</i>														
Insurgent	36	F	4		N20	2	7	Av	3 3 2	2 2	1 1	5 5 5 5	15	11
Scenario 14:														
<i>American</i>														
Constellation	38	F	4		Q27	2	9	El	3 2 2	2 2	3 3	5 5 5 5	17	17
<i>French</i>														
Vengeance	40	F	3		T15	2	10	Av	4 3 3	3 3	2 2	5 5 5 5	19	15
Scenario 16:														
<i>British</i>														
Amphion	32	F	3		DD7	3	7	El	2 2 1	2 2	1 1	5 5 5 5	15	13
Active	38	F	3		BB6	3	9	El	2 2 2	3 3	2 2	5 5 5 5	18	18
Volage	22	F	3		Z5	3	4	El	1 1 1	— —	4 4	4 4 4 4	12	11
<i>French</i>														
Cerberus	32	F	3		X4	3	7	El	2 2 1	2 2	1 1	5 5 5 5	15	13
<i>Venetian</i>														
Favourite	40	F	3		S13	2	9	Av	3 3 2	3 3	2 2	5 5 5 5	19	15
Flore	40	F	3		Q14	2	9	Av	3 3 2	3 3	2 2	5 5 5 5	19	15
Danae	40	F	3		N10	2	9	Av	3 3 2	3 3	2 2	5 5 5 5	19	15
<i>British</i>														
Bellona	32	F	3		O15	2	7	Gr	2 2 2	2 2	— —	5 5 5 5	15	9
Corona	40	F	3		K12	2	9	Gr	3 3 2	3 3	2 2	5 5 5 5	19	12
Carolina	32	F	3		H13	2	5	Gr	2 2 1	1 1	— —	4 4 4 4	13	7
Scenario 17:														
<i>American</i>														
Constitution	44	F	4		T16	1	12	El	3 3 3	4 4	3 3	6 6 6 6	19	24
<i>British</i>														
Guerriere	38	F	3		FF16	3	9	Cr	2 2 1	3 3	2 2	5 5 5 5	17	15
Scenario 18:														
<i>American</i>														
United States	44	F		4301	DD9	5	12	El	4 3 3	4 4	4 4	6 6 6 6	19	24
<i>British</i>														
Macedonian	38	F	3		R21	1	9	Cr	2 2 2	3 3	2 2	5 5 5 5	17	16
Scenario 19:														
<i>American</i>														
Constitution	44	F	4		AA13	2	12	El	4 3 3	4 4	3 3	6 6 6 6	19	24
<i>British</i>														
Java	38	F	4		AA24	2	9	Cr	3 3 3	3 3	3 3	5 5 5 5	17	19
Scenario 20:														
<i>American</i>														
Chesapeake	38	F	3		BB28	2	9	Av	3 3 2	3 3	3 3	5 5 5 5	17	14
<i>British</i>														
Shannon	38	F	3		DD16	2	9	El	3 2 2	3 3	3 3	5 5 5 5	17	17
Scenario 21:														
<i>American</i>														
Lawrence	20	B	5		OO18	6	4	Cr	2 1 1	— —	3 3	4 4 4 4	9	9
Niagara	20	B	5		UU21	6	4	Cr	2 1 1	— —	3 3	4 4 4 4	9	9
<i>British</i>														
Lady Prevost	13	B	5		N18	2	2	Cr	1 1 —	— —	1 1	2 2 2 2	6	5
Detroit	19	B	5		K20	2	3	Cr	1 1 1	1 1	— —	4 4 4 4	8	7
Q. Charlotte	17	B	5		H21	2	3	Cr	1 1 1	— —	2 2	3 3 3 3	7	6
Scenario 22:														
<i>American</i>														
Wasp	20	B	5		N19	2	4	El	2 1 1	— —	3 3	4 4 4 4	12	12
<i>British</i>														
Reindeer	18	B	5		V26	2	3	El	1 1 1	— —	3 3	4 4 4 4	11	9
Scenario 23:														
<i>American</i>														
Constitution	44	F	4		U27	2	12	El	3 3 3	4 4	4 4	6 6 6 6	19	24
<i>British</i>														
Cyane	24	S	5		M20	2	4	Cr	2 1 1	— —	5 5	4 4 4 4	13	11
Levant	20	S	5		K21	2	4	Cr	1 1 1	— —	4 4	4 4 4 4	12	10

NOTES:

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

DESIGN YOUR OWN SCENARIOS

I. INTRODUCTION

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

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

II. BALANCING SCENARIOS

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

A. Ship Value:

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

B. Buying Ships:

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

C. Suggested Scenario Set-up:

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

D. Optional Rules:

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

Side 1 British

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

Side 2 French

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

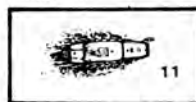
Ships were chosen from the Napoleonic period. Both players were able to spend the total amount allotted to them.

NOTE: Although this system creates balanced scenarios, limitations as to the number of large

ships and crew quality which may be bought should be set.

III. ADDITIONAL SHIPS

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



A. Fireships:

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

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

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

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

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

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

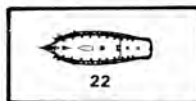
5. Setting Afire:

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

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

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

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



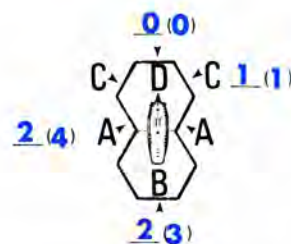
B. Merchantmen:

These ships made up the bulk of the sailing vessels of all nations. Built for trade and not for battle, they were not well prepared to protect themselves. Unlike warships which were generally vessels state built and maintained, merchantmen were dependent upon private funds, and as such were designed according to the most frugal ideals of economics. Nothing that did not reflect profit for the owners was spent for their protection.

Numerous pirates and privateers took advantage of the helplessness of these vessels and caused great damage to trade. Even so, the profit margin was such that it was more profitable to lose many unprotected merchantmen than to build fewer well-armed ships. There was one exception to this rule and that was the East Indiamen. The trade route to the East Indies being so long and perilous, private companies could not afford to lose many ships. They therefore built East India merchantmen with more armament and firepower than normally found on merchant ships.

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

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



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

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

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

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

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

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

C. Pirates and Privateers:

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

MERCHANTMAN SPECIFICATIONS

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

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

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

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

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

a. Converted Merchantmen:

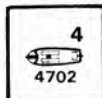
Using any of the Merchantmen's order of battles, add a gun square to each broadside (no carronades) and double the number of crew squares available.

b. Specially Built Privateers:

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

c. Crew quality is determined among the players.

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



D. Gunboats:

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

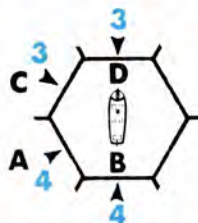
1. Each gunboat counter represents from three to five actual ships. The ships move and fire

in unison and are for the purpose of this game treated as one ship.

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

2. Movement:

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



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

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

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

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

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

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

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

3. Fouling:

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

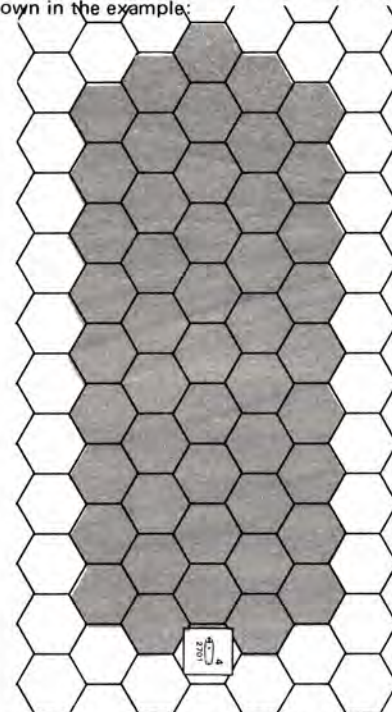
b. If a gunboat had occupied the collision hex the move immediately prior to collision the gunboats are destroyed and the counter is removed from the board.

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

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

4. Firing:

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



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

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

d. A gunboat has only one field of fire.

5. Towing:

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

6. Wind Velocity:

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

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

‘DESIGN YOUR OWN’ SPECIFICATIONS CHART

REVOLUTIONARY PERIOD

1776-1784

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

* - 1781 and after
add 1 carronade
square

‘DESIGN YOUR OWN’ SPECIFICATIONS CHART

NAPOLEONIC PERIOD

1793-1815

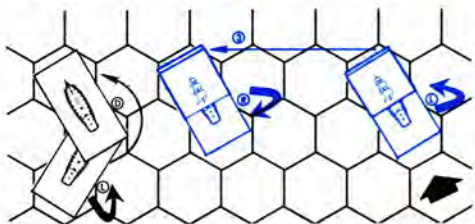
NAME	Guns	Class	No.	Hull	Qual	CREW			GUNS		Carron-ade		RIGGING				Depth (ft.)	POINT VALUE					NOTES
						Section	L	R	L	R	1	2	3	4	EL	CR		AV	GR	PR			
Britain																							
	120	SOL	1	18		6	6	6	14	14	2	2	9	9	9	—	24	43	40	32	30	27	
	110	SOL	1	18		6	6	5	12	12	1	1	9	9	9	—	24	38	35	28	26	23	
	100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

SAMPLE GAME

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

Turn 8

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



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

Vengeance:

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

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

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

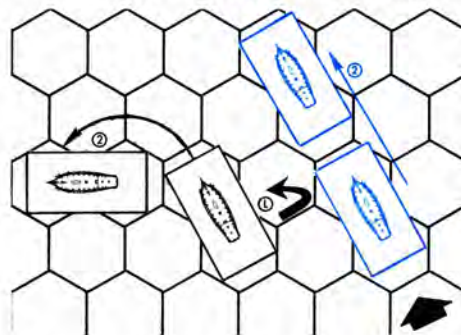
Vengeance returns fire on the "4" Hit Table (three guns and two carronades at a range of two hexes plus an initial broadside plus chainshot). She aims at the rigging and a three is rolled scoring three rigging and one gun hit. However, chainshot is ineffective against gun and hull sections and the gun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

Turn 10

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

Vengeance:

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



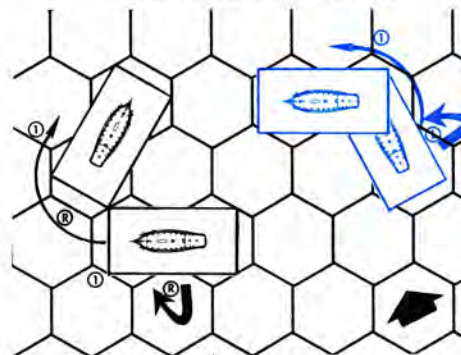
Constellation is now in a position to rake since the play of *Vengeance's* guns does not allow her to return fire. *Constellation* fires two guns at the hull at range 3, giving a Hit Table of "0" modified by an elite crew and a rake to Hit Table "2". A die roll of "2" results in one gun hit. The *Vengeance's*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

Turn 11

Constellation: Turn left, move one hex ahead. L1

Vengeance:

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



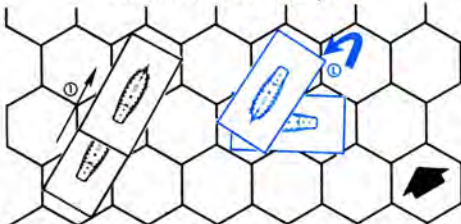
Vengeance can return the rake on the *Constellation* as she is out of the play of the *Constellation's* guns. Firing at a range of two hexes with four guns plus a rake gives the *Vengeance* a Hit Table of "4". Firing at the hull, a die roll of "1" results in the loss of one hull, one gun, and one crew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

Turn 12

Constellation: Turns left and stops. L

Vengeance:

Moves one hex and stops. 1



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

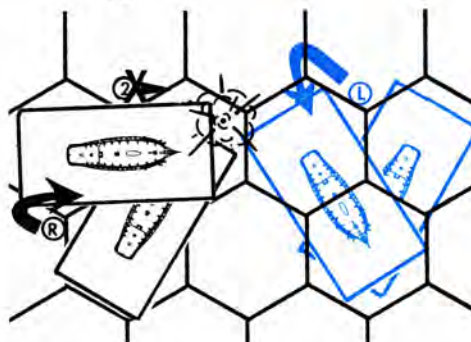
Vengeance firing four guns at a range of two with no modifications has a Hit Table of "2". A "1" is rolled causing a hull hit on the *Constellation*. Both reload with roundshot.

Turn 13

Constellation: Turns left and stops. L

Vengeance:

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



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

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

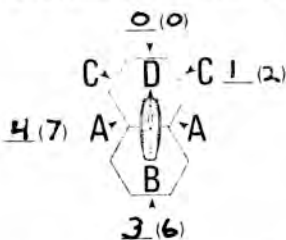
Constellation now fires before melee. Firing five guns at a range of one hex, her initial Hit Table is "2". Adding the modifications for elite crew and a rake, the Hit Table is increased to "5". But, as two crew sections are used for melee, she must reduce her Hit Table to a final value of "3". A "5"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

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

The *Constellation* matches its 20 factors to the Melee Resolution Table and rolls the die. A "2" is rolled calling for a crew loss of one crew square from the *Vengeance*. Both TMS are recomputed, giving the *Constellation* a new value of fifteen and the *Vengeance* a value of twenty-one.

Melee continues for two more rounds or until one ship has a three to one advantage in TMS over the other. If for the next two rounds both the *Constellation* and the *Vengeance* are not able to attain a 3:1 ratio over the other, players move to the next phase. On the following turn, the *Constellation* may add her final crew section into the melee, or fire once more at the *Vengeance*.

SHIP *Constellation* ID#
CREW *E1* CLASS *F(38)*



HULL	
1	2

CREW	
1	2
3	4
5	6

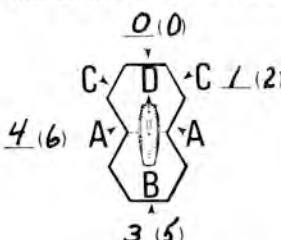
GUNS	
L	R
1	2

CARRONADES	
L	R
1	2

RIGGING	
1	2
3	4
5	6
7	8

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

SHIP *VENGANCE* ID#
CREW *AV* CLASS *F(40)*



HULL	
1	2

CREW	
1	2
3	4
5	6

GUNS	
L	R
1	2

CARRONADES	
L	R
1	2

RIGGING	
1	2
3	4
5	6
7	8

T	U	R	N	LOAD	MOVE	NOTES
				L R		
1						
2						
3						
4						
5						
6						
7						
8	C	E			L	
9					LD	
10	R				L2	
11	R				RIRI	
12	R				I	
13					R X	G OSP ALL
14						
15						
16						
17						
18						
19						
20						

THE GENERAL

Now that you know how to play the game, the next problem is probably *who* to play it with. We can help you with that problem and many others only through your subscription to our bi-monthly gaming journal, the **GENERAL**. In the **GENERAL** you'll not only read all there is to know about this game, but will also learn about our dozens of other exciting simulation games of skill. Every 2 color, thirty-six page issue is jammed full of professional articles on the strategy and tactics of Avalon Hill gaming. Look and see what the **GENERAL** offers:

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DESIGNER'S NOTES

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

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

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

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

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

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

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

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

Commanders of this era continually strove to gain the weather gauge — that is to place themselves between the enemy and the wind. This position gives the initiative to the side holding it, as it allows for the choice of exactly when and where to launch the attack. Ships in the lee position find attacking difficult, as beating upwind takes far too long, and leaves ships attempting it far too exposed to enemy fire. Ships with the weather gauge are therefore cast in the role of the attacker, and ships with the lee gauge are

cast in the role of the defender — forced to follow the attacker's lead, and react to his maneuvers as they develop. The lee gauge is not without advantages, as the defender can fire his broadsides to rake the approaching enemy, and can easily retire to prolong this approach. Ships in the lee position can also aim their fire high, at the enemy's rigging, thus further slowing their approach.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NUMBERS OF SHIPS IN THE
BRITISH ROYAL NAVY

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

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

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

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

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

fodder grew. As the poorly trained French lost battle after battle to better drilled British crews, the French confidence and morale also sank.

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

The problems of the United States Navy were comparatively minor due to the small size of the fleet. Pay in the navy was higher than in the merchant marine, enlistment periods were short, the food was the best in any navy, and the discipline was very moderate for the day.

These factors enabled captains to pick and choose from among a surplus of volunteers. Not being involved in the general European war, the Americans were also blessed with great amounts of sea experience and drill.

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

S. Craig Taylor

THE CRITICAL HIT TABLE

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

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

All results are cumulative

BASIC GAME TABLES

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

HIT TABLES

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

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

MELEE TABLES

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

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

FOULED RIGGING TABLES

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

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

GRAPPLING TABLES

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

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

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1-2	UNGRAPPLING SUCCEEDS
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5-6	0	0	0	1	1	1	2	2	2

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15	R: No Effect H: No Effect
16	R: Same as 8 R H: Same as 7 H

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ADVANCED GAME TABLES

HIT DETERMINATION TABLE (HDT)

Guns Firing	RANGE IN HEXES						HIT TABLE MODIFIERS									ADVANCED MODIFIERS				
							Stern Rake	CREW QUALITY					Crew Sect Loss	Initial Bdsde	Cap. Ship	AMMUNITION				All Anchor
	1	2	3	4	5-6	7-10		EL	CR	AV	GR	PR				GP	CH	DS	RS	
1-3	1 (2)	0 (1)	-1 (0)	-2 (-1)	-3 (-2)	-4 (-3)	+1	+1	+1	0	0	-1	-1	+1	-1	-1	+1	+1	0	+1
4-6	1 (2)	1 (2)	0 (1)	-1 (0)	-2 (-1)	-3 (-2)	+1	+1	+1	0	0	-1	-1	+1	-1	-1	+1	+1	0	+1
7-9	2 (3)	1 (2)	0 (1)	-1 (0)	-2 (-1)	-3 (-2)	+1	+2	+1	0	0	-1	-1	+1	-2	-2	+1	+1	0	+1
10-12	2 (4)	2 (3)	1 (2)	0 (1)	-1 (0)	-2 (-1)	+1	+2	+1	0	0	-1	-1	+1	-2	-2	+1	+1	0	+1
13-15	3 (5)	2 (4)	1 (3)	0 (2)	-1 (1)	-2 (0)	+1	+2	+2	0	0	-1	-1	+2	-2	-3	+2	+2	0	+1
16-18	3 (6)	3 (5)	2 (4)	1 (3)	0 (2)	-1 (1)	+1	+2	+2	0	-1	-1	-1	+2	-2	-3	+2	+2	0	+1
19-21	4 (7)	3 (6)	2 (5)	1 (4)	0 (3)	-1 (2)	+1	+2	+2	0	-1	-2	-2	+2	-2	-4	+2	+2	0	+2
22-24	4 (8)	4 (7)	3 (6)	2 (5)	1 (4)	0 (3)	+1	+2	+2	0	-1	-2	-2	+2	-2	-4	+2	+2	0	+2
25	5 (9)	4 (8)	3 (7)	2 (6)	1 (5)	0 (4)	+1	+3	+2	0	-1	-2	-2	+2	-2	-4	+2	+3	0	+2

HIT TABLES

*ROLL FOR CRITICAL HIT

NUMBER 0	
HULL	RIGGING
0	0
0	0
0	0
C	0
H	R
G*	C*

NUMBER 1	
HULL	RIGGING
0	0
0	0
G	R
H-G	C
H-C	R-H
H-R-C*	R-C-G*

NUMBER 2	
HULL	RIGGING
G	0
H	R
H-G	R-C
H-C	R-G
H-R-C	R-G
2H-G*	2R-H-C*

NUMBER 3	
HULL	RIGGING
G-C	0
H	R-C
H-G-C	R-G
2H-R	2R
2H-C	2R-G
2H-2G*	2R-H-C*

NUMBER 4	
HULL	RIGGING
G-C	R-G
H-R	R-H
2H-G-R	2R-C-G
2H-2G-C	2R-G
3H-C	3R-C
3H-G*	4R-H-C*

NUMBER 5	
HULL	RIGGING
H-G-C	R-C
2H-2C-R	2R-G
2H-G-C	3R-H
2H-2G	3R-G-C
3H-G-R	4R-H
3H-G-C*	4R-H-G-C*

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

NUMBER 7	
HULL	RIGGING
2H-G-C	2R-C
2H-C-R	3R-G
3H-2G-2C	3R-H-G
3H-2G	4R-H-2C
4H-2G-C	5R-2G-C
4H-2G-C-R*	5R-2H-G*

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

NUMBER 9	
HULL	RIGGING
2H-3G-C	4R-H-G
3H-2G-2C	4R-H-C
3H-2G-2C-R	5R-2H
4H-2G-2C	5R-2G-C
4H-G-3R	6R-G-2C
5H-G-2C*	7R-2G*

NUMBER 10	
HULL	RIGGING
2H-2G-4C	5R-H-C
3H-3G-C-R	6R-2G
4H-2G-C-R	6R-H-2G
5H-2R-G	6R-H-G-C
5H-2C-G-R	5R-2H-2C
6H-2G-2C*	7R-H-2C-G*

AMMUNITION RANGE TABLE	
WEAPON OR TYPE OF AMMO	MAXIMUM RANGE IN HEXES
CARRONADE	2
BALL SHOT	10
CHAIN SHOT	3
GRAPE SHOT	1
DOUBLE SHOT	1

DESTROYED HULL TABLE	
DIE	RESULTS
1-4	SHIP SURRENDERS BY STRIKING
5	SHIP MAY SINK*
6	SHIP MAY EXPLODE*

WIND DIRECTION CHANGE TABLE	
DIE	RESULTS

*The ship will explode or sink
"6" is result of the subsequent

*The ship will explode or sink when a "6" is result of the subsequent roll

WIND VELOCITY CHANGE TABLE	
DIE	RESULTS
1-2	WIND VELOCITY DROPS 1 NUMBER
3-4	WIND VELOCITY DOES NOT CHANGE
5-6	WIND VELOCITY INCREASES 1 NUMBER

WIND DIRECTION CHANGE TABLE	
DIE	RESULTS
1	WIND SHIFTS BACK TO INITIAL DIR.
2	NO CHANGE
3	WIND SHIFTS 60° CLOCKWISE
4	WIND SHIFTS 60° COUNTERCLOCKWISE
5	WIND SHIFTS 120° CLOCKWISE
6	WIND SHIFTS 120° COUNTERCLOCKWISE

WIND EFFECTS TABLE

Wind Velocity Number	Ship Class	NUMBER 1				NUMBER 2				NUMBER 3 & 4				NUMBER 5 & 6				ROWED VESSELS				
		Wind Attitude	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
0	Becalmed	SHIPS MAY NOT MOVE																0	0	0	0	
1	Light Breeze	-3	-2	-2	0	-3	-2	-1	0	-3	-2	-1	0	-2	-1	0	0	0	0	0	0	0
2	Moderate Breeze	-1	-1	-1	0	-1	-1	0	0	-1	0	0	0	-1	0	0	0	-1	-1	-1	-1	
3	Normal Breeze	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	-2	-2	
4	Heavy Breeze	0	0	0	0	-1	0	0	0	-1	-1	0	0	-2	-2	-1	0	-3	-3	-3	-3	
5	Gale	-1	0	0	0	-1	-1	0	0	-1	-1	-1	0	-3	-2	-2	0	Can only drift in Gale or Storm				
6	Storm	-2	-1	-1	0	-3	-2	-1	0	-3	-2	-1	0	-3	-3	-2	0					
7	Hurricane	SCENARIO IS ENDED																				

STORM: Full sails not allowed. Ship classes Number 1 and Number 4 subtract 2 from Hit Table.

Ship classes Number 2 and Number 3 subtract 1 from Hit Table

GALE: Ship classes Number 5 and Number 6 cannot use full sails.

Ship classes Number 1, Number 5, and Number 6 subtract 1 from Hit Table



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Wooden Ships & Iron Men

BRITISH: MICK UHL
FRENCH: JACK GREENE
COMMENTATOR: RICHARD HAMBLÉN &
CRAIG TAYLOR



This game was played under the Basic Game system with the following advanced rules added: Full Sails, Backing Sails, Types of Ammunition, Sink & Explode, and Repairs. The players were allotted 70 points to purchase their ships from the French and English OoB's as outlined in the "Buy your Own" section of the rules. Both players started in parallel lines 14 hexes apart. Wind was constant from a B attitude. The historical narrative which follows is strictly the marriage of fertile imaginations and a hotly contested game. The named ship commanders and their actions are fictional. Although their actions may occasionally seem to deny it, both players are eminently qualified; Jack Greene having placed 2nd in the WS & IM tournament at ORIGINS I and Mick Uhl having performed the WS & IM development chores for Avalon Hill. The commentary is handled by expert miniaturist Richard Hamblén with technical assists from the game's designer—Craig Taylor.

The diagrams for this replay are a bit tricky. The vessels depicted are shown after movement but prior to the end of the turn when sails are raised or lowered. The movement of the vessel from its last position can be determined by following the path of dots and dashes to the large circle (French) or square (British) which represents the position of the ship's colors (stern) at the end of the previous turn. Therefore, the diagrams do not show exact movement of the ship's bow, but rather the stern of the vessel.

Follow now, if you will, the valued commentary of Richard Hamblén as he gives "game" credence to the historical narrative preserved to this very day by the ship's logs of our respective 19th century admirals.

French naval fortunes were at their lowest ebb since before the days of Colbert and Louis XIV. With the Revolution and the Terror that followed, the Navy had been stripped of its officers, able or not. A victory at sea was needed for the Navy, for the Directory, and for France.

Therefore, late in 1795, a small squadron had been outfitted in Rochefort and dispatched to the West Indies under command of the young and able Contre-Amiral Jacques Pomponne. Early in 1796, Citizen Pomponne formulated his plan to attempt to surprise and seize St. Kitts.

Commentator's Introduction: It might be cute to continue the "historical" flavor in the neutral commentary, but a "historical" commentary would be too hard to understand in terms of following the replay. Consequently, I have limited my historical contributions to an appropriate title—"The Verdict of History"—and a few appropriate excerpts from the references:

"Today we know the infamous Battle of St. Kitts for what it was . . ." *Legendary and Mythical Naval Battles*, Neuman, p. 290n.

The initial setup and the OoB's: The main British striking force is contained in the two elite frigates and the one crack frigate, with the force evenly

divided between these ships. Each has four guns and three carronades, which makes them the only ships on either side able to fire seven guns at close range, and in addition they have a significant advantage in long range firing—since gun hits can be chalked off against carronades, these ships can take three gun hits before their long distance fire is penalized, a 50% advantage over the best French ship. All of the British ships have minimal crews, however, which makes them very weak in boarding actions. Clearly, it will pay the British to keep their distance and fight an artillery battle.

The French ships are weaker in guns but much stronger in crew strength (37-28 crew squares and melee strength 153-119). In addition, much of their strength is concentrated in one ship—the *BRENNUS*—which has three extra elite crew squares, one extra hull square, an extra gun, and an extra column of rigging. Like the British, the French also have medium strength elite and crack frigates, but these are significantly inferior in gunnery—each has only one spare gun square—and superior in melee capability. Clearly the French want to close and melee, especially with the *BRENNUS*. It would take the best two British frigates to match the melee strength of the *BRENNUS*!

Both sides have a weak sister frigate—for the French the *JEAN BART*, for the British, *MERCIA*. The *JEAN BART* is truly an inferior ship, the weakest on the board in all categories. The *MERCIA*, on the other hand, actually has an extra hull square and column of rigging, although it is inferior to the rest of the British fleet in crew quality and number of guns. *MERCIA* and *JEAN BART* will be most important in mopping up operations after the better ships have suffered damage, but both ships (and especially the *MERCIA*) carry enough strength to tip the scales in a close battle. They will be especially valuable in a close range firefight, where they can fire effectively but not have to melee.

The crucial points to remember are: the British are superior in gunnery, the French superior in melee; and the British fleet is well balanced (even the *MERCIA* has strengths to compensate for her weaknesses while the French ships vary in strength).

As in any battle in which the different units have different combat capabilities, mobility and maneuver should prove decisive. Here, both fleets start off even in maneuver capability; all of the ships are slow frigates, and the fleets start in parallel lines equal with respect to the wind.

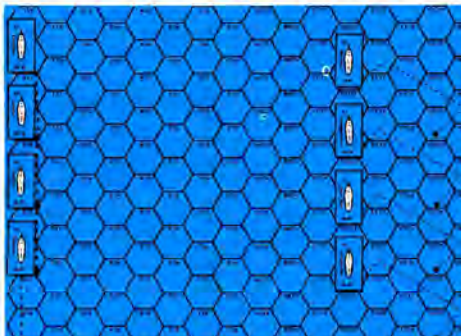
Any maneuver advantage will have to be earned.

Turn 1 The Verdict of History:

" . . . the action began with both sides waiting for the enemy to make the first mistake . . ." *Legendary and Mythical Naval Battles*, Neuman, p. 290n.

Holding the weather gauge—being "upwind" of the enemy—is tremendously important in *WOODEN SHIPS & IRON MEN*, especially when the wind is a normal breeze that cannot change in direction (as is the case in this game). The upwind

ships are assured of maximum mobility, and at the same time they are practically invulnerable to enemy advances against the wind. Both sides set up even with regards to the wind, but both players have made the mistake of placing their heaviest ships farthest downwind. These ships will have a hard time getting into action if the battle is joined upwind of them. The French in particular will have a hard time of it if they cannot get *BRENNUS* into play.

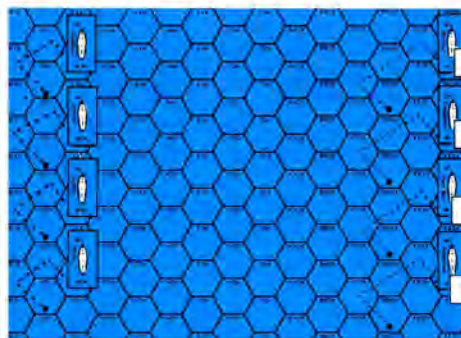


Turn 1: We pick up the action with both fleets under full sail. The French are utilizing the standard approach procedure while the British opt for a defensive posture, waiting for the French to come to them. Observing the French approach, the English drop full sails.

Turn 2 The Verdict of History:

"Amazingly, the French sailors were issued a wine ration minutes before the battle was to begin. This has been blamed for some of the erratic maneuvers the French fleet was soon to begin . . ." *Idem*.

The French pull the old psychological do-si-do, seen at some time or other in every war game on land or sea. The French fleet is too distant to threaten anything, so the maneuver can't really be termed a feint; its impact is entirely psychological, supposedly inducing wariness in the opponent (but do you want your opponent to be wary?). Actually, I suspect its only real benefit is in the feeling of well-being it induces in the player who pulls it off . . .



Turn 2: Expecting the French to repeat their approach maneuvers the British edge closer for a long range shot at the French rigging. The French move is totally unexpected and foils the British strategy of crippling a ship at long range by trading basic hits on the British battle sail rigging for doubled hits on the French full sail rigging. Both commanders keep men aloft at the turn's end as the British unfurl full sail again while the French drop theirs.

THE FRENCH LOG

What follows are sections of the instructions given by Citizen Pomponne to the commanders of the vessels of his squadron on the eve of the Battle of St. Kitts. From his dispatch:

... if, in our approach, we should fall-in with the British squadron of frigates rumored to be about, then I propose the following: Assuming their squadron to be the same size and composition as ours, we shall engage the enemy and defeat him. Too often in the past, French objectives have been incorrect. The utter destruction of the British squadron is our best guarantee of the fall of St. Kitts. To achieve this, we must first obtain the windward advantage. From the start of any action or sighting, our squadron must act in unison to gain the wind and thereby choose the range at which the action will be fought and gain the tactical advantage of striking where we please. This, however, must be balanced by the fact that the enemy is known for his ornate maneuvers and desire to avoid action except under the most favorable conditions. A bold advance may favor us in a particular situation. Thirdly, it is best to concentrate our squadron on a portion of the enemy's and thereby defeat it in detail. All vessels are to be aware of the possibility of inflicting early damage to the enemy's rigging to slow their maneuvers. The *JEAN BART* is not an efficient vessel, therefore loading her guns with chain will improve her fire effectiveness markedly over the use of roundshot. Further, the *JEAN BART*, being our weakest vessel, will operate independently, if by that act Citizen Massue can keep a major portion of the English squadron occupied while the remainder is destroyed by the bulk of our squadron.

A line-ahead formation will be maintained during battle with the two strongest vessels at either end. The *BRENNUS* (flagship) will be at the head of the line. The squadron should vigorously attempt to follow the *BRENNUS*. The English of late have armed their frigates with a great many carronades from which we must maintain our distance. If, however, a successful boarding opportunity should arise, then by all means let us seize upon the opportunity for the English fear cold French steel... If I should fall in action, Citizen Puysegur will assume command of the squadron. In any event, if adversity should befall us, remember the honor of France...

(1) ... our squadron approached the enemy on a parallel course and the distance closed rapidly. I desired to close with the enemy and take advantage of any errors in his maneuvers. Possibly, with a bit of luck, we could secure a long-range rake, however...

(2) ... as it appeared that the enemy was wary of our intentions, I felt we should put the enemy off guard by executing a completely meaningless maneuver. Yet, by that act we would have performed a meaningful maneuver as the English must never be able to predict our next action! A wheel within a wheel, the subtle knife thrust is hidden by a broad sword stroke. If the enemy expects us to advance, we must fall back. If the enemy rests, we must attack! ... Since our crews were not so refreshed as I would have liked, I signaled the squadron to bring food and wine to the men at their stations... it appeared at this stage that it would be virtually impossible to gain the wind gauge. Therefore, I decided that the advantage of running ahead and past the enemy van might give our squadron a good rake. In any event, it would allow us to concentrate our entire line against the enemy van with any luck. At that time, it seemed we would have to work up on his van slowly to protect our rear and deny him any advantages in regard to the wind...

(3) ... The *BRENNUS* forged ahead to take advantage of any opportunity presented by the enemy's van. At the same time, I ordered the remainder of my squadron to support the *BRENNUS* by advancing slightly on the enemy line to shield her from any enemy fire. The enemy replied in much the same fashion but did not press us...

(4) ... the opening of most actions usually has one side forcing an advantage upon the other through maneuver. Yet, both our squadrons had been unable to turn any advantage. I was filled with indecision as we closed with the enemy van. There was a constant fear of exposing our rear to the enemy and/or losing the wind gauge. I preferred a bold advance over luffing slowly toward the enemy, but the enemy left me no alternative. I dared not expose our squadron to serious damage through long-range rakes. The English refused to commit themselves to any endeavor except to block our advance and to leave us with no advantage...

(5) ... as the range dropped, I decided to close-up my line and execute only simplified maneuvers to deny undue advantage to the enemy. It would also allow us to exploit enemy errors more quickly, and, generally, afford mutual fire support between the various vessels of our squadron. With any luck we should suffer only minor rigging damage and be in a position to crush the enemy van...

(6) ... the fury that would soon envelope the *BRENNUS* began at this time as unusual and unforeseen crack shooting by the English reduced us from a frigate to a sloop. The shooting on both sides was superb. The *HMS MERCIA* appeared to be out of action. Our center and rearmost vessels would have to become our van with the *BRENNUS* disabled as she was. Little or no advantage would be gained by maneuver; this action would be a "sailor's battle." I ordered the remainder of the squadron to support the flag and close quickly to bring a greater weight of fire upon the enemy...

(7) ... Our squadron had to bring a maximum of fire onto the enemy quickly. The *HMS MERCIA* will have her "long bowls." The *JEAN BART*, acting as a reserve, could best be employed by running past the enemy van. Though she was poised to run through the enemy line, the enemy could bring too heavy a fire upon her. The *HMS DOLPHIN* received the brunt of our fire; she was the enemy flagship... the shambles on the *BRENNUS*'s deck was incredible. We could only stand to our guns and hope for a chance to be at the enemy with pistol and cutlass...

(8) ... the *DRAGONNE*, in an unforeseen set of circumstances, closed more rapidly than the *HMS SCEPTRE* expected. Citizen Ravelin is sufficiently recovered from his wounds to pen the following remarks of the most desperate battle on board the *DRAGONNE*'s deck:

The *DRAGONNE* had been firing at the *MERCIA* for some time when suddenly the course of my vessel and the *SCEPTRE*'s brought us gunwale to gunwale. Smart action on the part of my seamen quickly locked us together with grappling hooks. I hesitated but for a moment: shall we fire one partial broadside or shall the élan of our crew carry their vessel? A split of the crew would allow some partial gunfire yet any effort should have been an all or nothing act with both of us so evenly matched; neither of our vessels had been damaged. Our crews quickly closed and the gods themselves had our fate entrusted to them. But I never doubted the outcome. How could the sweepings of a press gang stand up to French steel and a cry of "Liberté, Égalité, Fraternité!" In any event, we had the weight of numbers on our side."

I now had three vessels to face the enemy's two and

hoped to maximize this situation. The *HMS MERCIA* was too distant to actively affect the outcome of this battle.

The moment of decision had arrived. I ordered all vessels to close. My only reservation was concerning the *JEAN BART*. I desired her to keep her rigging from severe damage as she was the only vessel capable, without time consuming jury rigs, of sailing up wind. A potentially decimated crew of the *DRAGONNE* could need reinforcements. Also, I expected the enemy to continue downwind in an attempt to protect his van... The deck of the *BRENNUS* was a total wreck. Citizen Puysegur was wounded but remained with me on the quarterdeck. The *BRENNUS* might be forced to strike, but to close for one last good blast of roundshot was our endeavor at this time. Perhaps the *HMS JAVELIN* could even be fouled and thereby held in place until the *HMS DOLPHIN* was forced to strike... The choice of chain on the *JEAN BART* weighed heavily on my mind at this time; but even in the final moments of battle it could still be to our advantage to slow the enemy...

(9) ... At this moment victory seemed within our grasp, yet through some unthinking errors we almost allowed that grasp to weaken and fall away. The damage to the *BRENNUS* being what it was, most of the crew was posted as a boarding party when our vessel and the *HMS JAVELIN* had fouled. The decision to commit only part of the crew of the *BRENNUS* was based upon two factors. First, being badly damaged, we could have been forced to strike our flag. To damage the *HMS JAVELIN* with at least a partial broadside, part of the crew of the *BRENNUS* would remain at their guns. Secondly, our numerous and elite crew could have the larger portion of it used as an effective offensive boarding party. In other words, the *BRENNUS* could both fire and board in the same turn with its large crew. The enemy kept their entire crew at their guns so as to fire a devastating broadside against the *BRENNUS* and the *DRAGONNE*. When we miraculously survived their blast, however, we easily swept the enemy's deck and threw their large crew in the hold underguard.

With the enemy's flagship a shambles and two frigates taken, victory was ours. Herein lay my error. An order should have been given to maximize the gunfire brought to bear on the *HMS DOLPHIN*. While the *BRENNUS* was under command of Citizen Puysegur, I had transferred the flag to the *HMS JAVELIN* and took personal command of the vessel as well. The next move of the enemy's flagship totally surprised me.

The melee that followed was furious and the desperate English all but retook the *HMS JAVELIN*. Had she been retaken and her crew released, the reinforcing transfer boarding party would have been overwhelmed and the *BRENNUS* taken. In retrospect, the splitting of the crew between the *BRENNUS* and the *JAVELIN* may have been an error. Certainly the poor tactical handling of the squadron in attempting to create a "killing ground" with the *HMS DOLPHIN* inside was a failure, especially in regards to the placement of the *JAVELIN*...

(10) ... The party led by a wounded Citizen Puysegur saved the day on the deck of the *HMS JAVELIN*. If the worst had transpired, a gunnery duel would have been our only alternative for our decimated crews. Possibly a transfer of crew from the *VENGEANCE* to the *JEAN BART* would have been correct.

In turn, the *JEAN BART* would have made its way to the *HMS SCEPTRE* and reinforced her crew... The *HMS MERCIA* managed to make St. Kitts. The Governor, upon learning the result of the day's action, quickly surrendered when summoned by the *JEAN BART* and we took possession of the town and citadel that evening.

In this case, however, it gains a solid benefit because the British player is tricked into dropping full sails. The French player chooses not to take advantage of his sudden superior mobility, however. If he had chosen to, he could have turned around and moved into the wind (moving R1R2 with all ships, for example) with perfect assurance that the British could not keep up. With this head start the French would be certain to get the weather gauge.

Don't either of these players *want* the weather gauge?

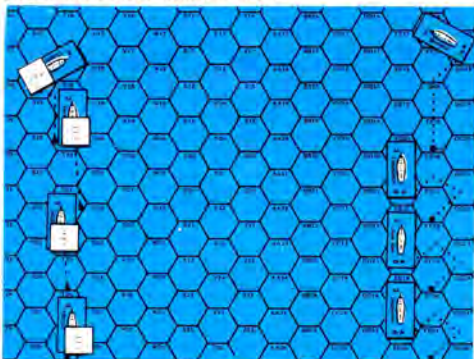
Turn 3

The Verdict of History:

"The British Admiral abided strictly by the restrictive 'Fighting Instructions' . . ." *Idem*.

Both sides continue to move downwind. Everybody wants the weather gauge, but nobody is willing to do anything about it.

This is the first turn of meaningful moves. The French notion of advancing one ship to provoke a reaction is good, but it was a mistake to send the *BRENNUS*; *BRENNUS* represents too much of the French strength to be risked as a gambit. Inevitably the rest of the fleet will have to reinforce her, and that will force the French to use one turn closing instead of maneuvering. In effect the French have "borrowed" a turn of maneuver that they had better pay back before combat starts.



Turn 3: The French squadron again begins to close, but more cautiously this time. The British squadron opens its formation, hoping with this longer line to overlap the ends of the shorter French line with raking fire should they continue to close. The British decision to extend the line is questionable; it disperses the firepower of the line, and should the rear vessels lose rigging, they will be hard-pressed to catch up. The French placement of *Brennus*, the fastest ship in either squadron, constitutes a subtle threat to the British van. If *Brennus* were to race straight ahead, and the British continue their present slow pace, the lead British ship could be raked. If the English react by sailing ahead full tilt, and the French remain more or less in position, the British could end up to leeward of the French squadron. The French again make sail while the British end their turn by going to battle sail with the *Javelin* and *Sceptre*.

Distance is time. The stretching of the British line also curtails their maneuverability and reduces the concentration of their fire, but it also gains a solid benefit. British fire now covers a wider front, threatening to rake all along the line. The French will have to approach cautiously; they will not be able to "outflank" this extended line. The effect is to strengthen the British defensively while weakening their ability to maneuver exploitatively.

Is it my imagination, or are the British abiding by their historical "Fighting Instructions"?

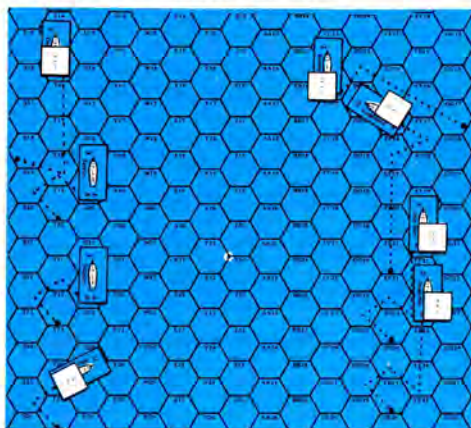
Turn 4

The Verdict of History:

"The action developed as the French boldly prepared to break the British line. Unfortunately, 'prepared was as far as they got.'" *Idem*.

The French use up a turn to concentrate, and they'll have to do it again next turn if they want to move their fleet as a unit.

This delay gives the British a turn or two of extra movement. The British might be able to turn the French "T"! The British, however, are not concentrated for maneuver, so necessarily their advance will have to be cautious—and slow.



Turn 4: The British reacted to the *Brennus* threat by racing ahead with *Dolphin* to counter the possible rake, while following slowly with the rest of the squadron. This opens up the British formation even further. The French move is conservative, extending their line only slightly.

Turn 5

The Verdict of History:

" . . . The British were waiting for them. In an astounding turn of events a skipping roundshot from long range took away the French flagship's foremast. Suitably impressed, the French Admiral howled his defiance at the distant British, which was immediately answered by another long range shot that brought down his mainmast." *Idem*.

French move: The French concentrate and position themselves for maximum mobility against the British line, but they offer their "T" as a target! The British barely have to move to cross their T.

There are two advantages to crossing the enemy's T (or breaking his line): you get to rake the line, and you get to concentrate the fire of many ships while receiving the fire of only one. The skillful sidling of the *BRENNUS* avoids the rake, but the British can still concentrate three ships' fire for the price of receiving only one ship's return fire.

To make matters worse, the target is the *BRENNUS*—the most important ship on the board—and *BRENNUS* has full sails up, so it will take double rigging hits!

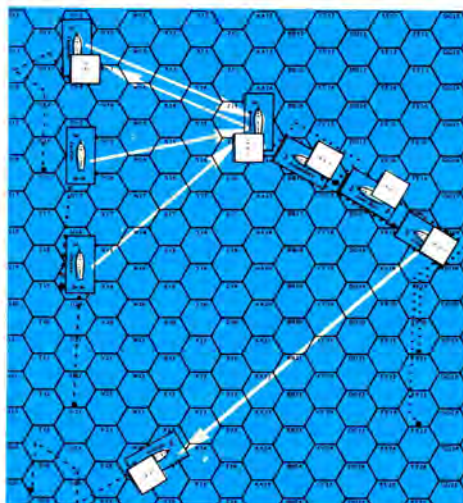
Interestingly, both sides are using linear tactics—the "Fighting Instructions"—and under linear tactics the defensive is much more powerful than the offensive. The French player has set up to make one of the approved linear attacks—breaking the enemy's line with your own line—but the fact that he had to offer his "T" in order to do it demonstrates why historical commanders usually did not make linear attacks at all, and why linear battles often ended as indecisive stalemates.

British move: The British advance as far as they are able, using their somewhat clumsy maneuverability in an attempt to pass the French van. *MERCIA* has gained the weather gauge and is sent off alone to harry the French rear; alone she will be useless until the main fleets have been chopped down a bit. She would have done better to reinforce the main fleet in the decisive action. Isolated ships are worthless against fleets. To make matters worse, she keeps full sails up but uses the extra mobility to make a straightforward approach, allowing the French a long distance rake with doubled rigging hits. The sideways shift was a waste of mobility; it would have been better to turn away from the rake (in either direction!) or even just drop full sails and make a straightforward advance.

Final positions and combat: The French T is crossed and the *BRENNUS* undergoes concentrated fire. Out of four die rolls, three sixes and a five are rolled (I want dice like that for Christmas!)

MERCIA loses its full sail capability and *BRENNUS* is rendered almost immobile. Since *BRENNUS* is the most powerful French ship and *MERCIA* is the weakest Britisher, this represents a major long-term advantage for the British. In the short term the advantage is reversed because *BRENNUS* is in the middle of the fighting, while *MERCIA* is isolated and is now likely to stay out of the decisive fighting. Remember, *BRENNUS* is crippled only in movement! She can still *fight* as well as any ship on the board! Her biggest disadvantage is that she will almost certainly never be able to catch up to a British ship and use her enormous crew for boarding.

With their sudden advantage, the British can follow any of three alternative plans. They can continue to press on, passing and crossing the French van and leaving the *BRENNUS* to be handled later; or they can turn around and fight their way upwind, secure in the knowledge that *BRENNUS* will never be able to follow them; or they can take advantage of the temporary disarray in the French position (the French will have to scramble for a turn or two to form a line of battle) to close in and try to finish off the *BRENNUS*. In the long run it would probably be best for them to draw away and provoke a battle that the *BRENNUS* cannot get to, but the temptation to close in for the kill while the French are off balance is very attractive . . .



Turn 5: *Mercia* loses a rigging section to the long range rake from *Dragonne*, and is so far back as to be effectively out of the battle. The concentrated fire from the rest of the British line reduce *Brennus* to a tangle of wreckage aloft. (See Gunnery Tables) The advantage now lies with the British as almost 1/3 of the French strength is now immobile in the form of the *Brennus*. Seeing the results of their gunnery, the *Javelin* & *Sceptre* again raise full sails.

Turn 6

The Verdict of History:

" . . . as the French scrambled to form a new line the British closed in for the kill. A foremast and a mainmast do not a victory make, however . . ." *Idem*.

French move: The French scramble to form a line and protect the *Brennus*. A line of battle has two major advantages: each ship's guns can bear to fire, and the enemy's fire has to be dispersed among many ships (since each ship must fire at the nearest enemy). Since the crippled *BRENNUS* cannot move fast enough to keep its place in the van, the *VENGEANCE* must be brought up to take its place. Turn by turn the *BRENNUS* will fall back in the line, passed by the faster ships. Eventually it will not

THE ENGLISH LOG

In preparing for this action I analyzed the strengths and weaknesses of my opponent's vessels. The French carry larger crews, but lack the strong carronade broadsides of my own vessels. I intend to tread a fine line between exploiting my gunnery advantage and denying the French an opportunity to board. My basic strategy is to maintain my line while eschewing fancy maneuvers for maximum firepower.

Maintaining my line, in effect, gives the initiative to the French commander who has a reputation for aggressiveness. I hope to be able to support any endangered ship without too much trouble. This is certainly a defensive strategy but one which is superior in the opening stage of battle. Once the enemy has closed, opportunities for maneuver will present themselves, but I intend my opponent to make the first commitment.

Many commanders tend to save initial broadsides. This is incompatible with my strategy. To effect the most damage as quickly as possible is the most important consideration. I will open combat as soon as effective fire can be delivered.

Eventually, I'll have to deal with the dangerous task of closing in. This will be the most dangerous aspect of my operation as I must avoid fouling and grappling with the enemy. Inherent in my defensive strategy is the use of battle sails. Full sails will be utilized only to camouflage my true intentions.

My firing priorities consist of concentrating fire on one vessel. This will serve to keep the distribution of hits less dispersed and eliminate a potential threat early in the game. Four lightly damaged vessels are more than a match for three unfired-upon enemy vessels.

(1) Our two squadrons sighted each other at close range. I could not afford to block the fields-of-fire of my ships which (would have) eliminated certain fancy maneuvers. As Admiral Pomponne is an aggressive commander, I maintained my line to see if he would close. A small movement forward would protect my van from being passed by the French . . .

(2) . . . As the French closed, it became prudent to drop full sails. I hoped to lure the French into a sense of false confidence by limiting my maneuvering. I thought the French would move in quickly. Our ships would fire at maximum range in hopes of reducing his rigging. A key element to our strategy is to begin action as soon as the enemy is in range, unless my squadron has an extremely poor shot . . .

(3) . . . At this stage of the action it was best to maintain position and determine if the French would close. The squadron opened the distance between the various vessels and prepared to cross the enemy's "T" . . .

(4) . . . As the French put up full sail the English squadron maintained position, thereby denying the enemy a rake on any part of my line. The *HMS MERCIA* was kept back in case it could cross his stern or return to the line if needed. As the *HMS DOLPHIN* was behind the *BRENNUS* my line could not head toward the enemy line without risking damage to our flagship. If the French had forged ahead further in line we would gain the windward on them. It would have been to our advantage to have a few rounds exchanged at long range. If the French were loaded with chain or double-shot I would have secured an advantage with long range fire. At this time, the *HMS DOLPHIN* attempted to turn his van while the *HMS JAVELIN*

and *HMS SCEPTRE* closed and protected the stern of the *HMS DOLPHIN*. The *HMS DOLPHIN* would operate semi-independently . . .

(5) . . . The approach of my lead vessels continued conservatively. Taking a risk, the *HMS MERCIA* was ordered towards the enemy line in a rake position. It was hoped the French would continue his line forward on station with my own. If the rear ships of the enemy had remained back to deal with the weak *HMS MERCIA*, then I would have gained an advantage in the van. In any event, if the *HMS MERCIA* lost a mast she could serve as a screen for the remainder of my squadron. She was the most expendable of my fleet and only effective at close quarters . . .

(6) . . . British fire was concentrated on the *BRENNUS* to place her out of action early. The *HMS DOLPHIN* attempted to gain a position to rake the *BRENNUS*. The range was closed to draw fire to our hull and away from the rigging. This would allow us an edge in mobility as the *BRENNUS* was virtually stationary. The *HMS MERCIA* continued on in the hope of gaining long range rakes of the enemies rear . . .

(7) . . . So far in this action the firing had remained about even for both sides. No real decisive gains had been obtained for either side. I desired to close the range still further to use my carronades and also to protect myself from the threat of the *JEAN BART*, poised like an arrow, ready to rush through my line. By closing the range and lessening the distance between my vessels this threat was contained . . .

(8) . . . The issue was still in doubt. Both the *HMS DOLPHIN* and the *BRENNUS* will strike shortly. Possibly I should have transferred part of my crew to the *HMS JAVELIN*, but it was too late to rectify that error. As the *HMS DOLPHIN* would soon surrender it would be in a strategically favorable position with my vessels closer to the melee. Even if the *HMS SCEPTRE* struck, I was confident that I would be able to retake both my vessel and the *DRAGONNE*. The squadron was maneuvered to a position to rake both the bow and stern of the *DRAGONNE*. This would aid the fighting on board the *HMS SCEPTRE*. Though realizing that the *HMS JAVELIN* would quite possibly foul the *BRENNUS* in achieving a rake, I was committed to my course of action . . . On board the *HMS DOLPHIN* our desire was to inflict maximum damage before she was forced to strike . . .

(9) . . . To lose two vessels through poor gunnery and an unfortunate fouling was disastrous. The flagship, crippled but still fighting and surrounded by four enemy vessels, would continue the fight. I hoped and prayed to board the enemy if a chance appeared. Survival of *HMS DOLPHIN* was my only concern at the time . . .

(10) . . . A desperate fight on the decks of the *HMS JAVELIN* appeared to be in vain. Yet we struggled on before fate and weight of numbers overwhelmed us . . .

The court of inquiry held concerning Rear-Admiral Uhl's conduct at the battle of St. Kitts completely exonerated him of any misconduct. His sword was returned by Contre-Admiral Pomponne, and Rear-Admiral Uhl would later have a seagoing command in the Baltic.

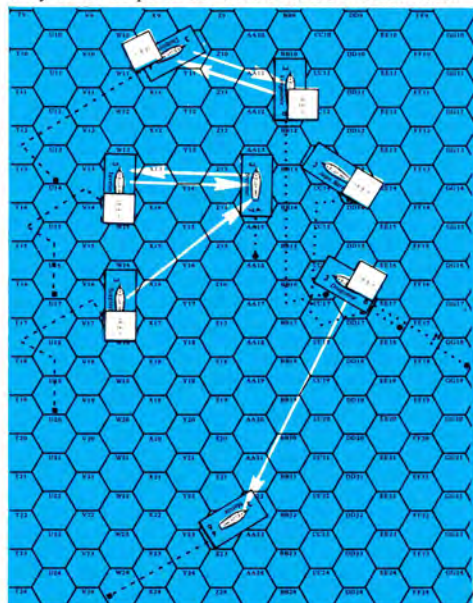
be able to keep up, and either the line will halt or *BRENNUS* must be left behind.

The positioning of the *JEAN BART* to dash into the British line is interesting. If *JEAN BART* could manage to dart between two ships it could fire broadsides in both directions; if it collided with a ship it would at least force the diversion of British resources from other maneuvers. Unfortunately the cost would probably be the *JEAN BART*, since its green crew would be sitting ducks in a melee.

The threat does make an effective feint, however, and the British will be obliged to guard against it.

British move: The British decide to close in for the kill. They set up three ships to concentrate on the *BRENNUS*, one with a raking shot. Unfortunately, the advanced position of the *DOLPHIN* will make it hard for the British to extricate themselves from this battle. With their sixth move the British have really committed themselves to fighting it out here and now, which is a shame considering their superior mobility.

The problem with a shootout is that the British are certain to get hurt, too . . . and they will have only three ships in the battle to the French four.



Turn 6: The British have discarded their maneuverability advantage and have closed in for a slugging match. Their current advantage of 3 ships to 2 will not last long. The battered *Brennus* can take a lot of punishment and next turn the British are likely to be facing 4 French vessels with only 3 of their own. As *Dolphin* has lost a rigging section in the gunfire exchange, it is probable that the chase is over and that the battle is about to begin in earnest. The *Dragonne*, having closed the action, drops full sail before coming under the guns of the enemy.

Final positions and combat: The advance of the *VENGEANCE* has robbed the *DOLPHIN* of the rake on *BRENNUS*; the French are already beginning to gain the benefits of reforming their line. Soon their awkward position will be corrected. (As the dice actually fell, the rake would have hit three hull and a gun square on *BRENNUS*). The French fire high against *MERCIA*, the better to keep her away from the fight, and the British try to immobilize the French van by striking at *VENGEANCE* rigging. Otherwise, both sides switch to aiming at the enemy's hulls in the interests of ultimate destruction. The main fight is intensifying.

It is clear that with the rest of the French ships rapidly coming into line the British are going to have trouble concentrating on *BRENNUS* and finishing her off; *BRENNUS* took only three hull hits from two ships at the four-hex range. She could take that for three more turns before striking. The British have a hard decision to make: close for a quicker kill, or continue firing from medium range. They

cannot withdraw because they would have to leave *DOLPHIN* behind.

Turn 7

The Verdict of History:

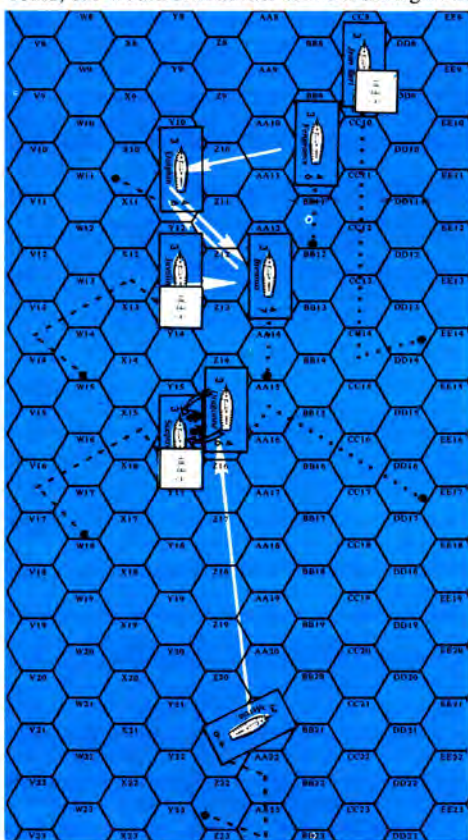
"Boldly and foolhardily the British closed to point-blank range. The opposing flagships were nearly blown out of the water, while upwind Gallic cheers announced that the French had succeeded in grappling a British ship . . ." *Idem*.

French move: With *VENGEANCE* now slowed down, *JEAN BART* must take over the lead of the French column. This turn the French make an excellent move, forming their battle line with the *DRAGONNE* advanced to draw off any fire from the British rear. It is unfortunate that the crippled mobility of the *VENGEANCE* prevents a similar maneuver in the van; an advance is possible, but it would risk a close-range rake if the *DOLPHIN* moved perfectly.

British move: The British try to close and finish *BRENNUS* before it's too late. At least two ships should be able to fire at two hexes range, allowing the British to use their carronades.

The fleets are getting very close, however.

MERCIA remains out of it. For some reason the British player is not bringing her up as quickly as he could; she would drift as fast as she is sailing now!



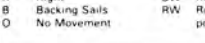
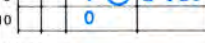
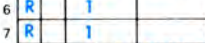
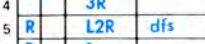
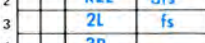
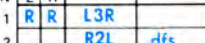
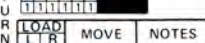
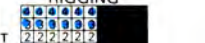
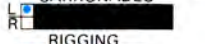
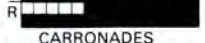
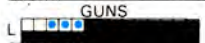
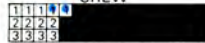
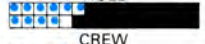
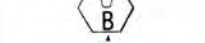
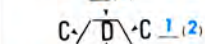
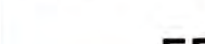
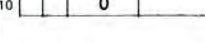
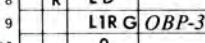
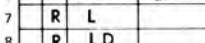
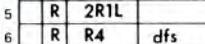
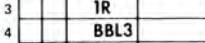
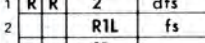
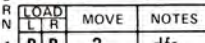
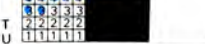
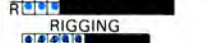
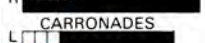
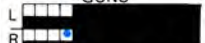
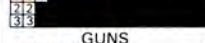
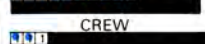
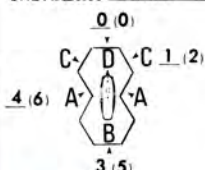
Turn 7: The French failed to bring the *Jean Bart* into action, so the number of vessels in close combat is now even. Although the *Mercia* fires, even a rake cannot make her effective at that range. The condition of *Brennus* is negated by the equally sad shape of the *Dolphin*. The move of the *Dragonne* is the key. Both vessels throw their full crews into the melee. The melee aboard the *Sceptre* improves the French advantage in crew factors from the starting 8:7 to 6:3 after three rounds of melee. Unless something is done the crew of the *Dragonne* will overpower the *Sceptre* next turn. Although the French definitely have the advantage at this point, good English gunnery from carronade range could save the day for the British even now. At this point the *Javelin* drops full sails realizing that she is sure to come under fire next turn.

Final positions and combat: Contact! The British came too close, and *DRAGONNE* grapples *SCEPTRE*. The second-best ships in each fleet are locked in mortal melee—and both ships are relatively more important because they have been

ENGLISH SHIP'S LOG PAD

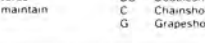
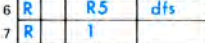
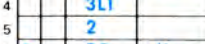
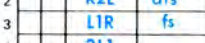
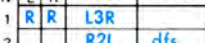
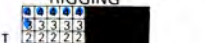
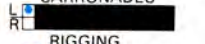
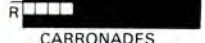
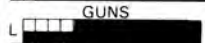
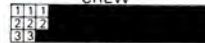
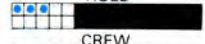
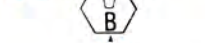
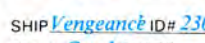
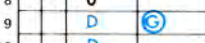
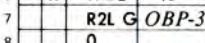
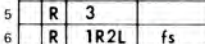
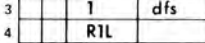
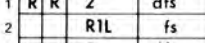
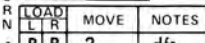
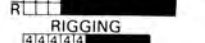
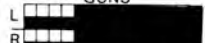
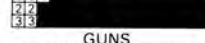
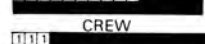
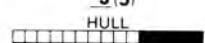
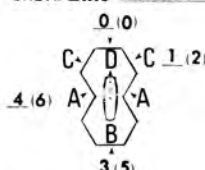
SHIP *Dolphin* ID# 1301

CREW Elite CLASS



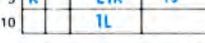
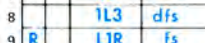
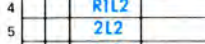
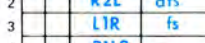
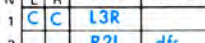
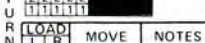
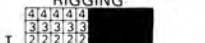
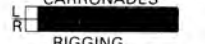
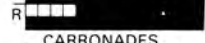
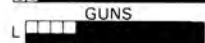
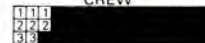
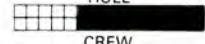
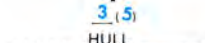
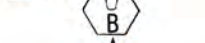
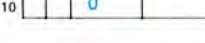
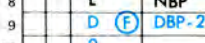
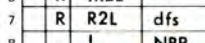
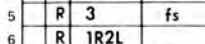
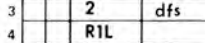
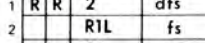
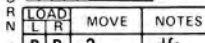
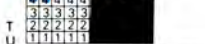
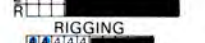
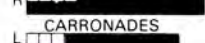
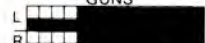
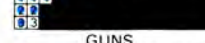
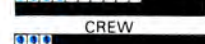
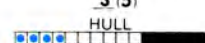
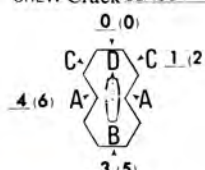
SHIP *Sceptre* ID# 1302

CREW Elite CLASS



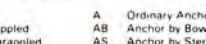
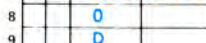
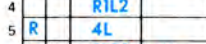
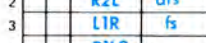
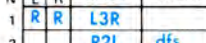
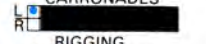
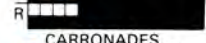
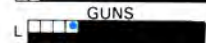
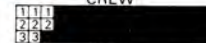
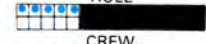
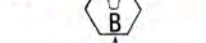
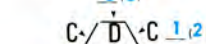
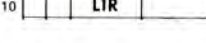
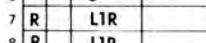
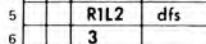
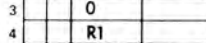
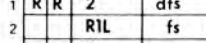
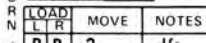
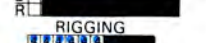
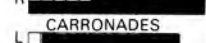
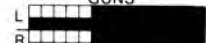
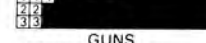
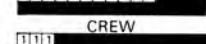
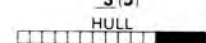
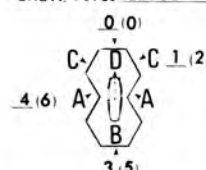
SHIP *Javelin* ID# 1303

CREW Crack CLASS



SHIP *Mercia* ID# 1304

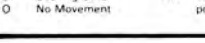
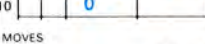
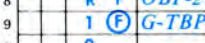
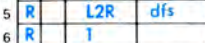
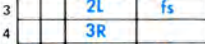
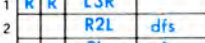
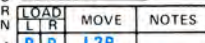
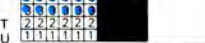
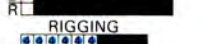
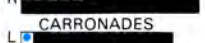
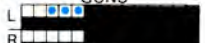
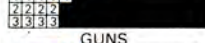
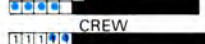
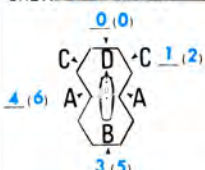
CREW Aver CLASS



FRENCH SHIP'S LOG PAD

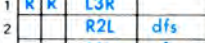
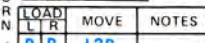
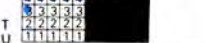
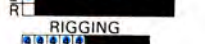
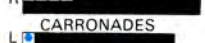
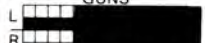
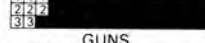
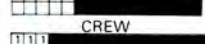
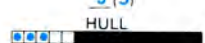
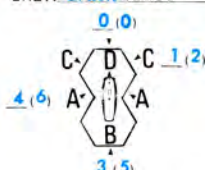
SHIP *Brennus* ID# 2401

CREW Elite CLASS



SHIP *Vengeance* ID# 2301

CREW Crack CLASS



left untouched by the battle so far. The melee is nearly even at the start, but the French add to their slight manpower advantage by rolling better dice. This is beginning to look like a critical defeat for the British.

Fortunately for the British their other two ships can still pound the *BRENNUS* which takes a beating. *BRENNUS* is left one good die roll away from striking (ah, me, think back to the rake that the *DOLPHIN* never got to make). The French concentrate their strength on *DOLPHIN*, which is

also one good broadside away from striking. If the French can sink *DOLPHIN* and capture *SCEPTRE* they can easily stand to lose *BRENNUS*.

It is a very even battle, with everything up in the air; the crisis is upon us.

Turn 8

The Verdict of History:

"Aboard *JAVELIN* the British officers were worried about all the French cheering.

'Sure is loud,' observed the First Mate.

DUEL OF THE GUNS

Turn	Attacker	Defender	Target	Table	Range	Results
5	Dolphin	Brennus	rigging	2	6	2R(4R) - 1C
5	Javelin	Brennus	rigging	1	6	2R(4R)
5	Sceptre	Brennus	rigging	2	6	2R(4R) - 1H
5	Brennus	Dolphin	rigging	2	6	2R(4R) - 1H
5	Dragonne	Mercia	rigging	3 (rake)	10	3R(6R)
6	Sceptre	Brennus	hull	2	4	2H
6	Javelin	Brennus	hull	1	4	1H
6	Dolphin	Vengeance	rigging	3	3	3R(6R)
6	Dragonne	Mercia	rigging	2 (rake)	7	2R
6	Brennus	Javelin	hull	2	4	1R(2R) - 2H
6	Vengeance	Dolphin	hull	3	3	1R(2R) - 2H
7	Dolphin	Brennus	hull	4	2	1H - 1G - 1C
7	Javelin	Brennus	hull	4	2	3H - 1G
7	Mercia	Dragonne	rigging	2 (rake)	6	2R - 1H
7	Vengeance	Dolphin	hull	2	3	2H
7	Brennus	Dolphin	hull	4	2	2H - 1R - 1G
8	Dolphin	Vengeance	hull	4	2	3H - 1G
8	Javelin	Brennus	hull	5	1	2H - 2G
8	Javelin	Dragonne	hull	8 (rake)	2	4H - 2G - 1C - 1R
8	Mercia	Dragonne	hull	1 (rake)	5	miss
8	Vengeance	Dolphin	hull	3	2	1H - 1G
8	Brennus	Javelin	hull	2	1	2H
9	Mercia	Sceptre	hull	1	5	miss
9	Jean Bart	sea	fired to rid guns of chainshot			
9	Vengeance	Dolphin	hull	2	3	1G
10	Vengeance	Dolphin	hull	2	3	1G

The English rolled an average of 3.928 on the gunfire table while the French performance was 3.5. The English fired 14 times while the French, counting the abortive fire of the Jean Bart, fired but 11 rounds. Rigging hits in parenthesis are doubled due to target being under full sail at the time of attack.

THE MELEES:

Turn	Vessels involved	Crew number	Crew strength	Round	Die Roll
7	Sceptre vs Dragonne	7 vs 8	35 vs 40	1st	3 & 4
7	Sceptre vs Dragonne	6 vs 7	30 vs 35	2nd	6 & 2
7	Sceptre vs Dragonne	4 vs 7	20 vs 35	3rd	3 & 3
	3 vs 6 at end of Turn 7				
8	Sceptre vs Dragonne	3 vs 5	15 vs 25	1st	1 & 4
8	Sceptre vs Dragonne	2 vs 4	10 vs 20	2nd	1 & 4
8	Sceptre vs Dragonne	1 vs 3	5 vs 15	3rd	surrenders
8	Brennus vs Javelin	7 vs 0	35 vs 0	1st	surrenders
9	Dolphin vs Javelin	7 vs 7	35 vs 35	1st	4 & 4
9	Dolphin vs Javelin	6 vs 6	30 vs 30	2nd	2 & 5
9	Dolphin vs Javelin	6 vs 4	30 vs 20	3rd	1 & 4
	5 vs 2 at end of Turn 9				
10	Dolphin vs Javelin	5 vs 6	25 vs 30	1st	6 & 1
10	Dolphin vs Javelin	3 vs 6	15 vs 30	2nd	4 & 6
10	Dolphin vs Javelin	3 vs 5	15 vs 25	3rd	1 & 1
	1 vs 4				
	Dolphin Surrenders				

The English rolled an average of 2.909 while the French rolled an average of 3.545. The French rolled the right numbers in the key spots; for example, the 3rd round on the 9th turn of the battle between the *Dolphin* and the *Javelin*. A 5 or a 6 roll by the French would have allowed the *Dolphin* to recapture the *Javelin*, free her crew, and probably take the *Brennus*. In any event, the French inflicted more losses in melee combat than the English. Sometimes a game between two evenly matched players is destined to resolve itself on a single roll of the die!

'Is that fellow over there waving a wine bottle?'" wondered the Second.

'Wonder how they can make so much noise,' persisted the First.

At that moment the *JAVELIN* collided with *BRENNUS* in a tangle of ropes and braces. The noise swelled to a roar as hordes of cheering Frenchmen poured up from below decks and swarmed towards the English deck.

Unmoved, stalwart, the English Captain stared at the charging mass and uttered the classic words that will live forever on the tongues of military men: 'Oh-oh,' he said . . . "Idem.

French move: A strong move. Nobody can get up to help in the *DRAGONNE* melee, so the French player settles for concentrating a ring of fire around *DOLPHIN*. *DOLPHIN* for *BRENNUS* is an acceptable trade, as long as *DRAGONNE* captures *SCEPTRE*. In addition, by swinging *BRENNUS* forward the French player gets the chance of grappling and boarding *JAVELIN* if *BRENNUS* can survive just one more fire. With *BRENNUS* and *DOLPHIN* about to strike and *DRAGONNE* and *SCEPTRE* locked in a melee that could depopulate both ships, *JAVELIN* and *VENGEANCE* are becoming extremely important ships; even an outside chance of capturing one of them is worth taking, especially if it doesn't really cost anything.

British move: With *BRENNUS* and *DOLPHIN* about gone, the British player is concentrating on helping *SCEPTRE* in any way possible. The isolation of the *MERCIA* is vital now—all she can do is edge up and try for a crew hit at long range.

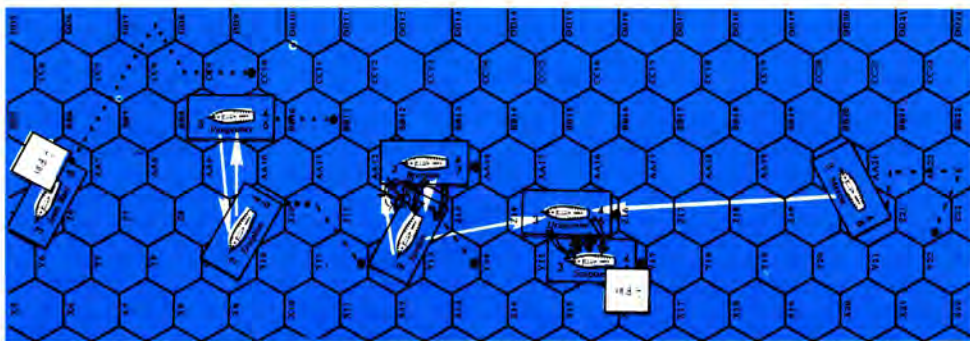
The best moves for *JAVELIN* and *DOLPHIN* are harder to pick out. The *SCEPTRE* melee, the French ships that are preparing to cross his van and concentrate against *DOLPHIN*, the devastated condition of *DOLPHIN* and the dangerous closeness of *BRENNUS*' elite crew are all threats that the British player has to counter.

His move—turning the two British frigates—is an ingenious attempt to solve all his problems at once. Assuming that the *BRENNUS* will continue its downwind path of the last few turns, both frigates will be in a position to grapple her at once for one grand melee with a British strength advantage. At the same time, *JAVELIN* will be able to fire broadsides in both directions at once, exerting maximum fire at both *DRAGONNE* (reducing her crew strength) and *BRENNUS* (with a 50% chance of forcing her to strike before melee). *DOLPHIN* stays upwind of the advancing French van, so it will probably be safe unless *BRENNUS*' crew stay at their guns and blow it out of the water—in which case *BRENNUS* will almost certainly fall to either boarding or fire. The British have many options of fire or boarding, depending basically on who grapples who. In any case, the British are assured of exerting maximum force against every ship.

... Except: the *DOLPHIN* must drift, out of range of *BRENNUS* and closer to the French van! And *BRENNUS* does not move as expected!

Anticipating these problems, a better move would have been to just advance *DOLPHIN* two and *JAVELIN* three. This abandons *SCEPTRE* to its fate, but it is *BRENNUS*-proof.

The best move of all would have been to leave *JAVELIN*'s sails up at the end of turn 7 and now move her 1R1R1 and *DOLPHIN* 1L (to avoid the collision). In the case where the French ships move downwind, *DOLPHIN* would take over the long-range rake on *DRAGONNE* and *JAVELIN* would still get to fire two broadsides—one a killing rake at *BRENNUS* and the other an initial close-range broadside at *VENGEANCE*. Other French moves decrease the effect—in the actual move *DOLPHIN* would have to fire at *BRENNUS* instead of *DRAGONNE*—but in any case the move is *BRENNUS*-proof and *BRENNUS* would probably



Turn 8: The *Brennus*' plotted move results in a collision but yields an unexpected bonus—she has fouled the *Javelin*! The *Javelin* might have saved the day for the British but her desperate die rolls fall short of the mark. The larboard broadside (an initial rake at a range of 2) at *Dragonne* failed to eliminate enough crew to alter the outcome of the melee aboard the *Sceptre*. *Javelin*'s other broadside had a 50% chance

be forced to strike (grapplings and boardings between *VENGEANCE*, *JAVELIN* and *DOLPHIN* are the only complications that could possibly save *BRENNUS*, and they would evolve into a whole 'nother game—but better for the British).

Incidentally, I won't pretend I would have found that move during the game.

What actually happens is far worse.

Final positions and combat: Catastrophe! Collision! As *JAVELIN* turns, it collides with *BRENNUS* and is fouled!

The British are paying for getting too close to the *BRENNUS*—it could never have caught a British ship, so the British ship had to come to it—and now the British player has to make a decision. As a result of a die roll (see Basic Game rule IV.C.2) the British ship occupies the collision hex, so only *JAVELIN* can fire on or melee *BRENNUS*. Three hull hits on the *BRENNUS* and she will strike—a 50% chance of victory if all sections stay at their guns. Any British DBP would be horribly outnumbered anyway . . . so the British elect to stand by their guns and deliver full broadsides both ways. Good choice, but good luck?

They lose. *JAVELIN* and *SCEPTRE* are lost to boarding in the same turn. *BRENNUS* survives, and *DOLPHIN* is one hull hit away from striking and is surrounded by enemies to boot.

Turn 9

The Verdict of History:

"Whether Admiral Pomponne's flight to the deck of the *JAVELIN* was prompted by enthusiasm or over-prudence has been the subject of heated political and scholarly arguments. The only certain thing is that the new French flagship had none of the French signal flags. Thus, whether from overenthusiasm at the moment of victory or from some other reason the French fleet was suddenly moving without its Admiral's careful direction . . ." *Idem*.

French move: Smelling decisive victory, the French cut all grapplings and fouling and try to get

to eliminate the last 3 hull squares on the *Brennus* but came up one short. *Javelin* had no choice but to keep all hands at their guns. The ship would have stood no chance in a boarding action vs the huge elite crew of the *Brennus* which kept one section on board anyway to man the guns for a last volley against the *Javelin*. Both the *Sceptre* and the *Javelin* now fly the Fleur-de-Lis.

into position to dispatch the *DOLPHIN*. It looks like it is all over.

British move: But it's not! The British sidle back and the *JAVELIN* drifts down, and the British grapple for a desperate boarding action! An excellent move, the British player's only chance to survive—but he must roll a couple of ones. Victory here would bring the *JAVELIN* back into action at full strength, and with the French ships depopulated the whole floating mass of ships might be captured . . .

MERCIA continues to drift down pointlessly.

Final positions and combat: The British needed to be awfully lucky, and they weren't. In fact, nobody was: the fire all missed or hit nothing important.

The French, of course, hastily re-grapple *JAVELIN* and send over reinforcements.

Turn 10

The Verdict of History:

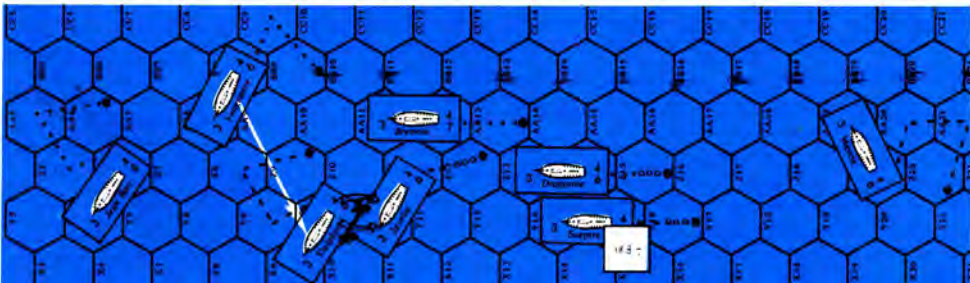
" . . . but a rescue party from *BRENNUS* arrived in the nick of time," *Ibid.*, p. 291n.

French reinforcements from *BRENNUS* finally come into the action and in the end *DOLPHIN* is captured as well. The French rolled some very nice dice in all their melees.

Interestingly enough, they never did get the hull hit to finish *DOLPHIN*.

General critique: From the beginning of the game the British had an advantage in gunnery, the French an advantage in melee. In such a game mobility is of the greatest importance, since the commander who can maneuver as he wishes can force the battle to develop along the lines most advantageous to his side. Despite this, neither side made any real attempt to gain the weather gauge and the advantages that go with it.

In the battle the British gained a big edge in mobility when they crippled the *BRENNUS* at long range (something the French should never have allowed). The British reduced their combat power by sending off the *MERCIA*, however, and then compounded this error by getting involved in a



Turn 9: The battle is all but over. All that remains for the English is one last desperate gamble. The *Dolphin* turns to meet the drifting *Javelin*, grapples her, and boards with all available crew in an effort to

retake the ship and free her imprisoned crew. The *Brennus*, which had just unfouled, quickly regattles the *Javelin* and sends over a transfer boarding party to reinforce the depleted French defenders.

firefight with a powerful enemy they could have bypassed. The confusion in the French position offered an opportunity for a turn or two of favorable combat, but the British maneuvered so as to commit themselves to a long term slugging match. Finally the British risked too much and came too close to the French, and the fatal boarding actions began.

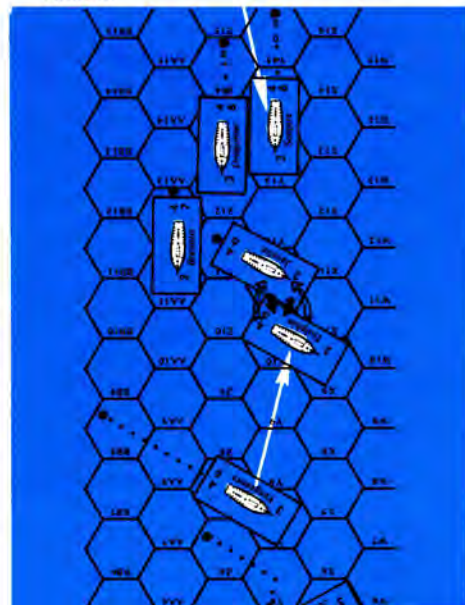
These are all strategic errors; on the tactical level, the technical play of the ships was generally superb on both sides. Both players skillfully avoided rakes and allocated their fire to best effect when each ship is studied individually; it is only in the coordination of combinations of ships that miscalculations were made.

With all of this, and despite the lopsided results, it was a surprisingly even game that really turned on a few crucial die rolls. The six rigging hits that crippled the *BRENNUS* should have been only three hits by probability; on the other hand, looking at all the broadsides fired at the *BRENNUS*, it should have struck on turn 8 with twelve hull hits before boarding. In both the *DRAGONNE* boarding and the second *JAVELIN* boarding the French and British started off about even in crew squares, and in both cases the French rolled very nice dice and won the melee and the ship.

And, finally, if on turn 8 the *BRENNUS* had been forced to occupy the collision hex the *DOLPHIN* could have fired its rear broadside at it. In that case the *BRENNUS* would certainly have struck and the *JAVELIN* would never have been lost at all.

A very close game. The bad positioning of the French fleet on turn 4 just about offset the British mistake in deciding to shoot it out at close range.

Almost.



Turn 10: The TBP from the *Brennus* is enough to overwhelm the crew of the *Dolphin*, ending the melee and the battle.

"Admiral Uhl was later exonerated by a court-martial, although he did take to wearing a false beard whenever he went out on the streets of London. It was a matter of great jest among the officers who had sat on his 'court,' all of whom happened to be old friends and relatives. His next command was in the Baltic, in 1824.

On the other hand, French Admiral Pomponne was feted, celebrated and run out of France on suspicion of not being a truly Revolutionary naval officer. After all, who ever heard of a successful French naval officer once they purged the Aristocrats?"



FIGHTING SAILS

By S. Craig Taylor, Jr.

TACTICS OF THE AGE OF SAIL AS APPLIED TO WOODEN SHIPS & IRON MEN

The transition from the more "traditional" strategic and operational level land boardgames to a tactical level naval game such as WS&IM leaves some wargamers "all at sea" regarding the tactics and strategy to apply in such an alien environment. There are many principals which can be used equally successfully both ashore and afloat, but these similarities are often overlooked as players tend to concentrate their attentions on the differences. It is the purpose of this article to draw attention to these similarities and, at the same time, to also consider the differences by covering some of the tactical fine points of the game for the benefit of those still trying to gain their "sea legs."

The first point is that, at sea as on land, there is absolutely no foolproof formula for victory. Bad luck, adverse conditions, or unforeseen circumstances can ruin the most brilliant maneuvers and tactical combinations. There are, however, factors to be kept in mind that, when given proper consideration, will yield a victory more often than not.

To mass superior forces at the enemy's weak point is as important in a naval action as in a land campaign. For the WS&IM game this is best explained by the statement, "When superior to the enemy get as close as possible; when inferior stay as far away from the enemy as possible." Basically, the closer an inferior force is engaged, the more hits will be inflicted in a given time, the faster it will be defeated, the less time the superior forces will be tied up, and the less time the opposition will have to maneuver in attempts to overcome this inferiority. The reverse, when inferior in force, is also true. At longer ranges the number of hits per turn is smaller,

superior forces count for less, and an inferior force can hold on for much longer. This is easy to see, and to understand, in theory. What is difficult to decide, considering the conflicting factors of comparative numbers of ships, crew quality, and position is how to determine the superiority or inferiority of a force in any particular situation. A large number of factors must be evaluated in making this critical decision.

The most obvious single factor is the comparative numbers of ships on both sides. This is complicated by the often great differences in the strengths of the various ships, so that just counting the number of hulls available may not be an accurate indicator of comparative strengths. A comparison of the point values of the ships available is usually a more accurate reflection of the power of two opposing forces. A numerical superiority is useful as this permits enemy forces to be overlapped, doubled, or raked, but is not always a decisive advantage. Superiority in crew quality and/or the power of individual ships can often more than compensate for inferiority in numbers.

The relative maneuverability and mobility of the ships is another important consideration. A force of well-handled two-deckers should be able to handily outmaneuver a squadron of three-deckers. A squadron with intact sails should be able to outmaneuver a squadron that has considerable rigging damage. Superior mobility should enable a force to fight on at least equal terms with a force that is more powerful, but less maneuverable.

Superiority in tactics must be taken into account. An honest evaluation of one's own tactical skill, as compared to the tactical skill of the opposition is the key to evaluating this factor. What

margin of material superiority do you need to win? Are you so tactically superior to your opponents that you can win even when inferior in the factors discussed earlier? Or, are you so inferior in tactics to the enemy that you will require a greater than normal superiority in every respect before you wish to close to decisive ranges? As in any boardgame, good, sound tactics can be learned by experience, by the application of common sense, and by learning from your own and other's mistakes. Some of the more important tactical practices, or "tricks of the game," as many wargamers prefer to call them, are covered below.

1) When vastly superior to a portion of the opponent's force, do not hesitate, but rush upon him before he has a chance to realize his danger, and make an escape. If, in rushing boldly forward, a few ships lose some rigging, the enemy is too weak to capture them, and repairs can be made later. Enemy ships that fail to escape are out of the game for good.

2) Generally speaking, it is a waste of time to completely dismast a ship. Once one rigging section has been destroyed, the ship loses full sails capabilities, and its battle sail speed is reduced. Thus crippled, the ship is not much harder to catch or to run from than if it were totally dismasted. If it is desired to hinder the ship's movement, therefore, just take down one rigging section, then switch to firing at the hull. If possible, it is usually a good idea to destroy a rigging section on a ship in the center of an enemy line, as this will greatly embarrass the maneuvering of the entire line.

3) Ships with high quality crews can cause damage at ranges where a lower quality enemy cannot reply. This ability to hit an enemy when he cannot hit back is very useful in "softening-up" an enemy, or in carrying out a delaying action against an otherwise

superior foe. However, such firing will produce a relatively low number of hits per turn, as it is necessarily from a fairly long range. This advantage should not blind one to the even greater advantages of moving in to closer, more decisive ranges if a real superiority to the enemy does exist.

4) Keep the enemy guessing as to your intended maneuvers. An opponent can often be fooled by ships switching to full sails, then making a move that could have been done under battle sails, etc.

5) In squadron or fleet actions, keep line formation as long as possible, as breaking it leads to exposure to defeat in detail. Do not, however, keep the line formation when the situation (and a real superiority at some point) calls for wading in after having gained all advantages possible from the line.

6) If the crew quality of the ships varies, lead the line with one of the lower quality ships. That way, if any ship gets raked and dismasted, it will be this weaker one, thus giving the more valuable higher quality ships a better chance of reaching decisive ranges in good condition.

7) Ships should be used in the roles for which they are best equipped. Ships of the line should be used against enemy liners. Frigates and small vessels should be used against vessels of their own rates, and for the attack and defense of merchant convoys.

These points will now be covered in more depth in a discussion of the operations of the various classes of ships as they relate to one another. Much of the discussion assumes that both frigates and ships of the line, plus possibly some merchantmen, are present in the same battle. This can vary, as for instance in a game where only frigates were involved; the factors applying to ships of the line would then apply to frigates, as they are the most powerful units present.

IN HARM'S WAY—THE HANDLING OF FRIGATES

A ship of the line was built to carry as many, and as heavy, guns as possible, and to engage anything afloat. It was expected to be able to stand in a line of battle and trade blows with anything that might pull alongside. Being relatively slow and unmaneuverable, battleships operated in squadrons to support and cover one another. A frigate was not expected to fight anything that came its way, only ships of its own class or lighter; indeed, taking on a ship of the line with a frigate is usually poor tactical usage for the frigate.

There are a number of good reasons why frigates should not be placed in a line of battle with the ships of the line. First, a frigate keeping station in a battleline cannot make full use of its superior speed and maneuverability without disrupting the line. Second, the space a frigate occupies in the line could be taken by a larger ship capable of dishing out more punishment. Third, a frigate represents a weak link in the unbreakable chain of the line. Its vulnerability will invite a concentration of enemy fire that will swiftly destroy it. A stricken ship in the midst of the battleline causes great problems in reforming the line, and in sailing around the obstacle.

A better case can be made for the use of frigates on the fringes of the main battle. Frigates can be useful for moving on the ends of a line for raking broadsides to aid the liners, or for keeping enemy frigates from doing the same. However, extreme care must be exercised anytime frigates are moving within gun range of the battleships, as a miscalculation can be fatal!

What then, is the optimum use of frigates? The answer is to engage other frigates, lighter vessels, and transports/merchantmen. Frigates are most usefully employed singly, or in small flexible

groups. Full use of a frigate's mobility also entails remaining under full sails as much as possible. Do not drop to battle sails and close for a gunnery duel unless the odds are highly favorable. If the odds appear to be even, or unfavorable, continue at full sails, maneuver to avoid combat, and wait for a favorable opportunity to pounce.

Frigate-to-frigate engagements fall roughly into two categories. In the first, a decisive action is not sought. The wish is to quickly cripple an enemy frigate to prevent interference with more important tasks. In this case, chainshot is employed from close range (preferably in a rake) to destroy a rigging section. Then full sails are used to avoid the cripple, leaving the foe far behind. In the second category, the actual defeat of the enemy frigate is the objective. This type of action should be avoided without a large superiority in size, grade, and/or numbers. A smaller superiority makes a victory possible, but leaves a crippled victor as effectively out of the game as its prize. This type of action should also be avoided in the close proximity of enemy ships of the line; victory is futile if an enemy ragwagon can easily move up to recover the prize, and (to add injury to insult) capture the crippled victor.

By far the most interesting scenarios involving frigates revolve around the protection and/or attack of merchantmen. The escorting frigates have several advantages in games of this type. For one, they know exactly where the merchantmen will be at the end of the turn; therefore, they know where the vulnerable spots will be, and can maneuver to cover these gaps. Second, the escorting frigates need only to cripple an opponent, not necessarily to defeat it—a frigate missing a rigging section is slower than a merchantman. Defense of a slow-moving convoy requires only the occasional use of full sails, so that the escorts are ordinarily less vulnerable to being crippled than the attackers.

The attacker, of course, has the initiative, and is not restricted to any particular pattern of sailing. Maximum use should be made of feints, that is, moving into a threatening attack position to force the commitment of the defenders, then veering off abruptly at a new angle for a more promising attack with the defenders out of position. Pincer attacks, presenting many possible avenues of attack, are very difficult to defend against, so split the attackers to threaten the convoy from as many directions as possible.

Smaller ships, although no match for a full size frigate, can be useful for defending merchantmen; if nothing else, they can get in the way, delay until larger ships arrive, etc. When attacking, these ships should definitely keep their distance until a clear opening appears. They can be very useful in pincers maneuvers, especially those with fore and aft rigging as they can maneuver to leeward of the convoy, and catch merchantmen while beating upwind.

HANDLING OF SHIPS OF THE LINE

As important as the smaller ships were in the great age of sail, if the situation called for any serious fighting, the ships of the line were sent for. The dashing, racy frigates may have been the "glamour" ships of the period, but, in most cases, their commanders were the most junior officers. There came a time in the careers of most competent captains when their skill and seniority placed them on the quarterdeck of a line of battle ship. The fate of nations and empires often rested with these ships, and no government could afford to trust them to any but the best available officers.

The tactics of frigates are largely the tactics of opportunity; maneuvering to cause or to take

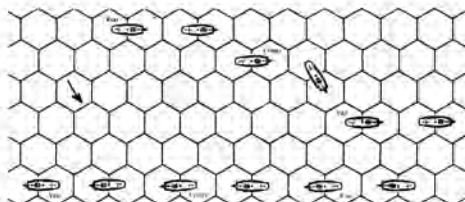
advantage of any mistakes by the foe. The tactics of handling a line of battleships are far more precise.

Ships of the line maneuvered in tight, well-ordered line formations. The advantage of this formation is that it is very difficult to approach without taking at least as much damage as is caused. The line formation develops the maximum possible firepower as all ships have clear lines of fire, and are mutually supporting. To maintain this line formation through periods of complicated maneuvering calls for a bit of planning ahead, and an overall plan of action. The decision to break up a line is often the critical decision that determines victory or defeat in actions between contending battle fleets. Novice players often try opportunity maneuvers such as detaching a ship to obtain a rake on an enemy ship. This maneuver usually results in the detached ship being left far behind, and out of the action, or in its being overwhelmed by a much larger force of enemy ships. Single ship detachments should normally not be made in a fleet or squadron size action; if the reasons for making a detachment are important enough, several ships should be sent, forming their own line of battle and acting for mutual support. If the reason for the detachment is not important enough to warrant sending several ships, the detachment should not be made.

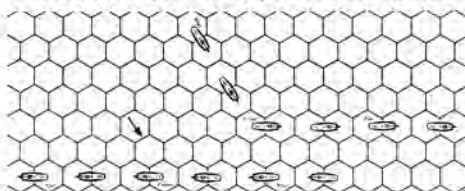
The essence of fighting a battle with ships of the line is the establishment of a superiority over some portion of the enemy's line. There are two main methods of doing this:

1) **DOUBLE THE ENEMY LINE:** In this maneuver, a portion of the line engages a portion of the enemy's line, while another portion of the line passes into the rear of the engaged section of the enemy's line. This can be a difficult maneuver to make, but when done the results are devastating (as at the Battle of the Nile). This can be accomplished if the enemy is at anchor, if a portion of the enemy line is too slow to avoid the maneuver (as with uncoppered ships of the American Revolution, or ships slowed by some well-placed rigging hits), or by moving through a gap in the enemy line, then doubling back. A section of a line that is too closely engaged to risk the use of full sails can be doubled by some undamaged ships under full sail.

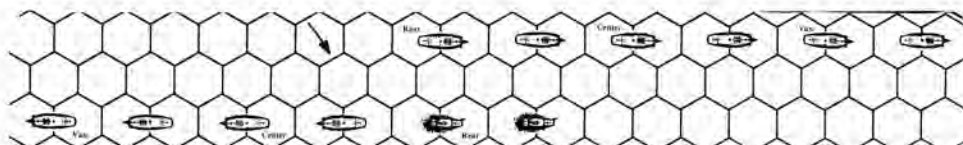
2) **MASS AGAINST ONE SECTION OF THE ENEMY LINE:** This can be done if your ships are sailing at closer intervals than the ships they are opposed to, or by taking advantage of a superiority in ship size and/or crew quality in ship-to-ship duels. It can also be accomplished by advancing obliquely on the enemy line so that all ships deliver their fire into the same part of the enemy line as they pass, while another section of the enemy line can make only long-range shots at best. An example of how this can be done is illustrated below.



PHASE ONE: The green Van engages the red Rear squadron.



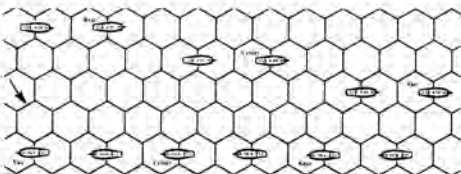
PHASE TWO: The green Center and a portion of the Van engage the red Rear squadron.



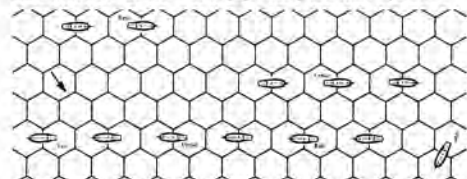
PHASE THREE: The green Rear and a portion of the Center engage the red Rear squadron.

THE RED REAR SQUADRON HAS NOW BEEN ENGAGED BY THREE FRESH GREEN SQUADRONS, AND IS BADLY DAMAGED. THE GREEN SHIPS ARE MUCH LESS SERIOUSLY DAMAGED.

Of course, combinations of the two methods could be used together. For instance, if the enemy Rear were initially massed against, it could then be doubled by the Van squadron (the enemy Rear now being too slowed by damage to escape). This is illustrated below:



PHASE ONE: The red Van engages the green Rear squadron.



PHASE TWO: The red Center engages the green Rear squadron while the Van doubles it. The red Rear squadron hangs back to rake any ships of the green Center and Van that may try to turn back to aid their Rear squadron.

THIS MANEUVER WOULD ALSO WORK IF BOTH FLEETS WERE MOVING IN THE SAME DIRECTION. THE VAN WOULD ENGAGE THE ENEMY REAR, THEN MOVE INTO POSITION TO RAKE ANY SHIPS ATTEMPTING TO TURN BACK. THE CENTER WOULD THEN ENGAGE THE ENEMY REAR, WHILE THE REAR WOULD DOUBLE IT.

If possible, get and keep the wind gauge. This gives the initiative, and the ability to engage when and where the situation is deemed to be favorable. The wind gauge is the single most important tactical factor to consider when trying to determine or create a superiority to the opposition. The wind gauge, if properly used, can compensate for many other factors of inferiority.

A fleet that cannot get the wind gauge is by definition on the defensive. The best way to fight a defensive battle is by maintaining a respectable distance between the fleets. Maintain freedom of maneuver by not allowing the attackers to close. Keep firing roundshot at the rigging, especially whenever a raking shot presents itself. Any attacking ship that loses a rigging section will fall far behind. When enough of the attackers are thus disabled, they may be permitted to close with the now greatly superior defenders. Not all attackers are crazy enough to fall into this trap, and that explains why the often elaborate maneuvers of two fleets of ships of the line sometimes lasted for days.

There are a few tactical "tricks" that can prove very useful in otherwise equal battles. In a broadside to broadside battle, assuming equal numbers of ships, concentrate maximum firepower on the weakest ship in the enemy line. When it has been disposed of, two ships will be available to engage the next adjoining enemy ship, etc. When parallel to an enemy line, move the line no further than it can move without causing a collision should an enemy ship turn and ram—this can lead to an entire line of ships all hopelessly fouled together. When boarding, try to support the action with the raking fire of

grape from supporting ships. This will help reduce the ship-crippling losses that can occur in a melee. Also, try not to have too many ships tied up in boarding actions at any one time; this destroys their mobility, and all ability to react to enemy maneuvers.

Psychological factors seem to play a larger part in simultaneous move games than in sequential move games, probably because there is more uncertainty. Study your opponents. What are their weak points and their strong points? What types of maneuvers do they like to use? What are their favorite tactics? Judging from their maneuvers, what are they trying to accomplish? What do they expect to do? What do you think they expect you to do? What can you do to mess up their minds?

To summarize: When superior, get in close and exploit that superiority to the fullest. When inferior, keep 'em guessing, and keep your distance. Be like the judo expert who uses his opponent's strength against him by concentrating on his opponent's weaknesses. Evaluate carefully how you are superior, and how you are inferior. Then plan the battle to maximize the effects of your superiorities, and to minimize your inferiorities. Hopefully, this article will be helpful in finding ways to accomplish this, and will also prove helpful in determining what the "other guy" is trying to do.

A BAND OF BROTHERS? MULTI-PLAYER GAMES

What many people fail to realize about this game is that it is possible to play it a thousand times, and still fail to really have played THE GAME. THE GAME, of course, being the multi-player version with timed moves and the multi-player communication rule. An experienced player can take a squadron of ships, and swiftly form more intricate formations than a band at a half-time show. This is a much simpler task than getting three players to all sail in a straight line at the same time. No "idiotcy" rule ever devised can match the effects of a group of wargamers just doing what comes naturally.

I consider six (three on each side) people to be the ideal size group for a multi-player game of *WS&M*. With a larger group there is a problem in seating everyone close enough to the mapboard to see it, and with a smaller group there is not enough interplay between the various personalities present to be really interesting. Besides, any group of six wargamers is bound to include at least two genuine yo-yo's (one for each side), and these are the people who will really make the game interesting.

An evening spent playing a multi-player game of *WS&M* can be an enlightening experience, and can enable you to learn more about the other players on your side than you ever cared to know. If you hold the chief command, among other things you will learn that:

- 1) Your subordinates cannot read your handwriting.
- 2) Your subordinates cannot tell left from right.
- 3) Your subordinates cannot grasp the simplest concepts of maneuver.
- 4) Threats of physical violence are often necessary to secure compliance with your orders.

If you hold a subordinate command, you will learn that:

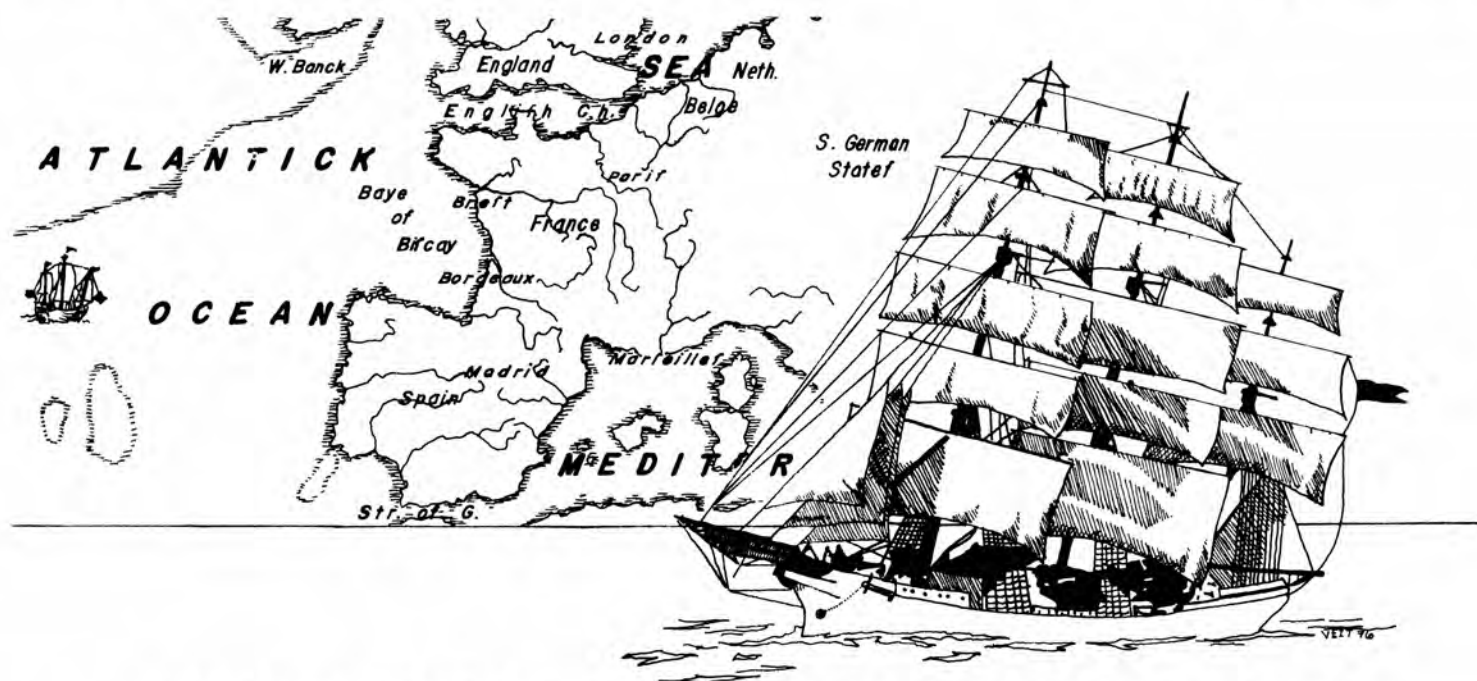
- 1) You cannot read the commander's handwriting.
- 2) The commander keeps issuing orders to turn left when the situation obviously calls for turning to the right.
- 3) The commander must think you can read his mind to even attempt such complex maneuvers.
- 4) The commander has a nasty temper.

All this and more has happened during multi-player games that I have participated in. I have had three Elite 74's lined up to fire into a single enemy ship, only to have their shots blocked by the interposition of one of our resident yo-yo's Green ships (which was dismasted in the exchange, so that it could not even be moved out of the way on the following turn). I have seen large squadrons never get into action because they were hopelessly entangled and fouled with another friendly squadron. I have seen a player get so disgusted with the lack of support he received from another player that he disengaged his squadron, and sailed off of the mapboard and out of the game, leaving the rest of the fleet to its fate. These things can and will occur during a "pick-up" multi-player game. They can be avoided to some extent if some time for planning is available, and if the individual players are willing to modify their individual habits somewhat to conform to the realities of participating in a multi-player game.

Successfully playing a one-on-one game of *WS&M* calls for an understanding of the various rules of combat and their impact on various aspects of the game, combined with skill in maneuvering a ship or ships. The successful play of a multi-player game calls for an equal grasp of the effects of the multi-player rules on various aspects of the game. The multi-player rules are deceptively simple—the Movement Notation Phase is timed, and all communications must be *written* during this timed period. The effects of these rules on the play of the game can be startling.

During this timed period all messages must be written, and all ship's movements (usually determined by these messages) must be noted. This does not allow time for lengthy discussions about the current situation, or for the outlining of erratic and complex maneuvers. Messages must be short, complete, and precise. The maneuvers covered must be simple with a capital "S." You may be able to sail a squadron through a "figure 8" with the greatest of ease, but that is a far cry from attempting to do so in a tight formation with two other people. A little extra time spent to ensure that your messages are clearly written and easily readable is usually time well spent. All of this will handicap your movements somewhat, but the other side is equally embarrassed, a point that should be kept in mind. Simple plans that would be easily countered in a two-player game will often succeed beautifully in these encounters.

Appoint a commander-in-chief before the game begins. This person should be regarded as a true commander, not merely the "first among equals." A committee system of command will not work with these rules. The commander should usually be the best, most experienced player available, as he is the most likely to be respected and have his orders followed. Sometimes a less skillful player makes an equally good commander if he has tact and is a good organizer (an Eisenhower type). The other players should make up their minds to be good, loyal subordinates, even if they disagree with the manner in which the battle is being conducted. Intelligent initiative is fine, but it is foolhardy to follow a plan of battle independent of the rest of the fleet.



WOODEN SHIPS VS. EUROPE

by Robert D. Harmon

Additional Scenarios for WOODEN SHIPS & IRON MEN

Prior to its development by Avalon Hill, the game *WOODEN SHIPS & IRON MEN* was devoted primarily to the naval engagements of the Napoleonic Wars (Scenarios 8-23 are from the original game). AH added several scenarios from the Wars of the American Revolution, to round out "the great age of sail," 1776-1814.

However, the period of the Wars of the French Revolution—the 1790's—has inexplicably been omitted, except for some single-ship actions. It was during this period that Revolutionary France dominated its seafaring neighbors—and England, its fleet shaken by mutiny, found itself facing the combined navies of Europe.

There followed the most fateful and dramatic battles fought under sail—of which Trafalgar and the Nile were but the last.

The scenarios below cover this crucial period—and some other notable omissions.

SCENARIO 24

The GLORIOUS FIRST OF JUNE

June 1794

I. INTRODUCTION

The first great foray of the French fleet. Vice-Adm. Villaret-Joyeuse put out from Brest to raid British convoys. Adm. Lord Howe (of American Revolution fame) caught up with him on 17 May and sought to force a decision. On 1 June, 200 miles from Brest in the open ocean, he did so.

Howe sought to strike the French all along their line, his ships abreast. The British approached in some disorder; the French, their officers having just been purged by the Convention, were unable to take advantage. In the resulting melee seven French ships of the line were sunk or taken, and the French fleet was broken, not to offer open battle again for many years.

II. PREVAILING WEATHER CONDITIONS

Wind direction: 2
Wind Velocity: 3 - Normal breeze
Wind Change: 6

III. SPECIAL RULES

A. No land hexes—no anchoring.

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE: See Scenario 24 chart. Optional Deployment rules of the Rules of Engagement (see below) highly recommended, as both fleets on line as historically occurred won't fit on a single board.

SCENARIO 25

PELLEW VS. DROITS DE L'HOMME

16 January 1797

I. INTRODUCTION

Due to the laxity of the Channel Squadron, a French force was able to slip out of Brest, carrying 20,000 troops and the Irish rebel leader, Wolfe Tone. Seeking to land and turn discontent into revolution, the French stood off Bantry Bay in Ireland for several days. The landing prevented by bad weather, the fleet returned to Brest, scattered by storms. One ship of the line had the misfortune to face Capt. Sir Edward Pellew (see Scenario 9) after losing its fore and main topmasts. The Frenchman was heavily damaged by the action. After an all-night chase, all three ships wound up caught in Audierne Bay; *Droits de l'Homme* and *Amazon* were wrecked, with Pellew's ship the sole survivor.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4 Wind Change: 5
Wind Velocity: 5 - gale.

III. SPECIAL RULES

A. No land hexes—no anchoring.

B. French gun factors (not carronades) HALVED at wind velocities of 5+. (Lower gun deck was awash in the heavy seas.)

C. The French player must designate on his logsheet which gun squares constitute the half of his original total that are unusable due to bad weather. These may be used to absorb Gun hits, regardless of weather conditions.

SCENARIO 26

CAPE ST. VINCENT

14 February 1797

I. INTRODUCTION

In early 1797, Spain signed an alliance with the French. Although its crews were of poor quality, its ships weren't—and the French were quite willing to man them. Planning another attempt on Ireland, the French ordered the Spanish fleet and its own Mediterranean fleet to concentrate at Brest. The French ships made it; the Spanish, blown off course west of Portugal, proceeded separately and found Adm. Jervis and the British Mediterranean squadron waiting. In the action that followed, Commodore Nelson's HMS *Captain* boarded and captured *San Nicolas* and *San Josef* in 15 minutes.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 3
Wind Velocity: 3 - normal breeze.
Wind Change: 6

III. SPECIAL RULES

A. No land hexes—no anchoring.

B. Morale on all Spanish ships is to increase by one level if any British ship is forced to strike (morale may not exceed AV). Spanish point-values computed at original value always.

IV. SPECIAL VICTORY CONDITIONS

None

V. SETUP

Fill out Spanish lineup with French counters, once no more Spanish counters are available.

SCENARIO 24.

THE GLORIOUS FIRST OF JUNE

Name	Guns	Class	Nr.	Bow Hex*	Dir Nr.*	Hull	Qual	Crw Set			Guns Crnrnde				Rigging x¾	Point Value
								1	2	3	L	R	L	R		
FRENCH																
Trajan	74	SOL	2	YY8	2	14	AV	5	5	4	10	10	1	1	7x3	24
Eole	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
America	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Temeraire	74	SOL	2	**	2	16	AV	5	5	4	10	10	1	1	7x3	25
Terrible	110	SOL	1	**	2	18	CR	7	7	7	13	13	1	1	9x3	36
Impeteux	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Mucius	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Tourville	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Gasparin	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Convention	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Trente-Un Mai	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Tyrannicide	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Juste	80	SOL	2	**	2	16	AV	6	6	5	11	11	1	1	7x3	27
Montagne	120	SOL	1	**	2	18	CR	8	7	7	14	14	1	1	9x3	40
Jacobin	80	SOL	2	**	2	16	AV	6	6	5	11	11	1	1	7x3	27
Achille	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Vengeur	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Patriote	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Northumberland	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Entreprenant	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Jemappes	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Neptune	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Pelletier	74	SOL	2	**	2	14	AV	5	5	4	10	10	1	1	7x3	24
Republican	110	SOL	1	***	2	18	CR	7	7	7	13	13	1	1	9x3	36
Sans Pareil	80	SOL	2	***	2	16	AV	6	6	5	11	11	1	1	7x3	27
Scipion	80	SOL	2	***	2	16	AV	6	6	5	11	11	1	1	7x3	27

BRITISH

Caesar	80	SOL	2	WW3	3	16	CR	5	5	4	10	10	1	1	8x3	31
Bellerophon	74	SOL	2	UU4	3	14	CR	4	4	4	9	9	2	2	7x3	29
Leviathan	74	SOL	2	SS5	3	14	CR	4	4	4	8	8	2	2	7x3	27
Russell	74	SOL	2	QQ6	3	14	CR	4	4	4	8	8	2	2	7x3	27
Royal Sovereign	100	SOL	1	OO7	3	17	EL	6	6	5	11	11	1	1	8x3	35
Marlborough	74	SOL	2	MM8	3	14	CR	4	4	4	8	8	2	2	7x3	27
Defence	74	SOL	2	KK9	3	14	CR	4	4	4	8	8	2	2	7x3	27
Impregnable	98	SOL	1	II10	3	16	CR	5	5	5	10	10	1	1	8x3	30
Tremendous	74	SOL	2	GG11	3	14	CR	4	4	4	8	8	2	2	7x3	27
Barfleur	98	SOL	1	EE12	3	16	CR	5	5	5	10	10	1	1	8x3	30
Invincible	74	SOL	2	CC13	3	14	CR	4	4	4	8	8	2	2	7x3	27
Culloden	74	SOL	2	AA14	3	14	CR	4	4	4	8	8	2	2	7x3	27
Gibraltar	80	SOL	2	Y15	3	16	CR	5	5	4	10	10	1	1	8x3	31
Q. Charlotte	100	SOL	1	W16	3	17	EL	6	6	5	11	11	1	1	8x3	35
Brunswick	74	SOL	2	U17	3	14	CR	4	4	4	8	8	2	2	7x3	27
Valiant	74	SOL	2	S18	3	14	CR	4	4	4	8	8	2	2	7x3	27
Orion	74	SOL	2	Q19	3	14	CR	4	4	4	8	8	2	2	7x3	27
Queen	98	SOL	1	O20	3	16	CR	5	5	5	10	10	1	1	8x3	30
Ramillies	74	SOL	2	M21	3	14	CR	4	4	4	8	8	2	2	7x3	27
Alfred	74	SOL	2	K22	3	14	CR	4	4	4	8	8	2	2	7x3	27
Montague	74	SOL	2	I23	3	14	CR	4	4	4	8	8	2	2	7x3	27
Royal George	100	SOL	1	G24	3	17	CR	6	6	5	11	11	1	1	8x3	32
Majestic	74	SOL	2	E25	3	14	CR	4	4	4	8	8	2	2	7x3	27
Glory	98	SOL	1	C26	3	16	CR	5	5	5	10	10	1	1	8x3	30
Thunderer	74	SOL	2	A27	3	14	CR	4	4	4	8	8	2	2	7x3	27

* historical setup

** in straight line-ahead (stern-to-bow) behind lead ship

*** off-board, in line-ahead behind *Pelletier*

SCENARIO 27

CAMPERDOWN

7 October 1797

I. INTRODUCTION

The defeat of the Spanish at Cape St. Vincent spelled the end of only one French threat to England. Another, more deadly menace awaited the British in the form of the Batavian Republic (Holland), which had a sizable fleet with good crews. A combined Dutch-French invasion of England itself was planned, with the Dutch playing a key role. In early October, Adm. de Wynter's fleet put out from the Texel with orders to seek out Adm. Duncan's North Sea squadron, just returned from participating in the fleet mutiny at the Nore. After

failing to find him, de Wynter returned to the Dutch coast—where Duncan found him. The Dutch found Duncan's crews eager to prove their loyalty again—and they in turn were to learn that Dutch crews were a match for them. The Dutch were defeated, and never again posed a threat to England—but the British suffered over 1,000 dead in the three-hour fight.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 3 - normal breeze
Wind Change: 6

III. SPECIAL RULES

A. The land mass running from A4 to S35 is considered solid land and may not be entered, as

printed. The darker shoals running along it are to be ignored; however, British ships may not be moved within 8 hexes of any land. (Dutch ships had shallower draft.) Dutch may not be moved within 2 hexes of any land.

B. No Anchoring allowed.

IV. SPECIAL VICTORY CONDITIONS

None

V. DEPLOYMENT

A. Deploy Dutch as shown on Scenario 27 chart.

B. Deploy *Venerable* and *Monarch* as shown on chart. Deploy 8 ships in a straight line—no gaps in between—behind *Monarch*; deploy the remainder behind *Venerable* in the same manner.

SCENARIO 26.

CAPE ST. VINCENT

Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	Crew Set			Guns Crnade				Rigging	Point Value
								1	2	3	L	R	L	R		
BRITISH																
Culloden	74	SOL	2	Y4	4	14	CR	4	4	3	8	8	2	2	7x3	27
Blenheim	90	SOL	2	Y2	4	14	CR	5	5	4	8	8	1	1	8x3	28
Prince George	98	SOL	1	*		16	CR	5	5	4	10	10	1	1	8x3	30
Orion	74	SOL	2	*		14	CR	4	4	3	8	8	2	2	7x3	27
Irresistable	74	SOL	2	*		14	CR	4	4	3	8	8	2	2	7x3	27
Colossus	74	SOL	2	*		14	CR	4	4	3	8	8	2	2	7x3	27
Victory	100	SOL	1	*		17	EL	6	5	5	11	11	1	1	8x3	35
Barfleur	98	SOL	1	*		16	CR	5	5	4	10	10	1	1	8x3	30
Goliath	74	SOL	2	*		14	CR	4	4	3	8	8	2	2	7x3	27
Egmont	74	SOL	2	*		14	CR	4	4	3	8	8	2	2	7x3	27
Britannia	100	SOL	1	*		17	CR	6	5	5	11	11	1	1	8x3	32
Namur	90	SOL	2	*		14	CR	5	5	4	8	8	1	1	8x3	28
Captain	74	SOL	2	*		14	EL	4	4	3	8	8	2	2	7x3	29
Diadem	64	SOL	2	*		11	CR	4	3	3	6	6	1	1	7x3	20
Excellent	74	SOL	2	*		14	EL	4	4	3	8	8	2	2	7x3	29
SPANISH (use French counters to supplement Spanish counters)																
Atlante	74	SOL	2	MM17	2	14	GR	5	4	4	8	8	2	2	7x3	20
Bahama	74	SOL	2	KK19	2	14	GR	5	4	4	8	8	2	2	7x3	20
Pelayo	74	SOL	2	MM20	2	13	GR	4	4	4	8	8	—	—	7x3	18
San Pablo	74	SOL	2	MM22	2	13	GR	4	4	4	8	8	—	—	7x3	18
Neptuno	84	SOL	2	OO21	2	15	GR	5	5	5	10	10	1	1	7x3	24
Concepcion	112	SOL	1	OO19	2	18	GR	6	6	6	12	12	—	—	9x3	27
San Domingo	74	SOL	2	N12	2	14	GR	5	4	4	8	8	2	2	7x3	20
Conquistadore	74	SOL	2	J14	2	13	GR	4	4	4	8	8	—	—	7x3	18
San Juan																
Nepucamento	74	SOL	2	H15	2	14	GR	5	4	4	8	8	2	2	7x3	20
San Genaro	74	SOL	2	F16	2	13	GR	4	4	4	8	8	—	—	7x3	18
Mexicano	112	SOL	1	M15	2	18	GR	6	6	6	12	12	—	—	9x3	27
Terrible	74	SOL	2	K16	2	13	GR	4	4	4	8	8	—	—	7x3	18
Oriente	74	SOL	2	I25	2	14	GR	5	4	4	8	8	2	2	7x3	20
Santissima Trinidad	136	SOL	1	J19	2	20	GR	8	7	7	14	14	—	—	10x3	31
San Nicolas	84	SOL	2	K23	2	15	GR	5	5	5	10	10	1	1	7x3	24
San Ysidro	74	SOL	2	N23	2	14	GR	5	4	4	8	8	2	2	7x3	20
Salvador del Mundo	112	SOL	1	I22	2	18	GR	6	6	6	12	12	—	—	9x3	27
San Josef	112	SOL	1	M22	2	18	GR	6	6	6	12	12	—	—	9x3	27
San Ildefonso	74	SOL	2	G19	2	13	GR	4	4	4	8	8	—	—	7x3	18
Conte de Regla	112	SOL	1	K21	2	18	GR	6	6	6	12	12	—	—	9x3	27
San Firmin	74	SOL	2	E20	2	13	GR	4	4	4	8	8	—	—	7x3	18
Principe de Asturias	112	SOL	1	L18	2	18	GR	6	6	6	12	12	—	—	9x3	27
San Antonio	74	SOL	2	G20	2	14	GR	5	4	4	8	8	2	2	7x3	20
San Francisco																
de Poulo	74	SOL	2	G22	2	13	GR	4	4	4	8	8	—	—	7x3	18
Firme	74	SOL	2	J26	2	13	GR	4	4	4	8	8	—	—	7x3	18
Glorioso	74	SOL	2	L24	2	14	GR	5	4	4	8	8	2	2	7x3	20

*off-board: enter on Y1 in line behind *Blenheim*.

SCENARIO 28

COPENHAGEN

2 April 1801

I. INTRODUCTION

Britain, as usual in its many conflicts with enemies on the Continent, had imposed a blockade upon France. British interference with neutral trade, also as usual, was met with resentment. In 1800, General Bonaparte succeeded in persuading Prussia, Sweden, Russia, and Denmark to revive the League of Armed Neutrality of American revolutionary days, when those nations had pledged resistance to British control of trade on the high seas. Faced with a direct challenge to their naval strategy, the Admiralty decided to discourage the League by an attack on its nearest member—Denmark, which had a large but partially-equipped fleet.

The Copenhagen operation was a combined effort, with the bomb-vessels and frigates under Captain Riou engaging the Trekroner battery; Rear-Adm. Nelson leading the main squadron, and the rest of the fleet, with Adm. Sir Hyde Parker in overall command, in support. It was Parker, unable to see Nelson's situation clearly, who ordered the action broken off at its climax; Nelson put his telescope to his blind eye, said that he saw no such

signal, and finished the battle. The Danish fleet was eliminated, and the Swedes, the Prussians, and the Czar of Russia no longer contested British seapower.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

Wind Velocity: 3 - Normal breeze.

Wind Change: 6

III. SPECIAL RULES

A. A number of Danish ships have no masts. These may not move or raise anchor voluntarily.

B. The entire on-board Danish fleet is considered anchored at start. Ships that can move may do so after the third turn. Ships off-board may enter on or after turn 6, on hexes A1, A2, and A1 thru K1.

C. Anchored, *mastless* Danish ships suffer no crew losses whatsoever, as volunteers were continually rowing out to carry on. However, mark off crew boxes as normal; for each section marked off, reduce morale factor by one FOR GUNNERY PURPOSES ONLY. Crew losses do not count against gunnery (-1 etc.). Crew losses ARE computed if anchor cables are cut—the British may board such vessels ONLY THEN. This rule does not apply to any vessels that have moved—voluntarily or not—since start of game.

D. Floating batteries (FB) have four anchor cables, all of which must be cut by gunfire before

they drift.

E. The land area consists of the light-blue area containing the game-title and wind-gauge. All light-green hexes bordering the land are considered shoals. Neither fleet may enter the land hexes.

A channel through the shoal area consists of a single row of hexes running from Y30-Y26, from Y26-M20, and from M20-M18. The British may move freely through shoal areas as long as they stay in this channel. Whenever British ships deviate from that channel (except by the stern during turning at Y26 and M20) into a shoal hex—or enter any shoal hexes at all (non-channel)—the British player must roll a die for EACH ship in shoals (and out of channel)—EACH turn that ships are in shoals. A roll of 6 means that the ship is grounded (see p. 12 of the rulebook).

F. The Land hexes in this game are the entire mass containing the game title and wind-gauge. Danish ships may anchor in shoal and channel hexes, and in any hex within three of land; Danish ships are not subject to rule E above.

IV. SPECIAL VICTORY CONDITIONS

A. Award points for striking/capture as before, except that the Danes get DOUBLE points for each British ship struck, and an automatic win if any is captured.

SCENARIO 27.

CAMPERDOWN

Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	1	2	3	Crw Sct	Guns L	R	Crrnde L	R	Rigging	Point Value
BRITISH																	
Venerable	74	SOL	2	KK16	5	14	EL	4	4	4		8	8	2	2	7x3	29
Monarch	74	SOL	2	AA8	5	14	EL	4	4	4		8	8	2	2	7x3	29
Russell	74	SOL	2	*	5	14	CR	4	4	4		8	8	2	2	7x3	27
Montagu	74	SOL	2	*	5	14	CR	4	4	4		8	8	2	2	7x3	27
Bedford	74	SOL	2	*	5	14	CR	4	4	4		8	8	2	2	7x3	27
Powerful	74	SOL	2	*	5	14	CR	4	4	4		8	8	2	2	7x3	27
Triumph	74	SOL	2	*	5	14	CR	4	4	4		8	8	2	2	7x3	27
Agincourt	64	SOL	2	*	5	11	CR	4	3	3		6	6	1	1	7x3	20
Lancaster	64	SOL	2	*	5	11	CR	4	3	3		6	6	1	1	7x3	20
Ardent	64	SOL	2	*	5	11	CR	4	3	3		6	6	1	1	7x3	20
Veteran	64	SOL	2	*	5	11	CR	4	3	3		6	6	1	1	7x3	20
Director	64	SOL	2	*	5	11	CR	4	3	3		6	6	1	1	7x3	20
Monmouth	64	SOL	2	*	5	11	CR	4	3	3		6	6	1	1	7x3	20
Adamant	64	SOL	2	*	5	11	EL	4	3	3		6	6	1	1	7x3	22
Belliqueux	63	SOL	2	*	5	11	CR	4	3	3		6	6	—	—	7x3	19
Isis	50	SOL	2	*	5	8	CR	3	2	2		4	4	1	1	6x3	17

DUTCH (use French counters)

Gelykeid	64	SOL	2	LL24	3	11	CR	4	4	3		6	6	—	—	7x3	19
Beschermer	50	SOL	2	JJ23	3	8	CR	3	3	3		4	4	—	—	6x3	16
Hercules	64	SOL	2	HH22	3	11	EL	4	4	3		6	6	—	—	7x3	21
Adm. de Vries	64	SOL	2	FF21	3	11	CR	4	4	3		6	6	—	—	7x3	19
Vryheid	94	SOL	1	DD18	3	15	EL	5	5	5		10	10	—	—	8x3	32
Staten-Generaal	74	SOL	2	BB17	3	14	CR	4	4	4		9	9	—	—	7x3	27
Wassenaer	64	SOL	2	Z16	3	11	CR	4	4	3		6	6	—	—	7x3	19
Batavier	50	SOL	2	X15	3	8	CR	3	3	3		4	4	—	—	6x3	16
Brutus	74	SOL	2	V12	3	14	AV	4	4	4		9	9	—	—	7x3	23
Leyden	64	SOL	2	T11	3	11	CR	4	4	3		6	6	—	—	7x3	19
Mars	64	SOL	2	R10	3	11	CR	4	4	3		6	6	—	—	7x3	19
Cerberus	64	SOL	2	P9	3	11	CR	4	4	3		6	6	—	—	7x3	19
Jupiter	94	SOL	1	N6	3	15	CR	5	5	5		10	10	—	—	8x3	29
Haarlem	64	SOL	2	L5	3	11	CR	4	4	3		6	6	—	—	7x3	19
Alkmaar	56	SOL	2	J4	3	10	EL	3	3	3		5	5	—	—	7x3	21
Delft	50	SOL	2	H3	3	8	CR	3	3	3		4	4	—	—	6x3	16
Monnikendam	44	F	3	L8	3	7	EL	3	3	2		3	3	—	—	5x4	14

*see scenario deployment rules.

SCENARIO 29A

ALGECIRAS

6 July 1801

I. INTRODUCTION:

In an attempt to revive the army he had left in Egypt, Bonaparte sent Rear-Adm. Linois to join the Spanish squadron at Cadiz and attempt to resupply the troops in Egypt. Learning of a large British force in the area, Linois—just inside the straits of Gibraltar—put into Algeciras, on the African coast. Adm. James Saumarez and his squadron were not far behind. Fickle winds and treacherous shoals proved to be the undoing of the British, driven off in the only fleet action lost by the British during the wars against Napoleon. Left behind was the grounded HMS *Hannibal*, the only ship-of-the-line lost by Britain to an enemy during this period.

Saumarez was to have his vengeance—while his battered fleet was repairing at Gibraltar, the Spanish squadron arrived in Algeciras and started to escort Linois back to Cadiz a fortnight after the battle. Saumarez caught them in a night action, catching them in some disorder. In the ensuing confusion, the *Real-Carlos*, hit by British ships, started firing wildly in all directions, hitting the *Hermenegildo*, which returned fire. The two Spanish 112-gun ships became locked in a mistaken duel that resulted in both ships burning and finally exploding, with great loss of life. The action was proclaimed a victory by the English and Saumarez was subsequently knighted.

This scenario covers the initial action.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2

Wind Velocity: 2 - moderate breeze.

Wind Change: 3

III. SPECIAL RULES

A. The land-mass containing the game title and wind-gauge is considered land; the adjoining green hexes, shallow water (ships may anchor therein).

B. The French player may secretly mark the identification code of 4 different, non-adjacent hexes as shoals. Said hexes must be in the shallow-water hexes noted above. Any ship entering shoal hexes (even by drifting) is grounded. Optional Rules XI and XII are in force, with casting the lead indicating whether or not shoals are present (don't bother with depth in feet).

C. The French player has 3 shore batteries: the Torre del Almirante (F6), the Bateria de San-Iago (F14), and Torre de la Viegá (H23). Each is considered to have AV crews firing 10 factors (20 in the Advanced Game). Each battery may fire ballshot (reloadable each turn) or heated shot (HB), which takes two turns to load and results in doubled hull hits and, if a Critical Hit is rolled, an automatic result of 14 on the Critical Hit Table. Heated shot may only be used after turn 20.

Shore batteries may fire at any target as long as friendly ships are not directly in the line of fire (use a straightedge, running from the center of the battery hex to the center of either of the two hexes the enemy ship is on). Shore batteries may fire at ship-hulls (or sails) out to their maximum range of 13. (consider range on HDT as 7-10); consider batteries

anchored for HDT determination at all ranges. Shore batteries may never suffer damage of any sort.

D. Optional Rake Determination Rule must be used.

IV. SPECIAL VICTORY CONDITIONS.

A. The French win if the British fail to capture or destroy the entire French fleet or if their point total exceeds that of the British.

B. The British win if they capture or sink the entire enemy fleet and if their point-total exceeds that of the French.

C. The French may leave the board. However, if the British promptly remove two ships for each French ship going off, the French ship is considered eliminated and the British get its singled point value (x1 only). All ships leaving the board may not return.

D. If the French capture any British ships, they may destroy them to avoid their recapture. They may do this in one of two ways:

1. Scuttle: Consider ship sunk, and follow rule C. of Sink and Explode rules, p. 10 of rulebook. French BP's and any British OBP's from other ships may be withdrawn if their respective friendly ships are still grappled; crew-sections still on board are automatically lost when ship finally goes down. Adjacent ships are automatically un-grappled and un-fouled when ship sinks.

2. Fire: May not be done if British OBP's are boarding or on board. French may remove all BP's (except one crew box, which is crossed off log sheet)

SCENARIO 28.

COPENHAGEN

COPENHAGEN																
Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	1	2	3	Guns L	R	Crrnde L	R	Rigging	Point Value
DANISH																
Provesteen	56	SOL	2	V32	4	15	AV	6	5	5	5	5	1	1	0	15
Valkyrien	48	SOL	2	V30	4	9	AV	3	3	2	4	4	1	1	0	13
Rendsborg	20	M*	—	V28	4	3	AV	2	—	—	1	1	—	—	2x3	4
Nyborg	20	M	—	U27	3	3	AV	2	—	—	1	1	—	—	2x3	4
Jylland	48	SOL	2	S26	3	9	AV	3	3	2	4	4	1	1	0	13
Suordfisker	20	FB**	7	Q25	3	7	AV	1	1	1	1	1	—	—	0	2
Kronborg	22	B	5	P25	3	3	AV	1	1	1	1	1	—	—	0	3
Hayen	20	FB	7	N23	3	7	AV	1	1	1	1	1	—	—	0	2
Elven	6	B	5	M25	3	3	AV	1	1	1	—	—	1	1	3x4	4
Dannebrog	60	SOL	2	J19	1	11	AV	4	4	3	6	6	—	—	0	14
Aggershuus	20	M	—	J18	4	3	AV	2	—	—	1	1	—	—	0	1
Gerner	20	FB	7	J16	1	7	CR	1	1	1	1	1	—	—	0	3
Sjælland	7	B	5	J14	1	3	AV	1	1	1	—	—	1	1	0	1
Charlotte Amalie	26	EI	6	J12	1	6	AV	4	4	2	3	3	—	—	0	4
Sohesten	20	B	5	J11	4	5	AV	1	1	1	1	1	—	—	3x4	6
Holsteen	60	SOL	2	J8	1	11	AV	4	4	3	6	6	—	—	7x3	16
Infodstretten	64	SOL	2	J7	4	11	AV	4	4	3	6	6	1	1	7x3	17
Hjeelperen	6	F	3	I6	3	8	AV	3	3	2	—	—	1	1	5x4	9
Elephantin	70	SOL	2	G5	3	14	AV	4	4	4	9	9	—	—	0	18
Mars	74	SOL	2	E4	3	14	AV	4	4	4	9	9	1	1	0	20
Sarpen	18	B	5	***		5	AV	1	1	1	1	1	—	—	3x4	6
Nidelven	18	B	5	***		5	AV	1	1	1	1	1	—	—	3x4	6
Danmark	74	SOL	2	***		14	AV	4	4	4	9	9	1	1	7x3	22
Trekroner	74	SOL	2	***		14	AV	4	4	4	9	9	1	1	7x3	22
Iris	40	F	3	***		10	AV	3	3	2	4	4	1	1	5x4	15

BRITISH

Edgar	74	SOL	2	Y35	1	14	CR	4	4	3	8	8	2	2	7x3	27
Ardent	64	SOL	2	****		11	CR	4	3	3	6	6	1	1	7x3	20
Glatton	54	SOL	2			9	CR	3	2	2	4	4	2	2	6x3	18
Isis	50	SOL	2			8	CR	3	2	2	4	4	1	1	6x3	17
Agamemnon	64	SOL	2			11	CR	4	3	3	6	6	1	1	7x3	20
Bellona	64	SOL	2			11	CR	4	3	3	6	6	1	1	7x3	20
Elephant	74	SOL	2			14	EL	4	4	3	8	8	2	2	7x3	29
Ganges	74	SOL	2			14	CR	4	4	3	8	8	2	2	7x3	27
Monarch	74	SOL	2			14	CR	4	4	3	8	8	2	2	7x3	27
Defiance	74	SOL	2			14	CR	4	4	3	8	8	2	2	7x3	27
Russell	74	SOL	2			14	CR	4	4	3	8	8	2	2	7x3	27
Polyphemus	64	SOL	2			11	CR	4	3	3	6	6	1	1	7x3	20

* *Rendsborg*, *Nyborg* have FS speed of 5, turning ability of 1.

** all FB (floating battery) units fire 60° to each side, like regular vessels; full factors may fire within that arc. Use Gunboat counters for FBs.

*** off-board; see scenario rules.

**** off-board; enter in line – in order – behind *Edgar*.

NOTES: Danish: use French counters; also American and Spanish counters for Nr. 4-7 ships and merchantmen. "EI" ship is an East Indiaman.

British: *Russell* and *Bellona* ran aground short of the Danish fleet; never saw action. Players may optionally delete both ships from OB to reflect this and/or to foster play-balance.

prior to firing. French may set ship on fire during Melee phase of any turn. British OBP's are not present on fired ship. Replace fired ship with fireship counter, and eliminate any crew sections still aboard. Roll die on each subsequent unfouling phase until a '6' is rolled; ship then explodes. Ship drifts each turn until it explodes, unless grounded. Fireship rules (5c) and (5d) on p. 28, and Optional Rule X are in force.

E. Captured ships destroyed under rule D above, or otherwise destroyed, no longer give the capturing player their doubled point value; the capturing player only gets the basic point-value for their striking. No player may destroy his own ships; however, the French may fire on their own ships once captured by the enemy—the British may *not*, but may, of course, attempt recapture by boarding, and may use grapeshot when so doing.

F. Game ends when all French ships have been captured or sunk/exploded, or when British leave the board.

SCENARIO 29B

ALGECIRAS OPTIONAL SCENARIO

I. INTRODUCTION

This scenario portrays the situation had Saumarez attacked when the Spanish were at Algeciras.

II. PREVAILING WEATHER CONDITIONS

AND SPECIAL RULES

Same as Scenario 29A.

III. SPECIAL VICTORY CONDITIONS

None. Only British may leave board, never to return. Scenario 29A victory conditions are not to be used in any way.

IV. ORDER OF BATTLE

Add the Spanish ships to the French lineup, as listed.

SCENARIO 29C

ALGECIRAS AFTERMATH

I. INTRODUCTION

This portrays the night action following the sortie of the Franco-Spanish fleet back to Cadiz.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 6

Wind Velocity: 4 - heavy breeze

Wind Change: 5

III. SPECIAL RULES

A. No land - no anchoring.

B. Night rules: Ships may not voluntarily fire on one another at 5 hexes' distance or greater. At 4-6 hexes ships may fire on rigging only; at 3 or less hexes ships may fire at hull or rigging.

C. Spanish ships may reload both broadsides each turn.

D. Each time hull hits are inflicted on Spanish ships the following happens:

a. Both broadsides fire immediately that turn, hitting the nearest vessel, friendly or enemy, in

SCENARIOS 29A, 29B, 29C, 29D.

ALGECIRAS

Name	Guns	Class	Nr.	Initial Position	Hull	Qual	Crw Sct			Guns		Crrnde		Rigging	Point Value
							1	2	3	L	R	L	R		
BRITISH															
Caesar	80	SOL	2	*	16	CR	5	4	4	10	10	1	1	8x3	31
Pompee	74	SOL	2	*	14	CR	4	4	3	8	8	2	2	7x3	27
Spencer	74	SOL	2	*	14	CR	4	4	3	8	8	2	2	7x3	27
Hannibal	74	SOL	2	*	14	CR	4	4	3	8	8	2	2	7x3	27
Audacious	74	SOL	2	*	14	CR	4	4	3	8	8	2	2	7x3	27
Venerable	74	SOL	2	*	14	CR	4	4	3	8	8	2	2	7x3	27
Superb	74	SOL	2	*	14	CR	4	4	3	8	8	2	2	7x3	27
FRENCH															
Indomptable	80	SOL	2	*	16	AV	6	6	5	11	11	1	1	7x3	27
Formidable	80	SOL	2	*	16	AV	6	6	5	11	11	1	1	7x3	27
Desaix	74	SOL	2	*	14	AV	5	5	4	10	10	1	1	7x3	24
SPANISH (not in 29A)															
Real-Carlos	112	SOL	1	*	18	GR	6	6	6	12	12	—	—	9x3	27
Hermenegildo	112	SOL	1	*	18	GR	6	6	6	12	12	—	—	9x3	27
San Fernando	96	SOL	1	*	16	GR	6	6	5	10	10	—	—	8x3	24
Argonauta	80	SOL	2	*	15	GR	5	5	4	10	10	—	—	7x3	23
San Augustine	74	SOL	2	*	14	GR	5	4	4	8	8	2	2	7x3	20

* Initial Positions:

29A, B — British: enter on edge 2-3.

French/Spanish: place on any shallow-water hexes.

29C — British: enter on edge hexes YY1-15, in line-ahead or line abreast, dir. 5.

Franco-Spanish: enter on edge hexes CC35-YY35, any formation, dir. 6.

that field of fire. The Spanish ship firing will automatically aim at the hull at ranges of 3 or less; at ranges of 4-10 hexes the rigging tables are rolled.

b. If another Spanish ship takes hull hits as a result, it will immediately execute rule a. above. Additional Spanish ships so hit will do likewise, ad nauseum.

c. All ships involved will reload and fire both broadsides again the *following* turn, starting the whole cycle over again if and when hits are inflicted. Remember that each ship fires once per turn. Spanish ships are to fire *last* in each combat phase, and fire involuntarily if hit that turn. Spanish ships still able to fire voluntarily in a given turn fire only after all *involuntary* firing is completed for the turn.

E. French or Spanish ships may leave board on edges 5-6 and 1, and are not returned to play.

IV. SPECIAL VICTORY CONDITIONS

The French player receives an additional 3 points for each ship he can get off board edges 5-6 or 1.



SCENARIO 29D

ALGECIRAS CAMPAIGN GAME

SPECIAL RULES

A. This scenario is played in this order: Scenarios 29A, 29B, 29C. Scenario 29A or 29B may be skipped at the British player's option.

B. The orders of battle are continued through each scenario. French or Spanish ships captured or struck in the port of Algeciras are permanently removed from play, prior to the next scenario. Captured British ships are retained in the French fleet.

C. Repairs and replacements: (between scenarios)

a. The British may replace crew-squares at the rate of 50% of the loss of the previous scenario. They may repair gun, rigging, and hull damage at the same rate, *or* at the rate of 100% if one scenario is skipped (on each ship surviving).

b. The French and Spanish can replace crew losses between each scenario, at the rate of 25% of the total losses (cumulative). Each ship may repair its cumulative gun, hull, and rigging hits at the rate of 25%, or 50% if a scenario is skipped. Captured ships may be repaired likewise.

c. Each fleet may distribute crew-sections as desired between scenarios. If Spanish crews are placed on French vessels, morale on that ship goes to GR. French crews may go on Spanish ships but morale is unchanged. Morale on captured ships is AV only if the crews are solely French.

D. The side that has destroyed or captured the greatest number of ships throughout the campaign is the victor.

E. Shoals marked by the French player in Scenario 29A remain unchanged in 29B.

SCENARIO 30

LAKE CHAMPLAIN

11 September 1814

I. INTRODUCTION

With the war in Europe ended, Britain was able to go on the offensive in North America. Reinforcements poured into Canada, and in August 1814 the Governor of Canada crossed the U.S. border with 11,000 men. American naval control of Lake Erie and Lake Ontario meant that the Hudson River valley was the only route open, and any force headed south had to maintain a supply route past Lake Champlain, where another American naval squadron waited. A British force was built, and the commander chose to attack while the Americans, under Capt. Thomas MacDonough, were anchored next to the American army at Plattsburg, NY. In the subsequent action the British were defeated with the loss of the *Confiance*, and the British army had to withdraw—probably the most decisive American naval victory of the war.

II. PREVAILING WIND CONDITIONS

Wind Direction: 5
Wind Velocity: 3 - Normal breeze
Wind Change: 6

III. SPECIAL RULES

A. Land consists of the area containing the game's name and wind-gauge; the adjoining green area is shallow water, and ships may anchor anywhere therein. No ships may enter the land hexes, of course.

IV. SPECIAL VICTORY CONDITIONS

A. British lose automatically if:

1. The *Confiance* strikes.
2. The British fail to strike, capture, or sink the entire American fleet.

B. Victory points do not apply in this scenario.

C. The British win if they eliminate the entire American fleet; the Americans win if they fail, as above. The game ends when the *Confiance* or the last American ship strikes.

SCENARIO 32

NAVARINO

Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	Crw Sct			Guns		Crrnde		Rigging	Point Value
								1	2	3	L	R	L	R		
ALLIES (use French counters)																
BRITISH:																
Asia	84	SOL	2	*	5-6	16	EL	5	5	5	10	10	2	2	8x3	32
Genoa	74	SOL	2	*	*	14	EL	5	4	4	9	9	2	2	7x3	30
Albion	74	SOL	2	*	*	14	EL	5	4	4	9	9	2	2	7x3	30

FRENCH:

Sirene	60	SOL	2	*	*	12	CR	4	3	3	6	6	1	1	7x3	19
Scipion	74	SOL	2	*	*	14	CR	5	5	4	10	10	1	1	7x3	29
Trident	74	SOL	2	*	*	14	CR	5	5	4	10	10	1	1	7x3	29
Breslau	74	SOL	2	*	*	14	CR	5	5	4	10	10	1	1	7x3	29

RUSSIANS:

Azov	74	SOL	2	*	*	14	AV	5	4	4	8	8	2	2	7x3	22
Gargoute	74	SOL	2	*	*	14	AV	5	4	4	8	8	2	2	7x3	22
Ezekiel	74	SOL	2	*	*	14	AV	5	4	4	8	8	2	2	7x3	22
Alexander Nevsky	74	SOL	2	*	*	14	AV	5	4	4	8	8	2	2	7x3	22

OTTOMANS (use British counters)

Ihsania	64	SOL	2	GG8	5	10	AV	4	4	3	6	6	1	1	7x3	16
Souria	56	SOL	2	EE9	5	9	AV	3	3	3	5	5	1	1	6x3	14
No. 1	44	F	2	CC10	5	7	AV	3	2	2	4	4	1	1	5x4	10
No. 2	44	F	2	AA11	5	7	AV	3	2	2	4	4	1	1	5x4	10
No. 3	60	SOL	2	Y12	5	10	AV	4	3	3	6	6	—	—	7x3	15
No. 4	74	SOL	2	W13	5	14	AV	5	5	4	8	8	2	2	7x3	22
No. 5	74	SOL	2	U14	5	14	AV	5	5	4	8	8	2	2	7x3	22
Lion	60	SOL	2	T16	4	10	AV	4	3	3	6	6	—	—	7x3	15
No. 6	50	SOL	2	T18	4	8	AV	3	3	3	5	5	—	—	6x3	12
No. 7	74	SOL	2	T20	4	14	AV	5	5	4	8	8	2	2	7x3	22
No. 8	50	SOL	2	T22	4	8	AV	3	3	3	5	5	—	—	6x3	12
No. 9	56	SOL	2	T24	1	9	AV	3	3	3	5	5	1	1	6x3	14
Beautiful Sultana	56	SOL	2	T26	1	9	AV	3	3	3	5	5	1	1	6x3	14
Tunisian No. 1	40?	F	3	T28	6	8	AV	3	3	2	3	3	1	1	5x4	10
Tunisian No. 2	40?	F	3	Y29	6	8	AV	3	3	2	3	3	1	1	5x4	10
Tunisian No. 3	40?	F	3	Y33	6	8	AV	3	3	2	3	3	1	1	5x4	10
No. 10	56	SOL	2	X30	6	9	AV	3	3	3	5	5	1	1	6x3	14
No. 11	56	SOL	2	Z31	6	9	AV	3	3	3	5	5	1	1	6x3	14
No. 12	60	SOL	2	BB32	6	10	AV	4	3	3	6	6	—	—	7x3	15
No. 13	54	SOL	2	DD33	6	9	AV	3	3	3	5	5	—	—	6x3	13
No. 14	54	SOL	2	FF34	6	9	AV	3	3	3	5	5	—	—	6x3	13

* Enter in line-ahead on board-edge 5-6 in order shown, beginning with HMS Asia.

SCENARIO 31

LAST VOYAGE OF THE PRESIDENT

15 January 1815

I. INTRODUCTION

After the early successes of American frigates, the British devoted most of 1814 to locating the small U.S. fleet and blockading it in its ports. This was not entirely successful: *Constitution* left Boston in December and slipped past a ship-of-the-line and several frigates during a snowstorm, going on to defeat *Cyane* and *Levant* two months later.

USS *President*, the fastest of America's three 44s, attempted the same under Stephen Decatur. With the British squadron blown off station in a snowstorm, the *President* put out from New York on 14 January 1815, only to run aground in heavy weather. The British squadron returned the following morning; the damaged *President* evaded them for most of the day—and pounded *Endymion* into a hulk—before being overwhelmed by two other frigates.

President was taken into British service; its damage from the grounding and battle proved

irreparable and it was broken up in 1817. But, the British had been so impressed by its design that a copy was built. *HMS President* went on to turn in a long career with the Royal Navy, and was one of the few Napoleonic-era warships able to keep up with later generations of warships built in the 1830's and 1840's.

II. PREVAILING WIND CONDITIONS

Wind Direction: 4

Wind Velocity: 3 - Normal breeze.

Wind Change: 6

III. SPECIAL RULES

A. No land - no anchoring.

IV. SPECIAL VICTORY CONDITIONS

The first player to inflict a strike or capture on the enemy is the victor (the game ends at that point). Victory points are not awarded in this scenario; no additional credit is given for capture as opposed to strike (but ships may still be boarded).

SCENARIO 32

THE BATTLE OF NAVARINO

20 Oct. 1827

I. INTRODUCTION

In 1821, Greece began an uprising against its Ottoman Turkish rulers that eventually gained widespread sympathy in Europe; Lord Byron was one of many volunteers who fought (and died) there. Eventually, a combined Allied fleet appeared and, after inconclusive negotiations, struck at the combined Turkish-Egyptian fleet at Navarino. In the resulting slaughter the Ottoman fleet, which included 40 transports and 50+ light warships, lost over ¼ of its ships sunk or scuttled, with thousands of dead. Navarino, the last great battle fought under sail—and the biggest naval engagement fought between Trafalgar and Tsushima—yanked the rug out from the Ottoman Empire's armies just as they were on the verge of victory; Greek independence quickly followed.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5

Wind Velocity: 3 - Normal breeze.

Wind Change: 6

III. SPECIAL RULES

A. Land—same as Scenario 11 (see p. 23). No

MASTER SCENARIO CHART

SCENARIO 25.

PELLEW V. DROITS DE L'HOMME

Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	Crw Sct			Guns		Crrnde		Rigging	Point Value
								1	2	3	L	R	L	R		
BRITISH:																
Indefatigable	44	F	3	KK17	5	7	EL	2	2	2	2	2	1	1	5x4	14
Amazon	36	F	3	NN15	5	8	CR	2	2	2	3	3	1	1	5x4	14
FRENCH:																
Droits de l'Homme	74	SOL	2	T8	4	14	AV	5	4	4	10	10*	1	1	4-4-7	24

* see special rules for this scenario.

SCENARIO 30.

LAKE CHAMPLAIN

BRITISH:

Confiance	37	F	3	*		8	CR	2	2	1	3	3	2	2	5x4	
Linnet	16	B	5	*		3	CR	1	1	1	—	—	2	2	4x4	
Chubb	11	B	5			2	CR	1	1	1	—	—	1	1	2x4	

AMERICAN:

Saratoga	26	C	4	**		4	CR	2	1	1	1	1	3	3	4x4	
Eagle	20	B	5	**		4	CR	2	1	1	—	—	3	3	4x4	
Ticonderoga	17	SC	5	**		3	CR	1	1	1	—	—	2	2	3x4	
Preble	7	S	5	**		2	CR	1	1	—	—	—	1	1	2x4	

* enter British on any board-edge

** begin game anchored in shallow-water hexes, no closer than 6 hexes from board-edges 1 or 4.

SCENARIO 31.

USS PRESIDENT

BRITISH:

Endymion	40	F	3	AA23	4	10	CR	2	2	2	4	4	3	3	5x4	17
Pomone	44	F	3	*	4	10	CR	4	4	3	5	5	1	1	6x4	20
Tenedos	38	F	3	*	4	9	CR	2	2	2	3	3	3	3	5x4	15

AMERICAN:

President	44	F	4301	AA30	4	12	EL	4	3	3	4	4	4	4	6x4	24
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* enter on board-edge 1, on the third turn after initial hits are inflicted on *Endymion*.

shoals. Anchoring permitted inside bay from KK row inward (toward Turkish side)).

B. Ottoman crews are counted as CR for boarding purposes only, AV in all other respects. (Including gunnery, even if simultaneous with boarding).

IV. VICTORY CONDITIONS

A. Besides standard point-values, the Allies get $\frac{1}{4}$ the point-value of each of their own ships they can get off board-edge 5-6 (directly opposite the bay entrance).

THE RULES OF ENGAGEMENT

To simplify (and make more realistic) the course of play in fleet actions here and in the standard scenarios, the following is offered as optional rules, to be used with scenarios with more than 6 ships to a side:

1. Movement is written only for a designated flagship, which is:

a) the leading ship (#1 in line) in any historical setup, e.g., *Alfred* in Scenario 6. Includes segments such as found in Camperdown scenario (2 ships leading).

b) any ship of 94 guns or better.

2. Flagships lead other ships in line (bow-to-stern-of-next-ship). Gaps of no more than 2 hexes of open water may appear, but trailing ships must always move with flagship, as noted in rule #3 below.

3. Movement for flagship is written in Move section of log, as normal. Movement for following ships is written in flagship's comments section. Two maneuvers are permitted:

a) Line Ahead (written LAH): Ships in line follow flagship exactly, turning on the hex where flagship turns. Flagship moves normally, may slow down or limit turns to accommodate slower or bigger vessels.

b) Line Abreast (written LAB): Ships turn in unison with flagship; flagship may turn no more than 60° (turning 1 hex), that turn. Flagship may turn again back onto original course that turn (the only second turn permitted on one turn under LAB). Ships remain on LAB, moving in unison with flagship until group turns onto original course behind flagship.

c) NOTE: LAB may be done with crooked line, but once LAH is resumed no LAB is permitted until straight LAH is resumed, with no gaps.

4. Fleet breakdown is as follows:

a) British (1781 and before): The entire fleet must maneuver as one unit, behind a single flagship.

b) British (after 1781): May maneuver behind any designated flagship, as noted in rule #1 above.

c) French, Spanish, Dutch: May maneuver behind any designated flagship, as noted above, in groups of no less than 7 ships (incl. flagship).

d) Danish, U.S.: exempt from Rules of Engagement.

e) When using more than one group in an engagement, note in each ship's log its respective flagship (e.g. *Victory* for any ships following it).

5. Ships may break formation and move independently only if:

a) they are frigates or smaller (trailing ships in line must close up).

b) line is penetrated by enemy, or any ship in line is grappled.

c) flagship strikes.

6. OPTIONAL DEPLOYMENT. In any scenario involving 11 or more ships—and no fixed terrain—players may implement this rule, as follows:

a) Wind direction is always 1; Wind Speed 3; Wind Change 6.

b) Opposing fleets enter in LAH formation according to Rules of Engagement, in no more than 2 initial columns. One fleet enters between A20 and A35; the other, between YY20 and YY35.

c) Ships not able to appear on board initially are to be given a number indicating their position in line (e.g. *Temeraire*, #7 behind the flagship, is behind the last ship on board; write #7 in move section). This procedure is to be followed if Rule XII (see rules, p. 7) puts part of a fleet off-board in later play.



DESIGNER'S NOTES:

The actions depicted here fill in the major or notable battles of the period covered in the game. Navarino was included because it was the last battle fought under sail. The Rules of Engagement are provided mainly to simplify the clerical end of fleet actions in the game; they do not hew exactly to the historical Rules of Engagement, in which the British sought to engage enemy groups from windward all along their line. Beginning with the Saintes in '82, the British sought to penetrate an enemy line with two or more groups, with notable success. Although that is unmentioned in the Rules provided here, any attempts to penetrate an enemy line in one big Line-Ahead would be asking for trouble, as it would endanger the leading ships and certainly create a big mess, putting the control of the game beyond that of either player and in the realm of common luck. Two or more groups penetrating have a good chance of defeating in detail.

By rights, the Dutch, French, and Spanish formations should have gaps between each ship of at least one hex, owing to their poor seamanship and/or commanders. Doing so on one board would be ludicrous, especially when you examine Glorious First of June. If you can join two game-boards, such a rule may be worth considering, as it will make Continental navies' battle lines very porous. As it is, British morale factors will still carry the day once the leading ships board.

A note on balance: some tampering with the historical setting has been made, to try and balance things. Certainly many scenarios in the game are imbalanced, owing to the uniformly bad morale of the French and the crushing advantage in gunnery that it gives the British. After 1789 this is realistic. Before that, it is a moot point as to whether the royalist French navy was *that* inferior.

Some comments on each scenario:

24—Glorious First of June: a grotesque number of ships are involved; the set-up is provided for historical purposes only. Players are discouraged from using it. Owing to the purges, French morale was bad; I have given the 3-deckers higher morale on the theory that a flag vessel might have a better crew. The main reason is to give the French an even chance. Even so, despite their edge in gunnery factors, the French will have a sticky time of it. They have one or two vessels more than the British and these might well be used to turn the British line. Frigates have been omitted, of course(!).

25—I have tampered with morale here. This should be an interesting duel between frigates and an honest-to-God ship of the line.

26—St. Vincent: Spanish morale should really be PR, not GR. Even so, the Spanish have their work cut out for them, despite their 2-1 edge in numbers. British should have an edge in boarding—correctly reflected by morale rules. Despite their lesser numbers in each ship, the British had discipline and the Royal Marines—the Spanish had mal-de-mer. Players may downgrade Spanish morale down to PR for boarding, or altogether, but that wouldn't be too fair to the Spanish player, albeit historically accurate. Stick to the rules. (NOTE: Spanish setup is an approximation.)

27—Camperdown: The one time the British faced a real opponent, other than the US Navy. British historians claim the tars were eager to prove themselves after the mutiny. This is debatable. Duncan kept two of his ships loyal that summer by sheer force of personality, but all the rest sailed away to the Nore. I have kept the British morale high so they stand a good chance—that and their position should balance things. Other than *Mon-nekendam*, frigates played no role in the action and have been omitted.

28—Copenhagen: Balance?? I wonder. I recommend this only as a solitaire game, which is what it is

intended for. Danish movable ships should be moved in the most effective manner possible (the player is on the British side, but no cheating, now). The interesting quirks of this battle—and its importance—is the only reason it has been retained. The Danish gunboats, the Trekroner battery, and the British frigates that engaged it have been omitted—God knows the situation is unwieldy enough as is. Danish positions have been adjusted to fit the board but are fairly faithful to history.

29—Algeciras—Enemy morale stinks but the British still have a nasty job, what with the plunging fire from the shore batteries. A neat tactical problem. Again, frigates played minor roles and have been eliminated.

30—President—Victory conditions have been fitted to the situation. Running away won't win the game for the US unless they inflict a strike on someone; they have no reason to board so that rule has been dropped (British don't get the benefit of it either, but that's for balance). USS President's normal speed was 7 or 8, incidentally.

31—L. Champlain: a few 1- and 2-gun boats have been eliminated for simplicity. The official Lake Erie scenario seems to have been similarly edited.

32—Navarino: Western sources (only ones available) are skimpy. The lack of mention of ship-names or specific casualties indicate that the Europeans regarded the opposing fleet as a seagoing anthill, which it wasn't. The mopping-up of the transports was accompanied by incredible casualties. The Ottomans, for their part, seem to have been caught unprepared. Hardly a glorious victory for the Allies.

Ottoman frigates have been included, as they had only 3 ships of the line to the Allies' 10. Their only chance of victory is to change history somewhat and actually take or strike an Allied ship.

These battles were the greatest ever fought under sail, along with the ones already depicted in *WOODEN SHIPS*. They were also the last. Steam propulsion resulted in paddle- and screw-driven ships, followed by armor plate, monitors, and dreadnoughts—all in the scant hundred years after Trafalgar.

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★★★★★

FIGHTING SALES . . . Continued from Page 5

If time is available, a meeting should be held prior to the date on which the battle is to be fought by the players on a given side. Admirals of this period always tried to meet with their subordinates on the eve of a battle to discuss plans, iron out any misunderstandings, and cover any special signals that might be in use. Lord Nelson, the most successful commander of the sailing era, was especially noted for these pre-battle briefings. Several important items should be on the agenda of any such meeting:

1) The commander-in-chief should be chosen, if this has not already been decided.

2) The order of sailing should be decided. Who will command the various squadrons, Van, Center, and Rear? The positioning of the commander can be very important. With the Van squadron, the commander is in a position to lead the battle, thus providing an example of what is expected for the subordinates. With the Center, he is in a position to support either end of the battleline, as circumstances dictate. In the Rear squadron, the commander is in an excellent position to use his ships as a reserve where needed. This decision is complicated by the realization that if the line makes a 180° turn, the relative positions of the Rear and Van squadrons change. Yet another option is to divide all the line of battle ships between the subordinates, and place the commander in a fast frigate behind the line. This would give the commander more time to study the situation, plan the movements of the fleet, and enable him to move to take personal command where most needed.

3) Discuss various plans, possible maneuvers, what should be done in various circumstances, etc. Resolve the various players' conceptions as to how the battle will be fought *before* the game starts. This way the actual game can be spent fighting with the opposition instead of with each other.

4) Work out some sort of "shorthand" system for sending messages. For instance, it could be established that if a message were sent that contained only a move notation (i.e., "IR2L"), it would be expected that *all* ships would make that maneuver. This is a worthwhile effort to cover all the more common types of messages.

5) Actually lay out the mapboard, position the ships of the various squadrons on it, and actually practice maneuvering together as a group. This drill will reveal any possible problems, and permit their correction before it is too late. One final point on playing multi-player games—try (though it is ever so hard) to control your temper. You will no sooner finish cursing out the player behind you for fouling the rear ship of your squadron, then your lead ship will foul a ship in the squadron ahead of you. It happens to everybody. So be kind to your partner, even if he is a yo-yo.

If this article contains any hints that improve your play of *WOODEN SHIPS & IRON MEN*—terrific—but I like to win too, so please don't use them against me! It is very embarrassing to lose at your own game, especially when some of your own favorite tricks are turned against you.

★★★★★



AREA TOP TEN

Rank	Name	Times on List	Rating	Previous Rank
1.	R. Chiang	1	DGK2091	—
2.	T. Oleson	2	EFJ1965	1
3.	J. LeJeune	1	CBB1510	—
4.	B. Lawrence	2	DB-1480	4
5.	J. Halko	2	EA-1455	3
6.	M. O'Donnell	2	CA-1410	5
7.	S. Napolitano	1	CB-1387	—
8.	J. Garrett	2	DFJ1363	2
9.	R. Vollbehr	2	CA-1255	7
10.	G. Dayton	2	FDA1238	6

The above players represent the ten highest, provisional (11+ rated games) rated members of the 2,000+ member player pool. Future listings will give priority to individuals with a large rating base. An individual who plays only one or two opponents will eventually be dropped from the listing as will those who do not remain relatively active once on the list.



THE CARE AND FEEDING OF A SQUARE-RIGGER

by S. Craig Taylor, Jr.

With Development Notes by Mick Uhl

Some games almost seem to design themselves, progressing from the original conception to the finished product in short order, calling for only a little playtesting to smooth over the rough edges. Other games require more effort, the design evolving gradually to meet current needs and new demands. *WOODEN SHIPS & IRON MEN* is a game of the second type, having a design that developed gradually over an eight year period during which it underwent numerous transformations. To understand a game design of this type, it is necessary to understand something of its history, and how it evolved. *WS&IM* had rather simple beginnings, and developed gradually in a natural manner as more research material was accumulated, and continued play led to more streamlining of the rules and game tables. This was a leisurely process, as until about two years ago there were no plans to sell the design to any publisher; it was just something to fiddle with in my spare time. During this period the rules evolved through fourteen different versions, and were played by several hundred different people all over the country (I was constantly on the move during those years—Mississippi, Nebraska, New Jersey, Georgia—and sought out the local wargamers wherever I went).

The first version of *WS&IM* was drawn up in 1966. It was more of a statistical analysis than a game. The components effects of various size cannon balls hitting wood at various velocities, probability tables on the chances of hits and where they could be expected, the probable effects of such hits, combined with a rudimentary movement system made up the game. The game was inaccurate in many respects, overly detailed in others, and required too much paperwork to be much fun to play. Continued research and playing of the game over the next two years resulted in what I considered to be the first really playable version of the game.

This first definitive version, which I tentatively titled "Boarders & Broadides" was a complex, though still playable, game suited for single ship duels. This game featured one minute Turns, gun sections that were loaded and fired individually (and took time to load, depending on the number of crewmen doing the loading), the trimming of individual sails by crewmen who scurried up and down the ratlines, a movement system that considered gradual acceleration and deceleration, and lots of other goodies. Firing called for the use of five different dice, each ship's Hit Record covered an entire sheet of graph paper, and the number of items kept up with on the Log Sheet were phenomenal. It was all a player could do to keep up with his one ship command, and single ship duels lasted for four to five hours. By 1970, this game had evolved and been simplified to the point where game time was down to about two hours, and even less naval oriented players could pick up the game rather rapidly.

By 1970, I was becoming intrigued with the idea of setting up some large fleet actions. These had been tried in the past, but the necessity of having one player per ship had limited the size battles possible. The game would obviously have to be considerably simplified to make this possible. At the same time, I wished to sacrifice as little of the game's realism as possible. This was accomplished by changing the scale of the game from the one minute turn to the present three minute turn; this change in scale allowed the conception of having such aspects of the rules as loading and small details of ship handling occur automatically. This scale change also lowered the range of the guns, permitting more ships to be packed into the same amount of playing space. The several gunnery tables were all mathematically "rolled into one" in a format similar to the present HDT. This allowed the greater amount of firing to

be handled in a much shorter time than was formerly possible. At this time the decision was also made to allow each ship to occupy two grid sections instead of one, this system seeming to provide a much better simulation of the clumsiness of these old ships than in earlier versions of the game. The final result, which I considered to be the second definitive version of the game, was the direct ancestor of the present Avalon Hill version, although it was designed as, and has always been played as, a naval miniatures game. This game, further refined through several more versions, was eventually somewhat simplified, adapted to hexes, and converted to a boardgame format on the insistence of J. Stephen Peek of Battletline Publications. Six months later we were approached by Avalon Hill on the possibilities of our selling the game to them. From then on there was a continuous stream of correspondence between myself and Avalon Hill. Several questions as to the basic concepts of the game, reasoning behind various rules, etc. were raised in these letters, that I feel are worth explaining in the balance of this article. These points were somewhat less than self-explanatory to AH, and, no doubt, are equally puzzling to those now playing the game.

One of the first questions raised concerned the reasoning behind having rigging hits count double if the ship is under full sails. The rigging squares represent not only sails, but also the maze of ropes, masts, and spars that provided the ship's motive power. Full sails increase the hazards of fires, and the strain on masts and spars that might be hit in action. A solid hit on that increased amount of canvas stands a good chance of breaking the associated rigging, masts, and spars which are under great tension. Also, a hit on a sail that is not fully tensed will probably put a small hole in the sail. A hit on a tensed sail stands a good chance of ripping it in half.

Bow and stern chaser guns are not included in the rules because they were of such insignificant power. A gun square in the game represents roughly 100 pounds of metal. So few ships mounted a chaser battery that even came close to this figure that it was not deemed worth-while to include in the rules. The chances of scoring a damaging hit with only one or two smooth-bore guns are far too small to consider in the scale of these rules. Proper chase tactics of the period called for yawing the ship from side to side, thus losing distance, but firing whole broadsides for a greater chance of scoring a significant hit.

The game scale is roughly three minutes per turn, with each hex approximately one hundred yards. The two hex space a ship occupies is, of course, much more space than the ship actually needs (the largest ships of the period only being about eighty yards long, including the bowsprit), but allows for proper intervals between the ships. A ship could maneuver somewhat within this space to prevent an enemy ship from moving through it, as in attempts to break a line.

The game scale is considered to be quite flexible in some cases. Since grappling attempts can be made from adjacent hexes, ships in adjacent hexes could be assumed to be "rubbing hulls", or a considerable distance apart. Part of the die probabilities for grappling have to do with determining if the ships are actually close enough together to attempt to grapple. This also applies to collisions and fouling. Ships which "collide" in game terms do not necessarily have to actually bump into each other (although if they foul, this is what has happened), but they do have to end their movement to avoid such an actual collision.

There seem to be a bewildering number of different ways in which a ship can be knocked out of the battle, the distinctions between these being meaningless to those not familiar with the period. These differences can be rather easily explained. A "struck" ship represents one whose accumulated damage has reached the point where it can no longer defend itself, either due to total crew demoralization and shock, or to total concern with survival (i.e., keeping the ship afloat). A "struck" ship would present the appearance of a total wreck to anyone observing it, and conventions of humanity and of the sea of the period would preclude firing on a helpless hulk. A "surrendered" ship simulates one that is still seaworthy and could still put up some resistance, if supported. However, if unsupported, and threatened, such a ship would "surrender" to avoid any further needless killing. There were numerous instances during this era of ships "surrendering", then raising their flag again and sailing off when the immediate danger had passed (the *Flore* did this at Lissa). A "captured" ship is simply any enemy ship with a prize crew on board.

The design theory that went into the firing of the guns is rather complex, and, in some cases, somewhat abstract. The game's HDT is a somewhat simplified and mathematically combined representation of what was covered by the use of several tables in earlier versions of the game. Differentiations built into the HDT include the weight of broadsides, the random spread of shot due to the windage of smoothbore guns fired from a rolling, moving platform, perspective due to the apparent smaller size of a target at a distance, and the loss of velocity, and, hence, penetration due to range.

Remembering that *W&S&M* was developed from earlier versions of the game where the individual guns were actually loaded and fired separately, and took different times to load, it is necessary to understand what is being simulated when the die is rolled for each ship to fire. In the time span of one turn, the gun crews could be firing "at will", that is, loading and running out the guns as quickly as each individual crew could do so. They

could be firing "by sections" (a gun section normally consisted of six guns, three on each side of the ship, each section under the command of an officer), a somewhat slower method, but with a more concentrated impact and effect. They could be loading all the guns, then, when all were ready, firing the entire broadside at once. There could be casualties, breaking up the organization of the gun crews, and hurting their efficiency. The guns could be loaded, then have to wait for a break in the smoke before firing. The effects of all this over a three minute period would be about equal on each ship, but exactly when the guns would be fired, and how many would be fired at any one time is problematical.

There are two ways to look at firing in a si-move game. The first is the theory that all units fire at exactly the same moment, that moment coming at the end of the movement. The second, the theory used in *W&S&M*, postulates that during the time span covered by each turn, each gun can be fired a number of times (2-6, depending on the size gun, and the training of the crews), and in a number of ways. The scale of the game is such that exactly what the gun crews are doing is out of the player's command realm, but the fact remains that, although firing is conducted simultaneously after all movement is complete, this is not necessarily what is being simulated. If the first method was operable in the game, the target of each ship's fire would have to be writtendown before firing could begin. Allowing players to fire their ships in any desired order, as is permitted in the game, not only reduces paperwork, but is a more accurate simulation of the events. The real realism problem of si-move games is not the order of firing, but the fact that the counters may, during the course of their movement, assume widely different attitudes and ranges to one another from what may be the case when all movement is complete. The only compensation to all these factors that could be made (compatible with playability) is the effect of the die roll on a ship's firepower. Thus, the die roll determines not only what is hit (a factor of probability), but also how many hits are caused (an abstraction of the factors discussed above).

A number of questions were also raised as to how a ship could change its speed so rapidly, going from full speed one turn to "0" on the next, etc. This ability is a function of the scale used for the game. As mentioned earlier in this article, a limited ability to accelerate and slow down was a feature in earlier versions of the game where the scale called for one minute turns. The need for these rules disappeared when the scale changed to three minute turns, as the required speed changes are completely plausible within this time span. One of the major features that led to the use of square-rigged ships in the first place was their ability to change their speed fairly rapidly. Had it not been for this factor (and the fact that a square-rigger could carry somewhat more sail), the fore-and-aft rigged ship would have been the dominant type due to its ability to sail closer to the wind. The physics of a square-rigger are much more than just inertia of rest, and inertia of motion. A sailing ship overcomes inertia of rest and moves forward due to the force of the wind blowing on the sails at an angle, this wind force being translated into a vector force towards the bow that makes the ship go forward. Sailing ships are rather efficient instruments for this, and their speed can exceed the wind velocity. Since the spars could be pivoted on the masts, it was a relatively easy matter to "back" the sails into the wind, reverse the vector force towards the stern, overcome the inertia of motion forward, and check the ship's movement. A square-rigger was much more flexible than a modern sailboat. Speed could be checked, or the ship rapidly

brought to a standstill by backing the fore topsail, then the ship could pull ahead again by swinging the fore yards to permit all sails to pull again. With a little trimming, a square-rigger could even sail sideways or backwards ("boxhauling"), although this would not be done in combat.

With a scale of 100 yards per hex, a ship at a speed of seven is covering 700 yards per three minute turn, an actual speed of seven knots. Since ships given a speed of seven maximum in the game were actually capable of a maximum speed in the neighborhood of thirteen to fourteen knots with all canvas on, and under ideal conditions, this speed does not really approach their theoretical optimum. Similarly, ships under what is termed in the game as "battle sails" are making only three to four knots. Compared to modern naval battles, sailing actions were rather leisurely affairs.

Under battle sails, a ship would reduce her canvas to what was known as her "fighting sails"—usually, to just the topsails and jib. Under these sails a ship was easily managed, and required a minimum crew to maneuver her. However, the ship's other major sails (mainsail, foresail, and the topgallants) were not secured to the yards (furled), but merely loosely tied to the yards (clewed up). In game terms, this makes it very easy to go from battle sails to full sails, or back again. Ships carried a large number of additional sails that were never used in action as they required too large a crew and too much time to employ. These sails, which might be termed "cruising sails", would enable a ship to reach its optimum speeds, but, as they would play no part in an actual engagement, no rules covering them are included or needed in the game. Thus, the maximum speed variation in a three minute period is seven knots, and the sail handling this entails is fairly simple. Actually, a ship under full sails could actually manage a better turn of speed than that given for short spurts, but this was never done for more than a short period of time (mainly because the guns could not be worked properly with the roll and/or heel induced by such speeds), but the average is what is considered in the game.

To summarize: A ship that moves seven hexes during a turn is not necessarily moving at a constant velocity of seven; it could be going faster at some point during the turn, and slower towards the end of the turn, permitting the ship to come to a halt at some time during the following turn, if this is desired. Also, a ship set in two hundred yards of ocean, and occupying only about a third of that space, is theoretically not necessarily sitting absolutely still, even if it is at a speed of zero in game terms. This all perhaps sounds a bit abstract, but it is the reason that the player can infinitely vary the speeds of his ships from turn to turn.

Hopefully, this article will clear up many of the questions players may have had concerning the game, and increase their appreciation of what is actually being simulated as they play it.

Speaking of Development

When *WOODEN SHIPS AND IRON MEN* was originally released by Battletline Publications in the Summer of 1974, it immediately met with critical acclaim from gaming magazines and garnered top ratings from their surveys. Perhaps even more outstanding was the fact that it was being played with regularity by many local gamers. In a hobby which has been satiated by a multitude of games of every imaginable style and period, to see a game being played more than a few times is a rare occurrence. All of which illustrates the value of hard work in the production of a successful game. Craig Taylor spent eight years on this labor of love which developed from a very technical and accurate miniatures version highly rated in its own right.

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A multi-player quasi-diplomacy game of the War of the Roses

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6. Play Balance _____
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a) If you live in USA, and line (A) is:

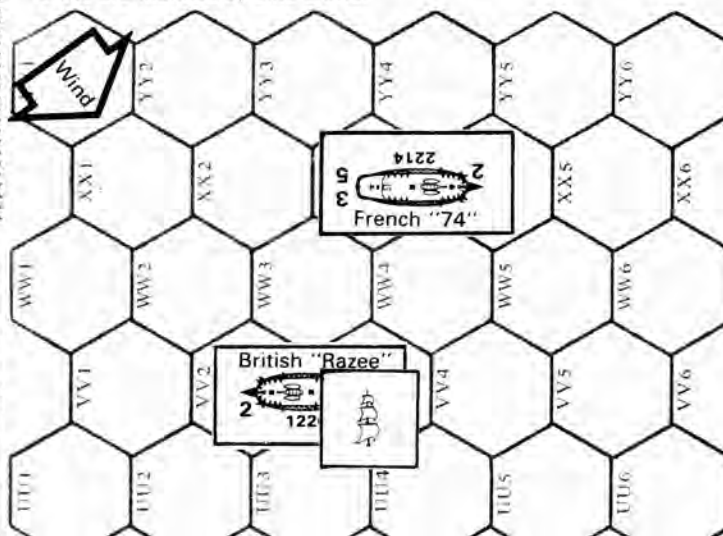
Up to \$1.00, add	.25
from \$1.01 to \$3.00, add	.50
from \$3.01 to \$5.00, add	.75
from \$5.01 to \$7.00, add	.90
from \$7.01 to \$10.00, add	1.00
from \$10.01 to \$15.00, add	1.25
\$15.01 and up, add	1.40

CONTEST NO. 72

CONTEST NUMBER 72 (INSTANT REPLAY)

Okay, team, we'll try it again. We left something critical out of Contest No. 72; as it stands, there just isn't any solution. So we'll give you a chance to solve it the way it was supposed to be printed the first time. Sending in an incorrect answer last issue will not disqualify you from sending in another answer now that you know what the puzzle really is; last issue's answers and this issue's answers will all be consulted to determine a winner.

NOTICE that the British "Razee" is under full sails AND that both ships are manned by elite crews.



Things are not always as they seem. The ships are about equal, the position is symmetrical—but the French have a won game! It could take as long as eight turns to reduce the British to helplessness, but the next two turns are the critical ones—write down the proper loading, firing, and movement for the next two turns and we will assume you've figured out the rest.

The British ship is a 50-gun RAZEE, the French a 74-gun ship of the line—both are in perfect shape as described on the "Napoleonic Period Specification Chart". Both ships still have their initial broadsides.

The ships have not yet fired in the position given above. Give us the French player's loading and target for this turn, and the French loading, movement and fire for the next two turns. At that point it should be mathematically certain that the British are doomed—even assuming the best British play and the worst possible French die rolls!

The French ship may be assumed to be loaded with whatever you want at the beginning.

Use all the advanced game rules except critical hits.

Loaded Target Movement
(Hull or Rigging) (Including full sails)

First Fire		
First Move		
Second Move		

ISSUE AS A WHOLE: (Rate from 1 to 10; with 1 equating excellent, 10= terrible)

Best 3 Articles

1. NAME _____
2. ADDRESS _____
3. CITY _____ STATE _____ ZIP _____

Name _____

Address _____ City _____

State _____ Zip _____ Phone _____

During the past spring and summer, Avalon Hill made several major changes in its design and development program for 1975. This was necessitated primarily by the decision to place *TOBRUK* as the top-priority project for the Fall and secondarily by the large commitment of man-hours to *ORIGINS I*. As a result, *W.S. & I.M.* was temporarily placed aside till more time was available for its development. As this point I entered as a developer to work on the game. As the development progressed more time was needed than anticipated for its release and I took over full responsibility for the design. A lot had to be done to prepare the package for Fall release and the later sections of the rules have suffered a bit from the resultant time squeeze. It was expected that certain ambiguities would pop up as it was impossible with all the additional information and scenarios being included in the game to find all the problems. Yet, it was also felt that delay was the worse of the two problems and that the basic framework of the game had successfully withstood the rigors of a full year's test by the gaming public without any adverse effects.

As those who have had a chance to compare both versions of the game realize, the Avalon Hill version is more than just a re-write of the rules. A large amount of new information has been included encompassing more scenarios, new types of ships, more detailed vessel performance, a critical hit table, etc. Many of these additions seem to have no place in the game framework, an impediment which has kept many frustrated gamers wondering where in the world does the bomb-ketch belong or why do we need to know whether a ship is copper-bottomed? Don't be dismayed, there's a method to the madness. Unlike other board games, *WOODEN SHIPS AND IRON MEN* is a member of the new cadre of games which have been appearing in the past few years that have combined the board games components to a miniatures-based set of rules. The marriage has produced a total package which allows gamers to play the highly accurate tactical battles of a miniatures campaign without having to spend exorbitant amounts of money for the equipment. Unfortunately, board gamers who have had years of experience playing the more abstract games of the past, must reorient themselves to a new experience, when approaching a new style of game. This article is a combination of miniature board gaming orientation and a behind the scenes look at a few of the development decisions which may seem unintelligible from where you sit.

For those unfamiliar with miniatures gaming, it is a very popular hobby which parallels board gaming in many respects but without the physical accouterments of a board and cardboard counters. Rather, miniaturized replicas of actual soldiers, tanks, ships, etc., accurate in detail to the period being represented, are the playing pieces and are maneuvered on any surface large enough to cover the battle area needed. The rules for miniatures need not be specific as in board games but may fit a general framework within which players may design a scenario limited only by the amount of equipment he can afford. This is an essential aspect of miniatures as there is no standardized set of components to accompany the instructions.

When one attempts to combine a miniatures game with the components of a board game several compromises must be made on both sides. The size of the miniatures styled battle is necessarily limited to the confines of a game board and miniature figures must be converted to cardboard squares. The level of play must also be reduced to a tactical level with elimination of the abstract aspects of a higher operational and/or strategic approach popular in most board games. The board becomes less cluttered with detail and more representative of

the open nature of the polymorphic terrains of miniatures. The counters have a minimal amount of information and tend to be a graphical representation of the miniature's counterpart. Most importantly the rules shed the appearance of a lightly knit, all-loopholes-covered style essential in recreating specific battles and assume a new appearance as a system of rules which detail movement and combat but which need not cover rules considered essential in recreating a particular battle or war.

This emphasis on design-your-own which is the basis for miniatures is, thus, unavoidably transferred to the miniatures based board game and in turn allows players to develop new scenarios and variants as a natural consequence of it. Miniature based games such as *PANZERBLITZ*, *PANZER LEADER*, and now, *TOBRUK* all have had many new scenarios and variants invented; a very popular outgrowth of the games, if one judges by the number of articles and journals devoted to it.

WOODEN SHIPS AND IRON MEN was designed and developed with just this emphasis in mind. Play is most enjoyable when the scenarios are invented by the gamers themselves and glancing through the rules manual, one sees a wealth of material from which these inventors may draw.

For those of you still trying to figure out where such-and-such a rule belongs, here is your answer.

BEHIND THE SCENES

To those readers who may wonder why so many obvious blunders, (obvious to them, that is), seem to remain in a game when only a little work would have eliminated them we present a behind the scenes look at some of the more controversial decisions made during the development of *WOODEN SHIPS AND IRON MEN* in a question and answer format.

Why are the counters identified by numbers rather than by name as in the *Battleline* game? Certainly the appeal of the game would have been better served by naming the ships rather than by numbering them if it weren't for two major drawbacks. One, with the additional eleven scenarios, there was not enough room to fit all the new ships on the counter sheet. If we had gone to two counter sheets, the first problem would have been solved but the other would still remain, i.e., how to identify different ships with the same name. This problem is a result of adding an extra twenty years to the historical period covered in the game. Some ships were christened with the name of a ship lost or captured in the previous war. Other ships were refitted with more guns in the period between the American Revolution and the Napoleonic Wars. All in all it was decided that ship identification was better served by number than by name.

Why are the order of battles of the ships in the 1776-1784 scenarios no different than the "average" ships O.B.'s of the period? All of the new scenarios (Revolutionary) were done during the late development phase and as those who have tried to research individual ship characteristics at the time of battle have discovered, there is a sparsity of information especially for the French and Spanish ships.

Rather than spend, literally, months collating the data for an accurate-to-the-last-gun O.B., it was decided that interests would be best served all around by basing all O.B.'s upon the general "rate specifications." The difference is minimal, anyway, but for those who desire realism to the ultimate degree and have the perseverance to research the actual O.B.'s may their patience be rewarded.

One other problem that developed in the preparation of O.B.'s was the identification of a ship's country of origin. Those ships definitely known as being captured are given the correct characteristics. Those ships whose origins were uncertain, got the capturing country's "average

ship" treatment. Again, a little independent research can resolve the problem.

What in the world possessed you to design such a garish mapboard? One of the most tedious phases of preparation in the original *Battleline* version was determining the land hexes for the "Nile" scenario. Each land hex was listed by its identification number in the scenario, which took time to locate on the board. Three more scenarios were planned which involved land, of which two were included in the manual. (The other is at the end of this article).

All of which prompted us to design a game board more functional than the original. It was hoped that by using three shades of blue that the land hexes could be easily identified without losing the overall effect of sea . . . that the different shades would be construed as different depths of the sea floor.

Why did you reduce the color identification code of the different nationalities on the counters? This was my own personal decision deriving from the fact that I like components that most closely resemble the units and topography they are to represent. The idea that a ship is surrounded by a red sea just for the sake of identification would be a final alternative on my own list of priorities. Whether there is enough color for easy identification is yet to be seen.

Why must the ship's log be adjusted in the advanced game? This is just part of a connected series of changes between the basic and advanced games. The basic game is totally the invention of Craig Taylor with just one or two very minor changes. The advanced game, specifically the adjustments to a ship's complements and the changes in the tables, are my changes made during the development. If one analyzes the historical accuracy of the play of the basic game, it is quickly discovered that the damage incurred by ships is much heavier and received at a much greater rate than actually occurred in history. This was done with maximum effort toward playability. If considering turns equivalent to three minutes duration, an average battle during this period would last from between a half-hour for single ships to several days for large fleets, or from 10 to 480 turns. It could not be accurately represented within the limits of the game, therefore, a compromise was reached to increase the damage while maintaining the relative deficiencies between the ships. The feel of play would still remain tactical, the balance would not be altered, but the scenarios could be played in a more acceptable period of time.

During the development program at Avalon Hill, it was realized that certain adaptations would have to be made to this system to adjust for the campaign scenarios. In the Suffren and Hughes campaign, five battles were fought with the same fleets. If we had stuck with the original combat as it was then defined, it would have directed the tempo of the fighting to an all out conclusion in the very first battle. This, combined with the fact that a more accurate simulation of damages would also result, prompted us to design a new system of tables and adjustments to the ship's ratings. Both combat systems may be used interchangeably, keeping in mind the advantages and disadvantages of each.

Why does the crew quality rating affect combat as it does? Crew rating is the combination of three factors: better morale, better aiming, and better loading procedures, all of which are a result of extensive training. When an additional bonus of two on the Hit Table is made for an elite crew, it is not just because the crew has a lot of confidence. Within the duration of the turn they are getting off more well-aimed shots than an average crew.

What is the logic behind allowing such a high bonus for raking? This is perhaps the most controversial decision made during the development. Many of the playtesters and local advisors felt that it was much over-rated in its effect. Early in the program, I felt the same, especially when I had one ship with full sails accidentally move into the ten hex range of two opposing ships and was raked so badly that the ship's battle speed was reduced to one. In the Advanced Game some reduction in effect of the rake was made, while the Basic Game remained the same. The decision to maintain the strength of the rake was made primarily to force ships away from full sail status during the battle. Historically, ships always reduced sail as they entered battle for fear of damage to the rigging. They also luffed into the wind or approached at an angle as they advanced upon an opposing line.

Experiments in the reduction of rake bonus strongly indicated the loss of its effectiveness in prohibiting full sails in battle. Intelligent handling of one's ships or fleets should minimize this damage. The name of the game is to recreate the same situation presented to the historical commanders and it is unjust for a simulation to offer advantages that were not actually in the battle.

To date there have been very few questions sent to us that deal with the rules of play. Most have concerned themselves with the omissions and errors in the charts and tables. Considering the amount of time spent on the rules of play, the lack of this kind of feedback seems to indicate that it was time well spent.

CORRECTIONS

Basic Game Hit Tables:

1. Result 4 of Table 0, hull, should read C rather than M.
2. Result 1 of Table 8, hull, should read 4H-2G-C rather than 4C-2G-C.

Master Scenario Chart, Scenario 2

3. The starting position for the Ranger is S1, dir. 3. The starting position for the Drake is CC1, dir. 4.
4. For all scenarios, if there is a conflict between the wind velocity number and the wind velocity name, the name is always correct.

5. Order of Battle for Trafalgar

- Principe de Asturias is a SOL 1 and not a SOL 2.
6. In the Campaign Game, scenarios 7C and 7D, the *Sultan* is listed twice. Substitute the *Monarca* whose specifications are shown in 7A for one of the two *Sultans*.

QUESTIONS

Q. In the Campaign game where does a ship captured in a previous scenario start in a subsequent scenario?

A. A captured ship may be placed anywhere with the capturing fleet not more than 2 hexes aside or behind an uncaptured ship (not in front).

Q. From which crew section of 2 or more OBPs whose strength has been combined for melee does the controlling player extract losses?

A. The controlling player may extract losses from any section or sections he chooses.

Q. What happens to a ship which is fouled or grappled to a ship that sinks?

A. Nothing. Assume that the ship was able to break free with minimal damage.

Q. May you discharge your guns to reload with a different type of ammunition without firing at a target?

A. Yes.



DESIGN ANALYSIS



THE SECOND TIME AROUND

by Donald Greenwood

No game in recent years has been as controversial as *THIRD REICH*. Bestowed with prestigious awards on one hand and widely criticized on the other, it, perhaps more than any other game, holds the elusive answer to the oft asked question of what makes a popular game. Few people question the degree of innovation or possibilities for varied strategies which abound in *THIRD REICH*. However, no one will defend it as the panacea of rules presentation.

THIRD REICH, for all its honors, is not indicative of Avalon Hill rule development. In 1974, the game was under the pressure of a publication deadline which would enable it to be released to the retail trade in time for Christmas sales. I, as the game's developer, met that deadline—much to my later regret. In essence, the rules never went through the rewrite development stage. I was too busy playtesting and redesigning the original prototype to do more than basic cosmetic surgery on the Prados rules. For all its innovations and varied strategies, the original *THIRD REICH* prototypes simply did not work. In retrospect, we spent too many of our game design BRPs in making it work and not enough on rules development.

The *THIRD REICH* rules are, to be frank, repetitive and ambiguous. They were not intended as a definitive set of all encompassing rules, but as an outline of situations which could occur. To include specific cases for each unique situation that could occur would have necessitated a booklet comparable to the Bronx phone directory. The player must use the outline provided as a guide and let logic pursue its course. Rules lawyers and novices will have a hard time with *THIRD REICH*.

Be that as it may, a second edition of the *THIRD REICH* rules has been long called for and is now available. Devotees of the game who have been awaiting this event as if it were the second coming and the answer to all their questions should hold their hosannas. Rewriting a rulebook the size of this one is impossible for a multitude of reasons, all of which look suspiciously like the common denominator; money and the lack thereof. The rules therefore remain in the same outline style punctuated by 35 red dots which draw attention to changes of varying degrees of importance in the original text. The two column format has been expanded to three columns per page resulting in a shrinking of the manual to 32 pp. More historical notes and a five page appendix of questions & answers have been added at the expense of omitting the section on strategy of play for the various powers.

All this may be worth \$2.00 plus postage to many of you, but for those who would otherwise feel ripped off we list the major changes below.

- 2.4 "Stockholm & the hex west of it", "Genoa & Spezia" have been added to the list of hexside combinations which do not allow physical contact.
- 2.7 "Defensive benefits are not cumulative; i.e., a mountain behind a river is still only tripled on defense."

3.313 Declarations of War have been added to the total BRP expenditure of a nation during any turn

which may never exceed half its Year/Start BRP level.

3.314 "Units can be SR'ed through Gibraltar even though enemy units may be adjacent, as long as friendly forces control Gibraltar."

3.51 "Colonies or conquered territories of a fallen power (other than France) become the property of the first player to occupy them. SR to such areas is not allowed until first occupied by friendly forces."

3.52 "If Paris is taken by Axis troops, French attacks during the upcoming turn must be supplied from England through a French port. These assaults are limited to direct assaults on the capital or those enemy units barring direct access to Paris. If it is impossible for Paris to be retaken that turn by French units, then no further French attacks may be made. French units outside of France when it falls must move to the nearest French colony or France itself (whichever is closer) where they'll undergo the usual Vichy/Free French determination procedure. British units in Vichy French colonies must leave or declare war in their turn."

3.53 The loss of Moscow and Leningrad not only costs the Russian player BRPs but is now "added to the German's (BRP base) every year until the cities are retaken." The Soviets must also now be reduced below Axis strength in Russia as well as being under 75 factors to be forced to surrender.

3.6 The restriction against naval units of opposing major powers intervening against initial invasion attack of minor neutrals has been lifted.

Another important change is that "Italian fleets cannot convey German units across the Mediterranean and German units may not cross Italy until the alliance is activated. The alliance is activated by a Declaration of War against any major power also at war with Germany."

4.3 Important changes have been made in the supply rules. "In order for a nation to be used as a source for supply it must have military units represented in the game. Portugal, for example, could not be used as a base for supply. Any Libyan port can be used as an Axis base of supply in Africa as can any Egyptian port for the Allies."

"Russian units may trace supply to any Russian hex on the eastern edge of the board. Allied units may not trace supply from Russian sources."

4.6 "There is one exception to the stacking rules; the British player may stack 3 units in London."

4.7 "Airborne units which are eliminated after staging an air assault are permanently removed from the force pool if unable to trace a line of supply at the time of their elimination. Once this occurs they may never be rebuilt. NOTE: for purposes of this permanent elimination rule only; an airborne unit is considered in supply if it is adjacent to a friendly non-airborne unit at the time of its elimination."

4.9172 "The transport mission must be the first "attack" executed during the turn; i.e., a transport mission cannot be made to a port occupied by the enemy at the beginning of a turn."

Continued on Page 32, Column 3



RULES EXPANSION FOR W.S.&I.M.

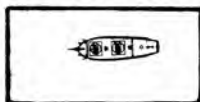
by Mick Uhl

*Much more material was available for inclusion in **WOODEN SHIPS AND IRON MEN** than actually made it within the material limits imposed by economics. Rather than omit it entirely from the game, provisions for their eventual utilization were included in the design of the components with the fore-knowledge that they would be published in the **GENERAL**.*

A new scenario is included below which utilizes these rules in recreating the British land and naval operations in clearing the Delaware River after the fall of Philadelphia.

BOMB-KETCHES:

As already noted, one of the counters included with the game is an overview of a bomb-ketch.



As these vessels were used to reduce forts and other land structures, they must be used in conjunction with amphibious operations (to be detailed later).

Bomb-ketches as a general definition were ships which carried mortars, i.e., guns which fired explosive shells on a high trajectory in order to hit objects behind breastworks or walls. Bomb-ketches were not very effective nor were they ever designed to do battle with other warships. Their main function was to reduce the defensive capability of forts and/or entrenchments so that amphibious units could land and capture the position.

1. There are three types of bomb-ketches (more accurately termed bombs) which are available in the game.

Single Mortar

Two Mortars Mortar Vessels

Note that the Two Mortar bombs were superior to the other two vessels in every respect. This should not limit the players to using this model exclusively. Mortar vessels were used during the French Revolutionary Wars and were not popular which soon led to their abandonment.

These ships also carried regular cannon as well as mortar(s).

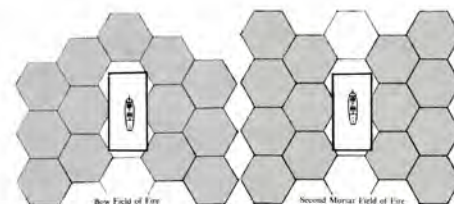
2. Bombs may only fire their mortars while anchored.

3. The line of fire for the mortars may never be blocked. They fired over, not through, obstacles.

4. Fire with broadside guns is normal. These guns may not be loaded or fired during the same turn that the mortar(s) are loaded or fired.

5. For the single mortar bombs, a mortar's field of fire is 270° (bow field) which encompasses both left and right broadside fields and the field between the two toward the bow. In other words you may not fire through the stern. For the two mortar bombs the second mortar may fire in either the left or right broadside but may not fire across the bow or stern.

6. It takes four turns to load mortar(s) (not necessarily in sequence). This is noted in the load section by marking M in the R section for the bow (270° field of fire) mortar and in the L section for the second mortar of the two mortar bombs.



7. The players filling out the log for bombs should mark off the mortar's hit boxes in the carronade section.

8. Mortars may only be fired at fixed targets on shore or at motionless ships (i.e., anchored or aground), not at ships drifting, no matter how slowly. They have a maximum range of 10 hexes.

9. Mortars use a separate entry in the HDT. See chart below.

10. All hits scored by mortars are tripled. Only the Hull Hit Tables are used. Each mortar is fired separately and may be fired at the same or different targets. Mortars may not fire at targets at less than three hex range.

FORTS AND FORTIFICATIONS:

Naturally, these will be placed on hexes designated as land. Forts were used to protect

Name	Class	Hull	Qual.	Crew Section	Guns L R	Mortar B 2	Rigging 1 2 3 4	Depth (ft)	Point Value
Single Mortar	B	3	Av*	1 1 1	1 1	1 —	4 4 4 —	8	7
Two Mortars	B	4	Av*	1 1 1	1 1	1 1	4 4 4 —	9	9
Mortar Vessels	B	2	Av*	1 1 1	— —	1 —	4 4 4 —	6	6

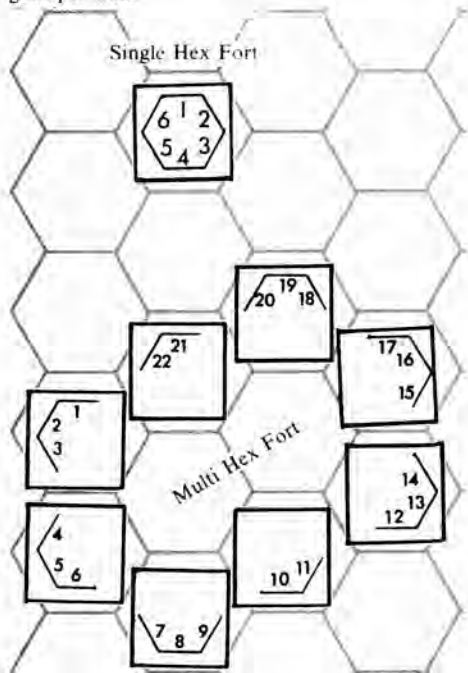
* or your choice

waterways and the commerce and ports associated with them from naval and/or amphibious invasions. Forts had the advantages of thick walls and sturdy gun platforms which could hold higher calibre weapons as well as large numbers of defenders. Their drawback was that they were a fixed and often isolated target.

1. No counters have been provided for forts, so you must make your own.

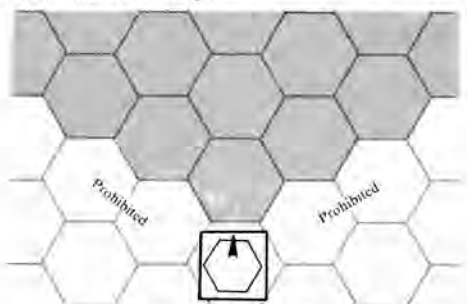
a. Remembering the dimension of a hex as 100 yards in diameter, forts may be as small as one counter or several formed to pattern the outer walls of the forts.

b. Forts were designed in many polygonal shapes, so as a general representation of these varieties and to fit within the geometric pattern of the game, a hexagon can be used as the basic shape of a single counter fort. This also greatly facilitates field of fire determination. The example below of a fort labels each side so as to identify the number of guns per wall.



c. For multi-counter forts or fortifications, the walls of the forts may be drawn to correspond to the hex sides of the counter forming the wall.

2. The field of fire for each wall is shown below. Note that these fields overlap. At points where they do, the guns of two or more walls may fire together at one massed battery.



3. Adaptions to the log must be made to include new information and to remove irrelevant sections.

a. For loading more than two sides of the fort, add columns to the moves section and label them each to a corresponding side of a fort.

b. In the time scale of the game, the effects of bombardment on a fort's walls would be too small to damage its performance. The hull section on a fort's log will be ignored. Only gun and crew hits are

recorded. Crews will be divided into three sections as normal. Guns are divided into sections for each side of the fort. The extra sections may be recorded in the rigging section of the log.

c. Gun specifications are determined by the players in any manner desired. Each side of the fort need not have the same number of guns as any other.

d. The number of crew squares allotted is a direct proportion to the number of gun squares allocated. The ratio is 6/5 crew square for each gun square rounded up. Crew squares are distributed to the crew sections as evenly as possible with the lowest number sections having the highest priority. Additional crew squares as garrison units may also be added. But they must be placed in a separate section and may fire guns as poor crews only.

4. All sides of a fort may be loaded and fired during the same turn.

5. Guns in forts or fortifications fire at a +2 Hit Table modification for 1-6 gun squares, and +3 for 7+ gun squares. This is doubled if the advanced game is used.

6. Mortars may also fire from a fort. Land based mortars take just three turns to load and have a +2 hit table modification when firing. They have a full 360° field of fire.

7. A maximum of 6 gun squares (excluding mortars) per fort wall should be allocated, though this is up to a player's discretion.

FLOATING BATTERIES:

These were large rafts sturdily built with protective walls and housing large guns to break down land fortification defenses. They are used exactly like forts with the following exceptions:

1. Use a counter exactly as the type designed for single hex forts.

2. They have no movement of their own but are towed into place by another ship. For towing purposes they are treated as first class ships of the line.

3. These batteries must be anchored. If they are forced to up anchor or break anchor they drift in the same manner as a first class S.O.L.

4. They are set up in the same manner as forts. In other words they have no hull squares therefore they may not be sunk. They may be grappled and boarded.

SHIPS BOATS:

Each ship generally carried one or more boats used for various details which could not be performed by the owning vessel itself. Within the game framework their best function as screens against fireships or as amphibious landing craft.

1. Use gunboat counters to represent ships boats. As with gunboats, each counter may represent more than one ship's boat.

2. Ship's boats move in the same manner as gunboats. They do not have any gun squares.

3. The order of battle for these vessels is dependent upon the parent ship.

a. The number of hull squares is equal to the number of crew squares available in the first section of the parent ship.

b. The maximum number of crew squares which may man a ship's boat counter is the same as its hull squares, i.e., for every hull square, one crew square may be carried. The minimum number of crew squares which may man a ship's boat counter is one. A maximum of one "oar" square per section is allowed.

4. As long as a boat counter is with its parent ship it need not be in play. It is either being towed or physically on the ship's deck. As soon as it is to be used independently, it is placed in any hex adjacent to the parent ship.

5. Crew/Military units and/or artillery may be placed aboard a ship's boat counter by means of a Transfer Boarding Party.

6. Crew squares used to "man" a boat counter should be drawn from the lowest numbered crew section.

7. Boat counters cannot be used to block shots. Ships may fire at them or over them.

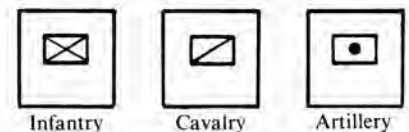
8. While a boat is attached to the parent ship it absorbs some of the damage directed toward the ship. For every four hull or gun hits in any combination, a boat loses one hull, crew, and oar square available. This, of course reduces the speed and the size of the force allowed to board. As soon as the boat is placed on the board it receives damage independently and is considered a separate target. A boat does not block line-of-sight.

9. In every other respect while independent a ship's boat is treated as a gunboat and is subject to all rules covering such.

LAND FORCES AND AMPHIBIOUS ASSAULTS:

Certain ships may be designated as carrying extra crew squares representing forces and material to be used in an amphibious assault. Ships boat's would be the vehicle by which units would land. Combat between land forces are handled with the Melee system of combat. Players have total freedom in deciding what types of units may be used in assault capacity.

1. Counters will have to be made (use reverse side of those included). There are three possible types of units available for amphibious assault:



2. Each counter represents one section or equivalent being transported by boat and a side record must be maintained of its strength.

3. One Infantry square may be transported for each crew square available on the boat.

a. One Cavalry square may be transported for every three crew squares available on the boat.

b. Boat counters from ships of 74 or more guns can carry one gun square of artillery in addition to one crew square to man the boats.

4. On the turn of landing, ground units may not move. From the next turn on units may move at the following rates:

a. Infantry—2 hexes per turn
b. Cavalry—4 hexes per turn
c. Artillery—1 hex per turn (2 hexes if defined as field artillery).

5. When amphibious units are adjacent to the fort, melee may occur. Use identical procedure to that used on board ships. Crew quality is determined before scenario begins. Crews defending a fort each get an additional 3 melee strength points added to their original strength.

6. Units must melee every unit in a fort even if they are not adjacent.

7. Guns on land fire with same modifications as guns in forts.

8. When putting artillery gun square (other than field artillery, which is carried just for land operations) on land, remove one gun square from either broadside. Carronades may be used.

ROWING CAPABILITIES:

Ships of smaller class had the ability to move by oar as well as by sail.

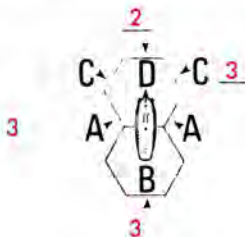
1. All ships mounting 24 guns or less may use rowing capabilities at any time. The player must note in the Notes section the turn beforehand that he is changing to oars. He need not do this to change back to sail.

2. Wind effects on ships while rowing are the same as for galleys and ship's boats.

3. Rowing ships handle like galleys except that a 60° turn costs one movement factor.

4. Two crew sections must be used for rowing. They may not perform any other duties while in this capacity.

5. The speed diagram for ships using oars is:



THE DELAWARE FORTS

October 3—November 21, 1777

I. INTRODUCTION

Of major consequence to General William Howe's success during the British campaign to capture Philadelphia in the summer of 1777 was the exposure of his supply lines to the ambush style of attack in which the Americans excelled. This exposure was a result of the overland route which the supply trains followed along Howe's line of march. All the territory gained as a result of the superior British feat of arms could not be held if the supplies could not reach the invading army for the British army was unable to forage to maintain their position in America and had to import most of their supplies from Europe.

An alternate supply route would have to be developed which would be both safe and efficient. The obvious answer was the Delaware River. It was navigable as far as Philadelphia for large ships and safe from depredations by American forces. The utility of this route was equally apparent to both sides and its protection from enemy utilization had been anticipated by the American command. In the preceding months, the Americans had built two lines of underwater obstructions set to rip open the hull of any ship passing overhead. These lines were anchored by three forts. Howe had by-passed the Delaware upon his descent to Philadelphia from New York and had chosen, instead, to land his army at Elk's Head at the mouth of the Chesapeake Bay. Now, upon his capture of Philadelphia, he had to open the Delaware or retreat.

The first line of obstructions was 12 miles downstream from Philadelphia and protected by Fort Billingsport, a weakly constructed and defended redoubt. A force detached from Howe's army was sent to capture this fort. It landed upriver and quickly captured the fort by a flank attack although the garrison was able to spike the guns and escape. Enough of the underwater obstacles were cleared to allow passage of the British fleet, commanded by Admiral Richard Howe, William Howe's brother. The second line was five miles closer to Philadelphia and was in two sections; the center being protected by a mud bank. This was a more formidable challenge to the British, being protected as it was, by two large forts.

The eastern fort on the New Jersey shore, Fort Mercer, was chosen as the target for the first British attack to break the line. A brigade of Hessians who marched directly from Philadelphia tried three

separate assaults on the fort. All three failed due to a combination of stiff resistance by the fort's defenders and support of the American gunboats along the river. Five British ships ran aground as they attempted to maneuver close to the fort in support. Three were able to extricate themselves but two, the *Augusta*, 64 guns, and the *Merlin*, 18 guns, were destroyed. The Hessians returned to Philadelphia with approximately 33% casualties to their force.

After the debacle at Fort Mercer, the British turned their attention to Fort Mifflin which occupied a small island west of the obstructions. Unable to land an amphibious party here, the British concentrated a tremendous amount of fire power both from the land based batteries on the Pennsylvania shore and from guns on their ships. On November 15 they opened into one of the heaviest bombardments of the war. It was estimated that over a thousand rounds were fired every twenty minutes. Unable to withstand this fire Fort Mifflin surrendered and the garrison escaped.

Upon the fall of Fort Mifflin, Cornwallis with a force of about 2,000 British regulars crossed the Delaware and again attacked Fort Mercer. This time it was empty. Christopher Green, commander of the fort, had pulled out earlier realizing that its usefulness to protect the river had ended with the fall of Fort Mifflin as the British could breach the obstructions near Mifflin and bypass the remaining fort. The American fleet, trapped upriver, was scattered.

The whole affair was marked by an amazing lack of cooperation between the continental forces, the local militias, and the navy which was under the control of the State of Pennsylvania. The fleet did not risk any of its major vessels in defense of the forts and in the end lost them anyway. The militia was unable to provide the reinforcements needed to man the forts adequately. The bulk of the defense fell, therefore, on Washington's regulars who were stretched to defend Philadelphia as well as the river. In this situation the Americans did not have any hope of preventing the Howes' eventual control of the Delaware River. With what they had, the Continental Army performed brilliantly, exacting almost as many casualties in Von Donop's assault on Fort Mercer as the British lost in the battle of Germantown. They also destroyed a ship-of-the-line, the largest that they were to capture or destroy without French aid during the entire war. The British were delayed for almost two months in getting supplies to the campaigning army who, if Washington had defended the Delaware more strongly, may have been forced to retreat back into Maryland.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2

Wind Velocity: 3—Normal breeze

Wind Change: 6

III. SPECIAL RULES

A. Basic and Advanced game rules including those described above are used except the Advanced Game Log Modifications.

B. The following Optional Rules are in effect:

VII. Towing

XI. Running Aground

XII. Casting the Lead

XIV. Fore-and-Aft Sails

IIIA. Fireships

SEE PAGE 29

IIID. Gunboats

SEE PAGE 29



black: land

grey: Shallows (a partially grey hex is considered a shallows hex).

red: Special Channel

Land and Prohibited Area—vessels of all types may not enter.

Shallows—Only certain ships may travel over these hexes without fear of running aground. These ships are noted by an S on their entry in the Order of Battle.

Channel—Only certain ships may pass through the Channel without fear of running aground. These ships are noted by a C on their entry in the Order of Battle.

D. The river current runs in direction 1 and 6. All ships and rafts drifting must drift in either one of these two directions and may change to the other direction only to prevent the ship or raft from moving into a land or prohibited hex. The owning player decides the initial drift direction. River current has no other effect on a ship's movement. Wind has no effect on drifting.

E. A ship may fire into a coastal land hex but cannot fire through a land hex.

F. The river channel may be entered by qualified British vessels from hexes EE1, FF1, or GG1, at least 5 turns after the successful penetration of line 1 of underwater obstructions at the earliest.

G. All vessels may anchor.

H. Underwater Obstructions

1. Ships may not pass over any hex occupied by an underwater obstruction counter. All rafts may pass over. A ship which is forced to move into an underwater obstruction hex is considered destroyed and the counter removed from play. Underwater obstructions are stationary and may not be moved.

2. Underwater obstructions can only be cleared by a ship of at least 28 guns. The ship must be adjacent to the obstruction counter for 4 consecutive turns without being fired upon to remove it.

3. The American player can secretly choose a passage through the second line of underwater obstructions between Fort Mifflin and Fort Mercer. Ships may sail through this passage. Once used, by the American player though, the British player is also free to use it. If the American player does not use the passage the British assume the second line of obstructions as solid.

4. A ship (not raft or gunboat) can be intentionally sunk to block passage across two hexes in the same manner as an underwater obstacle. The sinking is accomplished immediately upon the announcement by the controlling player at the end of the movement phase. The hexes must be marked and cannot be kept hidden.

I. Fire rafts can only be sent at intervals of one raft every three turns. Those British vessels which cannot enter the board at the start of play may remain off the board and enter at a later time. Those British vessels which are allowed to enter the

Channel may leave the board along the entry hexes (see Order of Appearance) and re-enter at the Channel a minimum of 4 turns after the breaching of the first line of obstructions.

J. LAND UNITS

1. Infantry counters cannot be stacked. Land batteries may be stacked two high. Field artillery may be stacked with infantry up to 2 counters high.
2. When forming infantry units, the British may have a maximum of 10 infantry or crew squares per counter: the Americans, 8.
3. Some American forces are in the form of reinforcements. They may enter as either infantry units or as replacements to fort garrison's. As

replacements they may replenish any garrison squares lost in melee or gunfire. The garrison may never be increased above its original strength. The reinforcements are added at the end of any turn in which a melee did not occur against the garrison to be reinforced.

K. MELEE

1. Melee may occur between land units in the open as well as against forts and ships as long as the battling units are adjacent to one another. This form of melee is conducted in the same manner as regular melee.
2. Losses due to melee conducted on land are always taken from the units or garrison sections of

lowest quality first.

3. If an infantry unit loses 33% of its squares (rounded up), it may no longer voluntarily enter into melee but may melee as a DBP.

L. Amphibious assault against Fort Mifflin is not allowed.

M. Those vessels with an asterisk by their gun strength in the Order of Battle may fire every turn provided they lower their Hit Table by one.

N. Guns in forts may be spiked (destroyed) at any time by the controlling player if he has at least one crew, garrison or infantry square in the fort.

O. The British Mortar batteries can only fire at one fort wall at a time (i.e., if 2 gun hits are scored and only one gun square is on the wall being fired at, only gun square is marked off).

P. Running Aground

1. All ships which cannot move over the shallows normally (see Order of Battle) may attempt to do so by risking running aground.

2. For each ship not qualified to move over shallow hexes and attempting to do so, both players secretly record a number from one to six and the name of the ship on a slip of paper. The opposing player then takes both slips, cross indexing both values on the table below to obtain a Run Aground Value (R.A.V.). For each turn including the turn of entry, that the ship occupies a shallow hex, the controlling player rolls a die which if it equals or is less than the R.A.V. indicates that the ship has run aground.

R.A.V. TABLE

		Controlling Player's Value					
		1	2	3	4	5	6
Opposing Player's Value	1	1	2	3	4	5	6
	2	2	3	4	5	6	1
	3	3	4	5	6	1	2
	4	4	5	6	1	2	3
	5	5	6	1	2	3	4
	6	6	1	2	3	4	5

Of course the opposing player must indicate when the ship has run aground by displaying both written values as proof.

IV. ORDER OF APPEARANCE

At Start

Place the following counters in their assigned hex.

COUNTER	LOCATION
Fort	
A – Billingsport	D4
B – Mercer	H19
C – Mifflin	DD12

Underwater Obstructions

line 1	H3, I3, J2, K2, L1, M1, I4, J3, K3, L2, M2, N1.
line 2a	U13, V12, W12, X11, Y11, Z11, AA11, V13, W13, X12, Y12, Z12, W14, X13, Y13, AA12.
line 2b	N17, O17, P16, Q16, R15, P17, R16, Q17, S16.

American Force

All vessels may start anywhere between obstruction line #1 and board edge 4.

LAND FORCES ORDER OF BATTLE

British	Type of Unit	I.D.	Qual.	Section 1 2 3	Guns
Stirling's Detachment	Infantry	A	El	8 --	—
	"	B	El	8 --	—
	"	C	El	8 --	—
	"	D	El	6 --	—
Von Donop's Brigade	Infantry	E	Cr	6 --	—
	"	F	Cr	6 --	—
	"	G	Cr	6 --	—
	"	H	Cr	3 --	—
	"	I	Cr	3 --	—
	Artillery (field)	A			1*
Cornwallis' Detachment	Infantry	J	El	10 --	—
	"	K	El	9 --	—
	"	L	El	9 --	—
	"	M	El	8 --	—
	"	N	El	8 --	—
	"	O	El	8 --	—
	"	P	Cr	8 --	—
	Artillery (field)	B			4
Wilson's Detachment	Infantry	Q	Cr	7 --	—
	"	R	El	8 --	—
	"	S	El	8 --	—
	"	T	El	8 --	—
	"	U	El	8 --	—
	"	V	El	8 --	—
	"	W	El	8 --	—
	"	X	El	8 --	—
	"	Y	El	8 --	—
	Cavalry	A	El	8 --	—
Siege Batteries	Artillery	C			1
		D			1
		E			1
		F			1 mortar
		G			1 mortar
American	Fort Billingsport	A	Cr	1 1 --	1
	Fort Mercer	B	El	4 4 3	1
	Fort Mifflin	C	El	3 2 2	3
	Reinforcements		Cr	18	
Greene's Detachment	Infantry	A	Cr	8 --	—
	"	B	Cr	8 --	—
	"	C	Cr	8 --	—
	"	D	Cr	8 --	—
	"	E	Cr	8 --	—
	"	F	Cr	8 --	—
	"	G	Cr	8 --	—
	"	H	Cr	8 --	—
	"	I	Cr	8 --	—
	"	J	Cr	8 --	—
	"	K	Cr	8 --	—
	Cavalry	A	Cr	4 --	—

British Force

Vessels may enter the board between D1 and K1 inclusive. At least four turns after successful penetration of the first line of obstructions, those ships qualified to enter the Channel may do so between hex EE1 and GG1 inclusive.

American Reinforcements

The reserve pool may be used to form infantry units at any time. Those squares used to form a unit may not be used to replace a fort's garrison losses. *Turn 5* Greene's Detachment may be brought into play anytime between turn 5 and 10 provided that there are British infantry units on the board. As soon as all British infantry units have been removed from play, Greene's detachment must also be removed.

Turn 25 Greene's Detachment may return on this turn or thereafter if there are British forces on the board.

Greene's detachment may not be brought into play between turns 11 and 24 whether there are British infantry units on the board or not.

British Reinforcements

Turn 2—Stirling's detachment may enter be-

tween hexes A3 and A5 inclusive any turn between turn 2 and 5.

Turn 15—Von Donop's brigade may enter between hexes A22 and I35 inclusive anytime between turn 15 and 25.

British land batteries may be placed anywhere on the land mass indicated by hexes HH1 and RR1.

Turn 25 From this turn on, Cornwallis' and Wilson's detachments may enter the game anywhere along the coast from A3 to H17 provided that there are British vessels or ship's boats adjacent to the entry hexes.

NOTE: Only one British detachment may be on the board at any time. So, for example, if Von Donop's brigade is still in play after turn 24 neither Cornwallis' nor Wilson's detachments may enter the game. The British player may remove those land units already in play by either 1) moving them off the board through one of the entry hexes or 2) moving them adjacent to a friendly vessel or ship's boat along the river bank. The unit may then be removed from play.

V. VICTORY CONDITIONS

The British player must accomplish the follow-

ing two objectives in order to win:

1. Capture Fort Billingsport and Fort Mercer; and remove enough of the underwater obstructions to allow passage of at least one British ship through line 1 and 2a; the accomplishment of which will end the scenario.

2. Gain more victory points than the American player.

The American player wins if the British player is unable to fulfill either of his two objectives at the end of the scenario.

Victory points are awarded as described in the rules plus extra points for the following:

American Player

- | | |
|--|----------|
| 1. Each British infantry square destroyed | 2 points |
| 2. Every 4 turns played | 1 point |
| 3. Every British land artillery or Mortar square destroyed | 1 point |

British Player

- | | |
|--|------------------------|
| 1. For every American infantry or garrison square destroyed | 1 point |
| 2. For each land artillery square destroyed | ½ point |
| 3. Each fort captured
(If any part of the garrison escapes) | 20 points
17 points |

VI. ORDER OF BATTLE

Name	Guns	Class	Nr.	Hull	Qual.	Crew Section 1 2 3	Guns L R	Rigging 1 2 3 4	Point Value
British:									
Somerset	70	SOL	2	12	Cr	4 4 3	8 8	7 7 7 —	25
Augusta	64	SOL	2	11	Cr	4 3 3	6 6	7 7 7 —	20
Isis	50	SOL	2	8	Cr	3 2 2	4 4	6 6 6 —	17
Roebuck	44	SOL	2	7	Cr	2 2 2	3 3	5 5 5 —	12
Pearl	32	F	3	5	Cr	2 1 1	2 2	5 5 5 5	10
Liverpool	28	B	5	4	Cr	2 1 1	2 2	4 4 4 4	9
Camilla	28	B	5	4	Cr	1 1 1	2 2	4 4 4 4	9
Merlin	18 C	S	5	3	Cr	1 1 1	1 1	3 3 3 3 FA	7
Zebra	14 C	S	5	3	Cr	1 1 1	1 1	2 2 2 2 FA	6
Vigilant	16 C	G	6	3	Cr	1 1 1 (1)	1 1	3 3 3 3	7
Cornwallis	8 C	G	6	2	Cr	1 — —	1* 1*	2 2 2 2	4
Floating Battery	22 CS	Raft		unl.	Cr	2 2 2	6		12
(1) = 1 square of marines									
American:									
Montgomery	10 C	F	4	4	Av	1 1 1	1 1	3 3 3 3	7
Andrea									
Dorra	14 C	B	5	3	Av	1 1 1	1* 1*	3 3 3 3	5
Racehorse	10 C	S	5	3	Av	1 1 1	1* 1*	3 3 3 3 FA	6
Champion	10 C	S	5	3	Av	1 1 1	1* 1*	3 3 3 3 FA	6
Fly	8 C	S	5	2	Av	1 1 —	1* 1*	2 2 2 2 FA	4
Speedwell	4 C	S	5	2	Av	1 — —	1* 1*	1 1 1 1 FA	3
Delaware	4 C	Sc	5	2	Av	1 — —	1* 1*	1 1 1 1 FA	3
Champion	6 C	X	6	3	Av	1 1 —	1 1	1 1 1 1	6
Repulse	6 C	X	6	3	Av	1 1 —	1 1	1 1 1 1	6
Convention	4 CS	G	6	2	Av	1 — —	1* 1*	1 1 1 1	2
Chatham	4 CS	G	6	2	Av	1 — —	1* 1*	1 1 1 1	2
Gunboat No. 1	5 CS	GB	7	10	Av	2 1 1	1 bow	3 3 3 —	8
Gunboat No. 2	5 CS	GB	7	10	Av	2 1 1	1 bow	3 3 3 —	8
Gunboat No. 3	3 CS	GB	7	6	Av	1 1 1	1 bow	2 2 2 —	6
Gunboat No. 4	12 CS	GB	7	6	Av	1 1 1	1 bow	2 2 2 —	6
Arnold (Floating Battery)	10 CS	Raft		unl.	Av	2 1 1	2		8
Putnam (Floating Battery)	12 CS	Raft		unl.	Av	2 1 1	2		8
Vesuvius	CS	Fireship		3	Av	1		2 2 2 2	1
Strombolo	CS	Fireship		3	Av	1		2 2 2 2	1
14 Fire rafts	CS			8					

X — Xebec

* — may fire each broadside every other turn

C — may pass through channel without running aground

S — may pass through shallows without running aground

Note: The American should use French ships to complete his fleet.



The French are IN!

Design-Your-Own Scenarios for Wooden Ships and Iron Men

by John D. Burt

Most 18th Century fictional naval heroes share a common trait—they're British. And there's good reason for the Hornblowers and Bolithos; historically, the British were winners. (Except for the unfortunate Admiral Byng, shot for 'losing' at Minorca in 1756.) This historical fact is reflected in the scenarios that Avalon Hill has provided with *WS&IM*. Frankly, it's hard to win with the French, unless your British opponent makes a series of gross mistakes, like colliding and fouling his entire fleet. This is fine for those wargamers among us who thrive on taking the underdog and (Hope springs eternal . . .) pulling off a major upset. For the rest of us, however, the battles boil down to not losing as badly as the other guy when the sides are switched.

The AH Design-Your-Own (DYO) concept adds a whole new dimension to the game and the period it represents, giving us a fast and easy method to construct well balanced, exciting scenarios—minus most of the historical bias. For ardent Anglophiles, this can come as quite a shock—witness the Series Replay, in Vol. 12, #6 of the *General*. With a DYO game, the French can sail the seas with heads held high.

General tactics for the game will undoubtedly be the subject of many articles to come. My intention here is simply a compilation of thoughts and insights I have stumbled on in the course of many battles. There will be those of you who will violently disagree with some of the things I say, but that's what it's all about, folks!

The Ships (Napoleonic Era)

A general overview of the British and French ships up for sale for a DYO is in order here. As a rule, the French start out with more guns and more crew, a holdover from the way things were back in those days. In the historical scenarios, this is a blessing as it gives the French a glimmer of hope. In a DYO, these edges can add up to a rude shock for British players. The catch is that the ships cost more in points. A squadron of five crack British 80s' cost 155 points; the same French squadron costs 165. That 10 point difference might not seem like much, but in order to fit those five 80s into 155 points, one of the crews must be reduced to Poor. Things do even up!

Hull 1 (French 120, 110; British 120, 110, 100, 98)

The French hold a decided edge in these ships. Both French class 1 vessels outshoot every other British ship, except the 120. Couple this with an elite crew and the French will hold a two table advantage over their opponents. (This is reduced to a single table in the Advanced games.) Crew sizes give the French another big advantage with a total basic melee strength of 110 Total Melee Strength (TMS) points for an elite 120 versus 90 TMS points for the same British ship. The British 110, 100, and 98 Ships-of-the-Line (SOL) are glorified two deckers in broadside strength and thus are markedly inferior to the French. For you British players, if you don't want to spend the points for a 120, stick with the class 2 vessels and their greater mobility. French players have a choice, though. Screened as shown in Figure 1, a three decker can cause extensive damage without being hit in return (note to purists, you can hit a 120 in this formation, but that means a ship is being clobbered by one of the 80's!)

The disadvantage of a three decker is, of course, its turning ability and its rigging. It can't stay up with a standard LIR maneuver, so your line is short some punch after such a move. And blow a rigging section away, then transfer the fighting elsewhere on the board—it's immobility will make it nearly useless, except for long range rigging shots, helpful to the cause, but you don't win battles by crippling an enemy ship aloft. Its position should be in the middle, anchoring the entire squadron and staying in the fight.

Hull 2 (French 80, 74; British 90, 80, 74, 64, 50)

The meat of any squadron. Ship for ship, the French and British are fairly equivalent. In the Basic game, while the French have a larger crew and the British one extra rigging square (and I'm sure there are those who will gladly testify as to how important a silly little rigging square can be at times!), the 80 gun SOL will batter each other with the same HDT until guns are knocked out of action. In the advanced game, this alters slightly in favor of the French, as the British will find themselves shooting it out on a smaller table. In fact, outside carronade range, the French 80's broadside is as powerful as the British 110 and 100 Class 1 SOLs. A very worthwhile ship!

The 74 gun SOLs are an exact reversal of the 80's story. In the Basic game, the French hold a one HDT edge in broadsides outside carronade range. Other than that, the two nationalities are as close to equal as you can get (and still be different . . .). WARNING: to British players playing the Basic game rules—in picking your 74, note that a single gun hit will nullify any advantage of closing to carronade range if you pick a Common class 74, while it takes two gun hits to do the same with a Large class ship. In the advanced game, the 74's will shoot at the same HDT initially, despite the Frenchman having more guns. A difference in the rake advantage is the reflection of this fact.

The other British ships have their advantages and disadvantages, but in the many games I've played, my opponents and I have stayed away from them, so I'll leave them to you.

With neither side holding a decided edge with their class 2 ships, superior (or lucky . . .) movement will tell the tale. Watch out for trying an overly trick move; a single unanswered broadside, especially a rake, can tip the scales to your opponent.

Hull 3 (French 44, 40, 38, 36, 32; British 50, 44, 40, 38, 36, 32)

The Series Replay mentioned above does a far better job than I could in reviewing the main frigate class vessels—there's nothing like a battle to spell out the advantages and disadvantages. The most powerful ship is, of course, the British 50, being the only frigate that can hit shot for shot with the big boys inside carronade range. It's getting there that's the problem!



Figure 1: Two French 80's screening a three decker Class 1 vessel from an enemy line to starboard

The British 40 is the best all around ship for the points it costs, particularly in light of the three carronade (read soakoff) squares it has. The French 40 has fewer guns, although like the bigger ships, outside carronade range, it will shoot on the same HDT. Generally, the single crew square advantage the Frenchman has will mean little. In the advanced game, the British situation, 40 verses 40, looks even better.

The 44 gun frigates are a completely different story. Here the emphasis lies completely with the French crew size. It's double the British 44's crew and nearly equal to that of a Large class 74. In a squadron action, if at all possible, the French commanders should have one or two of these vessels around to mop up damaged British ships, or nullify, by boarding actions, a larger vessel. Standard operating procedure for British players—given an opening, nail the rigging sections of these vessels FAST, before you find the crew swarming all over you.

As a general rule, the frigates have no business tangling with SOLs, but amazingly, many players will discount the frigate vessel completely when planning their move or firing their broadsides. Granted, they can't take much punishment, but if your opponent refuses to shoot at them, you'll find that you'll be able to do extensive damage with them before they strike.

This has been a very brief look at the available ships up for grabs in a DYO. Since buying your ships is a good portion of the game, a word or two on how to buy them. For the *WS&IM* novice, this is easy—you buy big ships with elite crews. Experience shows, however, this ain't necessarily so.

Take a close look at the HDT Modifiers. For all ships with 7-12 guns per side (13-24 guns per side in the Advanced game) a crack crew will deliver the same broadside as the elite crew. This affects the French 80 and 74, the British 110 to 74, the mainstays of most squadrons. Extra points saved could be put to better use.

Example: An elite French 80 and a crack 44 cost 56 points and deliver a basic HDT of 2 and 0 at a range of five hexes, not counting the initial broadside. A crack 80 and an elite 44 cost 55 points and deliver 2 and 1 HDTs at the same range. For less points, you get more punch. Something to think about.

Also, when you're buying a squadron, it's a good idea to purchase ships generally equivalent in value. Doing this will minimize your loss if a ship is lost. An excellent example is the previously mentioned Series Replay. The loss of mobility suffered by *L'Brennus* should have cost the French the game—bad luck and a disastrous collision made up the difference.

TACTICS (For Frogs and Limeys alike)

Once you've picked your ships, you are stuck with them, for better or worse. The heart of the game becomes maneuver, hit without being hit, the use of the subtle art of second guessing your opponent. The ancient adage, "Do unto others before they do unto you" was never more true. What follows is a few hard earned "helpful hints." (Note: most of the examples, and thus their explanations come from games fought under Basic rules—but the rules and hints can be applied to the Advanced games also).

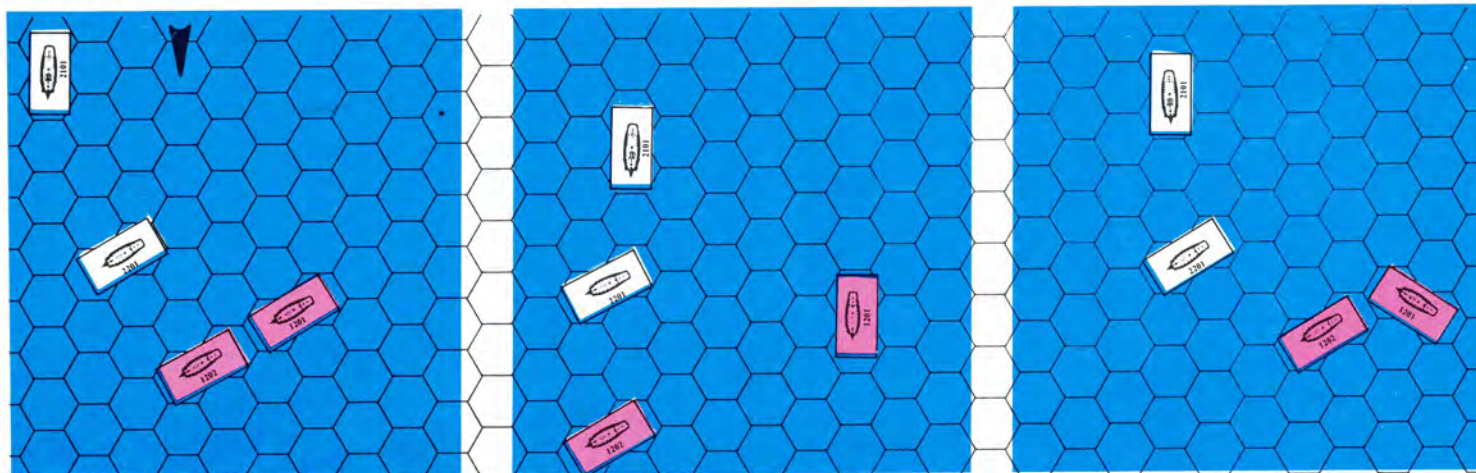


Figure 2: A crack French 80 and an elite 110 versus two Common 74s: Damage: 2101, 2201, and 1202 minus one rigging section; 1202 minus two.

2a: Initial position—excellent for the British

First and foremost is the attitude you take into the game: playing a DYO scenario with a well matched opponent, you've got to concede *in your head* that your ships will get damaged and some will be lost (shudder . . .). The days of the overwhelming victory are gone—with exceptions, of course. If a ship is damaged, no sweat, keep on fighting. If you can screen a damaged ship effectively, great, but don't go overboard to do it. (On one memorable occasion, an opponent screened a crippled frigate with another frigate AT FULL SAILS! Result: 2 crippled frigates.)

With this attitude firmly entrenched, a variety of aggressive tactics worthy of Nelson himself can be found.

Example: Figure 2a shows a recent position. For the British an excellent one. The French 110 (2101) can't bring her guns to bear and the two British 74s are firing into the hull of the French 80 (2201). In this situation, the Frenchman has very little choice in the matter. The 80 must move forward to escape the two-on-one, and the three decker must move down to get into the battle. Figure 2b is possible in two turns, given an aggressive British commander.

2b: Aggressive action by British

The 110 can open fire now on ship 1201, *but* the 74 has a stern rake on the unfortunate French 80. Coupled with the initial two-on-one, the smaller French ship will be hardpressed to win its duel with 1202. Figure 2c is what the British commander actually did. 1201 cannot be hit by the 110, whose guns remain silent another turn (repairs anybody?). In my opinion this was not the best move—sooner or later the French 110 will hit 1201, so the British should get the most out of the ship while he can.

Tables 1-4 give a breakdown of the Basic and Advanced CRTs. Using the max and min values, a player can usually tell when he has a "doomed ship," i.e. one that is one or two broadsides away from striking. It's generally the play of these ships that spell the difference in a game. (Note on the tables: The average hits was added for the statistical freaks among us—actually, knowing you can expect 3.33 hull hits firing on HDT6, only makes the pain worse when you roll a 1 or 2 and score only 2 hits!)

The owner of a "doomed ship" has three basic choices:

- A) Run and hide/repair
- B) Foul or grapple an enemy ship

2c: Actual move by British player

C) Position to fire from both beams

Although occasionally useful, option A will deprive you of a set of guns and, in a close match, this could leave your opponent with an unanswered broadside, or allow him to disengage a ship for a raking maneuver. Neither is a pleasant prospect. Remember that a ship with twelve guns and one remaining hull square will hit as hard as a ship with no hull damage and the same number of guns—just not as long!

Option B is particularly well suited for the French in light of their larger crews. It is risky since grappling/fouling requires a die roll and failing to grapple/foul simply means the ship will get shot up faster. If you do succeed in boarding, go with everyone and do as much damage to his crew as you can (besides any crew left on board a ship that strikes must remain on board. Going with everyone will keep them fighting longer! More on melees later.) Chances are good your opponent will hold back a section of crew trying to finish you off with his broadside. It should be pointed out to all you eternal optimists that this bloody option should not be tried if the tables show he's got an excellent

Table 1—Hull Hits

a) Basic CRT

Table #	Min.	Ave.	Max
0	0	0.17	1
1	0	0.50	1
2	0	1.33	2
3	1	1.83	3
4	1	2.33	4
5	2	2.67	4
6	2	3.33	5
7	2	3.17	4
8	4	4.67	6

b) Advanced CRT

Table #	Min.	Ave.	Max
0	0	0.17	1
1	0	0.50	1
2	0	1.00	2
3	0	1.33	2
4	0	1.83	3
5	1	2.17	3
6	1	2.33	4
7	2	3.00	4
8	2	3.33	4
9	2	3.50	5
10	2	4.17	6

Table 2—Gun Hits

a) Basic CRT

Table #	Min.	Ave.	Max
0	0	0.17	1
1	0	0.17	1
2	0	0.33	1
3	0	0.67	2
4	0	0.83	2
5	1	1.17	2
6	0	1.17	2
7	0	1.67	3
8	0	1.67	3

b) Advanced CRT

Table #	Min.	Ave.	Max
0	0	0.17	1
1	0	0.33	1
2	0	0.50	1
3	0	0.67	2
4	0	0.83	2
5	0	1.00	2
6	0	1.33	2
7	0	1.50	2
8	1	1.50	2
9	1	1.83	3
10	1	1.83	3

Table 3—Crew Hits

a) Basic CRT

Table #	Min.	Ave.	Max
0	0	0.17	1
1	0	0.17	1
2	0	0.17	1
3	0	0.33	1
4	0	0.50	1
5	0	0.67	2
6	0	1.00	2
7	0	1.17	2
8	0	0.67	1

b) Advanced CRT

Table #	Min.	Ave.	Max
0	0	0.17	1
1	0	0.33	1
2	0	0.33	1
3	0	0.50	1
4	0	0.50	1
5	0	0.67	2
6	0	1.00	2
7	0	1.00	2
8	0	1.33	2
9	0	1.50	2
10	0	1.67	4

Table 4—Rigging Hits*

a) Basic CRT

Table #	Min.	Ave.	Max
0	0	0.17	1
1	0	0.67	2
2	0	1.33	2
3	1	2.33	4
4	2	3.00	5
5	3	4.00	5
6	3	4.33	5
7	4	5.17	7
8	5	5.83	7

b) Advanced CRT

Table #	Min.	Ave.	Max
0	0	0.17	1
1	0	0.50	1
2	0	1.00	2
3	0	1.33	2
4	1	2.17	4
5	1	2.83	4
6	2	3.33	5
7	2	3.67	5
8	3	4.16	6
9	4	5.16	7
10	5	5.83	7

*firing at the rigging

chance of blowing the rest of your hull apart with one shot. All you'll accomplish then is give him an easy ship to capture and double the victory points he will reap.

Then there's option C. Loosely translated, this option becomes "get in there and shake things up!" Loaded guns are no good to a struck ship, so, if possible, try to maneuver to unload both sides into the enemy. This particular stratagem works wonders on an opponent who, seeing the extensive damage to your ship, assigns one vessel to finish you off and ignores possible rakes as he moves off to engage another ship. Double engagements are to be avoided generally, but when you've only got a couple turns left in a ship, you probably won't have to worry about that unloaded broadside. You'll also find that in order to get into a position to fire both sides, you will most likely screen your own ships from fire and, if you're lucky, throw a wrench into the finely tuned battle line of your opponent.

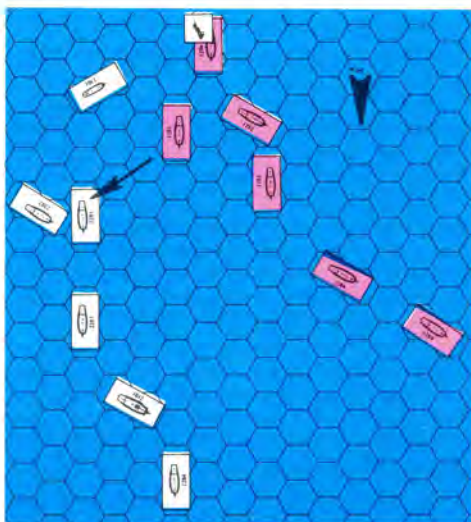


Figure 3: An Elite French 120, 80, and 44, plus three crack 80s versus five elite British 80s and an elite 74. The 74 has struck and ship 1201 is doomed.

Example: Figure 3 shows a position in a recent squadron action. British elite 80, 1201, has just undergone a horrific bombardment from three French ships, including a rake from an elite 120. With only three hull squares left, it is a "doomed ship." Her rigging is still intact and the problem is to inflict maximum damage before striking. Option A is out—there's no place to hide. Option B is out—she can't possibly escape at least a two-on-one broadside next turn, so a single round of fire will do her in. Option C is the only one left. By going to full sails, she can increase her mobility and by moving IR11 or IIR1, she'll be in a position to fire both sides. Another possibility is R111; this might just shove her into the crease in the French line, possibly fouling a French ship. She will be easy to capture, but with the frigate to windward, and only three hexes separating her from the French she's as good as captured anyway, so it might be worth the points lost to block the enemy lines of fire and disrupt their movement.

And finally there's option D. (Didn't I mention that one??) This is for those innumerable times when the doomed ship has so little maneuverability left that A, B, and C are impossible. In this case, pick out an enemy ship and fire away as you sink slowly into your crying towel.

So much for doomed ships.

In your movement, ALWAYS be aware of the firepower that your opponent can bring to bear; again, Tables 1-4 can be a tremendous help here.

Example: An opponent recently turned his crippled 120 to keep a crack 80 from gaining a raking position. In the process, he gave an elite 120 a stern rake. Whoops . . .

If you're certain you're going to be hit, try and minimize the damage as much as possible. This sometimes can't be done, but usually will involve second guessing.

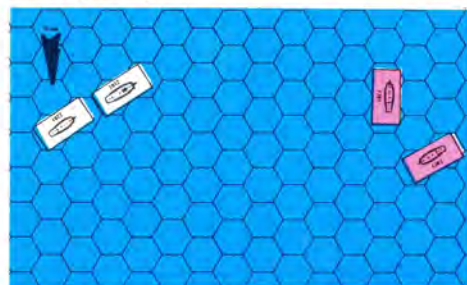
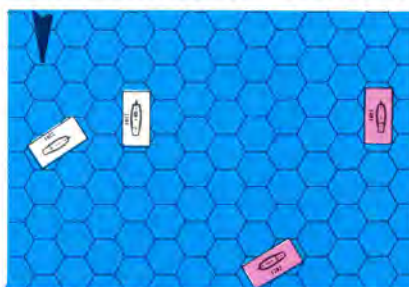


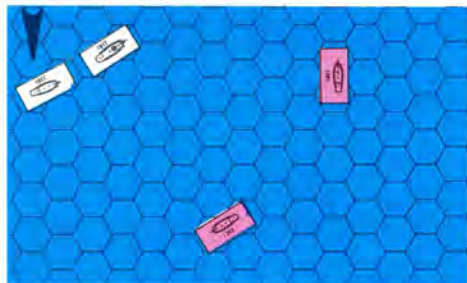
Figure 4: Same ships as Figure 2. 1201 has 6 rigging hits. 4a: Initial position

Example: Figure 4a shows a position at the beginning of the game. The French 110 (2101) has already sustained six rigging hits and is at Battle Sails. By turning the three decker into the wind (L), the British 74 (1201) loses its rake and the HDT drops from 3 to 0. However, as shown in Figure 4b,



4b: The 110's rigging section is doomed.

the second 74, 1202, has the capability of gaining a rake position and pouring its initial broadside into the stern of the French vessel, and HDT5 shot. Combined, an HDT0 and HDT5 shot have a minimum hit possibility of three rigging hits and a maximum of six. In short, the 110 loses a rigging section and is in deep trouble—not to mention the rest of the French squadron! If, however, the 110 moves ahead (I), with the same British movement, as shown in Figure 4c, the British will fire HDT3 (rake from 1201) and HDT2 (initial broadside from 1202). The minimum rigging hits is now one and the maximum is six. Probability still indicates the loss of a full rigging section, but the possibility exists that the remaining three rigging squares will survive the exchange, while two French ships can take their revenge on 1202 at full sails. The second alternative is the one the French commander chose. In actual fact, his British opponent moved 1202 downwind out of firing position and the 110's rigging survived an HDT3 shot. (so all that fantastic second guessing went for naught . . . sigh . . .)



4c: The 110's rigging section can survive (with luck!)

Melees are risky to all concerned and should be avoided, except as a last resort (a doomed ship) or under one of the conditions outlined below.

A) You are fouled/grappled by an enemy who doesn't know he's not supposed to melee. In this case the fight is forced upon you and you have to make the best of it. If you can see that a three round melee will *not* cause the loss of your ship, hold back a section and punch some holes in him. At one hex ranges, you might knock off some of his boarding party, and at worse, if you happen to lose the fight, his hull will be that much more damaged for your companion ships to take advantage of. If you're hopelessly outnumbered, fight on and pray for instant telekinetic powers to roll that 1 or 2.

B) Your crew is assured of a three round victory. If the melee drags on longer than a single round, some joker on the other side is going to either join the fight (friendly ships grapple automatically) or sneak in the back way and put some rakes into you. Should you decide you've got it in the bag and go for the doubled victory points, DON'T FOUL TO DO IT! You'll have to unfoul to free the ships afterwards and that takes a dice roll. And if the luck runs bad, there's that joker again . . .

C) Your ship is about to get nailed with a one hex rake. (Figure 5) In this case, you are grappling and boarding simply to avoid excessive damage to your ship. And there is always the possibility that he'll hold back too many crew sections to pound you with, leaving his ship liable to capture. The more crew he throws into the fray, the less he'll shoot with.

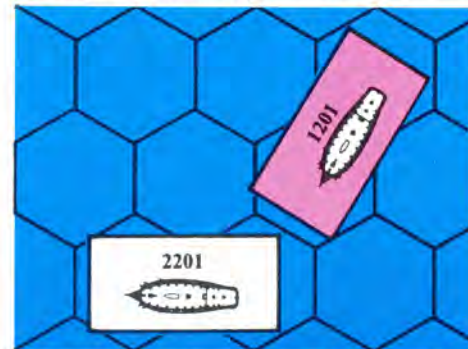


Figure 5: Two crack 74s; The British should attempt a grapple to reduce the effect of the rake; the French can utilize grapeshot here if the situation remains the same.

D) Another friendly ship will get nailed by a rake. Figure 6 shows an example of this situation. The British crack 74 (1201) can deliver a powerful broadside into the unprotected stern of the French 80 (2201). In a lengthy broadside duel with the British 80 (1202), the French SOL would be at a definite damage disadvantage. The French frigate (2301), by grappling and boarding, can take some of the punch out of the shot. If the frigate is an elite 44, as shown, the British commander will have to use most of his crew against the attackers to insure his ship doesn't fall.

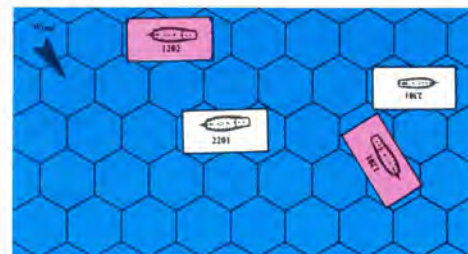


Figure 6: French crack 80 and elite 44 versus British crack 80 and crack 74: The Frigate must attempt to board to save her companion from a big rake shot.

One more quick comment on melees. If you're forced into one of the above situations—or are simply the bloodthirsty type—and a melee is

imminent, make sure you designate the correct *type* of boarding party. The rules give you several choices, the important ones being the Offensive Boarding Party (OBP) and the Defensive Boarding Party (DBP). With abject apologies to S. Craig Taylor, the game's creator, I must state I've never seen good use for the DBP, simply because the DBP must be attacked before it becomes active. A simple example from a recent game: A crack French 80 has grappled a British crack 74. The British commander, fearing the worst, assigns his entire crew to a DBP. The Frenchman, knowing his opponent uses DBP alot, gambles and assigns NO boarding party. The result is a one hex broadside by the French ship with no answering fire from the British, who are standing aboard their suddenly shot up vessel, waiting for someone to fight. (This was not a contrived situation; it actually happened and a British player learned the hard way that if a boarding party is going to be formed, MAKE IT AN OBP!)

And, finally, the best and most important tactic of them all—KNOW THY OPPONENT! In the last example this was used to great effect. Some tactics will work wonders on one opponent, and lead to a complete disaster with others. Watch him (excuse me, ladies). Is he cautious, going out of his way to screen damaged ships? Is he aggressive, charging in to close range to slug it out and melee? With a new opponent, you will have to learn as you go—BUT LEARN! Insights into the way he plays will come as you watch his moves. And if you get into his head and figure out what he's going to do, the game should be yours if you act on your knowledge aggressively. Ah . . . please note the word 'should' in the last sentence. If you're rolling 1's and he's rolling 6's, forget it, baby, nothing is going to help!

The Rules

The rules under which the *GENERAL's* Series Replay was fought are the rules I like best, with a few additions. With these rules squadrons of 150–200 points are just about right. This point total gives you the opportunity to play with the ships you can buy and find a happy medium between hard firepower and maneuverability. I have my own favorite squadron make ups, but I ain't gonna tell and tip off future opponents! The way to find your own comfortable blend is to play. (So play already!)

Some thoughts on the advanced/optional rules.

Advanced game: This set of rules makes for more realistic play, but also lengthens it considerably. It can get messy with larger squadrons. Example: the following were fouled/grappled together—French forces: 120 el, 80 el, 80 cr; British forces: two 120 el, 50 elite frigate, 36 el. Add to this that the French three decker was raking both one of the 120s (stern guns) and the 36 (full broadside—once!) and you get an unadulterated dice rolling contest. We quit when our arms gave out and we were still on the 81+ TMS column. For purists, I'd suggest that if the advanced rules are going to be used, limit your squadron size to 150 points maximum. (These rules do make for some truly exciting frigate actions!)

Now for those of you who tire of playing the Basic rules and switch to the advanced game, be prepared for a drastic change in play and tactics. This comes about because of the increased length of the game, as well as the changes in the CRT. A major factor changed is the rakes. Whereas in the Basic game, a rake could alter the game drastically, with the advanced rules, a rake will not be the deciding factor, especially at long range.

Example: Figure 7 shows a squadron of crack British 74s closing in line abreast on a battle line of crack French 74s. Assuming for the moment that all ships have fired their initial broadsides, the following HDTs are used.

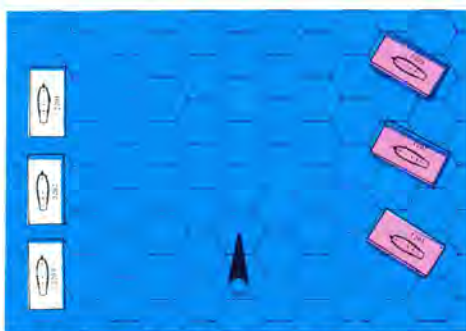


Figure 7: Three crack British 74s closing on three crack French 74s. The rules can determine the tactics of this maneuver.

Basic—three HDT5 shots, one against each British ship, or more likely, all three Frenchmen firing at a single target to really put him out of the fight (minimum rigging hits = 3 x 3; maximum = 3 x 5)

Advanced rules—three HDT4 shots, same possible targets, although only ship 1202 can be hit by the full raking broadsides of the three Frenchmen. (minimum rigging hits = 3 x 1; maximum = 3 x 4)

Advanced rules with Optional Rule XIII (Rake Determination) As none of the three French ships occupy a hex directly in front of a British ship, broadsides are normal, with no rakes. Three HDT1 shots. (minimum rigging hits = 3 x 0; maximum = 3 x 1)

As you can see, the rules make a large difference in the type of game, and the tactics you use.

Wind Direction/Velocity Changes: The wind direction change is great; it adds an element of risk and chance that keeps the game up for grabs until the bitter end. A bad wind change can be truly devastating, as shown in Figure 8. Here with no wind change the British commander can move his two crack 80s into firing positions that also shield his crippled 120s. (Note—if the two deckers were at full sails, the British should think twice about shielding the 120s this turn; if he does, he's liable to have four cripples on his hands instead of two. With the wind change of 120 degrees CW, both 80s are in "irons" and at most three English ships will be able to fire the following turn, with the 120s taking the brunt of the French broadsides. Wind velocity, while adding additional realism (and giving a player an out should a hurricane arrive), also tend to add time to the movement phase, already the slowest part of the game. And if you've ever fought with SOLs in a light breeze . . . yawn . . . I generally stay away from this one.

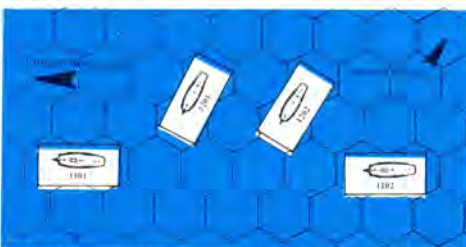


Figure 8: Two elite 120s and two crack 80s, facing a French battle line to port. The wind change ruins a good move and condemns the three deckers to extensive damage.

Critical Hits: Another excellent "element of chance" rule, that can easily be added to a Basic game. A critical hit can be deadly and make a dinkum hit into a biggie. Although most often a "no effect" will result, an HDT0 shot has a chance to obscure an enemy broadside and a single lucky roll on the HDT2 rigging table can bring an entire mast down! (Please, don't ask how I know . . .)

Types of Ammo: Most games I've played have incorporated this rule and yet it's seldom used!

A) Grapeshot. Worthless unless you have the capability to move into a boarding/raking situation such as in Figure 4. In this position, you can count on a single shot with grape, before either most of your crew becomes involved in a melee, or the other vessel moves out of range. Needless to say, don't get caught with grape in your guns if the other guy is two hexes away.

B) Doubleshot. The limited range and the extra time needed to load this type of ammo makes its use risky. The turn not used for firing in a close SOL battle will generally allow your intended target the chance to pump one into your hull, and two close range broadsides with roundshot will do more damage than one with doubleshot. Best use comes with captured ships. Load with doubleshot and, if your opponent attempts to retake the vessel, the captured ship modifier won't hinder you too much as you hit him (once, that is . . .) Another good use is with frigates when they engage SOLs. With their added mobility they can get in and hit hard, and a rake with doubleshot will be a big bonus to your sister ships.

C) Chainshot. This is the only ammo type other than round that is used extensively. In the historical scenarios, I used chain by sacrificing a ship at three hexes to the British broadsides in order to blow away rigging. It's the only ammo advantage the French have—and more and more, DYO games are being played with the British extended the use of chain. (captured from the French, of course . . .) In a DYO battle, however, experience shows that rigging is shot at from six to ten hexes; closer and the battle becomes a hull pounding contest. Spend too much time tearing rigging away and you'll have a badly mauled squadron on your hands, incapable of taking advantage of the superior maneuverability.

Example: In a recent game, my British opponent fired almost exclusively at my rigging with round and chain. The result was a 120 dismasted, a 44 frigate dismasted, and four crippled 80s with only minimal damage to hulls, guns and crews. In the same time span, my opponent lost by striking and/or sinking a 120, two 44s and an 80 SOL, with his remaining 120 and 80 battered and nearly useless. A won battle, one of the few times I've taken an overwhelming victory.

Destroyed Hull: There's nothing more frustrating as having successfully blown away your opponents van ship, then have to work around the d- thing in order to engage the rest of the enemy. If the hull is set to explode as per the Destroyed Hull table, the maneuvers can really become interesting. The same goes for a sinking ship. There you are maneuvering for a line-in-column plunge into the heart of the enemy squadron and the hull, protecting you from fire suddenly sinks . . . This is an outstanding rule to use. Despite the frustrations, it adds spice to the game and makes it all the more unpredictable!

Other rules: Full Sails and Backing Sails are naturals. The only other optional rule I use extensively is the Loss of Rigging Rule—not to be used if you have a natural talent for rolling 1s at the wrong time.

Conclusion

None.

In a game of this nature, there really can't be any hard and fast conclusions. The British found this out when they tried to avoid defeat by strictly adhering to their "Fighting Instructions," only to find out that, while they did in fact avoid defeat, they also avoided victory. What I've presented here is simply one gamer's view of an excellent game and its most exciting aspect, the DYO scenario. With a little thought and a lot of action, even in defeat, a well fought match can be enjoyed!

Turkey makes this a losing proposition for Russia. Had he put down his copy of *Barilett's Familiar quotations* for a few minutes, he might have read this caveat following my BRP calculations: "German conquest of Turkey as a preliminary to invading Russia both costs Russia an immediate 30 BRP's and opens up her southern front . . . in short, I tend to accept Greenwood's advice against attacking Turkey . . ."

Norway

Fresh from his victory over yet another straw man, Mr. Shagrin attacks my observation that Germany must conquer Norway in one turn, using paratroops, by noting that a German 4-6 armor, a borrowed Italian 2-5 armor and air support can turn the trick. What I actually said was "For Germany, Norway must be conquered in one turn or not at all" and "Germany can effect a one-turn conquest of Norway only through the air."

If I chose to be technical, I could argue that "through the air" includes air support, which Mr. Shagrin also uses. Actually, I intentionally declined to assume that Italian help would be available. But this does not detract from the general validity of Mr. Shagrin's plan. What does detract from it is his assumption that either Norwegian beach is vulnerable, so that Norway cannot guard both. An amphibious assault on the western beach may well stir up the British navy, which can intercept under rule 4.916 even though Britain cannot formally intervene on behalf of Norway until its own turn. Once Russia is at war with Germany, the same applies to the beach hex southeast of Oslo. The loss of just one German naval factor to an intercepting navy will also eliminate the Italian armor and spare Oslo long enough for British intervention in force.

I will stand on the statement that a one-turn conquest of Norway is imperative. It is simply too easy for either side to reinforce there, turning a sideshow into a potentially major thorn in the side. Mr. Shagrin suggests that there are three situations in which an Axis one-turn conquest is unnecessary: (1) Allied ground forces unavailable for intervention; (2) Allied naval forces already used; and (3) Axis has two consecutive turns due to BRP manipulation. As for (1), it presupposes less than quality Allied play, against which little advice is needed. Situation (2) cannot occur unless the Allies gain the initiative, as is true of (3). Against competent Allied play, this will not happen unless the Allies have bigger fish to fry, e.g., attack on Rome or Berlin. In that situation, Germany will have better things to worry about than Norway. Finally, the statement that Germany should be content to "counterpunch" a British invasion of Norway assumes that Norway does not fall in one turn. Any Allied player who allows this to occur deserves to be counterpunched.

Polish Defense

Mr. Shagrin criticizes my "expected BRP loss" calculations for various Polish defenses by noting that no German infantry unit can reach Brest-Litovsk, as I stated. That's one for you, Mr. Shagrin. This correction changes the order of average BRP losses thus:

A. H. Defense	7.59
Comparison Defense	7.54
Standard Defense	7.17

It also changes the German force commitment against the comparison defense to no infantry, 16 armor and 18 air factors, for a total of 34 factors. Despite these changes, my standard defense still comes out best in diverting German forces, for an insignificant (.37) reduction in average BRP loss.



IN DEFENSE OF LINEAR TACTICS

by Roland Parenteau

Naval engagements are more difficult to plan than land battles, because in a land battle you can always count on the opponent's grabbing the best available terrain. Since there is no terrain on the sea, the best strategy available to a naval commander often depends mostly on the strategy to which his opponent commits himself. The best "plan" to follow at the battle's outset, then, is that path of action that leaves the most options open. In most fleet actions of *WOODEN SHIPS & IRON MEN*, that path lies in the direction of linear tactics.

Avalon Hill's rule book to *WS & IM* maligned the linear tactics of the sailing ship era unreasonably. The battle line has many advantages over "loose" formations. The battle line opens clear fields of fire for the greatest number of ships in a fleet; it gives the maximum number of ships protection at the bow and stern, and weak points of any sailing ship; it leads to more orderly maneuvering and less fouling of one's own ships; it provides the best formation for cooperation between ships of a fleet.

Ships should not break line early in a naval battle, for the same reason that queens should not be moved too early in a game of chess; there are too many places for either to go to be able to decide which is right. A wrong decision means the loss of valuable time. Better to maintain the line until the advantage of breaking it becomes clear, and until one knows exactly which way to start moving ships.

Wargamers who find the "fighting rules" obsolete or stifling are kidding themselves if they think that sea battles were won by dashing into the face of enemy fire and having it out broadside to broadside, preferably with a melee or two. With rare exceptions, this was not the case. Melees were used to capture a ship as a prize, after advantage had been secured another way. Melees without first obtaining a decisive advantage turns *WS & IM* into a die-rolling contest.

This, however, begs another question: what constitutes an advantage, and how do you obtain it?

In the sailing ship era, a fleet was said to have a positional advantage if it could: (a) secure the wind; (b) mass greater firepower against a small portion of the enemy line; (c) double the opposing line; or (d) isolate and defeat a small portion of the opposing line.

Securing the wind and massing firepower are difficult in most scenarios, for the same reason; since the ships are usually only one hex apart, there is no way to move through a line to secure the wind, or to bunch ships any tighter than they already are.

Doubling the opponent's line is also difficult. The opponent can usually turn his fleet in on itself, and mass firepower against the portion of your fleet that tries to turn the corner on exterior lines. This problem is removed if you try to double the rear of the opposing line, but that introduces another problem: the opposing fleet just sails away. In practice, doubling a line is seldom achievable against an undisrupted fleet.

That leaves creating and exploiting gaps. This is easiest to do, because you need only reduce the mobility of one ship in a line and be ready to move in when that ship slows her comrades. It is then relatively easy to mass against the slow ship and cripple her.

Doing this requires that one concentrate on a strategic point in the opposing line. Choosing that point is crucial, and the location of it depends on which way the wind is blowing.

If the enemy fleet has the wind behind it, the concentration point should be halfway through or in the rear of their line. This gives the forward part of the line the least opportunity to come to the aid of the rear.

If the fleet is heading into the wind, the place to concentrate is at the head of the line, where help cannot be brought up quickly.

Only when the opposing line has been disrupted should you break your line, and then only with a clear purpose. Patience is the key. Don't read the rule book and throw the fighting instructions to the devil. Ships of the line aren't meant to be handled like smaller ships. Look at the turning capabilities to see why. Ships of the line were meant to withstand enemy fire even alongside another ship at close range; they were thus heavy, relatively unmaneuverable, and had hulls all but impervious to punishment. You cannot depend on the headlong rushes to defeat them. Don't try.

Patience and orderly tactics give you better coordination between your ships, and allow you to take advantage of opportunities. Never let an opponent (or an article you read) cajole you into breaking your line unnecessarily. There's nothing wrong with maintaining it.



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use of the OMST. Of course, any commander exploiting such a bloodthirsty tactic deserves the harshest moral censure. But then war makes beasts of us all.

I have made all the above observations and proposals not intending to impose a new, stultifying set of Fighting Instructions on the art of war under sail. My aim is rather to circulate my ideas among a Band of Brothers and provoke thought, and possibly controversy, which will improve the general level of play. I hope these doctrines will help get a ten-guinea sword voted to you by the Naval Society. If not, put up the bravest fight possible, so that in the end you can say, like the dying Nelson, "Thank God I have done my duty."



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THE ASYLUM, No. 4



BATTLE OF THE BONES

By Alan Moon

The General has been ordered to head a Hopper Army.

His force will contain 32 Divisions of Grass Hoppers, 7 Squadrons of Flying Roaches, 15 Divisions of Armored Japanese Beetles, 1 Division of Spider Engineers, and 4 Divisions of Mercenary Red Ants. Well trained, well equipped, and veteran combat units, there are no bugs here.

Intelligence informs The General that his adversary has a force containing 4 Squadrons of "Old" Hornets, 1 Squadron of "New Elite" Hornets, 4 Divisions of Amphibious Centipedes, and a Baby Armadillo.

From a bluff, The General surveys the rocky pasture that will be the battleground. Laden with prehistoric human bones, it is a graveyard to the sun. Belying no age, feigning no grace, and hiding no secrets, it reveals a history of torments. One more to come.

To the right, an area of rough ground filled with jagged egg shells. In the center, embryos, apparently from the eggs on the right, congealing in the sun. To the left, thick, high grass and weeds, dotted by petrified rocks.

On the far side of the pasture stands a giant cross. Through binoculars, The General reads the words on it, written in gold—JESUS SAVES. He smiles as he spots the smaller words below these, scrawled in white, spray paint—BUT ESPOSITO SCORES ON THE REBOUND. Probably on a tip in, he thinks.

Behind The General, a bicycle, one wheel gone, handlebars bent, sits on its seat. Its bell begins to ring in the wind. The General has an urge for ice cream. Round One.

Reconnaissance reports that the Armadillo is advancing on the left flank. The General is not surprised, this is the weak spot. He dispatches the Mercenaries, with a squadron of Roaches as air cover, to meet him (or her).

The General will try to scare the Armadillo off, knowing he is a green combat unit. Otherwise, The General may have to sacrifice a large part of his force as food, hoping the Armadillo will overeat and have to nap. Armadillos are known for their gluttony!

Scouts report the centipedes advancing on the right. Though rough ground for normal infantry, these multi-legged devils seem to be having little trouble. The General sends the bulk of his veteran Grass Hoppers, along with his Spiders equipped with fly-paper, to meet this threat. But where are the Hornets? The General orders more scouts into the air.

A messenger from the left flank indicates the Armadillo has eaten up half of the Mercenaries and Roaches against him, and seems insatiable. Great, The General thinks, a Baby Armadillo with a hearty appetite. Time for drastic measures? The experimental sneezing powder? Yet, hadn't the scientists worked on the "heavy pepper" program just for such a contingency? A general can have no ethics except to beat the enemy. The decision is made.

One capsule should do. Very volatile stuff. A Roach with the nickname "B-29" volunteers to carry the payload. The General gives him his orders personally.

The Grass Hoppers, using the fly-paper, have managed to halt the Centipedes advance. The fighting is vicious. Legs lay everywhere.

Suddenly, a screeching whine fills the sky. The Hornets. The Roaches are caught on the ground and slaughtered by the dive-bombing Hornets. Only a few manage to take off, some with their wings on fire. And outnumbered, these few are cake.

"B-29" gets through. A perfect hit. Reaction is quick. The Armadillo takes it in the snit.

Berserk, he begins to trample everything in his way, including units of both forces. He plunges into the center of the pasture, sneezing convulsively. Many of the Hornets are blown right out of the air. In a frenzied dash, he bursts onto the left flank crushing hundreds of his own Centipedes stuck in the fly-paper. Continuing, he runs over the bluff, and is gone.

The General now commits his armor. A mop-up job. The surviving Hornets withdraw in confusion. The Centipedes are massacred. The battle ends.

The General inspects the field. Casualties are high. The sun, now low in the sky, reflects off a melted watch wrapped around a long, thin bone, glinting of the future. Time has slipped away. The General knows his glory will be fleeting.





FIRE AS YOUR GUNS BEAR

Bold and Resourceful Maneuver in Fleet Actions under Sail

By Leonard P. Carpenter

Most of us who do our fighting from the decks of ragwagons have chosen this demanding and dangerous mode of service because a historical setting is evoked with extraordinary vividness. We have learned to love the space between wind and sea. The rumble of gun-trucks across wooden decks—the bravado of desperate crewmen as the enemy looms near: “For what we are about to receive, Lord we thank Thee”—the thunder of broadsides unleashed in a splintering havoc which, one hopes, may never again afflict real men—such atmosphere is recreated in the play of *WOODEN SHIPS AND IRON MEN*.

The game’s vividness is enhanced for me by the wealth of good reading available on the historical period, and by the use of the highly detailed ship miniatures which are easily substituted for the cardboard counters. But central to the game’s appeal is its emphasis on maneuver. Land battles usually boil down to a defense of fixed positions and a “numbers game” of attack strength allocation. But fighting a running battle at sea requires both players to make continual, simultaneous decisions, any of which may prove fatal. The game demands the formulation of tactical principles which can be applied to varying situations as they arise. An astute player tries to evaluate problems rapidly. He develops reflexes for dealing with them based on the experience of many battles.

It speaks favorably for *WS&IM* that the most effective tactics are the historically authentic ones. The game mechanics are well subordinated to history. The doubts and schemes which preoccupy a serious player as his squadron sails into battle seem to be the selfsame ones which were weighed by resourceful commanders like Nelson, Cochrane, and Hornblower (whose fictionality I refuse to

acknowledge) as they paced the heaving quarter-decks. A roughly even encounter on the open sea is an excellent laboratory for the demonstration of pure tactical principles.

My purpose is to discuss these principles and their application in combat—writing with no special qualifications other than my enthusiasm as a player. Later I shall make suggestions for scenario design and rule variations. If my advice can keep any earnest young captains off the beach, off the casualty lists, and out of the noxious enemy gaols, I’ll feel I’ve done my part.

Concentration of Force

Probably the first principle of warfare on land or sea is concentration of force. By opposing the greatest possible amount of your strength to a lesser portion of the enemy’s, you are likely to inflict destruction more rapidly than you sustain it. You will have caused a part of his force to remain inactive, while utilizing your own to the fullest. The sooner a single unit of his fleet is put out of action, the less total firepower he will derive from it during the course of the games; thus one of his ships sunk during the first turns of fire is nearly a total loss, while one of yours sunk on the last turn of the game may be no loss at all. These factors can spell victory for you. But concentration of force requires forming a far-sighted plan of maneuver and, more difficult, adhering to it.

In a DYO scenario, the first opportunity to concentrate force comes during ship selection. A few large vessels can get into play faster and concentrate more firepower in a small area than can a swarm of smaller vessels. If part of your fleet spends a long time getting in position to open fire, it represents a costly disuse of firepower. More battles

have been lost by traffic jams than by magazine explosions. This factor must be weighed against speed, maneuverability, and the occasional benefit of superior numbers (discussed later) in selecting ship size. The same consideration makes high-quality crews a better buy than “underprivileged” ones, since they concentrate more gunnery and melee strength into a single vessel.

Once the enemy is sighted, your task is to divide his force, or, if it is already split, to keep it that way. Before battle, every competent admiral gets down on his knees and devoutly prays to face a divided foe. The division enables you to attack the enemy force in detail and concentrate your strength devastatingly. Whether the separation be due to the enemy’s inexperience, a shared command, a variance in ship capabilities, or some other misfortune, it can usually be aggravated by chasing one group of ships away from the other. You should preferably attack the upwind group to make the approach of the others more difficult. You should station any excess part of your force to threaten rakes to enemy ships which are seeking to turn and approach the fray—if the distance isn’t great, you must get your sentries into close range to pose an effective threat. Except for such necessary detachments, your own ships should generally be kept in a tight line, the most compact and maneuverable formation which allows all vessels to fire. To exploit the enemy’s weakness your ships should pass close to the targets, firing initial broadsides as they bear. When they start to pass out of range you must decide whether to turn, halt, or steer toward a new target.

If your foe is also an advocate of the line-ahead formation, there are still ways to divide him. The most swashbuckling tactic is to cut his line with one

or more of your own lines. This was the method used by Horatio Nelson to secure history's most famous naval victory at Trafalgar Strait. A more modest example is shown in Fig. 1.

Theoretically the enemy's rearmost ships will be stopped by your perpendicular line while his van will keep moving at least a short distance, and thus have difficulty turning back into action; meanwhile your ships can rake and surround the halted vessels. The tactic requires mobility and a staunch willingness to face rakes and collision.

Valiant sailors are rewarded by the discovery that the toll taken by rakes grows less severe as range grows shorter, since initial broadsides are soon expended, fewer ships are able to combine fire on a nearer target, and the loss of rigging is relatively unimportant to a ship which is thrust into the thick of the battle and guaranteed plenty of targets on succeeding turns. It is to be noted that by attacking with two parallel lines, Nelson in effect doubled the speed at which his entire fleet could get into action.

In ordinary exchanges of broadsides there are various ways to concentrate force. One is to direct the fire of several ships on a single enemy target. This should be the most vulnerable or severely damaged target available if you want a rapid reduction in the enemy's force. It should be a target near his rear if you seek to divide his line, or his lead ship if you wish to slow or disrupt his entire formation.

Another way to concentrate force is to get your strongest vessels into close action with his weakest—but you should avoid engaging his behemoths with your brigs. Instead try to stand off at the longest range possible, or else use the smaller vessels' superior speed and mobility to angle for a rake—though not at the expense of the integrity of your line. See Fig. 2.

Concentrating your force by moving obliquely toward the enemy rear is diagrammed in S. Craig Taylor's article "Fighting Sails" in Vol. 13, #2. This is shown to be combined with flanking and doubling

the enemy line to obtain stern rakes and multiple fields of fire. A ragwagon engaged by more than one enemy at close range, especially if "boxed in" by raking ships, can expect to be reduced rapidly to matchwood . . . so rapidly, in fact, that the attacker had better be planning how to get his ships into action against his healthier foemen and to steer clear of a drifting or burning hulk.

A corollary to the principle of concentrating force against a part of the enemy's fleet is to distribute his firepower, and the damage it causes, as evenly as possible among your own ships. Ordering your ships to keep station in line will help achieve this. Posting the strongest vessels in the most exposed positions, such as the van, also helps. Nelson doubtless took this into account at Trafalgar—his flagship *Victory* was built to stand repeated rakes and crash through an enemy line. Although personally leading the attack lost Nelson his life, it undoubtedly paid to put the strongest ship—and the most resolute commander—to the fore.

Screening damaged vessels by (judiciously) providing undamaged ships as nearer targets will also distribute damage. A seemingly slight difference in duelling vessels' hull and gun attrition rates can send the weaker ship to Full Fathom Five with frightening rapidity—the more evenly matched and expert the opponents, the earlier such an attrition "edge" must be recognized and guarded against. As John D. Burtt points out in his article "The French are In" (Vol. 14, #5), the play of those few vessels which inevitably suffer severe damage often decides the outcome of the battle.

Utilization of Force

A second set of tactics involves making the best possible use of your resources while preventing the foe from doing the same. The most obvious example of this is to achieve rakes—so that the enemy can't return your fire at all—or else to allow him only a partial return broadside under the Advanced Game

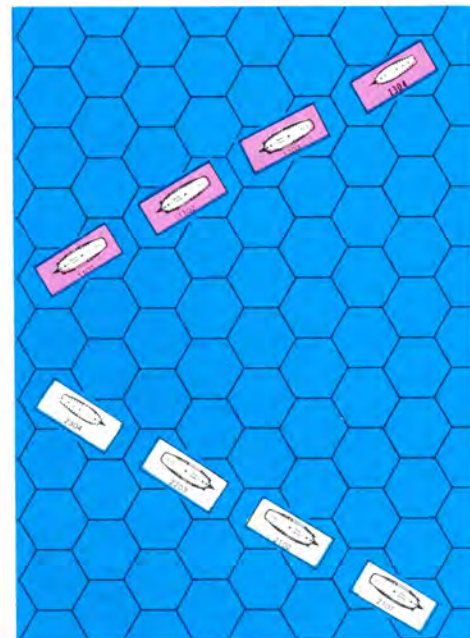


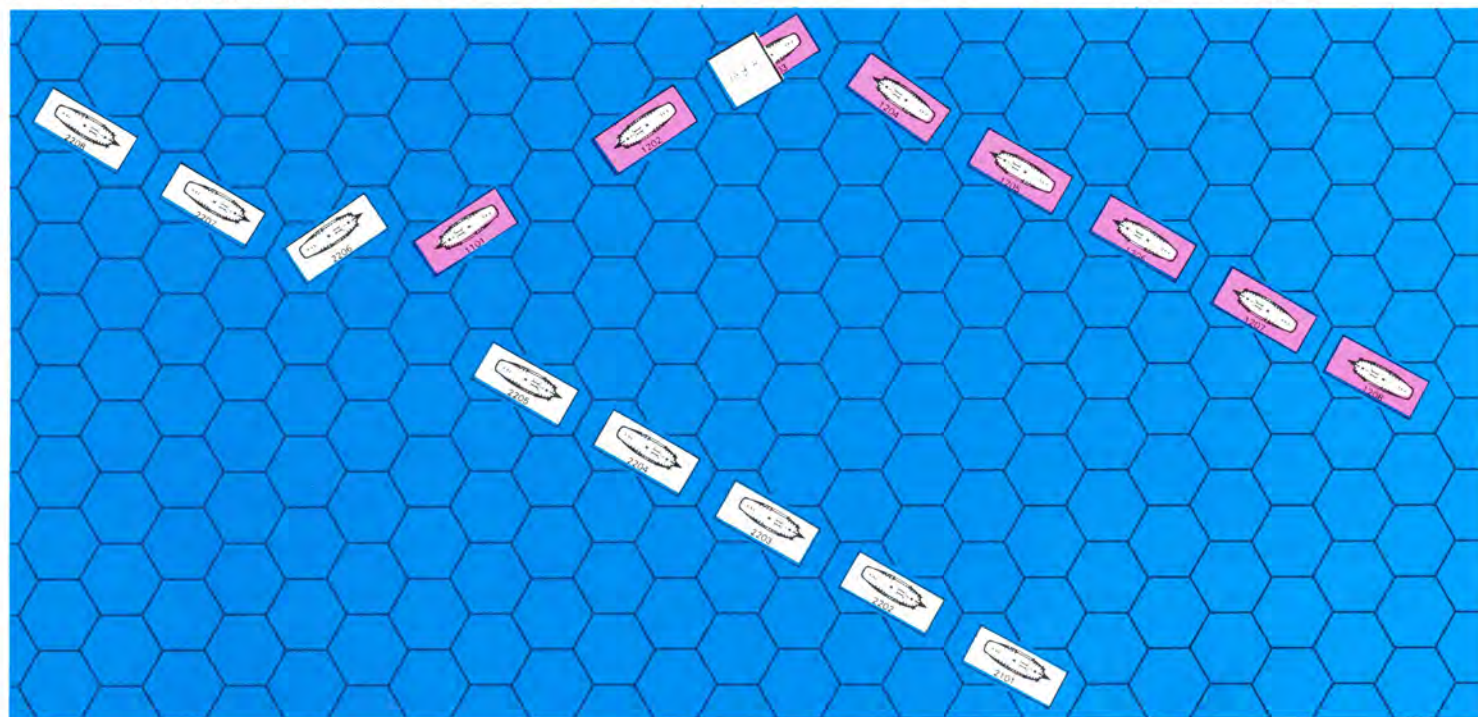
Figure 2. In this equal-appearing action the situation is far from equal. Regardless of wind direction, the British (black) squadron has a decided advantage this turn and for as long as these positions are maintained. The strongest British ship 1101 (*Benign Sovereign*-100) can fire at short range with devastating effect on the weakest French ship 2204 (*Flambeau*-44). The other British first-rater 1102 also has a weaker foe engaged at relatively short range. By contrast the French (red) flagship 2101 (*Tres Terrible*-110) can bring only inconsequential fire to bear on the tail of the British line. The British admiral has in effect concentrated his firepower.

rules. To overlap your vessels needlessly, so that they block friendly broadsides, is the most blatant violation of this principle. Free fire is the overriding factor which favors the Line Ahead formation. Using it requires patience, but it also is a great boost to morale to reform your line deftly while the enemy ships are milling about and colliding.

Figure 1. In a Revolutionary War battle the British, having gained the weather gage, are successfully cutting the French line. Ship 1101 (*HMS Imperious*-80 guns) has borne the worst of the rakes and can breach the enemy line without much fear of grappling since she has more numerous crew than the French class 2's nearby. Ship 1202 (*Venomous*-74) has paused during her approach to wait for the rest of

the line (moving more slowly in Attitude C.) She attempts to screen ship 1203 (*Renegade*-74) from a rake; *Renegade* must turn under full sail to keep up a satisfactory speed for the British line. The rear of the line, moving one hex per turn, threatens rakes to any of the French van ships which seek to turn around and reinforce their rear. The French flagship 2101 (*Revanchement*-104) will find it particularly

hard to come about with a turning ability of 1. The unfortunate commander of French ship 2206 (*Pomard*-64) has sealed his doom by turning upwind against a murderous succession of British right initial broadsides. The British will concentrate their fire on the sternmost three French ships, attempting to capture one of them and sink two, before turning to deal with the French van.



Another elementary rule is to load your initial broadsides with roundshot so as to be able to open fire with maximum effect at full range if necessary. Any secret loads of double shot (range: one hex) are a luxury probably purchased at the cost of your initial broadside, unless you possess exceptional foresight or stubbornness.

Optimal use of resources usually depends on your long-range plan of battle. Thus you face a basic decision whether to close with the enemy, and if so whether to grapple—or whether to stay just outside carronade range, or at maximum range—or, in an uneven match, whether to run and keep your “fleet in being.” You won’t want to risk grappling with better-crewed vessels unless the opportunity to grapple or foul “two-on-one” arises. If the enemy is stronger in carronades, it pays to steer clear of his little “smashers.” But closing to pistol range sometimes enables a vessel to escape the field of fire of a duelling foe in a single move; it puts a higher premium on maneuver and makes it more possible to outwit one’s opponent. If your ships are of equal or only slightly inferior crew quality, you may get in close with reasonable safety from grapples, assuming that your opponent knows the bloody futility of an even boarding match.

In part your decision to close determines when to use your initial broadside. It’s obviously desirable to open fire as early as possible if the fire has effect. Furthermore, analysis of the hit tables indicates that the initial broadside bonus is only marginally more beneficial at close range. The main reason you may wish to hold your fire is to get within five-hex range and use the initial broadside to achieve an edge in hull attrition. But I don’t want to discredit other motivations such as sheer grit, subtle psychology—or the desire to lure your opponent into a close encounter of the worst kind.

A final aspect of resource use is: not forgetting that your vessel has two sides. Bringing a fresh and undamaged broadside into play can spell the difference between a poor maneuver and an acceptable one. As part of a larger plan, passing between two elements of the enemy fleet (hopefully without becoming engaged on both sides for more than a single turn, due to the inability to reload more than one broadside per turn) provides an excellent chance to exercise idle gun crews.

Target Selection

The central element of your battle plan is the selection of targets—the provision you make for dealing with each part of the enemy force. Once a target and a mode of attack are selected, you should stick to your guns with dogged determination, regardless of the doubts and distractions that arise like spectres out of the powder-smoke. Major reversals and opportunities which require change do occur—but less frequently, the better your plan.

One approach is to grapple and board the largest enemy craft whose prompt capture you can ensure. A substantial melee margin is required for quick subjugation of the crew; therefore grappling and melee should not be undertaken lightly. Table 1 shows the probable losses to be suffered by both sides in a melee which reduces the weaker force to the 1-3 odds required for victory. (The stronger force is assumed to be the Attacker and the weaker one the Defender.) Thus, attacking at a melee point superiority of 150 to 100, you can expect to lose 50% of your original crew, while destroying 75% of the enemy’s weaker crew, in obtaining 3:1 odds (approximately 75:25 remaining melee points.) This is a dearly bought victory, and it would probably require at least two turns of melee to achieve.

In projecting these casualties, the table assumes that losses during the melee will occur at an equal rate to Attacker and Defender. This is more reasonable than it may seem at first, when one

considers that high-quality crews will lose strength faster than poorer ones as a result of crew hits, and that when both crews exceed 80 points they’re rolling on the same melee damage table. If the difference in crew quality is extreme, the superior crew can lose strength faster than the weaker one and eventually be defeated—attacking green or poor ships of any size can be risky.

In view of these shocking casualty figures, efficiency—as well as respect for human life—demand a truly decisive superiority for grappling. Two-to-one odds seem to be the minimum acceptable ones except in desperation. Remember that your victorious ships will be depopulated even further to provide the necessary prize crews.

Melee superiority is one point in favor of a large, high-quality flagship which can best virtually any foe it encounters. If you have a clumsy class I vessel, with her sticks blown out by repeated rakes suffered while leading your line into battle, shove her at the enemy line—this kind of vessel tends to be very gregarious—and any enemy ships fitting this description should be studiously shunned.

TABLE 1
Probable Melee Losses
(Advanced Game)

Odds (A:D)	Equal Losses	
	Attacker	Defender
2.5:1	10%	25%
2.25:1	17%	38%
2:1	25%	50%
1.75:1	36%	63%
1.5:1	50%	75%
1.25:1	70%	88%
1:1	100%	100%

As a method of capture you may need to consider ramming as well as grappling. After capture you can roll twice per turn on the unfouling table to disengage the victor and victim. However, agonizing delays can still occur. Any vessels which become fouled should not be in a position to block the intended movements of the remainder of your line, or start a sargasso sea of drifting enemy hulks. Both fouled ships can expect to attract plentiful gunnery and boarding attempts from maneuverable enemy ships. Even unfouled and ungrappled ships can be difficult to untangle. One useful tactic is to move a ship adjacent and grapple it to friendly ships which are about to drift—on the following turn they won’t drift, since they’ve now grappled to a ship which moved the previous turn. The blocking ships will drift away, and the ships can be automatically ungrappled the same turn and moved the following turn.

Of crucial import is the provision you make to prevent reinforcement of any melees by additional enemy vessels. Your target should be carefully “cut out” from the fold and quickly overwhelmed. Prolonged melees can disastrously weaken your crews’ subsequent gunnery.

One tactic to consider, and to guard against, is the transfer of excess crew to an attacking ship before grappling. The game rules are very permissive in this regard, and decisive melee superiority can be obtained, though only at the expense of the gunnery and melee strength of other friendly ships. Commanders should be required to announce that they’re “lowering boats,” without specifying the transfer crew’s destinations, to keep this practice from being unrealistically sneaky.

If you are capturing a vessel you may as well do it early—the sooner its guns start voicing your arguments, the more persuasive your views will be. By the same token you should avoid doing excessive damage to the ships earmarked for boarding—some rigging damage may be required to slow the vessel, but additional gunnery (even grapeshot) isn’t likely

to help. To dismast a ship first, then shiver her timbers with roundshot, then send boarding parties over to subdue her frenzied crew, is a wasteful instance of “overkill”—it leaves you with a demolished prize and possibly a “sinking feeling” if one of the vessel’s former allies sails up. Better to take her in mint condition and get plenty of use out of her, as well as prize money.

Don’t expect to capture the entire enemy fleet by melee, and don’t even get a little greedy. Too much success at boarding will leave you with your strong ships depleted and a number of weak, skeleton-crewed prizes, teeming with prisoners. This gives you little gunnery strength against the neglected remainder of the enemy force. In effect you have dispersed your strength—and a vessel, like a crown, is easier to seize than to hold. The vessel or vessels you capture should be integrated into your line, but screened against excess crew hits to protect your one-to-six ratio of captors to prisoners.

So choose your “grappling targets” carefully. Circumstance or a skilled foe may still preclude such boarding attempts. Some argue that boarding is so chancy and potentially disruptive to maneuver that it should be avoided except during “mopping up” (a phase which non-campaign games seldom reach, once a probable victor is acknowledged.) I feel that since it can be done cleanly and successfully it should always be considered as a tactic.

The largest enemy ships pose the toughest problem, of course. Their commander wants them engaged early and kept in the thickest part of the fight, relentlessly pounding your ships till blood streams from your scuppers. One way to dissuade them from this uncharitable course is to destroy their rigging. This will tend to separate them from a running battle, as well as expose them to rakes, and it should prove faster and less costly than trying to riddle their massive hulls. If you can totally dismast and isolate one, it may even be forced to surrender by immobility. In any case it will suffer more punishment limping into battle later. Just beware of one technicality—called “rigging repairs”—lest, late in the game, your battleworn ships find an *undamaged* first-rater bearing down on them.

Those enemy ships which you don’t intend to grapple or immobilize—the majority of the enemy fleet—you must endeavor to sink. This involves firing round shot at their hulls. Don’t shilly-shally—some rigging damage may occasionally be a desirable prelude to The Deep Six, but it shouldn’t be part of regular doctrine. Hull damage is paramount. Furthermore, if you are trying to separate the enemy force, you want to preserve his mobility; a speedy foe is capable of making more severe errors. To inflict hull damage faster than you sustain it will be your first priority in the gunnery duels which will constitute the “meat” of the battle.

Hull attrition requires close monitoring in order to see dangerous trends developing. The luck factor in these battles is seldom decisive enough to negate the effect of a duelling advantage in gun or hull strength (the critical hits hold more surprises for an ambitious captain than do the vagaries of the hit tables.) Still, if the cloud of doom begins to hover over one of your battered hulls, you are faced with the alternatives outlined in John Burt’s article: ignoble flight, a desperate grapple, or a hero’s death with both broadsides thundering.

One other alternative which may prove viable is to abandon ship, transferring one or more crew sections to an adjacent friendly ship to enhance its melee and gunnery strength. However, the rules seem to indicate that this cannot be done on the turn the ship actually strikes, even if TBP’s are already plotted; you must scurry like rats the turn before she strikes. So, if you are abandoning a ship in

anticipation of its striking, be sure that, if the enemy prefers to capture rather than bombard it, you can administer the coup d'état yourself by gunnery.

The preceding paragraphs prescribe selection of targets and modes of fire by the entire fleet working in coordination. I recognize that, historically, such harmony of purpose was seldom achieved—often the admirals could only hope that their captains would show a uniform willingness to engage the enemy by any means available—and that usually this hope was vain. Some might argue that even a simple tactic like “screening” of damaged ships is unauthentic, given the command and morale limitations of the period. However, I maintain that high levels of organization were sometimes attained, and that when they were they generated the best tactics and most memorable victories. Nelson’s ideal of a “Band of Brothers,” captains well-indoctrinated to a set of tactical concepts embracing all situations—and therefore able to cooperate even without efficient communication between ships—proved its worth at Trafalgar. *WS&IM* lends itself to closely coordinated moves and thereby imitates the best, if not the majority, of naval encounters. The real proof of these tactics is their effectiveness, which I hope will promptly be tested in combat.

The Weather Gage

Seizing and exploiting the upwind position seems to be of great importance to most players. I agree that it can provide a crucial edge; perhaps this is most true in the most expert play. Yet it’s hardly an unmixed blessing—for one thing it confers the moral burden of attack, which usually involves some initial added risk. (There are those commanders who, given the weather gage, will hang back and blithely expect the leeward force to attack; this is likely to result in an inconclusive game fought at maximum gun range. Optional rules will have to be devised to provide the deserved court martials and firing squads for such recalcitrant lubbers.) However, offensive tactics are possible from downwind, as exemplified in Fig. 3.

One advantage of the weather gage is time—the weatherly fleet may rush down on the leeward one to press some existing advantage; or else it may take time to unite, reform, or realign its own vessels. Either option requires a prompt evaluation of the starting situation—in a DYO scenario; you are more likely to derive an advantage from the initial setup than from subsequent play. A leisurely approach to the attack position is seldom preferable unless the foe can be counted on to make a mistake.

Another advantage of the weather gage is greater mobility toward the foe. The upwind fleet has a greater choice where to attack and a greater chance to apply the tactical principles described so far. The value of this initiative is greatest if full mobility (intact rigging) is preserved. Furthermore, the initiative is largely sacrificed as it’s used; ships committed to battle tend to become locked in place.

One potential disadvantage of holding the weather gage is that it renders escape a less viable option. If your ships are getting the worst of it, they have little chance of slipping past the enemy fleet or beating their way back upwind. Of course, in an equal fight, your battle plan should not envision escape; besides being essentially dishonorable, flight is a poor recourse in *WS&IM* because it leaves the opponent in possession of both sides’ struck or disabled prizes. A more significant disadvantage can be that immobilized ships of the weatherly force will drift downwind toward the enemy line. This usually proves a misfortune to the particular vessel and her crew, whether it helps or hinders the weather fleet’s overall utilization of force.

It’s interesting to note that, given the above properties of the weather gage and the lee gage, the plan which best exploits both is one which I’ve

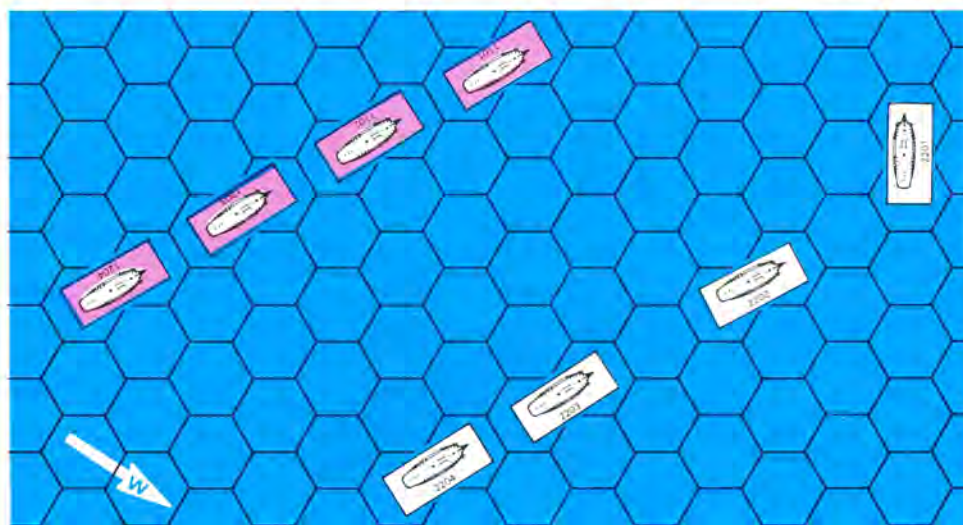


Figure 3. The French line, in the downwind position, ran ahead of the British in a parallel race. British ships 1101 and 1102 (*Arbiter*-110 and *Oppressor*-100) had their foremasts shot away by rakes while seeking to close with the enemy in line abreast, since they have a turning ability of only 1. Most of the British fire has been directed toward the sternmost two French ships. Thus French 2201 (*Tyrannide*-80) is

able to turn upwind and achieve rakes. Her captain is considering raising full sail on the next turn, since the British flagship is unlikely to turn upwind and risk multiple stern rakes. Any immobilized British vessels will drift downwind toward the French line.

already discussed; using the speed and initiative of a weatherly position to sail down and cut the enemy’s line. If successful, it leaves part of your force in a leeward position, the better to block his escape. This was another element of the monumental victory at Trafalgar, since the combined French and Spanish fleets would have been more than happy to avoid battle.

Other Tactics

A few other aspects of maneuver invite discussion. For one thing, the following turn’s movement potential of each ship should normally be maximized by ending in the best attitude to the wind. Thus, instead of moving directly in attitude C, a class 2 ship may luff upwind, starting and ending each move in attitude A. It progresses at the same speed, holds open possible alternative moves, and may even mislead the enemy regarding its intent. The tactic doesn’t warrant suffering a rake, of course, but it may create the possibility of raking the enemy.

Similarly, ships in line which are not yet able to open fire can often adopt varying angles and feint movement to the side, although any real deviation from the line should be part of a careful plan. They can also raise full sail if out of range or screened. One intriguing possibility is that of “leapfrogging” ships at full sail, behind screening ships under battle sail, in order to increase the overall speed of the line. Bypassing at least the leading ship can be a necessity if it has been slowed by rakes.

In general, full sail should not be used to enter the extreme gunnery range of first or second-class ships. This error ruins more plans and bogs down more battles than any other. The cautious foe, anxious to commence gunnery, and unable to fire at anything but rigging anyway, is likely to do terminal damage to a mast. For want of a mast, the battle was lost. The captain with grandiose schemes finds it hard to reduce sail at the prescribed time, but it’s a lesson which must be learned sooner or later, cheaply or dearly.

During the middle of the game, full sail is a luxury afforded only to screened ships, stragglers, and cowards. But the prudent captain who has preserved his hamper is still to be rewarded—once vessels are within five-hex range, hull-pounding often becomes an essential priority, and full sails can be raised with impunity, especially on ships slated

for an imminent change of fortune (grappling, sinking, etc.). This fact makes maneuver more flexible and increases the thrills and reversals of infighting.

Whenever safely possible you should flank, box in, or double the enemy line to obtain rakes and concentrate fire. The potential (not a certainty) of achieving these positions more readily is the sole advantage of having a numerical superiority in ships—whether obtained by capture, fleet attrition, or the dubious expedient of purchasing weaker vessels. The ability to gain these advantages is more dependent on position than on number of ships—but in the (overly) common case of two lines sailing parallel downwind, it’s obviously easier for the longer line to detach one or more ships to obtain rakes, while still engaging the enemy’s entire line broadside-to-broadside and hindering him from using the same tactic. If the vessels thus detached are relatively weak ones (also more maneuverable) then enough gunnery force should be stationed in the line to discourage the foe from risking a rake to obtain a devastating shot at the weakling.

As the battle proceeds, if you achieve your goal, you will put forward a formation strong enough to “break” your enemy’s intended formation (or unintentional conglomeration) and precipitate a “general chase” on terms favorable to you: this could mean a superiority of force (at least a local one) or a substantial lead in damage inflicted. The “chase” aspect may not be so apparent in fighting a well-organized and tenacious foe—but unyielding opposition will probably only make your victory more rapid and decisive.

Scenario Design

Deciding on the size of a Design-Your-Own scenario is normally the first step. Multi-ship actions are preferable in that they enable more to be accomplished by maneuver—so enough points for more than one respectable ship should be allowed. A handicap should also be considered. *WS&IM* is an easy game to learn while playing, but a novice should have at least a 20% edge in purchase points over a veteran commander; experience can readily compensate for that much advantage.

Before buying ships, both players should be clear on victory conditions, including any special features such as “friendly” board edges. Although victory is usually conceded once either player’s lead

becomes substantial, the tallying system can help make this apparent. After ship selection it should be agreed whether there is to be any anchor ground. Also select the wind change number, if any.

A fluid way to set up fleets is to choose first the quadrant (quarter) of the board on which you'll place your ships. When both players have done so, determine the wind direction. Then both players can set up simultaneously and blindly, using the box covers as a screen. They should set up at least five hexes back from the common board fold so as not to begin inside gunnery range—excess ships can be set up off-board as long as they enter through the designated area. This system is historically authentic in that it allows both sides only a limited degree of choice regarding the weather gage; one side is likely to be able to seize it if desired. This procedure provides a wider variety of encounters than the straitlaced battles, following the "fighting instructions," which tend to result from starting out equal before the wind.

Notes for scenarios where miniatures are used: The Valiant line of ship miniatures can be used on a grid of one-inch hexes with no game rule changes required. To make ships readily identifiable in large scenarios, they may be placed on top of the numbered cardboard counters supplied in the game. Tufts of cotton can be placed as a reminder which ships have fired, giving a realistic appearance of smoke. All this combines the smooth playability of *WS&M* with the esthetic appeal of a miniatures game.

Rule Variations

There are only a few rule refinements that I would endorse to maintain authenticity in the game (but not at the expense of simplicity) and to enhance the value of maneuver and cunning. All of them should be easy to adopt for any scenario at the players' mutual consent.

Regarding wind change determination, I believe it should be rolled for every turn, if at all. This removes the temptation to reposition your ships for a big wind change every third turn—an unrealistic and distracting factor, but a necessity if you're playing carefully under the basic rules. Usually I seek to minimize wind changes since they disrupt planned maneuvers, cause traffic jams more suitable to *TRIREME* than *WS&M*, and throw the outcome of the game to chance (whenever some seafarer gets in a difficult position, watch him start whistling for a wind change!) Rolling two dice for a "12" each turn will yield half the probability of a wind change that rolling one die for a "6" every third turn does; this is usually an adequate element of uncertainty for me. But other wind change number equivalents are given in Table 2, to yield the same probable frequency of wind change that exists in the historical scenarios.

Most players I've met have expressed some degree of dissatisfaction with boarding as practiced in *WS&M*. Some say, "Never grapple." Others ignore even the most advantageous opportunities to board. They seem to feel that melee somehow violates the spirit of the game. One problem may be



a degree of incompleteness in the boarding rules which occasionally leads to tedious debates and unpleasant surprises. Grappling may also be too dependent on luck, and therefore, too difficult to incorporate in a firm battle plan. Boarding actions are certainly difficult to withdraw from, and, if ineptly joined or overly prolonged, may transform the game from one of maneuver into a static seaborne exercise of land tactics, reminiscent of the Battle of Actium.

Grappling can safely be shunned by mutual consent of the players—yet an aversion to boarding is hardly consistent with your duty as a dedicated naval officer. Instead I propose using the Optional Melee Strength Tables (OMST), Table 3. It is intended to alleviate the problems mentioned above.

The OMST subtly changes several aspects of boarding. Most important, it provides an incentive for the selection of DBPs by giving them a higher melee strength. As John Burt's article points out, there is currently no good use for them, since an OBP has the same strength, plus a chance of taking the enemy ship without a struggle. Currently DBPs tend to be selected only in cases of unintentional fouling where neither side feels it can benefit from melee—and even then the suspicion that one's opponent will designate "NBP" and use the entire crew for gunnery often tempts players to designate OBPs rashly. This situation leads to many costly and inconclusive melees. Beefing up the DBPs creates a real likelihood that at least one side in the battle will tell off one or more of them, either to resist a superior force or to keep part of the crew free for gunnery. Since DBPs still only melee if attacked, there remains the possibility of the "attacker" mustering no BP's at all, but simply cannonading the foe at range zero. The battle of wits implicit in the game's boarding system—a thrilling fight

because the stakes are high—is thus intensified. The historical tactic of grappling without immediate boarding, relying instead on gunnery, becomes more practicable. Yet boarding is made more difficult, requiring a greater superiority in overall crew strength—so captains should be less inclined to risk starting a game of "musical ships."

TABLE 3

Optional Melee Strength Per Crew Square Kind of Boarding Party*

Crew Quality	DBP*** of Raking Ship			
	TBP**	OBP**	Ship	Other DBP
Elite	0	5	7	8
Crack	0	4	6	7
Average	0	3	5	6
Green	0	2	3	4
Poor	0	1	2	2

*If a DBP obtains 3:1 odds computed using its enhanced value, it captures the attacking ship, unless an enemy DBP is on board. If so, it continues to fight the DBP for the remaining rounds until melee ceases.

**Same as basic game.

***If grappled to enemy ships in both rake and nonrake positions, use the lower DBP value against all attackers.

I can find no historical objection to giving the defending crew a strength edge; although melee amid ropes and fallen spars is surely a confused fight, offense is bound to involve certain disadvantages, such as that of crossing the unsteady gap between vessels in the teeth of pikes and muskets. The existence of elaborate systems of protective netting on Napoleonic period ships suggests another advantage of defense.

The difficulty of attacking clearly varies with position. Thus, if the defending vessel has a rake, the high, protruding bow or stern of the attacker is grappled to the relatively low beam rail of the defender. Therefore, crossing over should be only moderately difficult, as is reflected in the chart. If the ships are in any other position, the attacker is faced with either a narrow avenue of approach (bow to bow, stern to bow, etc.) or the wide, grinding gap created by the "tumblehome" of two rounded hulls grappled broadside to broadside. This results in the enhanced strength which the table allows defenders occupying non-raking ships.

Although it's not allowed in the rules except by mutual consent, I believe a vessel should be able to automatically throw off grapples which it originated, without rolling on the ungrappling table. This stands to reason since a ship's crew should find it far easier to locate and detach their own grapple lines than the enemy's. Using this interpretation simplifies disengagement from an unproductive grapple.

Another rule modification which affects grappling is really easier than it sounds—it involves doubling all distances in the game. Gunnery, movements and drifting ranges are double, although each ship's turning ability remains the same. This increases the scale of the ship and provides for greater articulation of moves and more concentration of ships and firepower in the same area. Since grappling is still only allowed between "adjacent" ships, it's possible to achieve closer gunnery range with less risk of melee. This system is worth trying at least—the "feel" of play actually benefits from it.

One final rule refinement which I favor (while deploring its effects as dreadfully inhumane) is the addition of "+1" to the grapeshot modifier for every crew section which has been included in a boarding party on the target ship. This is to simulate the gruesome effect of cannister shot on a crowded deck. The rule should combine interestingly with the

TABLE 2: Table to Equalize Wind Change Probability

Wind Change Number (rolled with one die every third turn)	Probable Frequency Of Consulting Wind Change Table	Equivalent Number (rolled with two dice every turn)
6 (only)	every 18 turns	11 (only)
5 (or greater)	every 9 turns	9 (only)
4 (or greater)	every 6 turns	7 (only)
3 (or greater)	every 4.5 turns	7 or 11
2 (or greater)	every 3.6 turns	7 or 9
1 (or greater)	every 3 turns	7, 9, or 11



HOISTING THE JOLLY ROGER

PIRATES IN WOODEN SHIPS & IRON MEN

By Michael Turner

I am always amazed at the sheer enjoyment I allow myself whenever I play *WOODEN SHIPS AND IRON MEN (WSIM)*. The game is, oh, soooo wonderful and let me tell you this: when I start to maneuver a fleet of SOLs I can smell the salt in the air and feel the spray on my back. *WSIM* is a gamer's game and don't be fooled by those guys in the army fatigues bought from the local ARMY/NAVY store that keep yelling about overruns, and T-34s, and Panzers, and Tigers, and all kinds of strange animals direct from the conflict simulations zoo. Just sit back and smoke your filtered cigarette and drink your bottle of Perrier and begin to tell them of the sound of a thunderous broadside and the intricate maneuvering you just pulled off against none other than Nelson himself. Convince them that *WSIM* is just about one of the greatest wargames on the market. Try and get it through their self-lobotomized brains that you can care less about those Russian infantry capabilities and that the effect a number three Frigate has on an ill-placed Sloop is much more authentic, pyrotechnical, and just damn more exciting.

Well, do you have their attention, however slight it may be?

Good.

Now listen to this. Even though I think *WSIM* is the wargame on the market and that it is, hands down, the best wargame Avalon Hill puts out (in spite of those RBG rating charts), I don't really think all the possible scenarios have been covered.

I know! There have been articles covering just about every historical period in which sailing ships fought it out among each other. The British, French, Italian, Russian, Swedish and Dutch fleets are all properly reconstructed and nice scenarios are written up. But, one period and one group of fighting ships remains latent.

So . . .

Let me tell you a story.

There is a sandy stretch of beach somewhere on some lost, forsaken island tossed in an empty Caribbean sea. There, among the tall palms, under the lonely sand of the island, lies hidden, perhaps, the riches and fortune of the pirate, Captain Kidd. Yet, the treasure and how it got there is but a small part of Kidd's story. What took place during that era when piracy took a stranglehold on world sea trade is far richer than any treasure. For it is the story of men whose lives took a turn which they, in

many ways, were forced into. A time when the pirate was heralded not for his black deeds but for the life he managed to carve out for himself. During a time when it was better to chance becoming a pirate and the opulence it entailed, than to live in poverty and hunger on the land; fighting for what scarce jobs were offered. It was no wonder then, that taverns were full of men who secretly idolized and talked in hushed voices about the pirates of the day.

Piracy, and especially sea piracy, has been around ever since the transportation of valuables and wealth tempted men to take from others. The Golden Age of piracy occurred from the 1630s to the early 1700s. It was during this time that the most famous pirates came into being. They scoured the high seas, concentrating on the main trading lanes where the wealth gathered and floundered in its feeble attempt to thwart capture by these lurking nemeses of the ocean. The Caribbean, Madagascar, the Red Sea, and the coast of the British colonies of America were the most frequent haunts of pirates. They were indeed cruel and heartless just as any criminal should be. Many attempted to escape the life of crime they were enduring on land by signing on with any pirate vessel they could get close to, taking their chances with the hangman's noose.

The history of pirates is one of personalities. The pirate leaders, with their huge egos and cunning minds, ruled the horde of buccaneers that sailed these rough seas (yet, overall, pirate captains, if, over some reason or other, displeased their crew, could be overthrown and a new pirate captain installed in his place). These men usually lived lives, prior to their piracy, of wealthy gentlemen. A few never crossed the line between respectable and criminal by becoming privateers, hired by the major powers to harass and destroy enemy shipping. And, yet again, others crossed the fine line separating privateers and pirates much too eagerly.

The Golden Age of piracy, that period of time when piracy was at its zenith of efficiency and quantity, was only a scant 100 years. The geographical location of piracy was, theoretically, the entire navigable world, yet, the pirates seemed to be drawn to only a few, scattered locations. These areas, however, were the spokes in a huge wheel of commerce and golden treasures duly bound for Persian kings and European empires.

Pirate activity was sparse and underdeveloped before the 1600s and declined under increased surveillance between the major powers until, even today, it essentially exists in only scattered, separated sections of the world.

Piracy burned its flame in a cascade of dead and drunken men, soon to be dimmed by honorable, courageous and equitable men.

Rules play a big part in any wargame and so I have decided that it would be inappropriate of me not to include some in this article. The following rules are meant to help simulate the flow and flavor of the many pirate engagements that occurred during those 100 years. The reader may take it or leave it. I have mentioned the rules that I think are important in the scenarios that are to follow. These rules should be incorporated because the scenarios would tend to become one-sided. So, don't write those letters screaming for my head because you always lose as the pirate player. The rules are meant to balance the scenarios because unlike life, wargames should be enjoyable and manageable.

MORALE:

The pirates, although an ungodly collection of men, nevertheless, were quite capable of fighting a battle with a worthy opponent (although their preference was for unarmed, bulky merchant vessels slowed with the weight of gold and silver). Pirate ships sometimes would carry as much as three times the normal crew and usually more guns, captured from vanquished ships and remounted on the pirate vessel. However, as much as their zeal was in boarding prize ships, it could suddenly change if the course of any engagement turned against them. And, the fact that a crew could switch captains at any time added to this potential situation. But, since most of the targets were unarmed merchant ships, this problem only came up whenever the pirate captain was foolish enough or, somehow, trapped into fighting an overpowering opponent.

After each round of combat between boarding parties (i.e. three melee rounds) roll one die. If the result is greater than the crew quality value, then a crew might become broken and strike. This procedure is called the *morale check*. It is only used by the pirate player.

To determine if a crew has broken and the results of such an action, roll on the Morale Chart table:

MORALE CHART

CREW QUALITY	green	poor	average	crack	elite
1	•	•	•	•	•
2	B	•	•	•	•
3	B	B	B	•	•
4	S	B	B	B	•
5	S	S	S	B	B
6	S	S	S	S	S

• no effect

B broken (add 1 to die roll only on determination of morale chart and not on morale check)

S strike (roll 1 die and add to crew quality value. This number is the remaining crew squares that will not strike. This figure cannot exceed the current number of crew squares)

PIRATE LEADERS:

Although usually pirate captains were little more than a simple and convenient way to keep pirate ships organized in open sea, some captains were revered by their crews and the loss of such a pirate leader could effect a crew's ability to continue battle.

To determine if a pirate leader is killed in battle, roll one die after every melee engagement (i.e. every three melee rounds). If the number is six then refer to the Pirate Leader Loss chart:

PIRATE LEADER LOSS CHART

leader rating no.	1	2	3	4	5
1	W	S	W	•	S
2	•	•	•	•	•
3	W	•	•	K	•
4	•	W	•	•	•
5	K	•	S	S	•
6	K	K	K	•	W

• no effect

K killed

W wounded (see wound table)

S stunned (subtract 1 from rating number)

WOUND TABLE

die	consequence
1	remove for one turn
2	remove for one turn
2	remove for two turns
4	remove for three turns
5	remove for five turns
6	dies from wounds

Note: crew quality drops one without pirate captain present (either wounded or dead)

BOARDING:

Pirate ships and the crew that they transported rarely sank a ship to get to any potential treasure being carried. Boarding was the only way to capture a treasure intact. Consequently, the pirates soon became quite professional at this maneuver. To simulate this prowess, subtract 1 from any grappling attempt by a pirate player (note: the pirate player can only win a given scenario, unless otherwise stated, by boarding).

SURPRISE:

A favorite play of the pirate was to approach a merchant vessel by flying a friendly flag. The merchant captain, unaware of the threat, takes no action to counter the approaching ship. Only when the pirate ship is nearly on top of the victim is the Jolly Roger unfurled and hoisted. To simulate this, a merchant vessel that is within 15 hexes of a pirate ship, *cannot* use full sails. He may only use full sails either the turn after he is fired on or when the pirate ship is within three hexes.

CAPTURE:

A pirate vessel, in addition to the ruse mentioned above, also was fast and quite maneuverable; usually only a brig or corsair. However,

with the extra guns and crew, it became a deadly threat to any ship in open sea, short of a heavy frigate.

In order to capture a vessel, pirate ships simply grappled and boarded a ship, killing the crew (those that failed to join up with the pirates) and ransacking the ship, stripping everything of value and then burning the evidence. Yet, sometimes the pirate needed only to show his colors to force a terrified crew to strike, hoping that this gesture would please the pirates enough to be given quarter (it rarely did).

Any merchant vessel with a crew quality of average or less must roll one die as soon as the pirate ship is within six hexes or begins to fire its broadsides. If the number is less than the crew quality value, then the crew quality drops one immediately. This is attempted only once. Afterwards, play proceeds normally.

THE SCENARIOS

The pirate leader's rating follows his name which in turn introduces the scenario.

SCENARIO 1

CAPTAIN KIDD (3) 30 January 1698

I. Introduction

Captain William Kidd was probably the least understood and most persecuted pirate of his day

and history has painted a somewhat biased and untrue account of Kidd's piracy. The truth seems to show Kidd as an inexperienced seaman and this, more than anything else Kidd might have done, may have cost him his life. Kidd was originally hired as a privateer by local New York and British authorities. His mission was to capture any ships or goods belonging to France, then Britain's enemy. Kidd was also commissioned to seize pirates operating mostly from Red Sea ports.

Kidd departed England in December 1695 and was arrested and hung upon his return in 1701. What transpired between those two fateful dates was something short of a disaster. Kidd was harassed by press gangs, a mutinous crew, numerous errors in judgement, indecision over his mission, his secret urge to become rich through the simple course of piracy, and his compassion to do good. Add to this his overbloated ego and the numerous poor ships he was capturing and Kidd's voyage must have been touch and go throughout.

On January 30, 1698, Kidd took his most fateful and richest prize. The *Quedah Merchant* was a 500 ton merchantman commanded by an English captain and owned by Armenian businessmen. Outward bound from Bengal, the merchantman was crammed full of silks, sugar, iron, saltpeter, muslins, guns, and gold. She was spotted by the *Adventure Galley* and pursued in open sea off the coast of India. Kidd ran up a

Scenario 1

Captain Kidd

Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	Crew	Guns L R	Carr L R	Rigging	Depth	Pt. Value
PIRATE:													
Adventure Galley	34	B	5	TT16	5	5	Cr*	444	4 4	2 2	3333**	9	10
EAST INDIA CO:													
Quedah Merchant	18	M	***	AA23	6	7	Av	221	1 1	1 1	33****	6	7

NOTES:

* Cr when boarding and Av when firing guns

** has rowing capabilities

*** turning ability is 1

**** Battle and full sail capabilities as per pg. 28 of *WS/M* rulebook

Scenario 2

Blackbeard

Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	Crew	Guns L R	Carr L R	Rigging	Depth	Pt. Value
PIRATE:													
Adventure	40	S	5	N12	6	4	Cr*	444	3 3	1 1	3333	10	8
BRITISH:													
Ranger	20	S	5	KK24	5	2	Cr	332	2 2	—	3333	9	7
Pearl	25	S	5	QQ21	5	2	Cr	333	2 2	1 1	3333	10	8

NOTE:

* Cr when boarding and Av when firing guns

Scenario 3

Henry Every

Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	Crew	Guns L R	Carr L R	Rigging	Depth	Pt. Value
PIRATE:													
Fancy	46	B	5	TT10	5	5	Cr	554	5 5	2 2	4444	8	9
INDIAN:													
Gang-i-Sawai	62	M	*	GG7	5	10	Av**	886	6 6	—	555 ***	21	14

NOTES:

* Turning ability is 1

** When firing guns crew is Av and when meleeing crew is Pr

*** Battle sail speed is 3 and Full sail speed is 5

Scenario 4

Bartholomew Roberts

Name	Guns	Class	Nr.	Bow Hex	Dir Nr.	Hull	Qual	Crew	Guns L R	Carr L R	Rigging	Depth	Pt. Value
PIRATE:													
Royal Fortune	40	F	4	Q22	5	8	Av	664	5 5	—	5555	8	14
BRITISH:													
Swallow	60	F	3	KK26	6	9	Cr	333	6 6	2 2	6666	17	16

French flag, fired across the *Quedah Merchant's* bow and ordered the merchantman's captain to come aboard the pirate vessel; whereupon Kidd raised an English flag and claimed the vessel as a prize. The captain of the captured ship revealed that he too was English and Kidd was trapped in an awkward position. He decided to ransack the merchantman anyway.

Due to this incident, the Royal East India Co. made such a howl over the taking of the *Quedah Merchant* by Kidd, that he was arrested and jailed on his return to New York and later hanged.

II. Prevailing Weather Conditions

Wind Direction: 5

Wind Velocity: 4-heavy breeze

Wind Change: 4

III. Special Rules

A. Morale

B. Pirate Leaders

C. Boarding

D. Surprise

E. Capture

F. No anchoring allowed

G. No land hexes

IV. Special Victory Conditions

Merchant player must escape off boardedge 1, between hexes A1 and K1.

SCENARIO 2

BLACKBEARD (5)

17 November 1718

I. Introduction

He was a tall, dark figure of a man with blazing eyes that seemed to burn from the bowels of hell. His beard was thick and reached to his chest. Before he went into battle, Blackbeard would stick matches under his hat and in his beard, sending a cloud of billowing smoke to cling around his head. His appearance was that of some piratical demon.

Blackbeard, born Edward Teach, was to terrorize the Carolina coastline, growing more legendary with each passing day. No other pirate figure so closely fitted the public's image of what a pirate should be: ruthless, dynamic, desperately determined to sail the seas unharrassed. Blackbeard would sail up and down the American coast, seeking prey and helpless ports to pillage.

In the spring of 1718, Blackbeard blockaded Charleston, capturing any vessels heading toward the harbor. This wanton disrespect for authority quickly sent the temperament of neighboring Virginia to the limit. The governor of Virginia, Alexander Spotswood, decided to put an end to Blackbeard's forays.

On November 21, 1718, two shallow-draft sloops entered Ocracoke Inlet where Blackbeard's sloop *Adventure* was holed up.

Lt. Maynard, in command, approached Blackbeard through the shallow waters, slipping past numerous sandbars dotting the inlet. Movement was tedious and slow and at the very start both of Maynard's sloops grounded on sandbars. The crews worked the vessels free and Maynard continued his awkward maneuvering. Finally, Maynard managed to grapple and board Blackbeard's ship. The fighting was fierce and suddenly Maynard came face-to-face with the pirate, both firing at the same time. Blackbeard, a night of rum still smoldering in his veins, missed while Maynard's shot did not. But, it took a number of cutlass strokes and more pistol shot to bring Blackbeard down. With their leader dead, the remaining pirates threw down their guns and surrendered.

II. Prevailing Weather Conditions

Wind Direction: 5

Wind Velocity: 3-normal breeze

Wind Change: 6

III. Special Rules

A. Morale

B. Pirate Leaders

C. Running aground

D. Casting the lead

E. Towing

F. All light green hexes are considered shallow water with a depth of 8 feet

G. All gray hexes are land

H. Pirate player may secretly designate five hexes as sandbars. Any ships entering into such a hex are grounded and must be towed off

IV. Special Victory Conditions

Blackbeard wins by defeating British or by successfully exiting out of harbor entrance: row of hexes MM22-MM28.

SCENARIO 3

HENRY EVERY (4)

I. Introduction

Henry Every seemed to burst on the pirate scene in the year of 1694 when, as first mate aboard a Bristol ship of 46 guns chartered as a privateer by the Spanish, he managed to persuade most of the crew that fortune and fame lay not in a hard, honest life but in the way of piracy.

Every renamed his ship the *Fancy* and set course toward Madagascar. For the next two years, Every plundered and ravaged with the best of them.

Every's biggest catch was the Mogul treasure ship, the *Gang-i-Sawai*. This vessel was so huge and powerful that it almost always sailed with only a small escort. The *Gang-i-Sawai* carried 62 guns and some 500 Musketeers as well as 600 passengers. The *Gang-i-Sawai* was considered the greatest ship in the history of the Mogul's dominions. She carried a cargo of some 500,000 gold and silver pieces.

Only a week from her destination of Surat in India, Every caught up with this small treasure fleet. The sheer size must have made Every think twice, but, being the pirate he was, Every wasted no time in coming alongside the towering sides of the *Gang-i-Sawai*.

The Mogul vessel opened fire, her guns belching out fire and smoke. But, as soon as she had fired, one of her guns burst and chaos rippled throughout the huge ship. Every took this opportunity to let go a well-placed broadside that brought down the mainmast of the Indian ship, leaving her unmaneuverable in the open sea.

Soon, the cry and shout of pirates filled the salt air as the crew of the *Fancy* boarded the *Gang-i-Sawai*. The next two hours saw a fierce melee as Every's crew attempted to control the decks of the Indian ship. The pirate captain lost nearly 20 men in the first hour of fighting. However, the Indians were no match for the pirates' ferocity. Soon after the battle reached its peak, the ship was captured and secured.

II. Prevailing Weather Conditions

Wind Direction: 6

Wind Velocity: 3-normal breeze

Wind Change: 5

III. Special Rules

A. Morale

B. Pirate Leaders

C. Boarding

D. Surprise

E. Capture

F. No anchoring allowed

G. No land hexes

H. Special boarding rules: the pirate player, due to the steep sides of the Mogul ship, can only assign 5 OBP crew squares per melee round. Each round, then, 5 more OBP are added to any remaining OBP from the previous round.

I. Each time the Indian player fires his broadside, roll one die. If a roll of 5 or 6 is thrown, then a gun explodes. Mark off one crew square in addition to a gun square on the side being fired.

IV. Special Victory Conditions

Indian player must exit off boardedge 4, between hexes A35 and K35.

SCENARIO 4

BARTHOLOMEW ROBERTS (4)

10 February 1722

I. Introduction

Bartholomew Roberts quickly became the greatest pirate of his day. His exploits did not include savage attacks against unsuspecting merchant ships, nor was he feared and gossiped about on the safety of dry land. In all respects, Roberts was actually low-keyed in the pirate world. For all his unblackened career, Roberts was only a pirate. Yet, the most successful pirate that ever flew the Jolly Roger.

Roberts' success lay in his expert seamanship as well as an uncanny knack for being in the right place at the right time. His captured ships, more than not, were loaded to the gunwales with gold, spice and jewels. Roberts, in only a few years of being a pirate, had enough wealth to retire to Madagascar to live the rest of his life in luxury.

However, for whatever reason he may have had, Roberts failed to elect that avenue and continued his piratical career.

Roberts was born around 1682. His expertise in ship handling and knowledge of naval tactics must have been gained as an active seaman in some naval service, although little is known of his early life. However, this expertise was probably the main reason why he turned to piracy after some 20 years as an honest seaman.

Setting sail for the first time as a pirate, Roberts introduced his name to the world in a storm of fire and destruction as he devastated the Portuguese settlement of Princess Island where the pirate captain Howell Davis had been ambushed. It is curious to note that revenge for another pirate was Robert's first act.

Roberts patrolled the Brazilian coast as well as the Caribbean and went as far north as the Newfoundland Banks. His exploits did not confine themselves only to stray merchant ships. Roberts attacked whole fleets of treasure laden vessels as well as fortified harbors. And, by the spring of 1721, Roberts had nearly brought the shipping lanes of the Caribbean to a premature closing.

Due to the sparse hunting that Roberts himself induced, the pirate captain decided to set sail for Africa, where, he hoped, the pickings would be more plentiful. However, Roberts was soon to find something more than easy merchant vessels waiting for him.

After months of plundering the Guinea coast, a pair of British men-of-war were sent to put a stop not only to Roberts but a score of pirates operating off the African coast. One of these ships, the *HMS Swallow* under Captain Ogle, finally caught up to Roberts.

The *Swallow* had spent six frustrating months searching the West African coast for Roberts. Finally, however, Ogle arrived at the port of Wlydah only a few days after Roberts had sailed away. He was close now, narrowing the gap. At early dawn, on 5 February 1722, Ogle brought the *Swallow* into a group of inlets and swamps. He was surprised to hear gunfire and quickly located Roberts and his small fleet of captured ships.

Continued on Page 44, Column 1

Hoisting the Jolly Roger . . . Cont'd from Pg. 17

Aboard the *Royal Fortune*, Roberts saw the approaching Ogle only to mistake the *Swallow* for a large merchant vessel. It was indeed ironic that Roberts, a fine seaman and crafty adversary, would pick this time to have a lapse in judgement. It was a lapse that he would pay dearly for.

Roberts ordered one of his fleetships to capture the *Swallow*. Out went the *Great Ranger* and sometime later, unbeknownst to Roberts, was captured by the *Swallow*, a 60 gun man-of-war.

On the morning of 10 February 1722, Roberts was in his cabin aboard the *Royal Fortune* when word came that a ship was fast approaching. He was not the least bit concerned even though five days had passed since the *Great Ranger* had sailed after another ship. The British ship slowly closed the gap to the unsuspecting pirate vessel. Roberts, meanwhile, was eating his breakfast, so strong was his confidence in himself and his ship.

The two ships closed on one another and at 11:00 AM, they were well in range. Roberts, by this time, finally became aware of what was occurring and ran up to the decks, bent on teaching the *Swallow* a lesson. With an immense roar, the *Swallow's* guns delivered a thunderous broadside. The *Royal Fortune's* mizzen topmast came crashing down. The pirates replied in kind. As the smoke cleared, Roberts was seen to slump on the rope tackles of one of the guns. He soon died, his throat ripped by grapeshot.

His death so unnerved the crew of the *Royal Fortune* that they surrendered.

II. Prevailing Weather Conditions

Wind Direction: 5

Wind Velocity: 3-normal breeze

Wind Change: 5

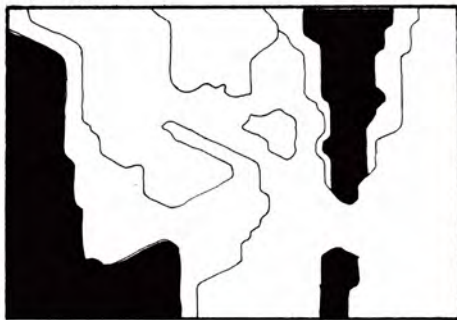
III. Special Rules

A. Morale

B. Pirate Leaders

C. Boarding

D. Certain hexes are land as shown in black on the map diagram:



IV. Special Victory Conditions

Just a slugfest between a devil-may-care pirate and a determined Royal Naval officer.



BLANK COUNTERS

Avalon Hill now sells blank, half inch counters pre-printed with standard unit notations in an assortment of six colors. Each counter sheet contains approximately 190 counters. The larger 5/8" counters are not available in different colors or with pre-printed unit notations. When ordering choose from the following colors: white, beige, blue, yellow, gray, or mint green. Blank counter sheets are available for \$2.00 each, or six for \$7.50, or twelve for \$14.00. Add 10% for postage and handling (20% for Canadian customers, 30% for overseas orders). Maryland residents please add 5% state sales tax.

GLADIATOR

The savage splendor and pageantry of ancient Rome lives again in this game of man-to-man gladiatorial combat. Each player assumes the role of one of a matched pair of gladiators pitted in a contest of arms to the death. Superbly trained and equipped for the sole purpose of entertaining the citizenry with their life and death struggles, each man must fight with all the skill he can muster for his very survival. There is no question of bravery in the arena. It is kill or be killed and each man must muster all the skills and cunning he can summon in this most desperate of battles for survival. There can be only one victor in the arena and no second chance for the loser. For missus can be granted the fallen only at the whim of the emperor, and all too often mercy takes the form of a quick end on an opponent's blade. Let the games begin!

In **GLADIATOR** each player is represented by a single "counter" one inch wide and 1 5/8" high which stands erect as long as the gladiator does. Each counter is back-printed with a rear-view image of the gladiator giving a three-dimensional feel as if the players were maneuvering miniature figurines. There are four classes of gladiator varying in type by armor and armament. Within each class the participants vary according to individual ratings for training, strength, agility, constitution, combat capabilities, and types of armor worn. Regardless of rating, each gladiator will have some strength with which to exploit his opponent's weaknesses. Knowing how best to utilize these advantages is the key to survival and winning the game.

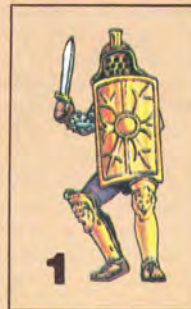
In the **Basic Game** both gladiators are armed with short sword and shield. Each player records his movement secretly in an attempt to gain a positional advantage over his opponent. Movement orders are then revealed and executed simultaneously. If in position to attack, each player then secretly allocates his available combat factors to any of a series of offensive maneuvers aimed at various parts of his opponent's anatomy or defensive maneuvers to protect himself from an adversary's attack. Combat is resolved, wounds inflicted and recorded, and checks made for incapacitating results. Play then proceeds in a like manner until one gladiator is victorious.

In the **Advanced Game**, the Retarius makes its appearance, allowing the classic confrontation of antiquity: short sword vs. net and trident. The Retarius can strike from greater range with his trident while the swordsman is still too far away to harm his opponent, or trip or ensnare his opponent with a deftly swung net. At close quarters, though, it is the Retarius who is at the disadvantage with no shield to turn away his opponent's attacks. It is the classic struggle of strength vs. agility.

In the **Campaign Game**, players assume the role of wealthy Romans vying to acquire great wealth through wise wagers on the success of their own stable of gladiators. In addition, each victorious gladiator can improve his characteristics through experience gained in the arena, although he also risks debilitating injury. Ultimately, a gladiator's supreme goal is to become the Emperor's champion and win his freedom.



GLADIATOR is best played with two participants, but can be played by any number—especially in the Campaign Game version. The average playing time varies from 15 minutes to a half hour, making multi-match tournaments a commonplace occurrence. In each game you get an 11" x 16" mounted mapboard, rulebook, gladiator log pad, and full color, double printed die-cut counters representing the gladiators and their weapons.



GLADIATOR is available now by mail direct from The Avalon Hill Game Company, 4517 Harford Road, Baltimore, MD 21214 for \$9.00 plus 10% for postage and handling (Canadian players please add 20%, overseas customers 30%). Maryland residents please add 5% state sales tax.

AVALON HILL COMPLEXITY RATING: 4
(on a scale of 1 [easy] to 10 [hard])

WS&IM

British: Leonard P. Carpenter

French: John D. Burt

Neutral Commentator: Mick Uhl

Strachan Vs. Dumanoir, 4 November 1805



*This engagement pitted the remnants of the Combined Fleet against a patrolling English squadron in the Bay of Biscay. Considerable latitude has been taken in translating this bit of history into the present scenario, particularly for the French squadron. All of Dumanoir's ships were badly damaged by the post-Trafalgar storm and all were taking water. So much so that most of the ships were jettisoning their guns to stay afloat—Dumanoir's flagship, *Formidable*, had to dump a score of her guns! French morale was unusually high for the inexperienced French sailors, although in the five hour action they acquitted themselves well. For the English under Strachan, the scenario ignores the very real presence of four English frigates which had hounded the French until their Admiral could close. Even then, the battle was fought mostly three English ships against four French, as HMS *Namur* arrived very late, being a sluggish sailer. For balance purposes, the battle shapes up as:*

FRENCH:

Formidable, 80cr
Duguay-Trouin, 74cr
Mont Blanc, 74cr
Scipion, 74cr

BRITISH:

Caesar, 80el (class 1)
Hero, 74el, common
Courageux, 74el, common
Namur, 74el, common

WIND DIRECTION = 4, Normal, unchanging

All advanced rules were used in this replay, with optional rule X (exploding ships) also in effect. This game was played by mail, using a single mailing system that combined the previous turn's combat with the present turn's movement. Because of this some subtle changes enter the game. The players don't know the results of the combat before they commit their ships to another movement. This can effect the tactical decisions. To partly compensate for this and to ease the decision making, rigging damage taken during combat does not effect that mailing's movement. In effect, the effects of rigging damage on movement are delayed a turn. Again, this slightly changes the strategy of using full sails, but not significantly, as attested by many PBM battles. Each player's commentary is split into two sections to help clarify whether the remarks are being made pre- or post-movement/combat. A square "□" is printed at the point in each commentary where the player becomes aware of his opponent's move and fire.

Mick Uhl, the AH developer of the game and a victim himself of that infamous French scourge Jack Greene in our last WS&IM Replay (Vol. 12, No. 3), comments in italics.

British

So much for my fancied retirement. I find myself on the quarterdeck again, flying my flag from this undergunned, overbarnacled tub *Caesar*. The old exhilaration of the chase is there, made keener by the knowledge of my foe's deadly ability. I fear Dumanoir has had time to put right much of the damage his squadron has suffered the month past. Worse, I'm told he sails in company of a naval strategist named John Burt, who has offered (or sold) his services to Napoleon while the upstart emperor's fortunes at sea are at low ebb. how one with such a staunch Anglo-Saxon name could

champion the French cause I often wonder . . . perhaps he learned treachery by throwing in his lot with the Yanks in their vile mutiny against the rightful authority of His Majesty King George III! At any rate, I know him of old as a cunning and resourceful adversary.

How delightful! I hear the masthead report the sighting of the four enemy sail to leeward. I would be happier yet if the four frigates assigned this squadron had not been dispatched for search and communications duties; they would come in handy in the coming fray. As it stands, the French are somewhat newer, nimbler, and more heavily gunned than my own veteran ships. Judging from the way they have formed their line, the Froggies seem unusually competent for Boney's boys. But one must remember that they've recently had sailing and fighting practice, courtesy of the best tutor—Admiral Nelson. It remains for me to administer their final examination!

My prime advantage is the weather gage . . . more a burden than a benefit in some ways. My best victories have been won from downwind. Yet I hope to use my position carefully to secure an advantage in firepower—a concentration of my full force against part of his line. This would be easy if my enemy could be counted on to make mistakes, for instance, if he let part of his force run too far downwind. I would then engage the windward ships as closely as possible, slowing them by rigging damage, perforating their hulls, and holding off the others at long range with a token force. However, I fear that any plan which requires waiting for this careful foe to make errors is doomed to failure. Instead I must beguile or force him into an unfavorable position. The best way I know to accomplish this is to cross his stern.

If he keeps his ships in line, crossing his stern can gain me rakes as well as the opportunity to wrap around his line and concentrate on his sternmost ship. If we both remain in attitude A, I will tend to pass out of the full broadside range of his foremost ships. I'll be firing at fleeing vessels and in a good position to slow their flight with rigging damage. The French van will have difficulty turning under my guns to aid the stragglers. That dilemma is one that isn't new to Dumanoir—at Trafalgar his solution was to keep right on sailing.

To cross the stern of a moving line means I must sail directly toward the foe and suffer rakes. The Frogs will probably hang back to maintain this advantage as long as they can.

I am sailing down on him in attitude A for speed. My stout flagship, *Caesar*, is to sail in the van, slightly to leeward of the rest of the line. If it suffers major rigging damage, the others can easily pass behind it and derive some protection from enemy fire, perhaps even maintaining full sail! We aboard *Caesar* should be guaranteed a good fight by virtue of our van position.

If the Frogs choose an unexpected approach to battle or try zig-zagging to protect their ornate sterns, my task will be somewhat harder. Crossing the stern could depend on turning at the right moment under fire. And they may manage to impose a different pattern altogether on the battle.

I plan to close with the enemy promptly in order to use my carronades before they're all dismantled and to achieve a quick, decisive action. I plan to open fire at his rigging early to slow him in running and turning, thereby compounding the benefit of the weather gage. Hopefully a lost mast will keep him from deploying upwind against me at all.

Well, his starting position is precisely what I anticipated. The battle is afoot . . . or rather afloat.

French

We have finally succeeded in eluding those pesky English frigates, but my lookouts have sighted a small squadron coming down from windward. I should run . . . France can ill afford the loss of my ships after the horrific losses of a month past. But the men still recall with shame the way Adam Dumanoir fled from the Cape rather than help our beleaguered comrades. They wish to strike back—I shall let them.

The orders are given to beat to quarters. Ah, if only Dumanoir were here to see the enthusiasm with which the men prepare for battle. One will never know who placed that fateful banana peel on deck during the storm upon which he slipped and fell overboard . . . Ah, the masthead reports the enemy closing. One slow 80, and three of their accurst 74s. Oh, ho, the pot boils over!! I would recognize that flagship anywhere. She's the *Caesar*, last known to be under Strachan. More importantly, she carries that nuisance of a captain, Carpenter. A wily foe indeed. When last we fought, we traded—a British 80 for my eye. Uneven to say the least, but here he is and I will gain revenge . . .

To assess our chances: our squadrons appear about equal in size, although their ships will be inferior to mine in guns and number of crew. Undoubtedly, the English dogs will be fanatical in their efforts due to the battle of October, so I should not consider boarding unless forced. The largest offsetting advantage is the weather gage which he holds—it will be they who hold the initiative. Unfortunate, but it cannot be helped. He will call the shots and I will have to dance to the tune. My maneuvering will be at a minimum as he will be capable of anything at anytime. I cannot plan surprises for him; I can only take advantage of the initial charge he will surely make and press home any mistakes he may make—if any, curse him. One problem that can occur—the ability he has to make the moves he wants will perforce cause me to scatter my line, perhaps at the wrong moment, in order to keep him from flanking my line. He has good reason to know this as I performed a like demonstration when last we met. That he will not soon forget.

With all this in mind, I will form my line directly across his approaching line and beat to windward to close the range more quickly than he may expect. This will hopefully allow my gunners target practice on his vessels and confuse him into altering his plan of attack early on. With no plan, there usually is no initiative. If he assumes the usual French temerity, I may be able to take his flagship out of the action, as his line appears to beg me to concentrate on *Caesar*. Once engaged, my van will wear around onto a

parallel course and re-engage with the new starboard batteries. Risky, under fire, but the well loaded guns should tell the tale. A last thought for the squadron. I have found that even crippled ships with the wind gage can be deadly and as full sails are a liability in close, I will instruct my gunners to shoot low as soon as feasible. Hopefully, this will increase the advantage of guns and men I now hold.

And so, to battle . . . Viva l'Empereur! Vive La France!

INITIAL IMPRESSIONS: While the British fleet is making preparations to engage the French squadron, this is, perhaps, the appropriate time to assess the chances of both sides in the upcoming conflict. Casting a critical eye over the noble lines of the eight warships and judicious approval upon their self-reliant crews, one gathers that they appear to share much in common and little that is different. A closer examination, though, shows that the differences, although outwardly small, run very deep. I'm afraid that it is so deep that, if I were a British officer, I would earnestly endeavor to convince everyone of a higher rank to break contact with the French as quickly as possible.

For every plan of action that I can formulate, the British seem to be at a disadvantage. Their fleet just doesn't appear to have an angle that they can exploit. The British can generally match the French ship for ship in hull strength, rigging and firepower. The superior gunnery of the French flagship, however, tips the balance in favor of the French. Add greater French gun durability to the scales and the British can't rely on their cannon to gain a victory. Contemplating a grapple and boarding campaign doesn't appear any more fruitful. The British may appear to have the advantage with their elite crews yet the French are but one step behind with crack crews. This difference in quality can be negated if the power side can manage at least 81 points in total melee strength. In this situation, the greater number of seamen, rather than their quality, becomes the critical factor. All four French ships have no trouble mustering the 81 TMS points and, with an average 3 crew square superiority per ship, must be considered the favored side in any ship to ship melee.

The British can't really make a definite plan of action. They're going to have to create situations of local superiority and exploit them to advantage. Having the wind, the British fleet is in excellent position to take the initiative and set the tone of the battle. Unfortunately, they must run a gauntlet of French rakes before they can make a real move.

Sir Leonard Carpenter, the British admiral, is well aware of his situation and has made his plans accordingly. I wholeheartedly agree with its strategic direction and feel that overall the British fleet is in very capable hands. However, I feel that I must disagree with one tenet of Sir Leonard's tactical approach. Why use the Caesar as the screen against the French rakes? The Caesar's rigging isn't sufficiently superior to his other ships to make it preferable as a damage-absorber. On the other hand, the consequences of losing the Caesar to crippling rigging damage means that the British fleet loses its best weapon for close-in fighting. The Caesar is the ship I would want to be on if the battle got down to hand-to-hand fighting. Against any of the French 74's, the Caesar should win any melee initiated. There is no reason to risk the Caesar to rigging damage when any of the other ships will do just as well. In fact, the only reason I can envision for a screening ship would be to protect the Caesar! Other than this, I have no criticism with Sir Leonard's plans.

The French, on the other hand, should prevent the British from gaining local superiorities with every square inch of canvas available. This can be accomplished in two ways. First, the French

should maintain as tight a formation as possible. This prevents being split into smaller groups and allows quick support in emergencies. Second, the French should keep the British at long range for as long as possible. If is far more difficult for the British to gain superiority over one or two of the French ships at long range than at close range. The French fleet is also better able to react to a sudden British move, if that fleet is at long range. Finally, the French can maintain a higher level of gunfire on the British fleet while it attempts to close the gap with the French ships. The longer the British remain at long range, the longer the French can maintain this firepower advantage. The daring French commander, Admiral Jean Burt, evidently has another plan in mind. He, too, appears to have accurately assessed his situation and I am surprised he has discarded his initial ideas for a more dramatic offensive. I personally suspect that Monsieur L'Admiral had tried the more cautious approach in earlier games and found that it made for a dull replay; hence the decision to make the heedless assault.

If I had command, I would instruct my captains to keep their ships seven to ten hexes from the British fleet for as long as possible. I would never consider closing the gap until the British are one turn's movement allowance from my ships.

Wait! Do I detect the smell of gunpowder wafting leeward? You must excuse me for the moment. I believe the battle is about to begin.

British Turn One:

Now to commence my strategy of sailing straight down his throat. No chance of coming into gunnery range yet, however.

□ My opponent comes charging in and his flag takes in sail. Nothing tricky yet.

French Turn One:

My squadron beats to windward. The English line of sail appears to take them past my stern ships. It is too early to tell, but the dogs may try to focus their power there. Something my planned maneuver will forstall.

□ My opponent comes charging in and his flag takes in sail. Nothing tricky yet.

TURN 1 NEUTRAL COMMENTARY:

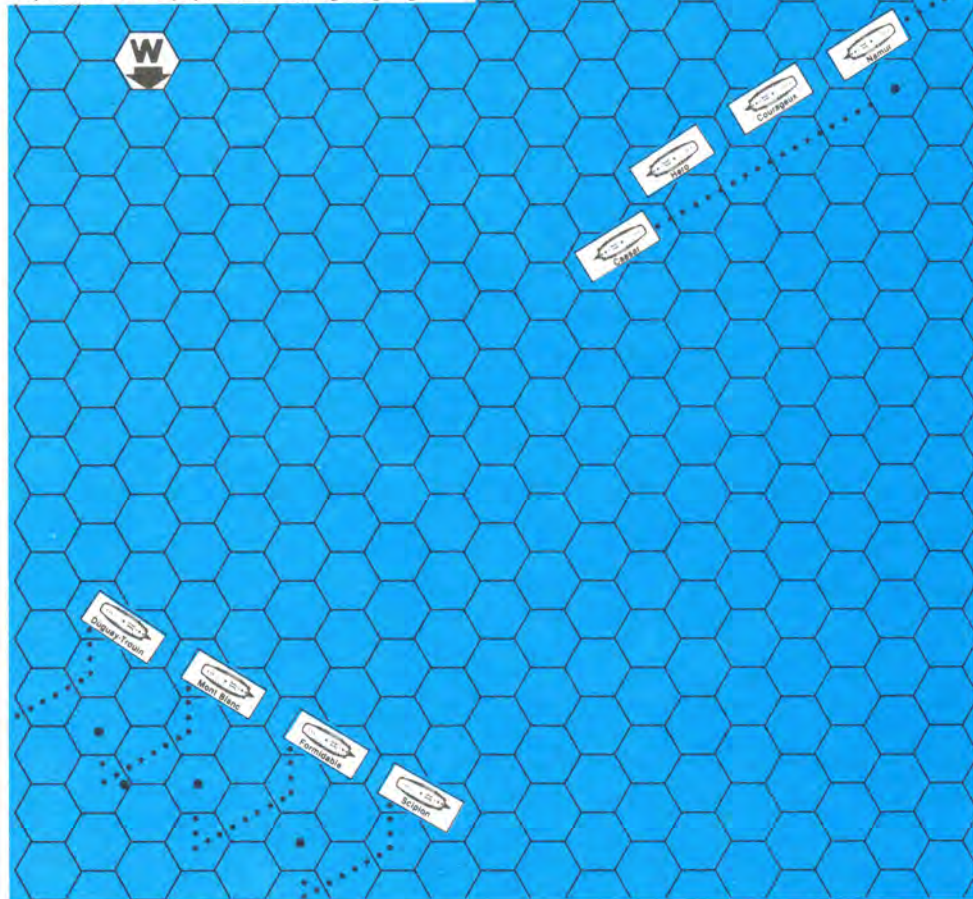
Both squadrons execute exactly as planned. Monsieur Burt's charge toward the British is not a bad move for this turn. It puts the British fleet at the optimum rake angle since it moves the French further upwind, yet the British are not able to get within firing range. On the next turn, the French should not let the British close too quickly. Therefore, M. Burt should keep his ships in place or commence a slow retreat (RIR, for example).

British Turn Two:

Aboard my flagship, I have ordered the sails brailed up and set the deckhands to doing a hornpipe on the foredeck. Things are apt to become a bit thick around here in a few moments. In a sea fight, there's no sense cowering behind a bulwark that may be splintered in your face by the first round-shot. You're better off out in the open where you can hear them whistle by.

I expect the enemy line to stand fast or start fading back now, to prolong the agony of my approach. He may turn his lead ships upwind to create a concave formation and keep his guns on me while avoiding moving any ship too far downwind. That could be rough on Caesar. But if he moves the line at all, he'll have to go forward, so fewer guns will bear on my flagship. I'm resigned to suffering three full rakes any moment now and I expect to lose a mast . . . I can only pray it's not worse.

TURN 1: Both fleets close the range at maximum speed. Caesar drops to Battle Sails in preparation for entering firing range.



- ☐ Glory be, he continues to close! I must salute his determination to come to grips and fight a conclusive action. *Caesar's* port broadside will serve to pay my respects. Fire away!! I have to destroy his mobility.

There goes the foremast! You men . . . clear away that raffle! Get the wounded below!

French Turn Two:

My ships should probably stay where they are and let the English dogs travel into range on their own. If I close I could increase the effectiveness of my opening broadsides. Also *Scipion* would be in better position to greet any feint to my van with a hail of round. He should not expect to see me close again, it could serve to unsettle him. Doubtless he wants to blow my rigging away, as I should his, but his hulls provide a more tempting target. So pass more wine, check the guns and into the breach!

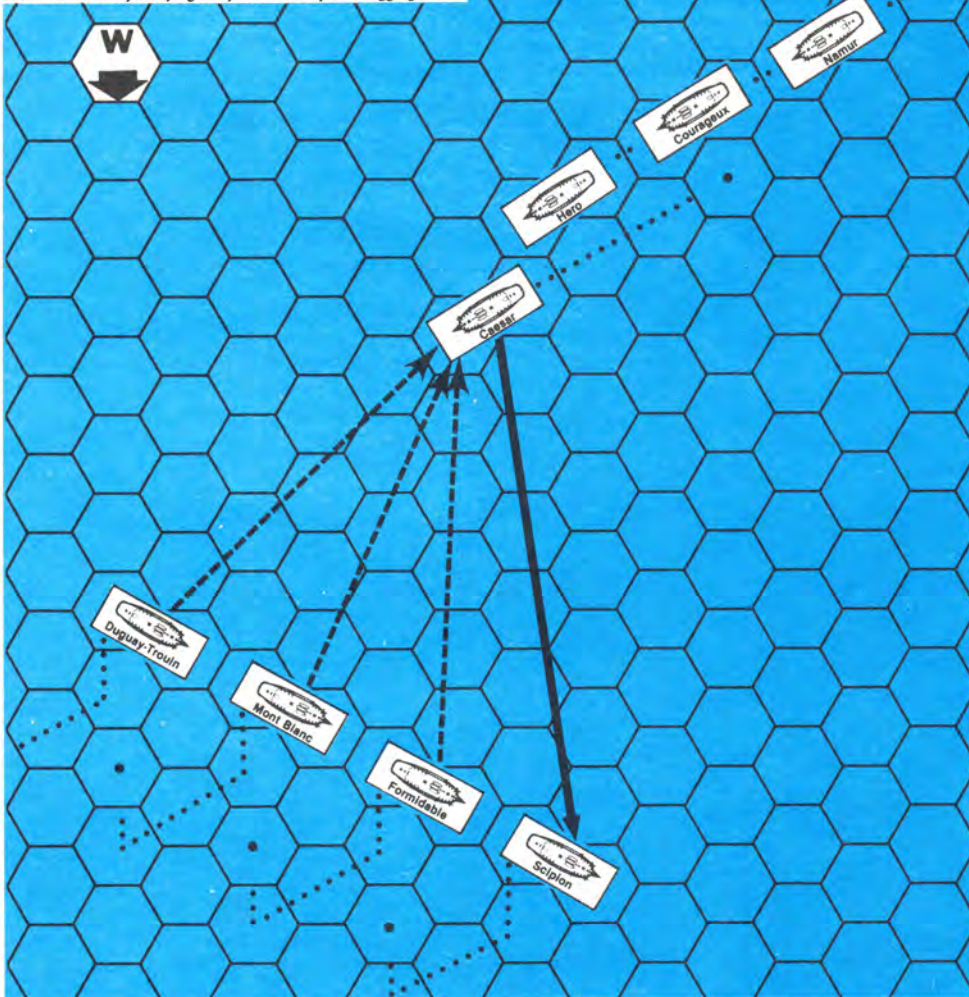
- ☐ Fantastique! He continues to travel forward. A stern attack it is! Sadly, no feint, so *Scipion's* guns will not serve. But his flag will feel our bite with little return fire.

Mon Dieu!! The sight of his foremast falling is certainly tempered by seeing *Scipion's* mizzen top-sail shredded by his 'little' return fire. These devils can shoot!

TURN 2 NEUTRAL COMMENTARY:

The French do well to concentrate their fire on the Caesar. In fact, it is good policy to concentrate fire on the same ship whenever possible. This is the quickest way to eliminate return fire on your own vessels. Of course, rules are made to be broken, and special occasions of opportunity allow fire to be

TURN 2: Both fleets continue to close and the French open fire on *Caesar* destroying a rigging section and nearly 1/2 a crew section. *Caesar* retaliates by carrying away some of *Scipion's* rigging.

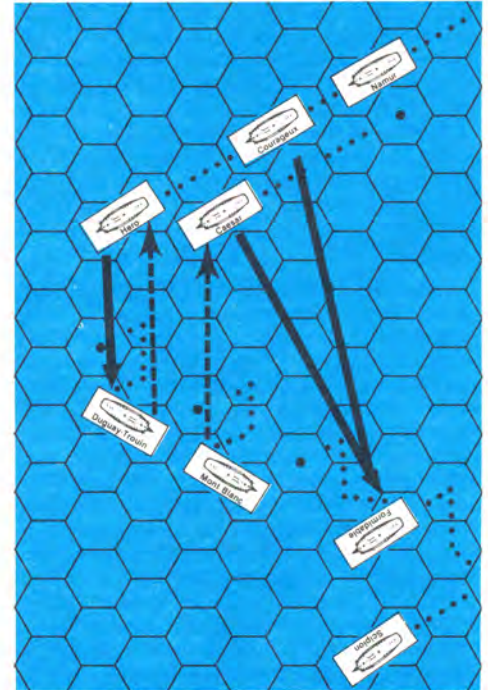


dispersed to more favorable targets. The result of the French gunnery is spectacular, the British either must leave Caesar behind or slow its approach in time to the crippled flagship's pace. The French now face two happy prospects. Either the ships will continue the fight at a 4 to 3 ship advantage or they'll have additional turns of rake fire. This somewhat makes up for the second consecutive turn of moving forward. The French fleet should begin pulling back now.

British Turn Three:

We have braved the worst the enemy can deal out—two initial rakes and a full broadside from his flagship. My opponent feels that he can deal with me better at close range. He may be overestimating the effect of the gunnery I am allowing him. Under the primitive rules of war (Basic Game) a small initial advantage is much harder to overcome. Also, due to the vicissitudes of fighting the way we are (by mail) the effect of rigging damage is delayed. Although this could work as much to his advantage as to mine. I'm betting that once I'm past his rakes, I'll have a decisive positional advantage.

The greatest risk I face is that, in closing rapidly, I'm not able to batter his rigging very hard in preparation. Last turn's gunnery against *Scipion* was not extremely effective, but it may help prevent her from moving upwind and threatening my stern. Still, his line remains too mobile and volatile. Before pounding his hulls, I must knock down enough rigging to keep him from flitting away or reforming before I've sunk a ship. I count on the lure of rakes to hold his sternmost ship in position a while longer.



TURN 3: The French begin their turn as the British close. The English fire high while the French choose to lower their aim. *Hero's* turning is impaired by a critical hit.

The potential threat I see to my stern is only after I've turned to direction 6. At least one of my ships will have to do this if I expect to concentrate my fire on his stern, double his line, and threaten a rake if he turns into direction 2. As long as my ships remain in a straight line, they can't gain real concentrations and rakes. But for now . . . steady as she goes!

- ☐ As I feared, the enemy is starting to fall back and turn his line. This coyness represents a low sort of cunning . . . to hit and run, crippling my strongest ship with rakes and forcing my smaller ships to take up the pursuit. The Frog who fights and runs away, lives to croak another day, as the saying goes.

The advantage I hope to seize is that his ships are finally spreading out along the line of the wind. The furthest downwind is his flagship *Formidable*, aptly named unfortunately. That leaves the *Duguay-Trouin* relatively isolated; if she can be slowed by rigging damage, the flagship will have a hard time getting back upwind. Much will depend upon our next maneuvers.

French Turn Three:

Time to begin the turn to parallel his course—in fact it may be somewhat late. But he seems bent upon sailing against my stern ship and as long as he does that, I must take advantage of his obsession. With no feint at all toward my van, I can do what I wish, instead of what he forces. Hmm . . . I toy with the idea of having *Duguay* load with chain and shred canvas, but I could not effectively support her that close to the English line. So the turn begins with *Duguay* and *Mont Blanc* falling downwind in support.

- ☐ The devil continues straight ahead, still bent on my rear ships. *Hero* forstalls a mighty rake into the bows of his flagship. Should I consider ordering rigging shots? Non! The hull I have chosen and the hull it shall be for better or worse.

Hero staggers under my shot—and, lo, my glass spies men scrambling about her half destroyed wheel. Have we cut a rudder line? If so, her turning will be impaired and she could be in trouble. His own shot sails into our rigging. The die is cast!

TURN 3 NEUTRAL COMMENTARY:

The British slow their advance slightly and the French begin to pull back (a turn too late, I might add). Look what has happened! The French are dividing their forces. Just what the British want to see. No player should ever make drastic moves just to avoid a rake. I fear this may be the beginning of the French downfall.

British Turn Four:

I see an urgent need to modify my battle plan; I have signalled *Courageux* and *Namur* to hasten into battle. They are to turn to put the wind on their port quarter, rather than follow *Hero* and pass behind *Caesar*. This is imperative if I am to concentrate fire on the enemy's stern elements rapidly enough to keep them in range. My flagship's loss of a mast and *Hero*'s steering damage make us too easy to outrun. This maneuver will spread my line in a shallow arc to windward of his straggling ships. All our crews should have targets, with excellent chances of stern rakes. We'll see how fast he can run with a British bulldog adhering to the seat of his pants!

□ I see my foe's ability and determination to avoid a rake is truly remarkable. I can look forward to another mediocre round of gunnery. Yet I think his turning *Mont Blanc* upwind is an error . . . she will surely be slowed, while I send my undamaged ships against her. If she moves upwind next turn it will aggravate her plight. I'd like to pass one or two ships between her and the rest of the flock!

Scipion's maneuver demonstrates the enemy's considerable ability to work his downwind ships back into decent range under full sail. Hopefully *Duguay-Trouin* will hang back to screen them longer. It will be hard enough to keep her in hull range in any case.

A mast is finally toppling aboard *Duguay*!! The crew is cheering . . . BELAY THAT!! Serve the guns, you unruly devils! She'll have another turn of full movement before the damage takes effect. These strange time lapses are undoubtedly due to our proximity to the Greenwich meridian. Still, the blockage of her starboard broadside should prove helpful.

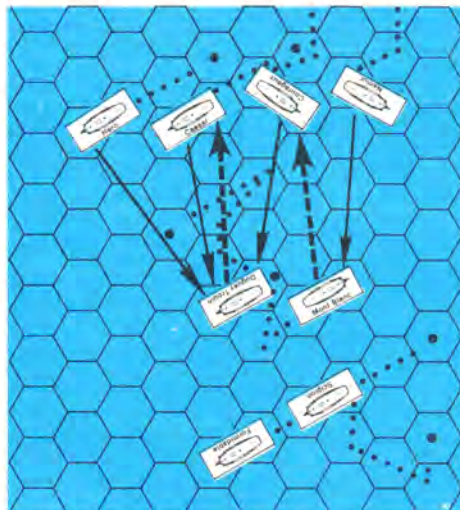
French Turn Four:

My plan of action should be somewhat apparent to my foe. The fact that I am sailing for his van, containing a crippled flagship and a damaged third rate should provoke a reaction from his stern 74s. It would seem inconceivable that he would allow me to complete my maneuver without trying to interfere. As his stern ships are at full sails, I will expect a rush. What then to do?

My own aggressiveness has left me close and vulnerable to a two prong attack. Fortunately, the damage to his van minimizes the danger from that direction, so there is no use crying over spilt wine. My flag and *Scipion* will of course join up, but it is the other two ships that cause concern. If I signal *Duguay* to wear around onto my new course, her stern will be in grave jeopardy to the enemy's expected rush. If *Mont Blanc* covers *Duguay*'s stern by staying on her present tack, then her own stern will be in danger. *Duguay* must remain our screen a while longer so she cannot be allowed to receive blows a 'mort. Well, when in doubt, do something unexpected . . . *Mont Blanc* will beat toward the enemy. If the stern ships rush straight downwind, she should be in position to strike them a sharp riposte. If the enemy continues his abortive rush to my "stern" she'll be in a position to lap the enemy's own stern. Excellent double talk to justify a dangerous position. In truth, my only hopes are to avoid rakes and, perhaps, confuse the enemy enough to allow my line to reestablish itself.

□ Ah, ha! The enemy commits his stern ships. Now to hope for the best.

Mon Dieu! *Duguay*'s mizzen falls upon her starboard gunners while her own shot proves worthless against the enemy flag. A mille malediction!



TURN 4: The British maneuver to bring all ships to bear on the windward French ships. Adroit maneuvering by the French robs them of rakes but *Duguay*'s mast falls and her starboard broadside is obscured.

TURN 4 NEUTRAL COMMENTARY:

I don't understand M. Burt! He has blocked the fire of two of his ships. For what? To protect the stern of the *Duguay-Trouin*? This is just what the British need. They now have created a situation of local superiority with four ships firing at two. On his next turn, Sir Leonard should close to exploit his advantage.

British Turn Five:

My orders at this juncture are conservative—to preserve my line's compactness as well as its ability to deploy either to larboard or starboard, or both. For the moment I have the concentration of force that I sought. Now I need to close the range, best accomplished by sidling with half my line and drifting next turn with the other half.

□ The enemy continues to call his errant ships back upwind while reforming his lines. Again he astutely avoids rakes, except for the one which comes to my flagship almost as a gift from heaven, on the stern of *Mont Blanc*. The gadfly's at full sails . . . lay the guns carefully, lads. THERE GOES HER MIZZEN! Bosun, a tot of rum for these men . . . later if they survive the battle.

And *Courageux* has had the same good fortune with *Scipion*! Midshipman, hand me my glass . . . No, fool, not that one, the drinking glass. It's a windfall, most literally.

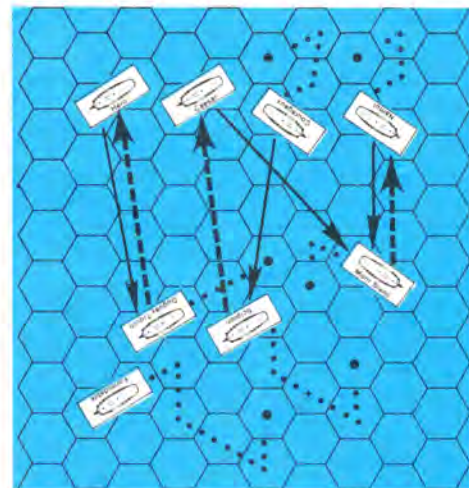
Unfortunately, they both still have one turn's impetus under full sail. This is where that cursed rigging delay will hurt us sorely.

Now that we've taken some of the wind out of their sails, perhaps we can shift our gunnery to their hulls. My fire has been lamentably dispersed against cord and canvas, while he gains a head start in hull pounding. But I had to stop the devil from forever leapfrogging and screening his ships, pulling back to fight on terms more favorable to him. The one advantage of his gunnery policy has been that I may use full sails with impunity. I'm prone to keep them up, if only to draw his fire away from my hulls.

French Turn Five:

I must concentrate on his van before he gets really aggressive with his other ships. I will form a line on *Duguay* with *Scipion* and *Formidable*. *Mont Blanc* will have, hopefully, served her purpose as a

ruse upwind, now she must regain the wind. *Scipion* with her central position should be able to allow her fresh gunners to greet the enemy's flag with shot then turn to aid *Mont Blanc*. This turn holds the greatest risk. If he should shoot *Courageux* downwind he can cut my line and isolate *Mont Blanc*. If he does, c'est la guerre. Thus far he appears more prone to keep his ships together. And at four to two, why shouldn't he?



TURN 5: The French nearly finish their maneuver but *Mont Blanc* is caught by a rake which destroys a rigging section. *Scipion* also loses a mast. British hulls have been pounded, but three French ships are significantly slowed.

□ He virtually stands still! And *Mont Blanc*'s stern is exposed! Ah, Diable!! Shoot! Shoot! Masts fall on *Scipion* and *Mont Blanc*—a terrible disaster. My gunners are not producing the power we need—too much wine?? Mon Dieu!

TURN 5 NEUTRAL COMMENTARY:

The British have decided to stand back. I think they should have moved in a little closer. The French have managed to get one ship back to the firing line. Notice how the British ships are maneuvering in coordinated pairs. The French seem to be sailing helter-skelter, unsure of exactly what to do. The British, even after receiving heavy damage initially, have never given up the initiative; and, even though they are in second place at this point, now have opportunities to pull the fat out of the fire.

British Turn Six:

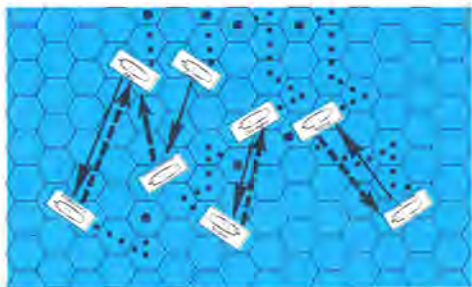
Rather than send *Hero* off to the right on a tangent with her damaged helm, or follow her myself in this ungainly, wallowing tub, I'm letting us drift. Right now that's the only way to close the range promptly, without suffering more rakes. By turning as we drift we can shorten the range by two hexes instead of one and thwart any attempt by *Formidable* to turn upwind across my bows. This means sending the mobile ships down to screen our sterns; they should get in as close as possible anyway. I would exploit the hole behind *Mont Blanc* and cut the line, if she didn't have the ability to come around on the same tack as her cronies and head me off. It would be risky to commit *Courageux* and *Namur* so deeply downwind now, with *Hero* and *Caesar* unable to come to their aid. Perhaps if I leave them mobile and aimed at his center, another opportunity will arise to cut his line without danger of being grappled and overwhelmed. If the two ships cut straight downwind, the Flag and *Hero* could provide effective supporting fire.

It appears the Frogs will succeed in turning his entire line under my guns. Long faded is any thought I had of crossing his stern. It's remarkable

that he's managed to come about at the cost of only one rake—indicative of his meticulous planning.

□ Ha'hm. I find the enemy's maneuver somewhat perplexing. *Mont Blanc* ran a good ways downwind, probably in fear of being rammed or grappled. *Scipion* came about again in a totally unexpected way—perhaps to be ready to come to *Mont Blanc*'s aid. *Duguay* stood still, risking a rake and the enemy's flag made the expected turn. The stern to stern split in the enemy's center raises possibilities. His ships are finally committed at any rate. Three have lost masts and the *Formidable* will lose one to rakes if she turns.

Again, the rolling thunder of broadsides . . . GADZOOKS! What a dicey thing aboard *Namur*. The Frog's roundshot nearly set fire the magazine. If the range had been any closer, she'd have been blown out of the water, and I'd have been hard pressed to eke a victory this day. Fortunately, she now signals that the fire is out.



TURN 6: The French flag turns into the wind to cross the English line while the remaining French ships, pour their newly opened initial broadsides into the English. There is a moment of panic in *Namur*'s magazine but no explosion.

French Turn Six:

My ships are finally in a good position and . . . sigh . . . it appears I must split them up. My flag will cut across *Duguay*'s bow to attempt to cross the English Tea (*punishing, that . . .*). This should be a fairly obvious move and I expect *Hero* will move to thwart it. If the third rate does, my unlimbered starboard battery should rip satisfying holes in her tea soaked hull. Too close and my merry band of drunks will storm her decks. This last is something I want him to think about, not that I will necessarily do it. Melees generally boil down to a total slaughter which I would prefer to avoid. It is up to him. The only problem with the *Formidable*'s move is that *Duguay* will have to hold her position. This could leave her stern dangling like a . . . well, dangling anyway. But by moving the flag, I hope to keep him on the conservative defensive.

The real problem lies with *Scipion* and *Mont Blanc*. These mobile ships are capable of anything and I must try to keep him from exploiting the gap that now exists. I would like to keep *Scipion* about where she is to help concentrate on his van, but the threat to her stern is too great, as well as the threat of having *Mont Blanc* cut off from the squadron. So to begin a remedy . . . *Mont Blanc* will turn onto the squadron's new tack and expose her new broadside, while *Scipion* will do the same from the opposite tack. With luck the English will find themselves in a crossfire and again cause him to reconsider his moves.

□ What's this?? His van turns into the wind? This I don't understand, unless he, too, was concerned about a possible bloody meeting with my flag. Only time will tell if this should be classified a mistake or a "shrewdly calculated maneuver" (victories have a way of coloring decisions such as these . . .) My opinion at this time is he should have continued to stretch my line. *Formidable* will make getting out of his van's present position very costly.

As for his rear ships. They have turned into my broadsides, and soon will sprout new holes. I consider firing high into *Courageux*'s nicely exposed expanse of canvas, but it will not keep him from whatever he has in mind, so into the hull it goes.

My gunner's score heavily and his hulls suffer. I must continue to shoot well.

TURN 6 NEUTRAL COMMENTARY:

The British are now closing in, maintaining good coordination. The French, because they have never gained the initiative, can only react to British threats. As a result, their position is a mish-mash of reactions. The British are in good position to concentrate on the Dougay-Trouin.

British Turn Seven:

I now face the most difficult decision of the battle. The enemy's mobility is finally reduced and his line somewhat scattered. Yet the concentration of firepower that I worked to secure has evaporated like the smoke of an old broadside. My sole advantage is having the weather gage and two mobile ships who can strike where I command . . . unfortunately, they are positioned so as to suffer rakes or to block the broadsides of their fellows. I would send them down the center out of the way of *Caesar*'s broadside to cut his line, but I don't believe for a moment that the Frogs will leave that route unblocked. I could string out my ships one-to-one alongside his, but its never been my way to obey the time worn Fighting Instructions. If I'd intended to do so, I wouldn't have allowed him first crack at my hulls for so long.

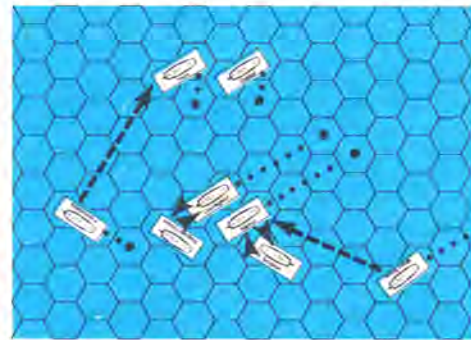
Therefore I must take the chance which may cost me the battle; it will certainly commit my forces irrevocably. I am throwing my mobile ships against *Duguay*, the ship of the line which is the least likely to be relieved. *Scipion* and *Mont Blanc* support one another, but if *Scipion* moves, there is no ship that can succor *Duguay* in a melee. I would like to steer close and sink the tub in question because it is the most battered of the enemy vessels, but fouling and grappling are unavoidable possibilities. Since my target will probably hang back to stay adjacent to *Scipion*, I'll try to pass between her and *Formidable*. *Namur* must follow near *Courageux* for mutual support in a melee; she'll be risking a rake but she may in turn get to deal one to *Scipion*. The ship's will be in carronade range and an even match for any two defenders. *Courageux* will turn to port at the end of her move to be able to rake *Formidable* and hold her at arm's length. Grapples could freeze any of these ships in position.

Much depends on my prediction of his exact move. If *Duguay* drifts and turns to starboard, I'll count on her turning again into the eye of the wind next turn to avoid a second rake. Then my ships will pass to either side of her and do great devastation. If either *Formidable* or *Scipion* moves away from the center, I'll be fortunate. If he doesn't let *Duguay* drift, there'll probably be a melee.

The most trying part of this plan is that *Hero* and *Caesar* must turn back downwind to support the attack, in case two or more of his ships become involved in melee. Both my ships will lose at least one round of gunnery and *Hero* will be raked. But if it comes down to grapples, I must get there first with the most force. And if I cut his line my downwind ships will be even more in need of support.

□ Damn! I really expected *Duguay* to drift. *Courageux* collides without fouling and *Namur* goes adjacent to both *Duguay* and *Scipion*. I can try to take *Duguay* by grappling; if my attempt succeeds and *Scipion*'s likely attempt fails, I'll have better than a two-to-one advantage. If *Scipion* doesn't grapple she'll move or drift away for at least a turn, giving my crews a chance to carry the day.

Courageux's grapple is cut and *Namur*'s attempt fails. Fortunately, so does *Scipion*'s. This gives *Namur* a cataclysmic stern rake on *Scipion*. Look at the splinters fly . . . BLIMEY, SHE'S AFIRE! With that blaze she'll be no good for gunnery for quite a while; *Namur* had best be ready to repel boarders. This could spell victory!



TURN 7: Collision! *Courageux* collides into the side of *Duguay* but does not foul. The English grapple but it is cut and close range broadsides ring out. *Scipion* catches fire and nearly blows up!

French Turn Seven:

I still wonder about his van but as they can do little except turn, so I must study his rearward ships closely. As I had feared earlier, with the windage in his favor, I would be forced to spread my ships. With his two third rates at full sails aimed at the center of my line and *Mont Blanc* crippled and essentially out of position, it is the moment of crisis for the battle.

The question is, will he rush at the obvious target, *Duguay*? To concentrate on her would seem overkill as she is the most battered of my ships. A charge onto her would also entail blocking the shots of his two lead ships, turning the balance of flying iron back in my favor. Well, if he does charge, he'll find an angry ship waiting. I'll have *Duguay* present her starboard broadside to the two threats. She'll be in little danger of rakes from his windward van as they can't move that far, and if it's a false alarm, she'll still be able to throw some iron into an enemy. *Scipion* will stay where she is to forstall a move by his ships to isolate *Mont Blanc* if he should so attempt . . . Mon Dieu, I hate being at the mercy of the English dog's whims. Trying to expect and counter his every potential move is a headache par excellence, an advantage of the wind gage I never mentioned. Fool, forget the wine, bring milk . . . my ulcers are acting up!

Alarm! S'aboarder! *Duguay* is rammed! She is free and will repay the insult with a hail of round into *Courageux*'s bow if the grapples can be fought off. *Duguay*'s crew fights off the grapples and, unfortunately, the English do the same with *Scipion*'s attempt to save her stern. My flag will bite *Hero*'s bow while the starboard scene is clouded with gun smoke.

Oh, fils de garce! (loose English translation: \$% ★&□ &★\$\$('□# \$) *Scipion* flames! A terrible disaster!

TURN 7 NEUTRAL COMMENTARY:

The British rear closes in quickly and the Dougay-Trouin is in serious trouble. Unfortunately, the Hero and Caesar are hanging back. At least one of these ships should begin moving toward the Dougay-Trouin next turn. Note how the Namur is holding off two French ships. The French have gotten themselves way out of position and the Scipion and Mont Blanc will have a difficult time getting back. The British are ready to break the French line in two!

The collision is the worst thing that could possibly happen to the French. M. Burt's other ships must now sail upwind to aid the Dougay-Trouin. The British are fairly well placed in the center and can quickly overwhelm the Dougay-

Trouin before French help can arrive. Neither the collision nor the grape succeed in forcing a boarding action. *M. Burt* should get the *Duguay-Trouin* away as quickly as possible. Unfortunately, the ship is sailing against the wind and is struck.

British Turn Eight:

Since the engaged ships' movement is blocked, they can only turn to port to reduce the chance of being grappled by *Scipion*. I must do this now, even though *Scipion* will move or drift this turn, because they may be pinned down by grapples on later turns. *Caesar* and *Hero*, deprived of targets are trying to limp into action I've set my crew to repairing rigging to this end.

It appears that *Hero's* captain misjudged the extent of his steering damage and essayed a turn that the immutable natural laws (as expressed in Advanced Rule V.D.2) wouldn't allow. Ah, well, even the best of us make mistakes. He'll pay for his poor seamanship by suffering another rake by *Formidable*. Fortunately, my captains have a healthy contempt for rakes—no doubt because they are all accomplished rakes themselves!

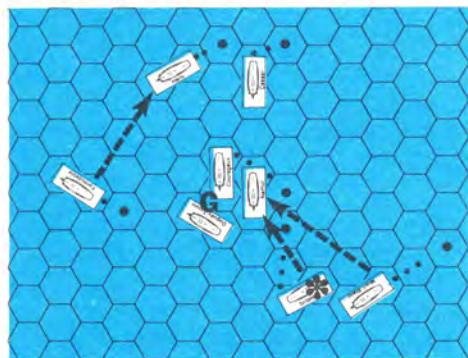
Courageux grapples *Duguay* this turn, but again *Namur* fails. This melee softens them up, but if *Namur* doesn't join soon, it will be a costly victory for me—if a victory at all.

So I find myself fighting to capture the one enemy ship I've managed to shoot to pieces . . . a violation of my own rules of strategy. Still, *Namur* must shoot at something. She'll aim at *Duguay's* rigging to kill some crew . . . Ouch!

French Turn Eight:

A terrible predicament and such a good position! Even if *Duguay* should be boarded and overwhelmed, *Scipion* and *Mont Blanc* would be doubled up on *Namur*, and with the damage to *Hero* nearing the critical stage, the English would have found themselves with two badly shot up ships and a difficult position. Now, with *Scipion* on fire, and essentially out of the critical phase of the battle, he is free to do whatever he wants without fear of a healthy reprisal. The battle may have just been granted to him.

Most interesting is his van. With full sails spread, the battered *Hero* may want to try to sail down between my flag and the embattled *Duguay*. If his steering is as damaged as I think it is, I suspect he will be unable to perform the maneuver as he intends. Another rake? One can hope.



TURN 8: *Hero* attempts to turn but her hull refuses and she is caught by another rake. *Courageux* grapples *Duguay* and a bloody inconclusive melee ensues. Flaming *Scipion* pours a much weakened rake into *Namur* supported by *Mont Blanc*.

For *Duguay*, should I turn to minimize the chances of grapples? But if I do and he turns to escape another rake, I will lose some effective firepower. With *Scipion* out of the battle for the moment, I must do as much damage as I can. Certainly a risky chance but at three ships to four, chances must be taken.

☐ Melee! *Courageux* and *Duguay* fight it out alone . . . what a bloodbath . . . reminds me of

The Duel of the Guns

British Broadside

Turn	Firing Ship	Target	Range	Table	H or R	Die	Damage	Critical Hit
2	Caesar	Scipion	7	3	R	5	4R,G	
3	Caesar	Formidable	7	1	R	2	miss	
	Hero	Duguay-Trouin	3	6	R	4	4R,G	
	Courageux	Formidable	8	3	R	6	4R,H,C	#9R: no effect
4	Hero	Duguay	5	2	R	2	R	
	Caesar	Duguay	4	3	R	6	2R,H,C	#6R: 2R, -1 to right broadside for 3 turns
	Courageux	Duguay	4	5	R	4	3R,G,C	
	Namur	Mont Blanc	4	5	R	3	3R,H	
5	Hero	Duguay	5	2	H	4	2H,2G,C	
	Caesar	Mont Blanc	5	6	R	1	4R,C	
	Courageux	Scipion	4	3	R	4	4R	
	Namur	Mont Blanc	3	4	R	2	2R,H	
6	Hero	Formidable	5	2	R	3	H,G,C	
	Caesar	Duguay	3	4	H	3	2H,G,R	
	Courageux	Scipion	3	2	H	4	H,C	
	Namur	Mont Blanc	4	5	H	3	2H,G,C	
7	Courageux	Duguay	1	—	Grape	—	2C	
	Namur	Scipion	1	10	H	6	6H,2G,2C	#14H: -5 to both broadsides for 5 turns
8	Namur	Duguay	1	6	R	3	3R,H,G	
9	Hero	Formidable	3	6	R	2	2R,G,C	

French Broadside

Turn	Firing Ship	Target	Rake	Range	Table	H or R	Die	Damage	Critical Hit
2	Formidable	Caesar		6	5	R	4	3R,G,C	
	Mont Blanc	Caesar	X	6	7	R	1	2R,C	
	Duguay-Trouin	Caesar	X	6	7	R	4	4R,H,2C	
3	Mont Blanc	Caesar		4	1	H	3	G	
	Duguay	Hero		3	4	H	6	3H,G	#8H: -1 to turning number
4	Mont Blanc	Courageux		4	3	H	4	2H,2R	
	Duguay	Caesar		4	5	H	1	H,G,C	
5	Mont Blanc	Namur		3	4	H	2	H,R	
	Duguay (-1)	Hero		5	1	H	3	G	
	Scipion	Caesar		5	5	H	3	2H,G,C	
6	Formidable	Hero		5	5	H	3	2H,G,C	
	Duguay (-1)	Hero		3	3	H	3	H,G,C	
	Mont Blanc	Namur		4	5	H	6	3H,G,C	#11H, die roll 1: no effect
	Scipion	Courageux		3	6	H	5	3H,C,G	
7	Formidable	Hero	X	5	6	H	3	2H,G,2R	
	Duguay (-1)	Courageux	X	1	7	H	3	3H,2G,2C	
	Mont Blanc	Namur		4	1	H	1	miss	
	Scipion	Namur		1	3	H	5	2H,C	
8	Formidable	Hero	X	4	7	H	4	3H,2G	
	Mont Blanc	Namur		4	3	H	3	H,G,C	
	Scipion (-5)	Namur	X	3	2	H	2	H	
9	Formidable	Hero		3	5	H	3	2H,2G,C	
	Scipion (-5)	Namur		2	0	H	1	miss	

Collision, Fouling, Grappling, and Melee

- Turn 7.** *Courageux* collides with *Duguay*. Fouling die roll 6: no foul.
Courageux grapples *Duguay*. Die roll 2: succeeds (2 or less needed.)
Duguay cuts grapple. Die roll 2: succeeds.
Namur attempts to grapple *Duguay*. Die roll 6: fails (2 or less needed.)
- Turn 8.** *Courageux* grapples *Duguay*. Die roll 3: succeeds (3 or less needed.)
Duguay attempts to cut grapple. Die roll 4: fails.
Namur attempts to grapple *Duguay*. Die roll 4: fails (3 or less needed.)

Turn 8.	Melee:	Round A.	British (elite)	French (crack)
	19 crew x 5 points	=	95 die roll 3	84 = 21 x 4 die roll 1
	Less losses:	-20	= 4 x 5	-16 = 4 x 4
	Totals, Round B.	75	die roll 3	68 die roll 2
	Less losses:	-15	= 3 x 5	-12 = 3 x 4
	Totals, Round C.	60	die roll 2	56 die roll 4
	Less losses:	-10	= 2 x 5	-12 = 3 x 4
	Final totals	50		44
	No 3:1 ratio; melee not conclusive.			

- Turn 9.** *Courageux* grapples *Duguay*. Die roll 2: succeeds (2 or less needed.) (2nd grapple.)
Duguay attempts to cut both grapples. 1st die roll 4: fails. 2nd die roll 2: succeeds. One grapple remains.
Namur grapples *Duguay*. Die roll 2: succeeds (2 or less needed.)
Duguay attempts to cut grapple. Die roll 6: fails.

Turn 9.	Melee:	Round A.	British (elite)	French (crack)
	<i>Courageux</i> (10 x 5 = 50) plus <i>Namur</i> (19 x 5 = 95)		145 British	
	<i>Duguay</i> 11 crew x 4 points =		44 French	
	Greater than 3:1 odds; British capture <i>Duguay</i> . Grapples cut automatically turn 10.			

Gunnery and Luck

	Guns & Carronades	Total Broad-sides Fired	Total Gunnery Tables	Average Table Number	Total Dice Rolled	Average Die Roll	Total Hits Inflicted		
							By Guns	By Melee	Totals
British (E1)	136 & 14	21 (1 grape)	84	4,100	71	3,550	84	10	94
French (Cr)	164 & 8	26	107	4,115	82	3,154	88	9	97
Totals		47	191		153		172	19	191

Note: The difference in morale levels didn't matter much in gunnery strength, because for this size ship both crack and elite full broadsides have a +2 modifier.

The French fired more broadsides on a slightly higher average table number, yet the British inflicted nearly as many total hits. The reason appears to be that the British fire was often directed at rigging and often doubled in effect due to full sail.

the good old days in Paris . . . uh, scratch that! And *Hero* did try to turn and failed. More damage poured into her. She's now doomed—a few more broadsides and she'll be rendered hors de combat. The question is: Can *Duguay* last this few turns?

TURN 8 NEUTRAL COMMENTARY:

The British are beginning to get the worst of the gun duel again as *Sir Leonard* closes into the center. But he isn't going to let this golden opportunity pass by. His ships can absorb the damage. By the time he's through, his fleet will be firmly between the French squadron. The French desperately try to gain rake advantages. I guess M. Burtt realizes he doesn't really have a good plan to save the *Dougay-Trouin* and is maximizing his opportunity to damage the British ships as they close on his center. His ships are just too badly positioned to really exploit the temporary advantage he has.

British Turn Nine:

Namur must move or drift this turn, along with the grappled ships. Since *Scipion* drifted rather than moving away last turn, *Namur* may as well turn back to starboard, as the best way of discouraging her of being adjacent is to threaten another point blank stern rake. Hopefully, *Namur* can grapple soon; transferring crew to *Courageux* would be too risky.

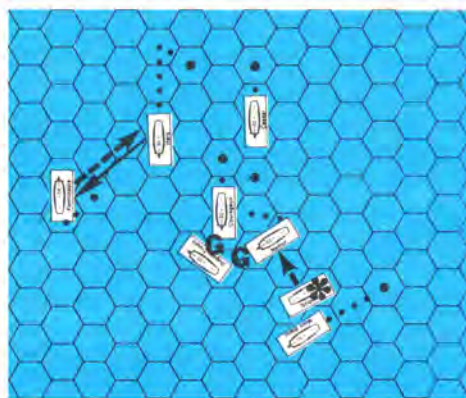
Hero finally gets its starboard battery into play and I continue laboring downwind in *Caesar*. My men are tranquil doing make and mend, although I know in their hearts they long to be wrapped in the din and smoke of battle . . . sweating, toiling, dodging steel and splinters. You'll soon have your wish, fellows!

□ But see! *Namur* has grappled! *Courageux's* grapple holds! The boarders swarm over the rail! There goes the Tricolor down. She's ours!!

French Turn Nine:

Duguay will drift, minimizing the risk of grappling from *Namur*. If she can ungrapple from *Courageux*, it would help significantly. My flag will luff to catch *Hero* as she turns downwind, completing the maneuver she tried last turn. This is assuming he will turn that way, but I expect he will. It would avail him nothing to close with my separated flagship with the doomed third rate. The rest of his movement is minimal, as I am certain he wants to finish the melee with another ship joining in. I will have *Mont Blanc* pass by flaming *Scipion* to catch *Namur* should she try to pass *Scipion's* stern.

□ Defeat! *Namur* grapples the unfortunate *Duguay* and she is overwhelmed. With *Hero* now standing between my flag and the action, and still several turns away from striking, *Mont Blanc* must fight alone for a time. *Scipion's* fire will allow the enemy to overtake the hull damage advantage I now have. I fear it is useless. I will concede and spare innocent lives.



TURN 9: *Namur* grapples *Duguay* and joins the fray. Her crew tips the balance and *Duguay* surrenders. *Caesar* continues repairs as *Hero* destroys a mast of the French flag. *Formidable* continues her onslaught of *Hero's* hull.

TURN 9 NEUTRAL COMMENTARY:

The *Dougay-Trouin* is captured! I guess the loss of the ship and the disadvantageous French position more than make up for the greater British ship damage. It is enough to make Admiral Burtt strike his colors. Admiral Sir Leonard Carpenter should be justifiably proud of his fleet's performance in this quick and decisive action.

British Summary:

Glorious news. My adversary has called a halt to this senseless slaughter. It almost seems a shame since, for me, the enjoyable part has only just begun. The Frogs put up a tough fight, but have wisely chosen to acknowledge the innate superiority of British arms.

Had the battle continued, it would not have been hard to bring heavy fire to bear on the remnants of the French squadron. My numerical advantage was combined with a positional one. It would have still been a hard fight, but good fortune, the weather gage, and a sound grappling policy has carried the day. Not the subtle, crafty triumph I had hoped for, but better than defeat. And I did have the opportunity to demonstrate certain salubrious British traits including doggedness, courage under fire, disdain for life and limb, and so forth.

French Summary:

Had *Scipion* not been on fire for so long, this battle might well have had a different ending. *Namur* would have been sore pressed. *Hero* was virtually eliminated . . . But, as they say, the fates . . .

If I had continued the battle, I would have finished off *Hero*, then closed with *Duguay* in an attempt to free her from her captors. *Courageux* was low on manpower due to the pounding and the melee . . . It would have been a fight, no doubt.

My opponent, after holding to his stern plan, used his wind advantage well and his two-ships-on-

one grappling plan is about the only one that makes sense given the crew sizes of these ships.

Did my hull pounding philosophy succeed or fail? Because of the fates, it is difficult to tell. I felt prior to the fire I held the advantage, even if he had carried *Duguay* as he ultimately did. My own innate aggressiveness tended to put me in trouble during the crucial movement period, but I was able to do what I had intended . . . A battle full of "what ifs". Whatever, the fight was a tense, enjoyable (sob) one. And now Carpenter owes me a 74 as well as an eye. THE SEARCH GOES ON!!!

FINAL CONCLUSIONS:

There are several good military principles that can be expounded here to explain the sudden British victory. Things like maintaining the initiative, economy of force, clear goals and its corollaries; proper positioning, proper coordination. Admittedly, the French, starting downwind of the British, really were not in a position to put these maxims into effect. The French did have advantages though, as enumerated earlier, which more than offset what the British could guarantee to accomplish. But Monsieur Burtt consciously chose to fritter away his advantages, and gave Sir Leonard the opportunities he needed to gain the victory.

I believe the French had the better of the situation from the very start and was in a very commanding position at the end of the first turn. M. Burtt should have maintained his distance from the British for as long as possible. Once the British did close, he should have attempted to wrest the initiative from the British even if it meant accepting a few rakes in the process. By this point, the French ships should have been sufficiently ahead in the damage column to afford it. Instead M. Burtt seems to have moved his ships in reaction to the British threats. The result? His fleet was in a state of total disorder; unable to react sufficiently to the British threat when it did appear. It's hard for me to imagine the British successfully boarding the *Dougay-Trouin* if the French ships had maintained a tight formation.

Sir Leonard did what he had to do to win. He did not hesitate to accept the inevitable rakes in order to close with the French fleet. The subsequent scattering of the French trying to anticipate his avenue of assault, gave him the opportunity to find a weak point. He drove the point home with authority.

One more point. Monsieur Burtt feels that if he could have maintained his cross-fire against the charging British fleet in the last few turns that he still had a chance to pull the game out. I feel that if one of the British ships was forced to strike, the British fleet still would have captured the *Dougay-Trouin*. They were in a strong central position firmly between the French. This would give them a 4 to 3 ship advantage and the ability to concentrate either against the *Formidable* or the *Scipion* and *Mont Blanc*. The French still would have been in a serious predicament and would have found great difficulty in salvaging the situation. ★

G.I.; ANVIL OF VICTORY

We have been beset by requests for information on the availability of this title. Please be patient. The game will not be available before July 23rd, 1982 and even that is not a certainty. It will do you no good to send in money in advance as many of you have been doing. We are not taking advance orders and indeed have not even determined a price for the game at this time. Quality work takes time and we are endeavoring to bring you the biggest release yet in the *SQUAD LEADER* series. *THE GENERAL* will carry the latest progress reports as publication draws near.

WOODEN SHIPS BY MAIL

Or What's That Frigate Doing in My Post Box ???

By Leonard P. Carpenter

Gamers who prefer naval combat to land battles have long coveted the postal play capabilities of their land lubber counterparts. Naval games have traditionally relied on simultaneous movement as an inherent part of their makeup, and that very factor has always frustrated naval gamers wishing to conduct their mayhem by mail. Leonard's system deals with that same problem and although it still requires more work than the average sequential movement game, it works as is evidenced by the Series Replay also published in this issue.

Simultaneous movement creates some of the most thrilling moments in wargaming. To get inside the mind of the enemy and psych him out is a real challenge. When he outguesses you it's painful but instructive, teaching, among other things, empathy: the ability to put yourself in the other guy's boots.

Yet the si-move feature is difficult to build into a game. The two main methods of achieving it, recorded orders and blind movement on separate boards, tend to be frustrated by complexities of terrain and unit interactions (namely collisions).

One reason for the continuing popularity of *WOODEN SHIPS AND IRON MEN* is that it uses si-move with all its thrills and chills. It's perfectly suited to movement plotting because the units are relatively few in number and usually the only terrain is the restless wind.

An interesting and related point: one of the simplest methods of die roll resolution in play-by-mail gaming is the simultaneous mailing. In si-mail, for each die roll, each player simultaneously sends a coordinate (one through six or A through F) and the two are cross-referenced on a chart which yields a die roll number from one to six. This dispenses with the usual need to consult a newspaper financial section on a predetermined date.

Still, doing si-mail in a sequential-move game such as *AFRIKA KORPS* can be a bit of a hassle—it means that on the same date that one player mails his move, the other must mail a postcard with coordinates to resolve the dice rolls. This doubles the number of mailings necessary and introduces a new time constraint. Some players think it's more trouble than it's worth.

However in a si-move game like *WS&IM*, simultaneous mailings on or about a pre-set date are called for anyway—they are part of the fun, and in effect they compress the total time needed to play the game. And it's obviously easy to combine si-move and si-mail.

The result: *WS&IM* is the game perfectly suited to play by mail. Gentlemen, I rest my case.

Using the PBM sequence explained below, *WS&IM* games played by mail can be virtually identical to face-to-face (FTF) games. They progress at the rate of one simultaneous mailing per game turn. Allowing one week per mailing, the average sea battle will be won (and lost) in from 10 to 20 weeks. This is an extremely favorable rate of play—a breakneck pace by comparison with some games. The best *SQUAD LEADER/COI/COD* PBM systems require at least three mailings per player turn—six sequential mailings per game turn.

The trick to resolving die rolls by mail is determining exactly which results apply to which rolls—every roll or possible roll has to be assigned a number, and enough numbered results have to be provided to cover all eventualities. This is particularly important in *WS&IM* where there are so many possible extra die rolls due to critical hits, collisions, etc. I have dealt with this by designing a

standard form, the Turn Record Sheet, which contains pre-numbered outcomes for every eventuality. Only the relevant parts of the form need to be filled out for any turn. And it's not necessary to generate countless die roll coordinates, because the same nine are recycled endlessly—a boon to mental energy conservation.

There are three main parts to a *WS&IM* move: grappling, movement, and gunnery/melee. The most significant changes occur during the movement phase—moves, collisions, and fouls; this is the natural point to end the PBM turn and let players assess their situations and plot the next move. So the PBM turns start in the middle of the regular FTF turn and are numbered 1/2, 2/3, etc., turn 2/3 combining gunnery for FTF turn 2 and movement for FTF turn 3. My original design called for two mailings per turn, gunnery and movement, but an older system showed me how to combine these into a single mailing. The effects of gunnery on the subsequent movement are relatively few—loss of rigging and occasional sinking or critical damage—and can either be postponed or handled as contingencies. This system allows a choice between the two methods (rule 7 below).

But enough explanation *why*—here's *how*:

PBM Components

1. Turn record sheet—the heart of the system. Postal admirals have played for years without knowing that these are essential, poor devils! Each player needs two per game turn, one to send and one to keep. See the insert in this issue.

2. The Gunnery and Damage Record—the whole computation at a glance. To stay accurate (or at least in agreement) in the complex process of gunnery resolution, both players should maintain an original and a copy, exchanging the copies with each move.

3. Modified damage log—a normal log sheet, except that it has no little numbers printed in the boxes. Instead, players can print in the last digit of the gunnery turn number that the hit was inflicted; as a double check on gunnery. These may also be exchanged by the players.

4. Rules—a necessary evil.

5. Your *WS&IM* game. Multiple games can be played with one kit in different areas of the map-board. Magnetic mounting is a boon; unmounted hex sheets with printed coordinates can be ordered from AH.

Prepare for Play

Here is a list of things PBM players should agree on before starting:

1. Game scenario, or points to be used in purchasing ships. (Revolutionary or Napoleonic period?)
2. Nationality and starting position of each player, and wind (first the wind change number if any, then wind direction.)
3. Basic or Advanced Game rules, or what combination of the two?
4. Optional rules if any (modified rakes, exploding, towing, loss of masts, etc.)
5. Any PBM options (immediate rigging damage, change of FS status.)

PBM Procedures

Players start the game by simultaneously mailing the first Turn Record Sheets (turn 0/1) on an agreed date. After that, si-mailings are made on the later of the two "Next Mailing" dates named on the

previous turn's move sheets. Keep a carbon of your move and any commentary sent.

As mentioned above, each turn begins at the end of movement. The sequence of events is the same as FTF play except when ships are slowed by rigging damage (#7 below). Otherwise, play is virtually identical to FTF play, and any uncertainty is resolved by making reference to FTF procedures.

For each turn, plot ships' numbers and names, gunnery and grappling targets, movement, and die rolls for *all* desired or possible ship functions. For instance, grappling and/or ungrappling die rolls should probably be plotted if any enemy ships are adjacent.

Die rolls are indicated by letters A-F entered in the numbered spaces. Also complete the "Die Response" section each turn with letters A-F. Any die roll letter to be used is cross-referenced with the *opponent's* simultaneous die response letter having the same number, to yield an outcome on the die roll chart reproduced at the top of each Turn Record Sheet. Note that it doesn't matter which axis of the chart is used: outcome CE is the same as outcome EC, and so on. If any necessary die roll or response letter is omitted by either player, use "A". A further note: you may as well determine your die roll letters randomly (by rolling a die) in order to avoid idiotic and irrelevant guesswork about what letters your opponent will pick.

Specific instructions for Turn Record Sheet, in order of turn sequence:

1. Grappling and ungrappling. List the target ship's name and a die roll for grappling; list only die rolls for ungrappling. There are spaces provided for two grappling attempts and three ungrappling attempts for each ship; if you should need additional ones (poor guy!) list numbers as well as die roll letters, so that it will be clear to both players which die responses to use. Ungrappling die rolls are applied clockwise, starting with the hex directly in front of the ship's bow (counting all adjacent enemy ships only . . . a blank die roll indicates that you're not trying to ungrapple that particular enemy vessel.) Multiple grapples from any enemy ship are resolved before moving on to the next.

2. Plot any boarding parties intended. List strength (1, 2, or 3 full or partial crew sections), type (O, D, or T), and the target ship's name. Having completed the guest list, enter three die roll letters under "Melees" if there is any chance of the party getting rough. Multiple boarding parties use the same die rolls unless others are specified (if adding die rolls, be sure to list numbers as well as letters.) The party you've planned may or may not be held, subject to grappling and ungrappling results.

3. Plot gunnery, to be performed contingent on the results of grappling and boarding. List target name, table number, target aspect (H or R) and three die rolls. The first is used on the damage table; the second is to determine the critical hit number and to use on the destroyed hull table. The third may be required on certain critical hits; it is also used for damage on tables above number 10 (any critical hit here would also be determined using gunnery die roll number 2 and resolved using die roll number 3—good shooting!) The table number can be worked out on the Gunnery and Damage Record at the time the Turn Record is filled out, and the die rolls and damage written in later.

4. Reload (enter R, C, D, or G.) If no entry is made, it should be assumed that R was loaded.

5. Melee die rolls as mentioned in step 2 above. Note that your boarding parties' strength may have been reduced due to gunnery this turn.

6. Unfouling may be attempted by entering a die roll here (one for each friendly ship.) Also plot a die roll here for each ship which may explode or suffer a destroyed hull this turn. (Note: on the turn

after a "6" is rolled here for an exploding ship, plot 3 normal gunnery die rolls for it, to determine the effect on adjacent ships.)

7. Movement and drifting are plotted for all ships—enter the plot, the ending bow hex and direction. Also enter one collision die roll if there is a

chance of collision. Movement can be curtailed by grappling, collision, striking, sinking, etc., which may have taken place earlier this turn. *Exception:* Rigging damage due to gunnery during the first part of the turn doesn't reduce movement until the following turn. This differs from FTF play and may affect tactics slightly, but it removes the necessity of plotting moves which may be shortened, and generally increases mobility. Thus, on turn 4/5, a ship which loses a rigging section due to turn 4 gunnery may still complete its plotted move under full sail for turn 5. Starting turn 6 it will be slowed, and any full sail plot on turn 4/5 for turn 5/6 will be disregarded.

Optional: Players may agree that rigging damage is not delayed as described above, in order to make play closer to FTF. If so, they have the option of plotting alternative moves for any or all ships each turn, in case of rigging loss (in practice it will generally only affect a few ships on a few turns, however.) And there is a further stipulation when using this rule: no fouling can occur between friendly ships as a result of movement curtailed due to rigging loss on the same PBM turn. This prevents massive rear-enders.

8. Collision die rolls determine who enters a contested hex. Then fouling is resolved . . . this is a unique situation since a single die roll affects both ships. Therefore, for each collision use only the die roll plotted for the *larger* ship involved (if both ships have the same gun rating, use the first vessel in alphabetical order by name.) Two fouling die rolls are provided—if the same ship has precedence in multiple fouls, go clockwise from the hex in front of its bow. If there are more fouls than this, well . . . give up, buddy, you're playing the wrong game!

9. Sorry I lost my patience with that guy . . . what he should really do is start using the fouling die rolls for the other ship involved. But he's a lousy navigator, and shouldn't be allowed in a bathtub much less a ship of the line! @#%&*!

10. This part is full sail. Plot "X" for any ship to be placed or kept under full sail during the movement phase of the *following* PBM turn. Your plot may be cancelled by rigging damage suffered during the current turn. Note that a ship plotting on turn 7/8 to raise full sail for the movement portion of turn 8/9 wouldn't suffer doubled rigging damage until the gunnery portion of turn 9/10.

Optional: players may agree that each can change his full-sail plots after seeing the opponent's move, as long as the opponent is notified on or before the second day preceding the earlier Next Mailing Date. This is for purists who want to recreate the precise sequence (including the ambiguity), of FTF play. Notification should be *by phone* since, on hearing your changes, the opponent may want to change his sails too.

11. Notes. Repairs need only be announced when completed at the end of the third reload phase. It's nice to mention it here or in your propaganda when you think a ship has struck or been captured, sailed off the board, etc., etc.

Since many events in a turn may be affected by initial grappling, players may list alternative boarding parties, gunnery, and movement contingent on different outcomes. However, experience has shown that this is very seldom necessary, and play under this system generally proceeds smoothly, preserving the "feel" of the FTF game.

Comments and questions to Leonard Carpenter, 516 E. Orange St., Santa Monica, CA 93454.

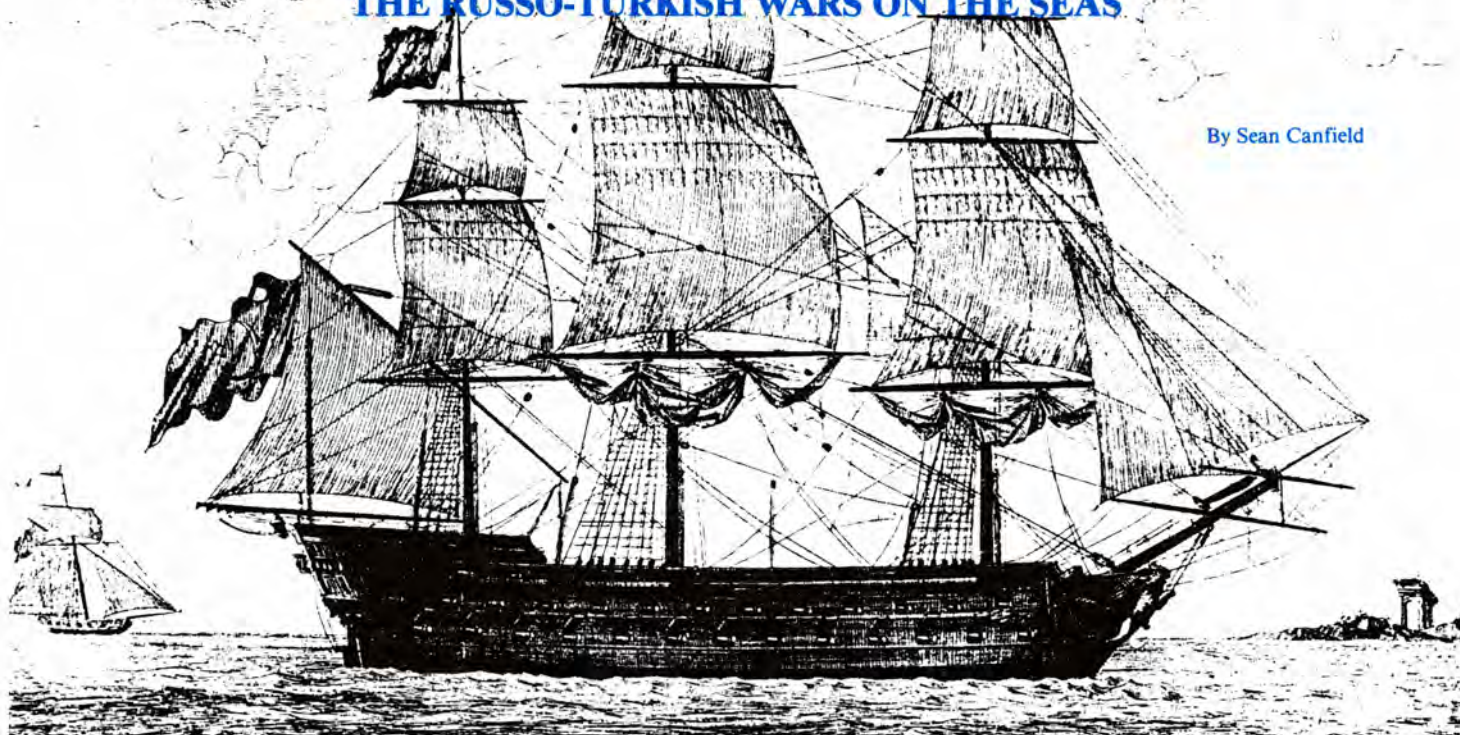
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WOODEN SHIPS AND IRON MEN OF THE LEVANT

THE RUSSO-TURKISH WARS ON THE SEAS

By Sean Canfield



In 1768 the Russian Empire declared war on the Ottoman Empire. Admiral Count Alexis Orloff received orders from Catherine the Great to sail for the Levant with the Kronstadt fleet, the only effective battle fleet Russia could muster. The Turks could not believe that the Russian ships would ever reach the Mediterranean, and so took no precautions. They were to be mistaken; Orloff set sail with twelve ships of the line and twelve frigates, called at Portsmouth—where friendly relations between Russia and Britain enabled him to take on supplies and refit—then crossed the Bay of Biscay and so passed through the Straits of Gibraltar. He anchored for a time in the Balearics to allow crews and ships to recover from the long voyage. The Mediterranean powers were less enthusiastic about the venture—especially the Republic of Venice, whose ships were sent to deny the Russians access to the Adriatic. Orloff was not particularly concerned; he set course for the Ionian Islands with his small fleet and established a base in the Bay of Navarino in March 1770.

A one-time slave was then head of the Ottoman Navy. Hassan, as he is known to history, had done so well in the service of the Dey of Algiers that the latter had made him Admiral of his considerable fleet. But as the result of an infantile quarrel with the Dey, Hassan offered his services to the Sultan, Mustapha III. Hassan was a redoubtable foe with extensive forces at his command; Orloff wrote Catherine expressing his concern. The Empress cast around for help to offer Orloff and responded by dispatching another Russian admiral, Spiridoff, and two expatriate Scots, Admiral Elphinstone and Commodore Greig.

During May 1770, Hassan brought his squadron, composed of 15 ships of the line and two corvettes, through the Dardanelles. On 5 July, he chanced upon the main body of the Russian fleet—nine ships of the line and five frigates—off the island of Chios. Hassan, without prelude, at-

tacked Spiridoff's flagship, the 66-gun *Sveti Evstafi*, with his own flagship, the 84SOL *Real Mustafa*. Grappling and boarding, a furious fight swirled over the two ships—so furious that both caught fire and blew up. Miraculously, neither of the admirals was injured. The other ships had watched this single combat without any attempt to imitate it; now its frightful end made such a fearful impression upon the Turkish squadron that Hassan's captains broke off the action before nightfall, taking their ships to shelter in the Bay of Tchesme.

The engagement ended in a victory of British seamanship under the Russian flag! For the best method of attacking the Ottoman fleet in its refuge was with fireships—but the Russians neither knew how to manage these nor, apparently, had any great desire to learn. This mattered little, as the ex-British officers were quite prepared to take charge of the entire operation; and Spiridoff had the good sense to leave it all to Elphinstone.

During the night the Russian ships took station outside the bay to prevent any attempt to escape by the enemy. Commodore Greig took command of six ships to cover the assault of four fireships, which were placed in charge of two more Scottish officers named Dugdale and Mackenzie. Only Dugdale's ship succeeded in grappling with an Ottoman ship and in setting light to the "sausage". The fire spread from one blazing ship to most of those anchored in the bay, so close together were they that only the *Rodos* and a few hulks survived. Thus did a handful of Scottish volunteers enable the fledgling navy of Catherine the Great to gain its first major victory.

The Treaty of Kutchuk Kainardji in 1774 left the Crimean Peninsula (a former Tartar vassal state of the Ottoman Empire) nominally independent, but

under Russian "protection". This state of affairs lasted only nine years, even on paper—and in actuality much less. Within a year of the signing of the treaty, Russian agents had stirred up a civil war among the Tartars, Russian troops had brought about the flight of the Khan and established his successor. Three years later, in 1778, further interference by Russia almost led to war with the Ottoman Empire. Russian ships were actually seized at Constantinople, but the Sultan could find no ally in Europe and eventually had to acquiesce, not only to Russian meddling in the affairs of the Crimea but to actual annexation, which took place amid scenes of wanton cruelty in April 1783. That, however, soon proved to be merely an incident in the Russian and Austrian program for a general advance of their borders at the expense of the Ottoman holdings. The foundation of a naval base at Sevastopol and the spectacular visit of the Tsarina and the Emperor to the new city of Cherson together with many other signs—notably numerous rebellions instigated by Russia in the Ottoman Empire—all pointed in one direction and at last, on 16 August 1787, the Sultan declared war on Russia.

In spite of the fact that the war was entirely of Russia's making, the Russian fleet in the Black Sea was by no means ready for service and had done nothing to make up for its deficiencies by concentrating. It was divided into three quite distinct bodies: in the Dnieper, at Sevastopol and in the Don—a state of affairs caused by lack of sufficient dockyard accommodations in any one district. Apart from small craft, there were two ships of the line and five frigates at Cherson, three of the line and nine frigates at Sevastopol and six frigates at Taganrog—a total of 25 ships carrying 1134 guns. Against these the Ottomans might, with proper management, have brought odds of six to five in ships and three to two in guns; they had available, at the time, a force of 22 ships of the line and eight frigates with some 1700 guns.

The first three years of the war saw no major engagements between the respective battle fleets, however; the real fighting took place between the galley fleets on the rivers. Nassau-Siegen and John Paul Jones dealt a crushing defeat to the Ottoman galley fleet on the Liman River with the loss of 15 Turkish vessels in July 1788.

The year 1790 was the most active, and the most successful, in the whole history of the Russian sailing fleet, both in the Baltic and in the Black Sea. The southern fleet was now under the command of Rear-Admiral Ushakov, the most famous of the native-born Russian admirals; with it now concentrated at Sevastopol, it was possible for him to assume a vigorous offensive.

On 17 July, an Ottoman squadron of ten ships of the line and eight frigates, enroute to Varna to land troops in the Crimea, departed. During the daylight hours of 19 July, about 25 miles south of the Kertch Strait, it met a patrolling Russian squadron (ten ships of the line and six frigates). Taking advantage of its upwind position and its superiority in guns (1100 against 860), the Ottoman squadron attacked the Russian squadron on the run. By skillful maneuvering, Ushakov gained an advantageous split in the Turkish formation and severely damaged two enemy ships of the line. Only the speed of his ships and oncoming darkness saved the Ottoman commander from a rout.

After six weeks in harbor, Ushakov sailed again on 5 September, intending to pick up some new frigates in dock at Cherson. On the eighth, as he was passing Tendra, he sighted a Ottoman squadron at anchor to leeward. Hussein Pasha, with fourteen of the line and eight frigates, weighed anchor and formed into line of battle. In the early afternoon a running battle developed which continued into the night, ending with the Ottomans in full retreat. Two of their damaged ships were taken the next day and a third foundered on its way back to Constantinople. With winter approaching, the year's fighting between the fleets was over.

The last naval actions of 1790 were fought on the Danube and the first of 1791 took place there also. Russian troops marched out of Galatz on 4 April to attack Brail, ten miles up the river; with the support of the Russian river flotilla they were soon successful, for Brail fell on 11 April. After this victory, the flotilla returned to Galatz; but on 9 July, during the battle for Machin, a few miles above Brail, they were again in action with a force of thirty enemy oared vessels and gained another victory over the disheartened Turkish sailors.

Meanwhile, Ushakov at Sevastopol readied a fleet of sixteen ships of the line and heavy frigates with many small auxiliaries; Hussein Pasha left Constantinople at the same time with eighteen ships of the line, seventeen frigates and more than forty smaller vessels, taking part of his fleet to Varna and dispatching a squadron to relieve Anapa. On 21 June, Ushakov left Sevastopol to intercept this latter division; he sighted the enemy off the southern coast of the Crimea that same day, but they were well to windward. Though he pursued them for four days, he failed to overtake them and returned to port on 28 June. The Turks reached Anapa on 4 July, only to find that the city had been taken by storm on the previous day. Turning away, they made for Varna to rejoin the Kapudan Pasha.

On 8 August, the Russian fleet (sixteen ships of the line and two frigates) left Sevastopol and at midday on the eleventh discovered the Ottoman fleet (eighteen ships of the line) at anchor just south of Cape Kaliakra, twenty-five miles northeast of Varna. Using a bold tactical maneuver and breaking through between the shore and the enemy fleet, Ushakov disrupted the enemy line, cut him off from shore, and opened up with all guns that could be brought to bear. Kapudan Pasha Husayn, the new Ottoman commander, and Sayyid Ali Pasha, commander of the advance squadron, were unable to reorganize and counterattack. Having suffered serious damage, the Ottoman captains cut their cables and fled. The action at Kaliakra, along with

victories on land that year, led to the conclusion of the Peace of Jassy of 1791.

The Russian Black Sea Fleet had gained greatly in stature and strength during the war. In 1787 it had consisted of five major ships and twenty frigates; by 1792 it numbered 21 ships of the line and 28 frigates. During the war, the Russians had lost one ship of the line and one frigate, but this had been more than compensated for by the capture of two Ottoman ships of the line and the destruction of two more. Five years' vigorous work in the dockyards had established an impressive fleet with secure and modern bases.

Thanks to the adroit diplomacy of Napoleon's envoy Sebastiani, who only reached Constantinople at the beginning of August 1806, Russia and the Ottoman Empire were at war by the end of the year.

The Russians had maintained a sizable squadron in the Mediterranean consisting of ten ships of the line and two frigates under the command of Vice-Admiral D.M. Senyavin. Senyavin had been expecting news of the outbreak of the war with the Turks for some time, but had nothing except rumors until 16 February, when he heard that the Russian Ambassador had departed Constantinople, that a Russian vessel had been seized there and, in fact, that a state of war did indeed exist. That being so, his duty was to proceed at once to the Dardanelles, to attack the Ottomans from that side, while the Black Sea Fleet did the same at the Bosphorus and the army advanced by land.

Beginning on 18 March, the Russian squadron blockaded the Dardanelles. On 22 May, Senyavin's ships (less one frigate) attacked a Turkish force (eight ships of the line and six frigates) that had just made an unsuccessful attempt to land troops on the island of Tenedos. The battle was inconclusive; at the approach of darkness, the Ottomans hid

Continued on Page 40, Column 1

SCENARIO L-1A THE BATTLE OF TCHESME

Name	Guns	Class	No.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section			Guns		Rigging				Point Value
								1	2	3	L.	R.	1	2	3	4	
OTTOMANS																	
Real Mustafa	84	SOL	1	Y28	4	13	Cr	5	4	4	9	9	7	7	7	—	25
No. 1	50	SOL	2	Y25	4	8	Av	3	2	2	4	4	6	6	6	—	13
Rodos	60	SOL	2	Y22	4	10	Av	3	3	3	5	5	6	6	6	—	15
No. 2	84	SOL	1	Y19	4	13	Av	5	4	4	9	9	7	7	7	—	22
No. 3	54	SOL	2	Y16	4	9	Av	3	3	2	5	5	6	6	6	—	14
No. 4	64	SOL	2	Y13	4	10	Av	4	3	3	6	6	7	7	7	—	15
Capitana Ali Bey	100	SOL	1	Y10	4	15	Av	6	5	5	11	11	8	8	8	—	26
Mansur el-Liwa	84	SOL	1	Y7	4	13	Av	5	4	4	9	9	7	7	7	—	22
No. 5	84	SOL	1	Y4	4	13	Av	5	4	4	9	9	7	7	7	—	22
No. 6	50	SOL	2	W26	4	8	Av	3	2	2	4	4	6	6	6	—	13
Corona Ottomana	70	SOL	2	W23	4	11	Av	4	4	3	7	7	7	7	7	—	17
No. 7	54	SOL	2	W20	4	9	Av	3	3	2	5	5	6	6	6	—	14
No. 8	28	C	4	W17	4	5	Av	2	1	1	2	2	5	5	5	5	9
No. 9	28	C	4	W14	4	5	Av	2	1	1	2	2	5	5	5	5	9
No. 10	54	SOL	2	W11	4	9	Av	3	3	2	5	5	6	6	6	—	14
No. 11	54	SOL	2	W8	4	9	Av	3	3	2	5	5	6	6	6	—	14
No. 12	64	SOL	2	W5	4	10	Av	4	3	3	6	6	7	7	7	—	15
RUSSIANS																	
Evropa	66	SOL	2	JJ13	6	10	Av	4	3	3	6	6	7	7	7	—	16
Sveti Evstafi	66	SOL	2	LL14	6	10	Av	4	3	3	6	6	7	7	7	—	16
Trech Svyatiteli	66	SOL	2	NN15	6	10	Av	4	3	3	6	6	7	7	7	—	16
Sv. Iannarii	66	SOL	2	PP16	6	10	Av	4	3	3	6	6	7	7	7	—	16
Trech Ierarchov	66	SOL	2	RR17	6	10	Av	4	3	3	6	6	7	7	7	—	16
Rotislav	100	SOL	1	TT18	6	15	Av	5	5	4	10	10	8	8	8	—	25
Ne-tron Menya	66	SOL	2	MM13	6	10	Av	4	3	3	6	6	7	7	7	—	16
Svyatoslav	80	SOL	2	OO14	6	12	Av	5	4	4	8	8	7	7	7	—	21
Saratov	66	SOL	2	QQ15	6	10	Av	4	3	3	6	6	7	7	7	—	16
Nadezhda	32	F	3	OO12	6	6	Av	2	1	1	3	3	5	5	5	5	10
Afrika	32	F	3	QQ13	6	6	Av	2	1	1	3	3	5	5	5	5	10
Sv. Nikolai Nadezhda	26	F	3	SS14	6	5	Av	1	1	1	2	2	4	4	4	4	8
Blagopolutichia	32	F	3	UU15	6	6	Av	2	1	1	3	3	5	5	5	5	10
Saturn	22	F	3	WW16	6	4	Av	1	1	1	2	2	4	4	4	4	7

SCENARIO L-1B THE BATTLE OF TCHESME

				Initial Position					Crew Section			Guns		Rigging				Point Value
Name	Guns	Class	No.	Bow Hex	Dir. Nr.	Hull	Qual.	1	2	3	L.	R.	1	2	3	4		
OTTOMANS																		
No. 1	84	SOL	1	BB25	1	13	Av	5	4	4	9	9	7	7	7	—	22	
Corona Ottomana	70	SOL	2	BB23	1	11	Av	4	4	3	7	7	7	7	7	—	17	
No. 2	64	SOL	2	BB21	1	10	Av	4	3	3	6	6	7	7	7	—	15	
No. 3	100	SOL	1	BB19	1	15	Av	6	5	5	11	11	8	8	8	—	26	
No. 4	84	SOL	1	BB17	1	13	Av	5	4	4	9	9	7	7	7	—	22	
Mansur el-Liwa	84	SOL	1	BB15	1	13	Av	5	4	4	9	9	7	7	7	—	22	
No. 5	64	SOL	2	BB13	1	10	Av	4	3	3	6	6	7	7	7	—	15	
No. 6	54	SOL	2	BB11	1	9	Av	3	3	2	5	5	6	6	6	—	14	
No. 7	28	C	4	Z25	1	5	Av	2	1	1	2	2	5	5	5	5	9	
No. 8	50	SOL	2	Z21	1	8	Av	3	2	2	4	4	6	6	6	—	13	
No. 9	54	SOL	2	Z17	1	9	Av	3	3	2	5	5	6	6	6	—	14	
No. 10	54	SOL	2	Z15	1	9	Av	3	3	2	5	5	6	6	6	—	14	
No. 11	54	SOL	2	Z13	1	9	Av	3	3	2	5	5	6	6	6	—	14	
No. 12	50	SOL	2	Z11	1	8	Av	3	2	2	4	4	6	6	6	—	14	
Rodos	60	SOL	2	X23	1	10	Av	3	3	3	5	5	6	6	6	—	15	
No. 13	28	C	4	X19	1	5	Av	2	1	1	2	2	5	5	5	5	9	
No. 14	12	G	6	U23	3	3	Av	1	1	1	2	2	3	3	3	3	5	
No. 15	12	G	6	U21	3	3	Av	1	1	1	2	2	3	3	3	3	5	
RUSSIANS																		
Evropa	66	SOL	2	RR28	6	10	Av	4	3	3	6	6	7	7	7	—	16	
Rotislav	100	SOL	1	VV31	6	15	Av	5	5	4	10	10	8	8	8	—	25	
Sv. Ianvarii	66	SOL	2	TT27	6	10	Av	4	3	3	6	6	7	7	7	—	16	
Trech Ierarchov	66	SOL	2	VV29	6	10	Av	4	3	3	6	6	7	7	7	—	16	
Svyatoslav	80	SOL	2	SS25	6	12	Av	5	4	4	8	8	7	7	7	—	21	
Afrika	32	F	3	WW27	6	6	Av	2	1	1	3	3	5	5	5	5	10	
Saratov	66	SOL	2	XX28	6	10	Av	4	3	3	6	6	7	7	7	—	16	
Trech Svyatitelei	66	SOL	2	YY29	6	10	Av	4	3	3	6	6	7	7	7	—	16	
Ne-tron Meny	66	SOL	2	SS20	5	10	Av	4	3	3	6	6	7	7	7	—	16	
Nadezhda	32	F	3	VV20	5	6	Av	2	1	1	3	3	5	5	5	5	10	
Fireship No. 1	—	FI	3	*	*	4	Av	1	—	—	—	—	4	4	4	4	—	
Fireship No. 2	—	FI	3	*	*	4	Av	1	—	—	—	—	4	4	4	4	—	
Fireship No. 3	—	FI	3	*	*	4	Av	1	—	—	—	—	4	4	4	4	—	
Fireship No. 4	—	FI	3	*	*	4	Av	1	—	—	—	—	4	4	4	4	—	

*Enter on turn five between hexes YY20-YY28.

SCENARIO L-1A THE BATTLE OF TCHESME July 5-6, 1770

I. INTRODUCTION

At 11:45 the Ottoman fleet opened fire on the Russian van; a short time later, the Russians replied and the action became general if desultory—though it was not until 12:30 that Elphinstone's ships drew within range. Spiridov, in the *Sveti Evstafi*, sailed along the Ottoman line very slowly with his main topsail aback. By the time he reached the head of the enemy line, his rigging was so badly cut up that he was unable to go about and, in the absence of smaller boats to tow him around, drifted alongside the leading Ottoman ship, the *Real Mustafa*, under personal command of Hassan. The fate of Spiridov and Hassan, with their ships locked together and their crews engaged in a furious melee, was the object of rapt attention by every captain in the combined fleets. Suddenly, the Ottoman flagship was seen to be on fire; the flames spread quickly. At 1:30, the blazing mainmast of the *Real Mustafa* fell aboard the *Sveti Evstafi* and at once the Russian ship blew up. The stricken Turkish warship lasted a few minutes and then blew up in turn. From the Russian flagship, Spiridov was rescued by a small boat, Kruse (her nominal captain) was picked up from the water later and, altogether, 63 were saved from a crew of 699 men. Hassan was saved from the *Real Mustafa*, but the loss in that ship among the crewmen was truly staggering.

This double disaster was the signal for Ottoman captains to retreat; they slipped, in confusion, into the harbor of Tchesme. In her hurry, one Turkish ship of the line cut her cable but left the spring intact, giving the Russian opposite, the *Trech Ierarchov*, a chance to rake her. By 2:00 in

the afternoon, one of the most unusual battles in naval history was over. The Russians had, with the exception of the losses in the *Sveti Evstafi*, only fourteen dead and thirty wounded. The Turkish casualties numbered a great deal more.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 6
Wind Velocity: 3—Normal Breeze
Wind Change: 2

III. SPECIAL RULES

- Hexes that are darkened represent land.
- Anchoring is permitted in any sea hex.
- Copper Bottoms: Russian ships were built without copper bottoms; Ottoman ships were, in contrast, built with the copper plating abundant in the Empire. To reflect this, Russian ships will lose one movement factor of their allowance in all attitudes under Full Sails in every scenario.



SCENARIO L-1B THE BATTLE OF TCHESME

I. INTRODUCTION

That evening the Russian fleet took up its position in line across the mouth of Tchesme harbor. Preparations were at once begun for a fireship attack. The Ottoman formation was a strong one: in the front line they had eight of their heaviest ships with the others in a second line behind these, while the topography of the channel made it difficult for any more than two Russian ships to attack at one time. Orloff agreed to Elphinstone's attack with only four ships of the line and two frigates with the Flag Captain, Greig, leading the operation in the *Rostislav*.

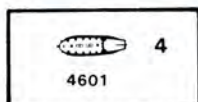
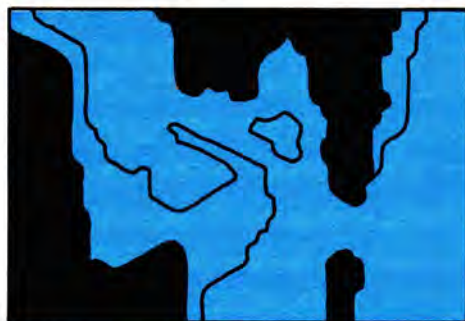
At about 11:30, without waiting for Greig's signal, the *Evropa* got under way and anchored again close to the southern end of the Turkish line. As a result she was unsupported for a half-hour but, fortunately, by 1:00 the rest of the squadron was in place. At about 1:30, a broadside set fire to the main topsail of one of the Ottoman ships in the front rank; the topmast came down and the whole ship was soon in flames. The fire spread rapidly; by 2:00, two enemy ships had exploded and others were burning brightly.

Greig now sent in the fireships. The first, under Lieutenant Ilin, was intercepted and sunk by Ottoman galleys; the second and third fireships went aground because their terrified crews jumped overboard before reaching the enemy ships. (Considering what a dangerous business it was, one could hardly expect more of these Russian novices.) But the fourth, commanded by Lieutenant Dugdale, was more fortunate and fired one of the weathermost Ottoman ships of the line. The fire became almost universal and explosions followed one another continuously. At

4:00, Russian boats were sent in to try to save two enemy ships of the line that had not yet caught. One began to burn just as she was about to be towed away; the other, the *Rodos*, a 60-gunner, was captured by the Russians intact and preserved. By dawn it was all over. The Russians had lost eleven men; the Turks, eleven ships of the line burnt and one captured. The three Flag Officers—Hosameddin, Hassan, and Djaffer—were saved, but the loss of life among the Ottoman forces must have been enormous. Hassan and Hosameddin were dismissed and Djaffer became Admiral—an admiral without a fleet.

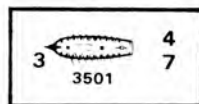
II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 2—Light Breeze
Wind Change: 6



III. SPECIAL RULES

1. Hexes that are darkened represent land.
2. Anchoring is permitted in any sea hex.
3. The Ottoman player may mark any two hexes as shoals at the entrance of Tchesme Bay.
4. With the exception of the two galleys, no Ottoman ships may move until fired upon.
5. All Ottoman ships start the scenario anchored.
6. Maximum firing range is reduced to five hexes.



SCENARIO L-2 THE BATTLE OF KERTCH July 19, 1790

I. INTRODUCTION

The Ottoman Turks, with superior forces in their favor, formed a line parallel to the Russians to windward. Seeing that the Kapudan Pasha had only his ships of the line in the van, Ushakov signaled his six frigates to form a second line to leeward and closed up his original formation to correspond to that of the enemy. The action began at noon.

For three hours an indecisive artillery duel went on; but at length the wind backed from ENE to NNE and this change led to closer action. The Russians luffed up to the new wind and at the same time the Turks began to come on to the star-

board side. Two of them were badly damaged in a collision while doing so: one lost her mizzen mast and another, the flagship of the second-in-command and formerly the leading ship, lost both fore and mizzen topsails. Both fell off toward the Russian line but avoided serious damage. Eventually, after considerable maneuvering, the Ottoman captains formed into line again on the starboard side with their two damaged companions to leeward, their places taken by five frigates.

Ushakov saw the opportunity to draw to windward, so he signaled his van and the rest of the fleet to turn simultaneously so as to take station astern of his flagship. This maneuver put the Russians in line on the Turkish Rear Squadron with Ushakov's ship, *Rozhdestvo Christovo*, as the leading ship; the Kapudan Pasha, with his command outgunned and threatened, bore off and retreated to the SW, the wind being then to the north. Firing ceased at dusk.

The Russians pursued all night, but the Turks with their coppered bottoms, light sails and numerous rowing craft to help them were too fast; by morning they were out of sight. After anchoring off Theodosia for the night, Ushakov returned to Sevastopol on 23 July. He had lost 29 killed in action and 68 wounded, but his ships had suffered very little damage.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 3—Normal Breeze
Wind Change: 3

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.

SCENARIO L-2 THE BATTLE OF KERTCH

Name	Guns	Class	No.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section	Guns	Rigging	Point Value
OTTOMANS											
No. 1	54	SOL	2	JJ16	3	9	Av	3 3 2	5 5 6	6 6 6	14
No. 2	60	SOL	2	HH15	3	10	Av	3 3 3	5 5 6	6 6 6	15
No. 3	60	SOL	2	FF14	3	10	Av	3 3 3	5 5 6	6 6 6	15
Kapitania	74	SOL	2	DD13	3	11	Cr	4 4 4	7 7 7	7 7 7	20
Selimieh	110	SOL	1	BB12	3	16	Av	6 6 6	11 11 9	9 9 9	28
Bisharet	84	SOL	2	Z11	3	13	Av	5 4 4	9 9 7	7 7 7	23
No. 4	60	SOL	2	X10	3	10	Av	3 3 3	5 5 6	6 6 6	15
Melike Bahri	66	SOL	2	V91	3	10	Av	4 3 3	6 6 7	7 7 7	16
No. 5	60	SOL	2	T8	3	10	Av	3 3 3	5 5 6	6 6 6	15
No. 6	60	SOL	2	R7	3	10	Av	3 3 3	5 5 6	6 6 6	15
Iskenderiya	44	F	3	KK15	3	9	Av	2 2 2	4 4 5	5 5 5	13
No. 7	34	F	3	II14	3	7	Av	2 1 1	3 3 5	5 5 5	10
Nessim	50	F	3	GG13	3	12	Av	3 2 2	6 6 6	6 6 6	17
No. 8	44	F	3	EE12	3	10	Av	2 2 2	4 4 5	5 5 5	13
Fakih-i Zafar	50	F	3	CC11	3	12	Av	3 2 2	6 6 6	6 6 6	17
No. 9	34	F	3	LL13	3	7	Av	2 1 1	3 3 5	5 5 5	8
No. 10	44	F	3	JJ12	3	10	Av	2 2 2	4 4 5	5 5 5	11
No. 11	40	F	3	HH11	3	8	Av	2 2 1	3 3 5	5 5 5	10
RUSSIANS											
Maria Magdalena	66	SOL	2	CC22	3	10	Av	4 3 3	6 6 7	7 7 7	16
Sv. Vladimir	66	SOL	2	AA21	3	10	Av	4 3 3	6 6 7	7 7 7	16
Ioann Bogoslov	46	SOL	2	Y20	3	7	Av	2 2 2	3 3 5	5 5 5	10
Preobrazhenie Gospodne	66	SOL	2	W19	3	10	Av	4 3 3	6 6 7	7 7 7	16
Rozhdestvo Christovo	84	SOL	2	U18	3	13	Av	5 4 4	9 9 7	7 7 7	22
Sv. Georgii Pobedyonosets	50	SOL	2	S17	3	8	Av	3 2 2	4 4 6	6 6 6	13
Sv. Petr Apostol	46	SOL	2	Q16	3	7	Av	2 2 2	3 3 5	5 5 5	10
Sv. Aleksandr Nevskii	50	SOL	2	O15	3	8	Av	3 2 2	4 4 6	6 6 6	13
Sv. Pavel	66	SOL	2	M14	3	10	Av	4 3 3	6 6 7	7 7 7	16
Sv. Andrei Pervosvannyi	50	SOL	2	K13	3	8	Av	3 2 2	4 4 6	6 6 6	13
Sv. Ieronim	40	F	3	W21	3	7	Av	2 2 1	3 3 5	5 5 5	10
Pokrov Bogoroditsy	40	F	3	U20	3	7	Av	2 2 1	3 3 5	5 5 5	10
Kirill Byelozerskii	40	F	3	S19	3	7	Av	2 2 1	3 3 5	5 5 5	10
Ambrosii Mediolanski	40	F	3	Q18	3	7	Av	2 2 1	3 3 5	5 5 5	10
Nestor Prepodobnyi	40	F	3	O17	3	7	Av	2 2 1	3 3 5	5 5 5	10
Ioann Voinstvennik	40	F	3	M16	3	7	Av	2 2 1	3 3 5	5 5 5	10

SCENARIO L-3 THE BATTLE OF TENDRA

September 8, 1790

I. INTRODUCTION

The Ottoman fleet at once weighed anchor and began to form line on the port side while Ushakov, with his fleet still in its "order of sailing" in three lines, steered for the enemy's Rear Squadron. Seeing this threatened, Hussein Pasha ordered his fleet to wear in succession and form line on the starboard side. Ushakov therefore, after unifying his three columns into a single line to port, imitated the Ottoman maneuver and put his fleet parallel to the enemy and to windward. By the time these evolutions were completed, two hours had passed and the Russian force was disposed in line of battle parallel. The Turks had fourteen ships of the line and eight frigates to leeward; the Russians, ten ships of the line and six frigates. Before bearing up to the attack, Ushakov took a frigate from each squadron—the *Pokrov Bogoroditsy*, *Sv. Ieronik* and *Ioann Voynstvennik*—and stationed them to windward of his van as a precaution against a possible attempt at "doubling" on the part of the Turkish admiral.

Firing began at 3:00. The Ottoman Turks soon began to bear away and by six o'clock, after some heavy fire, were in full retreat before the wind. The Russians followed closely, inflicting a good deal of damage. In particular, the flagship of the Ottoman Vice-Admiral was engaged by the *Ioann Bogoslov* while the ships of the Kapudan Pasha and his Rear-Admiral by Ushakov in the *Rozhdestvo Christovo* and his next ahead, the *Preobrazhenie Gospodne*. Gradually, however, the better sailing of the Ottoman ships began to tell. They drew clear and hauled to the wind on the port side, heading west; soon after dusk, firing ceased.

Next morning, the Ottoman ships were spotted working to windward. Most of these were out of reach, but two which had been damaged on the previous day, the *Kapitania* and the *Melike Bahri* were still to the leeward. The latter surrendered without a fight. The *Kapitania*, on the other hand, made a stout fight. She was engaged first by the *Sv. Andrei Pervosvannyi*, which brought down her fore topsail, and then bracketed by the *Sv. Georgii Povyedonsets* and the *Preobrazhenie Gospodne*. By this point, the Turk was entirely surrounded by the Russian fleet, but still fought on. At last, Ushakov brought the *Rozhdestvo Christovo* in, shot away all her masts and placed his ship across her bows. This decided the matter; Said Bey, in command of the Turkish vessel, struck his colors after a splendid defence. Greatly to the disappointment of the Russians, the prize was seen to be on fire, which spread so rapidly that only Said Bey and nineteen others could be taken off before she blew up. Of a crew of nearly 800, only 81 survived.

The total number of prisoners taken by the Russians amounted to 733; total casualties among the Turks is unknown but was increased by the foundering of a 74-gun SOL and several small craft on the passage to Constantinople, amassing a figure of at least 2000 dead among the Turkish sailors for the voyage. The Russians, on the other hand, had only 25 dead and 25 wounded but there was considerable damage on some ships, primarily confined to their spars and rigging.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3—Normal Breeze
Wind Change: 4

III. SPECIAL RULES

1. No Land hexes.
2. Anchoring is allowed in any sea hex.

SCENARIO L-4 THE BATTLE OF CAPE KALIAKRA

August 11, 1791

I. INTRODUCTION

The Russians had eighteen ships mounting 990 guns, while the Ottoman fleet numbered eighteen ships of the line, ten large frigates, seven smaller frigates and 43 lesser warships and galleys with some 1600 guns spread amongst the fleet: a Turkish superiority of fifty per cent. (The Ottoman frigate squadron is not shown in this already large scenario since it played a minor role in the action.)

As the wind was northerly, Ushakov had one of two courses of action available—either go to leeward of the enemy or pass closely by the shore. To the surprise of the Turks, he chose the latter, rounding the cape at 2:45 in the afternoon, still in three lines, and pressing on among the smaller enemy craft. The Ottomans at once cut their cables and tried to form a line of battle, but fell into utter confusion. Two large ships collided; one lost her bowsprit and ran for Varna, the other remained with the fleet, though merely an encumbrance. At last, however, Sayyid Ali Pasha maneuvered his ship away on the port side, heading east with the wind NNE; the other ships of the line followed his lead and in the end the larger Ottoman vessels formed into line on the port tack, steering out to sea.

This led to a rather complicated evolution on the part of the Russians: a change of formation from three lines on the starboard side to one line on the port, with each division in reversed order and with the former center column in the van. Before this was sufficiently complete for a general attack, Sayyid Ali Pasha, leading the Ottoman line, went about with the intention of doubling the embryonic enemy van; whereupon Ushakov left his place in the line, passed to leeward of the three leading Russian ships and attacked the Turks at close quarters, crossing their bows and forcing them to leeward. After a few hard fought minutes, the rest of the Russian fleet bore up to the attack and the action became general.

Gradually the Ottoman ships moved away, so that when darkness fell and put an end to the fighting, they were retreating to the southwest. Next morning, 12 August, they could be seen well on their way towards the Bosphorus; there was no chance of overhauling them, and Ushakov anchored off Cape Eminch, thirty miles south of Varna. Neither side had lost a ship, though several of the Turkish ships had suffered severe damage aloft and the Russian *Aleksandr Nevskii* was a good deal damaged in her hull, and casualties were few among the sailors.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 3—Normal Breeze
Wind Change: 4

III. SPECIAL RULES

1. Hexes that are darkened represent land.
2. Anchoring is permitted in any sea hex.



SCENARIO L-5 THE BATTLE OF THE DARDANELLES

May 22-23, 1807

I. INTRODUCTION

That morning the two fleets lay at anchor well in sight of one another until the wind suddenly came from the northwest. The Ottoman fleet immediately weighed anchor and steered out of the sheltered waters of the Dardanelles while the wind gradually veered to the west.

The *Venus* opened fire on the foremost of the Ottoman ships of the line at six o'clock and the rest of the Russians joined in as they came up. By keeping under the stern of their heavier opponents, the *Venus* was able to engage a ship of the line and the 74-gun *Selafail* to attack the Kapudan Pasha's 120-gun flagship *Masudiya* with comparative safety. The *Uriil*, however, went across the bows of the Turkish second-in-command and actually carried away her boom in so doing. Senyavin in the *Tverdyi* came up between the Ottoman Rear-Admiral Baker Bey and the Kapudan Pasha, engaging the latter broadside to broadside at close range, while the *Silnyi* ran right aboard Baker Bey's ship.

When night fell, the two fleets were intermixed right in the mouth of the straits, where there was a tendency for the current to carry the ships on the Asiatic side out to sea and to force those on the European side towards the shore. Following the example of their commander, the Ottoman captains sailed up the straits, though three of their ships remained outside on the Asiatic shore aground. The general action ended about nine o'clock, but there was sporadic fighting for another two hours. Soon after midnight the Russians anchored just clear of the mouth of the straits.

On the morning of the 23rd, the three grounded Ottoman ships of the line were seen to be making the best of their way to safety, two of them towed by oared craft. At 10:00, when at length the wind rose, Senyavin weighed anchor and sent the *Retvizan*, *Selafail*, *Skoryi*, *Yaroslav* and *Venus* to cut them off. These failed to do so, but damaged them enough to cause all three to run aground again. The Russian fleet, having exhausted its munitions, then returned to its anchorage off Tenedos.

Altogether the Russian loss was but 26 killed and 56 wounded, with some damage to every ship; by Russian accounts, the Turkish loss had been much greater and three of their ships were rendered unfit for further service. It is said that the Ottoman Vice-Admiral and two captains were executed by order of the Kapudan Pasha.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 3
Wind Velocity: 2—Moderate Breeze
Wind Change: 3

III. SPECIAL RULES

1. Hexes that are darkened represent land.
2. Anchoring is permitted in any sea hex.



**SCENARIO L-3
THE BATTLE OF TENDRA**

Name	Guns	Class	No.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section			Guns		Rigging				Point Value
								1	2	3	L.	R.	1	2	3	4	
OTTOMANS																	
Bisharet	84	SOL	2	DD7	2	13	Av	5	4	4	9	9	7	7	7	—	23
No. 1	60	SOL	2	BB8	2	10	Av	3	3	3	5	5	6	6	6	—	15
No. 2	74	SOL	2	Z9	2	11	Av	4	4	4	7	7	7	7	7	—	18
No. 3	66	SOL	2	X10	2	10	Av	4	3	3	6	6	7	7	7	—	16
No. 4	66	SOL	2	V11	2	10	Av	4	3	3	6	6	7	7	7	—	16
No. 5	54	SOL	2	T12	2	9	Av	3	3	2	5	5	6	6	6	—	14
Selimieh	110	SOL	1	R13	2	16	Av	6	6	6	11	11	9	9	9	—	28
No. 6	60	SOL	2	P14	2	10	Av	3	3	3	5	5	6	6	6	—	15
No. 7	60	SOL	2	N15	2	10	Av	3	3	3	5	5	6	6	6	—	15
No. 8	60	SOL	2	L16	2	10	Av	3	3	3	5	5	6	6	6	—	15
No. 9	60	SOL	2	J17	2	10	Av	3	3	3	5	5	6	6	6	—	15
No. 10	54	SOL	2	H18	2	9	Av	3	3	2	5	5	6	6	6	—	14
Melike Bahri	66	SOL	2	F19	2	10	Av	4	3	3	6	6	7	7	7	—	16
Kapitania	74	SOL	2	D20	2	11	Cr	4	4	4	7	7	7	7	7	—	20
No. 11	40	F	3	V6	2	8	Av	2	2	1	3	3	5	5	5	5	10
No. 12	44	F	3	T7	2	10	Av	2	2	2	4	4	5	5	5	5	11
No. 13	34	F	3	R8	2	7	Av	2	1	1	3	3	5	5	5	5	8
Fakih-i Zafar	50	F	3	P9	2	12	Av	3	2	2	6	6	6	6	6	6	17
No. 14	44	F	3	N10	2	10	Av	2	2	2	4	4	5	5	5	5	11
Nessim	50	F	3	L11	2	12	Av	3	2	2	6	6	6	6	6	6	17
No. 15	34	F	3	J12	2	7	Av	2	1	1	3	3	5	5	5	5	8
Iskenderiya	44	F	3	H13	2	10	Av	2	2	2	4	4	5	5	5	5	11

RUSSIANS

Maria Magdalena	66	SOL	2	LL14	2	10	Av	3	3	2	6	6	7	7	7	—	16
Sv. Georgii Povyedonsets	50	SOL	2	JJ15	2	8	Av	3	2	2	4	4	6	6	6	—	13
Pokrov Bogoroditsy	40	F	3	HH16	2	7	Av	2	2	1	3	3	5	5	5	5	10
Ioann Bogoslav	46	SOL	2	FF17	2	7	Av	2	2	2	3	3	5	5	5	5	10
Preobrazhenie Gospodne	66	SOL	2	DD18	2	10	Av	3	3	2	6	6	7	7	7	—	16
Rozhdestvo Christovo	84	SOL	2	BB19	2	13	Av	5	4	4	9	9	7	7	7	—	22
Sv. Aleksandr Nevskii	50	SOL	2	Z20	2	8	Av	3	2	2	4	4	6	6	6	—	13
Sv. Vladimir	66	SOL	2	X21	2	10	Av	4	3	3	6	6	7	7	7	—	16
Sv. Ieronik	40	F	3	V22	2	7	Av	2	2	1	3	3	5	5	5	5	10
Sv. Andrei Pervosvannyi	50	SOL	2	T23	2	8	Av	3	2	2	4	4	6	6	6	—	13
Sv. Pavel	66	SOL	2	R24	2	10	Av	3	3	2	6	6	7	7	7	—	16
Sv. Petr Apostol	46	SOL	2	P25	2	7	Av	2	2	2	3	3	5	5	5	5	10
Ioann Voinstvennik	40	F	3	N26	2	7	Av	2	2	1	3	3	5	5	5	5	10
Sv. Nestor Prepodobnyi	40	F	3	L27	2	7	Av	2	2	1	3	3	5	5	5	5	10
Ambrosii Mediolanskii	40	F	3	J28	2	7	Av	2	2	1	3	3	5	5	5	5	10
Kirill Byelozerskii	40	F	3	H29	2	7	Av	2	2	1	3	3	5	5	5	5	10

**SCENARIO L-4
THE BATTLE OF CAPE KALIAKRA**

Name	Guns	Class	No.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section			Guns		Rigging				Point Value
								1	2	3	L.	R.	1	2	3	4	
OTTOMANS																	
Bisharet	84	SOL	2	AA2	6	13	Av	5	4	4	9	9	7	7	7	—	23
Selimieh	110	SOL	1	AA4	6	16	Av	6	6	6	11	11	9	9	9	—	28
Tevfik-Numa	84	SOL	2	AA6	6	13	Av	5	4	4	9	9	7	7	7	—	23
Sayyad-i Bahri	74	SOL	2	AA8	6	11	Av	4	4	4	7	7	7	7	7	—	18
Tavsi Bahri	84	SOL	2	AA10	6	13	Av	5	4	4	9	9	7	7	7	—	23
Anka-yi Bahri	84	SOL	2	AA12	6	13	Av	5	4	4	9	9	7	7	7	—	23
No. 1	70	SOL	2	AA14	6	11	Av	4	4	3	7	7	7	7	7	—	17
No. 2	60	SOL	2	AA16	6	10	Av	3	3	3	5	5	6	6	6	—	15
No. 3	60	SOL	2	AA18	6	10	Av	3	3	3	5	5	6	6	6	—	15
No. 4	60	SOL	2	AA20	6	10	Av	3	3	3	5	5	6	6	6	—	15
Sadd al-Bahr	84	SOL	2	AA22	6	13	Av	5	4	4	9	9	7	7	7	—	23
No. 5	54	SOL	2	AA24	6	9	Av	3	3	2	5	5	6	6	6	—	14
No. 6	60	SOL	2	AA26	6	10	Av	3	3	3	5	5	6	6	6	—	15
Masudiya	120	SOL	1	AA28	6	18	Av	7	7	7	13	13	9	9	9	—	32
No. 7	60	SOL	2	AA30	6	10	Av	3	3	3	5	5	6	6	6	—	15
No. 8	60	SOL	2	AA32	6	10	Av	3	3	3	5	5	6	6	6	—	15
Kilid-i Bahri	84	SOL	2	AA34	6	13	Av	5	4	4	9	9	7	7	7	—	23
No. 9	66	SOL	2	CC34	6	10	Av	4	3	3	6	6	7	7	7	—	16
RUSSIANS																	
Sv. Ioann Bogoslav	46	SOL	2	Q6	3	7	Av	2	2	2	3	3	5	5	5	—	10
Makropolea	36	F	3	O5	3	7	Av	2	2	1	3	3	5	5	5	5	10
Sv. Vladimir	66	SOL	2	M4	3	10	Av	3	3	2	6	6	7	7	7	—	16
Sv. Pavel	66	SOL	2	K3	3	10	Av	3	3	2	6	6	7	7	7	—	16
Preobrazhenie Gospodne	66	SOL	2	I2	3	10	Av	3	3	2	6	6	7	7	7	—	16
Leontii Mutchienik	62	SOL	2	G1	3	10	Av	3	2	2	6	6	7	7	7	—	15
Sv. Georgii Pobyedobosets	50	SOL	2	P7	3	8	Av	3	2	2	4	4	6	6	6	—	13
Aleksandr Nevskii	50	SOL	2	N6	3	8	Av	3	2	2	4	4	6	6	6	—	13
Rozhdestvo Christovo	84	SOL	2	L5	3	13	Av	5	4	4	9	9	7	7	7	—	22
Sv. Andrei Pervosvannyi	50	SOL	2	J4	3	8	Av	3	2	2	4	4	6	6	6	—	13
Feodor Stratilat	46	SOL	2	H3	3	7	Av	2	2	2	3	3	5	5	5	—	10
Ioann Predtechia	74	SOL	2	F2	3	12	Av	4	4	4	8	8	7	7	7	—	20
Sv. Petr Apostol	46	SOL	2	O9	3	7	Av	2	2	2	3	3	5	5	5	—	10
Sv. Nestor Predobnyi	40	F	3	M8	3	7	Av	2	2	1	3	3	5	5	5	5	10
Maria Magdalena	66	SOL	2	K7	3	10	Av	3	3	2	6	6	7	7	7	—	16
Sv. Nikolai	50	SOL	2	I6	3	8	Av	3	2	2	4	4	6	6	6	—	13
Tsar Konstantin	46	SOL	2	G5	3	7	Av	2	2	2	3	3	5	5	5	—	10

SCENARIO L-5 THE BATTLE OF THE DARDANELLES

Name	Guns	Class	No.	Initial Position		Dir. Nr.	Hull	Qual.	Crew Section			Guns		Rigging				Point Value
				Bow	Hex				1	2	3	L.	R.	1	2	3	4	
OTTOMANS																		
Bisharet	84	SOL	2	V17	3	13	Av	5	4	4	9	9	7	7	7	—	22	
Masudiya	120	SOL	1	S16	3	18	Av	7	7	7	13	13	9	9	9	—	32	
No. 1	64	SOL	2	P14	3	10	Av	4	3	3	6	6	7	7	7	—	16	
No. 2	64	SOL	2	M13	3	10	Av	4	3	3	6	6	7	7	7	—	16	
Tevfik-Numa	84	SOL	2	K11	4	13	Av	5	4	4	9	9	7	7	7	—	22	
No. 3	64	SOL	2	K8	4	10	Av	4	3	3	6	6	7	7	7	—	16	
Nessim	50	F	3	K5	3	12	Av	3	2	2	6	6	6	6	6	6	17	
Iskenderiya	44	F	3	J2	4	9	Av	2	2	2	4	4	5	5	5	5	13	
Sadd al-Bahr	84	SOL	2	X15	3	13	Av	5	4	4	9	9	7	7	7	—	22	
No. 4	64	SOL	2	U14	3	10	Av	4	3	3	6	6	7	7	7	—	16	
Fakih-i Zafar	50	F	3	R12	3	12	Av	3	2	2	6	6	6	6	6	6	17	
Bedr-i Zafar	50	F	3	O11	3	12	Av	3	2	2	6	6	6	6	6	6	17	
Meshei-Ghazi	50	F	3	M9	4	12	Av	3	2	2	6	6	6	6	6	6	17	
No. 5	44	F	3	M6	4	9	Av	2	2	2	4	4	5	5	5	5	13	
RUSSIANS																		
Sv. Elana	74	SOL	2	CC12	1	12	Av	4	4	4	8	8	7	7	7	—	20	
Rafail	84	SOL	2	CC14	1	13	Av	5	4	4	9	9	7	7	7	—	22	
Retvizan	64	SOL	2	CC16	1	10	Av	4	3	3	6	6	7	7	7	—	16	
Selafail	74	SOL	2	CC18	1	12	Av	4	4	4	8	8	7	7	7	—	20	
Yaroslav	74	SOL	2	CC20	1	12	Av	4	4	4	8	8	7	7	7	—	20	
Moshtchnyi	74	SOL	2	CC22	1	12	Av	4	4	4	8	8	7	7	7	—	20	
Uriil	84	SOL	2	BB23	2	13	Av	5	4	4	9	9	7	7	7	—	22	
Tverdyi	74	SOL	2	Z24	2	12	Av	4	4	4	8	8	7	7	7	—	20	
Silnyi	74	SOL	2	X25	2	12	Av	4	4	4	8	8	7	7	7	—	20	
Skoryi	66	SOL	2	V26	1	10	Av	4	3	3	6	6	7	7	7	—	16	
Venus	50	F	3	V28	1	12	Av	3	2	2	6	6	6	6	6	6	17	

SCENARIO L-6 THE BATTLE OF ATHOS June 27, 1807

I. INTRODUCTION

As the two leading Russian ships, the *Rafail* and the *Silnyi*, approached, the whole Ottoman fleet opened fire. The *Rafail* was soon so badly damaged aloft that she was unable to come to the wind and had to stand on through the Ottoman line between the Kapudan Pasha's flagship *Masudiya* and his next ahead, the *Sadd al-Bahr*, flagship of the Baker Bey. The next five Russian ships were, however, able to take up their places as arranged in a close line abreast of the three Turkish flagships.

Senyavin took the *Tverdyi* and *Skoryi* to the head of the line and dispatched his second-in-command Greig with the *Retvizan* and *Sv. Elena* to fill the gap between them and the other five Russian ships, thus bringing nine Russian ships of the line in the Ottoman rear for the moment without opponents. The *Tverdyi's* fire soon drove the leading enemy frigate out of the action, whereupon the ship following her hove to, stopping the momentum of the whole line and throwing it into confusion. This allowed the *Rafail*, now under a semblance of control, to run along the line to leeward and haul to the wind in an effort to regain her own line. The first Ottoman ship bore up to intercept her, Senyavin followed suit, and the Ottoman ship found herself too fully employed to trouble the crippled enemy. The *Rafail* was thus able to reach a position ahead and to windward of the line, where she could carry out such repairs as were necessary without interference.

Meanwhile, the Ottoman van had begun to bear away and the *Sadd al-Bahr* had come into action with the *Tverdyi*. She too was soon forced to break off and went to leeward closely engaged with the *Skoryi*, which was at the same time in action with a ship of the line and a frigate on her other side. The ships from the Ottoman rear now came up, bearing away one after the other as they fired. By ten o'clock, the Turkish ships were in

retreat with the *Skoryi* and the *Moshtchnyi* mingled with them and the other Russian ships striving to pursue in a ragged crescent formation.

After a little while, a light breeze sprang up from the northwest and put the Turks to windward. As it freshened, the *Sadd al-Bahr*, with another ship of the line, a frigate and a sloop were seen to drop behind. Towards evening Senyavin sent *Selafail*, *Silnyi* and *Sv. Elena* in pursuit; as these approached, the lighter ships—which were towing the crippled flagship—cast off their lines and retreated with the other Turkish ship of the line in a westerly direction. During the night the *Selafail* came up with the *Sadd al-Bahr* and took her without further fighting.

On the morning of 28 June, the bulk of the Ottoman fleet was at Thasos and three stragglers near Mount Athos. Greig, with the *Retvizan*, the *Uriil*, the *Sv. Elena* and the *Moshtchnyi* went after the three enemy ships to leeward, drove them up the gulf to the west of Mount Athos and finally, in the early hours on 29 June, forced the Turks to run their ships aground at the head of the gulf and burn them. Though there was to be no more fighting, this was by no means the end of the tale of Ottoman losses: they burnt another ship of the line and a frigate on the 30th off Thasos, while two more frigates and a corvette sank near Samothrace on the voyage back to the Dardanelles. The Ottoman Navy had suffered an ignominious and costly defeat.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 2—Moderate Breeze
Wind Change: 3

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.

SCENARIO L-7 THE BATTLE OF VARNA August 29, 1810

I. INTRODUCTION

At dawn, the Ottomans could be seen to the SSE, in obvious disorder. Hoping to weather them, Sarytchev decided to go about to the port tack and, at first, it seemed that he would do so; but, at six a.m., the wind veered and put the Ottomans directly to windward. They made no move to attack, but went on working to windward with the Russians in pursuit, while Sarytchev detached his fastest ships, the *Dmitrii Donskoi*, *Poltava*, *Maria* and *Lilia*, under his second-in-command, Rear-Admiral Klokatchev, in the hope that they might be able to overtake the slowest of the Ottoman ships and thus force an action.

At five in the afternoon, after a chase lasting all day, Klokatchev had gained enough to have a chance of cutting off the last two Ottoman ships, a ship of the line and a frigate. He ordered the ship closest to the enemy, the *Anapa*, to attack with that object. At the same time the Turkish commander also went about and ran back to support his threatened rear. This forced the *Anapa* to bear up and pass to leeward of the enemy. A few shots were exchanged, but Sarytchev declined to risk a night action and signalled at six o'clock to recall his advanced detachment. During the night, instead of keeping in touch with the enemy, he merely tried to keep between them and the port of Varna. The result was that at dawn on 30 August, the Ottomans were nowhere to be seen. Presuming that they had returned to the Bosphorus, he then made the best of his way to Sevastopol, where he arrived on 8 September.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 3—Normal Breeze
Wind Change: 3

III. SPECIAL RULES

- A. No land hexes.
- B. No anchoring allowed.

SCENARIO L-6 THE BATTLE OF ATHOS

Name	Guns	Class	No.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section			Guns		Rigging				Point Value
OTTOMANS								1	2	3	L.	R.	1	2	3	4	
Kilid-i Bahri	84	SOL	2	P5	1	13	Av	5	4	4	9	9	7	7	7	—	22
Sayyad-i Bahri	74	SOL	2	P8	1	11	Av	4	4	4	7	7	7	7	7	—	18
Jebel-Andaz	74	SOL	2	P11	1	11	Av	4	4	4	7	7	7	7	7	—	18
Masudiya	120	SOL	1	P14	1	18	Av	7	7	7	13	13	9	9	9	—	32
Bisharet	84	SOL	2	P17	1	13	Av	5	4	4	9	9	7	7	7	—	22
Tevfik-Numa	84	SOL	2	P20	1	13	Av	5	4	4	9	9	7	7	7	—	22
Gulbang-i Nusrat	74	SOL	2	P23	1	11	Av	4	4	4	7	7	7	7	7	—	18
Tavs-i Bahri	84	SOL	2	P26	1	13	Av	5	4	4	9	9	7	7	7	—	22
Anka-yi Bahri	84	SOL	2	P29	1	13	Av	5	4	4	9	9	7	7	7	—	22
Sadd al-Bahr	84	SOL	2	P32	1	13	Av	5	4	4	9	9	7	7	7	—	22
Meshei-Ghazi	50	F	3	N9	1	12	Av	3	2	2	6	6	6	6	6	6	17
Metelin	32	C	4	N12	1	6	Av	2	2	1	3	3	5	5	5	5	10
Bedr-i Zafar	50	F	3	N15	1	12	Av	3	2	2	6	6	6	6	6	6	17
Rahbar-i Alan	28	C	4	N18	1	4	Av	2	1	1	2	2	4	4	4	4	9
Fakih-i Zafar	50	F	3	N21	1	12	Av	3	2	2	6	6	6	6	6	6	17
Nessim	50	F	3	N27	1	12	Av	3	2	2	6	6	6	6	6	6	17
Denyuvet	32	C	4	N30	1	6	Av	2	2	1	3	3	5	5	5	5	10
Iskenderiya	44	F	3	N33	1	9	Av	2	2	2	4	4	5	5	5	5	13
RUSSIANS																	
Rafail	84	SOL	2	V19	6	13	Av	5	4	4	9	9	7	7	7	—	22
Selaifail	74	SOL	2	X20	6	12	Av	4	4	4	8	8	7	7	7	—	20
Moshchnyi	74	SOL	2	AA22	6	12	Av	4	4	4	8	8	7	7	7	—	20
Tverdyi	74	SOL	2	DD23	6	12	Av	4	4	4	8	8	7	7	7	—	20
Skoryi	66	SOL	2	GG25	6	10	Av	4	3	3	6	6	7	7	7	—	16
Silnyi	74	SOL	2	U23	6	12	Av	4	4	4	8	8	7	7	7	—	20
Urtil	84	SOL	2	X24	6	13	Av	5	4	4	9	9	7	7	7	—	22
Yaroslav	74	SOL	2	AA26	6	12	Av	4	4	4	8	8	7	7	7	—	20
Retvizan	64	SOL	2	DD27	6	10	Av	4	3	3	6	6	7	7	7	—	16
Sv. Elana	74	SOL	2	GG29	6	12	Av	4	4	4	8	8	7	7	7	—	20

SCENARIO L-7 THE BATTLE OF VARNA

Name	Guns	Class	No.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section			Guns		Rigging				Point Value
OTTOMANS								1	2	3	L.	R.	1	2	3	4	
No. 1	100	SOL	1	TT3	2	16	Av	6	5	5	11	11	8	8	8	—	26
Sayyad-i Bahri	74	SOL	2	QQ5	2	11	Av	4	4	4	7	7	7	7	7	—	18
Gulbang-i Nusrat	74	SOL	2	NN6	2	11	Av	4	4	4	7	7	7	7	7	—	18
No. 2	100	SOL	1	KK8	2	16	Av	6	5	5	11	11	8	8	8	—	26
Jebel-Andaz	74	SOL	2	HH9	2	11	Av	4	4	4	7	7	7	7	7	—	18
No. 3	74	SOL	2	EE11	2	11	Av	4	4	4	7	7	7	7	7	—	18
No. 4	100	SOL	1	BB12	2	16	Av	6	5	5	11	11	8	8	8	—	26
No. 5	74	SOL	2	Y14	2	11	Av	4	4	4	7	7	7	7	7	—	18
No. 6	74	SOL	2	U16	2	11	Av	4	4	4	7	7	7	7	7	—	18
No. 7	50	F	3	OO4	2	12	Av	3	2	2	6	6	6	6	6	6	17
No. 8	44	F	3	LL5	2	9	Av	2	2	2	4	4	5	5	5	5	13
Mahubey Subhan	40	F	3	II7	2	8	Av	2	2	1	3	3	5	5	5	5	11
Meshei-Ghazi	50	F	3	FF8	2	12	Av	3	2	2	6	6	6	6	6	6	17
No. 9	36	F	3	Z11	2	7	Av	2	2	1	3	3	5	5	5	5	10
No. 10	44	F	3	VI3	2	9	Av	2	2	2	4	4	5	5	5	5	13
RUSSIANS																	
Dmitrii Donskoi	74	SOL	2	CC22	1	12	Av	4	4	4	8	8	7	7	7	—	20
Poltava	110	SOL	1	CC24	1	17	Av	6	6	5	12	12	9	9	9	—	27
Maria	74	SOL	2	CC26	1	12	Av	4	4	4	8	8	7	7	7	—	20
Lilia	36	F	3	CC28	1	7	Av	2	2	1	3	3	5	5	5	5	10
Anapa	74	SOL	2	CC30	1	12	Av	4	4	4	8	8	7	7	7	—	20
Ratnyi	110	SOL	1	BB31	2	17	Av	6	6	5	12	12	9	9	9	—	27
Yagudiil	110	SOL	1	Z32	2	17	Av	6	6	5	12	12	9	9	9	—	27
Pravyi	74	SOL	2	X33	2	12	Av	4	4	4	8	8	7	7	7	—	20
Varachail	66	SOL	2	V34	2	10	Av	4	3	3	6	6	7	7	7	—	16
Kryepkii	54	F	3	*	2	12	Av	3	2	2	6	6	6	6	6	6	18
Nazaret	44	F	3	*	2	10	Av	3	2	2	4	4	5	5	5	5	14
Voin	32	F	3	*	2	6	Av	2	1	1	2	2	5	5	5	5	10
Abo	28	C	4	*	2	5	Av	1	1	1	2	2	4	4	4	4	9

*Ships enter board in line (bow to stern) behind the line already on board (U35).

Levant . . . Cont'd from Page 34

themselves in the Straits. On 23 May, the Russians attempted to destroy three damaged Ottoman ships, but these managed to slip away.

Although the Turks had suffered a setback at the Battle of the Dardanelles, they were far from defeated. While Senyavin was cruising off the island of Lemnos, the Ottomans with a squadron of ten ships of the line, five frigates and three corvettes cleared the Dardanelles and landed a force of 6000

troops on the Russian-occupied island on Tenedos. The Russian garrison, totally dependent on the naval squadron for its supplies, was in dire straits. If the Russian sailors could not defeat the Ottoman squadron, the island would fall easily back into Turkish hands and deprive the Russians of their sole naval base in the Aegean. On 27 June, the Senyavin discovered the enemy near the island of Lemnos, attacked without hesitation and inflicted a decisive defeat (the Turks lost nine ships) without a single ship lost in his command.

Although the war was to last for another five years, there was to occur only one more fleet engagement; this took place in the Black Sea in 1810.

Rear-Admiral Sarytchev had put to sea with the main Russian fleet, his orders being to look for the Turkish fleet on the south side of the Black Sea, and to engage it if possible. Leaving Sevastopol on 12 July, with seven ships of the line and two frigates,

Continued on Page 42, Column 3

port to dismount as early as possible. We like to place the AA gun in 4D1 and the AT gun in 4B7 unless the Russians are driving down board 5. A single squad with a DC can influence both the forest road (blocked by a halftrack) and the 5U4 bottleneck (especially if another halftrack is in bypass at 5V3). Play for immobilizations unless your chances to destroy a unit are quite good. Use your AFVs for a final tank assault on the seventh turn to force the Russian to expose himself to side and rear shots as he tries to exit.

We believe that, played well, this scenario is rated 60/40 pro-German in balance.

Tournament Scenario 2

There were sixteen players in the second round (one player who lost the first round was chosen by lot to play in the second round). Six times the Russians won and twice the Germans were victorious. In this small, violent scenario, a small but fanatical force of Russian infantry tries to hold out against a combined tank-infantry German assault force. *Russian Strengths* are numerous: a) fanaticism; b) good support weaponry; c) good leadership; d) good lanes of fire; e) protective cover; f) concealment—*Russian Weaknesses*, few: a) few pieces; b) limited setup area. *German Strengths*: a) very good leadership; b) good infantry firepower; c) armor support; d) the ability to create scouts. These go a long way toward offsetting the prime *German Weakness*: the necessity of crossing open ground to enter building 1Z7.

GERMAN SETUP: 8-0 leader and three squads in 1P7; 9-2 leader and three squads and four LMGs in 1Q9; 9-1 leader and three squads and MMG in 1Q7.

RUSSIAN SETUP: ATG and crew in 1Y8, first floor; 6-2-8 and ATR and crew and 8-1 leader and concealment counter in 1Z7, second floor; 4-4-7 and two LMGs in 1Y8, second floor; 4-4-7 and MMG and 9-1 leader and concealment counter in 1Y7, second floor; crew and Mtr. and concealment counter in 1Z6; sniper and four concealment counters on third floor; three concealment counters in 1Y7, first floor.

RUSSIAN TACTICS: Take any shot that has a chance of a KIA. Try to rotate your squads in and out of the firing line. Whenever possible, use your crews to hold up under fire; they have a morale of 8 and, if broken, don't affect your chances to win. Use concealed movement in the Advance Phase to make the enemy guess where you are (this lets you move those "7"s out of the third floor on the first turn). Play for time and have faith that sometime, somewhere, he is going to have to rush the building.

GERMAN TACTICS: Move quickly to a position (e.g.: 1U8/1V7) where you can take a ground level hex like 1Y8 under heavy fire. First, insure that the hex doesn't have the ATG functioning and then move your tanks adjacent. Use the tanks to pound a hole. When it looks as though the way is relatively clear, try for a smoke round or two, split into two or three subgroups and run like hell for the cleared hex. If you outnumber him in the building, just stay put and make him come to you. You've got firepower, better leadership and lots of time. Use it all.

We feel that this scenario is probably 60/40 pro-Russian.

Tournament Scenario 3

There were eight players in the third round. Final tally was two German and two Russian victories. This scenario has a powerful pure armor Soviet force attempting to breakthrough a more lightly armed German tank-infantry team. *Russian Strengths* include: a) excellent mobility; b) strong

armor on the T34 and the KVIIA; c) an armor leader; d) all AFVs carry good antitank weapons; e) the KV, and to a lesser extent the T34, are potent anti-infantry weapons. *Russian Weaknesses* to be considered: a) the lighter AFVs are very thin skinned; b) three radioless AFVs; c) poor offroad mobility for the BA32; d) the BA32 and KV cannot move and shoot; e) poor tank crew morale in the non-T34/non-KV AFVs; f) poor long range gunnery. *German Strengths* are: a) excellent leadership, both armor and infantry; b) good infantry firepower and morale; c) no need to kill the heavy tanks to win; d) boresighting. *German Weaknesses*: a) armor very vulnerable to Soviet tank guns; b) three possible exits to be covered.

GERMAN SETUP: 10-2 leader and three squads and HMG in 12; 9-1 leader and three squads and two ATRs in 11; PzKw IIID and 10-2 leader in 18; PzKw IIID in G3; PzKw IID in F2; PzKw IIID in H2. All tanks are CE. Boresight weapons on roads.

RUSSIAN ENTRY: KVIIA first, T34 second (moving for hill 522), T268s next, lastly BT5s and BA32.

RUSSIAN TACTICS: If the German has left road 2GG6 unguarded, then try a dash of the light armor offboard on the first turn. However, against an experienced German, don't expect this to work. Normally, you should get a dominating fire position with your KV to force the German light stuff off the heights. Then move a wedge down the center. When it looks as if the German cannot cover one of the exits, throw everything at that point.

GERMAN TACTICS: Use your infantry to make a rush down board 2 very risky for the Soviets. We like to put the HMG up in building 3M2 as soon as possible to keep the Russians buttoned up. By using the second level building, hill 534 and hill 547 as screens you should be able to keep your armor mobile. As time draws to a close, put your armor back on the heights and wait for your height-assisted side and rear shots. Do not forget Intensive Fire, trailbreaks and infantry assaults when things get desperate.

We rate this as 60/40 pro-Russian.

Tournament Scenario 4

Players used Scenario 4 for the fourth and fifth round. Although there were four entrants in the semi-finals, one player dropped out of the final round (the game to decide third versus fourth place) so that playbalance was one Russian and two German wins. Scenario 4 portrays a matchup between two very tough mixed infantry/AFV combinations. *Russian Strengths* are a) strong infantry firepower; b) heavy tanks with good armor, good MG firepower, strong tank guns with potent anti-infantry and anti-tank capabilities. *Russian Weaknesses*, the usual ones: a) so-so leadership; b) poor infantry fire range. *German Strengths*: a) good leadership; b) SS morale; c) very potent anti-tank gunnery; d) armor of the JagdPz VIE; e) infantry fire range. *German Weaknesses*: a lot of ground to cover with few troops; b) Nashorn armor; c) AFV vulnerability to infantry assault.

GERMAN SETUP: Nashorn in 4Y2 facing north; JagdPz VI in 4Y3 facing northwest; 9-2 leader and squad and two PFs in 6V9; squad and LMG and ATM in 6X9; squad and ATM and PF in 6X5; squad and PF in 6X3; squad and LMG and 8-1 leader in 6X2. All AFVs are CE.

RUSSIAN SETUP: JSII carrying squad in 6I8; JSII carrying squad in 6I7; JSII carrying squad in 6I6; JSII carrying squad in 6I5; 8-1 leader and two squads in 6I3.

RUSSIAN TACTICS: Using the hedges and walls as cover, move rapidly forward. Try and use your tank guns (tanks buttoned up) at six hexes

range to strike at the SS infantry while your infantry advances to try and close assault the German AFVs. Sometime in the game you must cross the 6Y1-6Y10 road, so plan to throw a sacrificial tank the turn before into the road. Then you can cross behind its bulking wreck.

GERMAN TACTICS: Try to screen your AFVs with your infantry. By hiding behind woods (e.g.: 6Y3 and 6AA3), your assault guns will get defensive and hopefully prep fire on assaulting tanks. Don't try to stand up to the JSIIs with your SS infantry in the open. When things get tight, don't hesitate to throw the JagdPz into an overrun.

Rate this one even up—50/50.

We enjoyed watching the tournament unfold. Hope you will have fun with these COD scenarios. For those who really want to duplicate tournament play, limit yourself to three hours per scenario, never look at the scenario until just before play, and play the first three back-to-back. If this taste whets your appetite, you are ready for *Origins '83* in Detroit. Good Luck. ★

Levant . . . Cont'd from Page 40

he was off Sinope on the 16th; but neither there nor at Samsun, farther to the east, were there any opponents to fight. Sarytchev steered for Varna in the hope of finding the Turks in that neighborhood but head winds kept him back and, in fact, drove him to within sight of the Crimea. After sending a ship to report on 1 August, he had to contend with such complete lack of wind that on her return three days later, he was still in much the same place.

While the Russians were somewhere to the south, the Ottoman fleet had appeared off the Crimea in force with three 100-gun ships, six two-deckers, and six frigates. They were reported off Balaklava on 22 July, and were actually in sight of Sevastopol the next day; but on the following day, they disappeared. This news was sent to Sarytchev; on its receipt, he decided that he must repair damages before attempting to meet the enemy. He therefore returned to Sevastopol on 7 August.

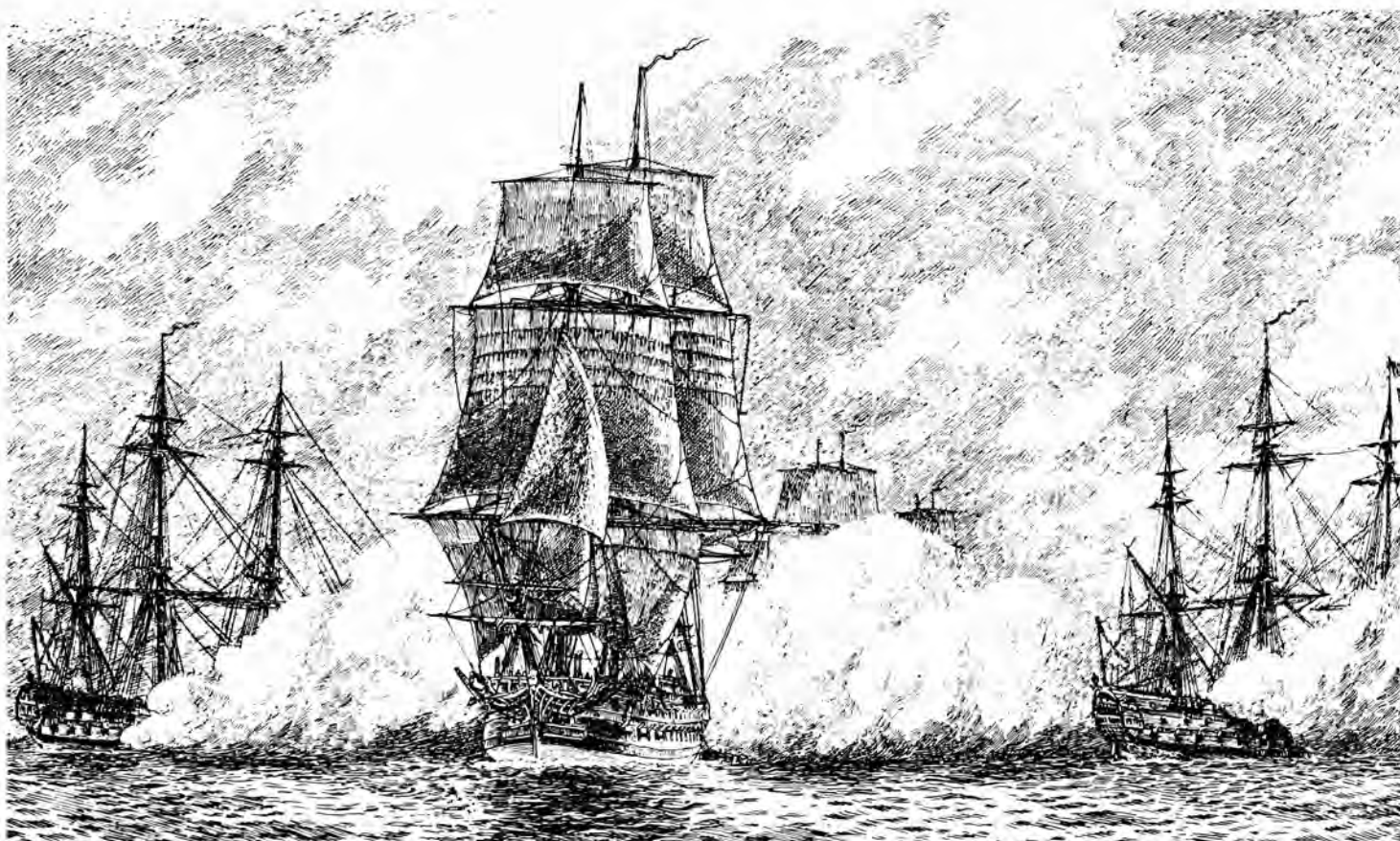
Within a fortnight, Sarytchev sailed again with a reinforced fleet of eight ships of the line and five frigates. Sarytchev had two duties, to engage the Ottoman fleet and to support the army in its attack on Varna. From off Cape Kaliakra, some twenty-five miles NE of Varna, he sent two ships to investigate the position. They came back with the news that there was no sign of the enemy fleet. Sarytchev turned to return to Sevastopol, but head winds and the bad sailing of his ships kept the Russians roughly in the same position.

By the 29th, the Russians were some fifteen miles east of Varna when at three a.m., the enemy was sighted. For all of the careful maneuvering both fleets had done, this engagement turned out to only be a minor skirmish. This was to be the last fleet engagement of this war; and though the Ottoman Empire had been dramatically defeated both at sea and on land, the Russian Empire had to settle for minimal concessions—a draw forced by the threat of invasion by Napoleon.

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A KING'S OFFICER

The Battles of Richard Bolitho

By Kevin J. Moulton

The exploits of men in fictitious battle are often much more rousing and colorful than those found in history. Alexander Kent [pseudonym of Douglas Reeman] is an acknowledged master of military fiction, and his skill shines nowhere brighter than in his series centering on the deeds of Richard Bolitho (1756-) of the Royal Navy. With Mr. Reeman's kind permission and through the efforts of an adept gamer and avid fan of Bolitho, we find that the pages of Alexander Kent come to life in a swirl of cardboard and hint of salt spray.

In the annals of historical fiction, there are many heroes fighting under sail. Horatio Hornblower, Richard Delancy, and Nicholas Ramage to name a few. Fine commanders all. But in my opinion, they are no match for Richard Bolitho. He exceeds them all in courage, integrity, leadership, and self-sacrifice. Empires are not built by such men, but nations are kept free by their efforts.

Aside from the quality of the writing, fine characterization, and plot in the novels by Alexander Kent [which I highly recommend], the fictional battles therein are rousing—and challenging tactical exercises. Just the thing to liven up an evening of *WOODEN SHIPS & IRON MEN*.

This article will deal with eight of the Richard Bolitho novels, covering his career from a lieutenant in charge of a prize to his promotion to flag captain. The battles are listed chronologically (by the novels) and titled by the chapter in which they occur. Victory is determined by matching or exceeding Bolitho's exploits—for the British player of course. The French, American, or pirate player must prevent this.

Some new rules are introduced in the scenarios, peculiar to the event reenacted. Some rules may seem a bit contrived. I have striven to capture the unique flavor of Mr. Reeman's writing as much as possible, to force the player into Bolitho's position. If not liked, these rules may be thrown to the wind.

First, some new rules pertaining to all scenarios. These reflect actual tactics that Bolitho used.

1. Bolitho may use doubleshot and grape in the same broadside. This hybrid charge takes three turns to load. Doubleshot is loaded normally, and then grape is loaded on top in the third turn. Damage is figured normally as if two separate broadsides were fired (roll the dice twice). The guns may not be fired until all operations are finished.

2. Bolitho may use chainshot twice per scenario, except in campaign games.

The orders of battle are listed in the Master Scenario Chart under the chapter title.

An Early History

Richard Bolitho was born on 7 October 1756 in Falmouth, Cornwall. Descendant of a long line of naval officers, he had an older brother, Hugh, in the Royal Navy and two sisters. He entered the King's service as a midshipman on the *Manxman* in 1768. In 1772, he served on the *Gorgon*, 74SOL, under Captain Beves Conway. On the frigate *Destiny*, 28 guns, he was promoted lieutenant in 1774. He was transferred to the *Trojan*, 80SOL, in 1775 after an incident in Lexington, Massachusetts.



In Gallant Company

SCENARIO B-1

NO MORE PRETENSE

I. INTRODUCTION

By August of 1777, Bolitho was the second lieutenant of the *Trojan*, commanded by Captain Gilbert Pears. He had moved up from fourth lieutenant after the second had died in an action in Delaware Bay and the third had been captured on a prize following the pyrrhic destruction of the rebel Fort Exeter, 30 miles north of Charleston, South Carolina. Sailing in company with the sloop of war *Spite*, the *Trojan* was temporarily flying the flag of Rear-Admiral Graham Coutts heading for the Mona Passage between Santo Domingo and Puerto Rico. Coutts hoped to destroy a supply base on Isla San Bernardo where the American rebels were receiving supplies from France. Upon arriving at San Bernardo, the *Spite* was sent to flush out any privateers to the waiting *Trojan*. A French ship-of-the-line rounded the headland. The *Argonaute* was under the flag of Comte Admiral Andre Lemerrier and she dismasted the *Spite* with a single broadside and swept on toward the *Trojan*. There was, indeed, no more pretense.

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

1. No land hexes.

2. No anchoring allowed.
3. Ships begin under battle sail.

IV. VICTORY CONDITIONS

In the novel, the two ships beat each other to a bloody stalemate. Therefore, victory is determined normally.

SCENARIO B-2 NONE SO GALLANT

I. INTRODUCTION

In October of 1777 the *Trojan* managed to capture the American brig *White Hills* after she got too close to the SOL's guns while trying to recapture a yawl that Bolitho had taken in a cutting out raid. The yawl was sunk and Bolitho was given the *White Hills* to take to English Harbor on Antigua. Off of the island of Nevis, three days from Antigua, the American privateer *Revenge* (formerly the *Mischief* of the Royal Navy) appeared. With the help of some released prisoners on the *Revenge*, Bolitho sailed into English Harbor with two prizes and a hero's welcome.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 3—Normal Breeze
Wind Change: 6

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. The *Revenge* has one crew square of British prisoners below, quality Cr, that may be released in melee. When engaged in melee, Bolitho rolls one die after each round. On a roll of six, this square is added to the *White Hills'* melee strength. On each turn hereafter, as long as melee lasts, one is added to the die roll.
4. The *White Hills* fires its guns as if it had a crew section loss.

5. Sails may be set optionally.

IV. VICTORY CONDITIONS

Bolitho must defeat the *Revenge*.



Sloop Of War SCENARIO B-3 THE PRIVATEER

I. INTRODUCTION

After six months in Antigua, Bolitho was appointed a commander and given the sloop of war *Sparrow*—a well-built little ship with heavier guns than normal for a ship her size. Escorting two transports to Philadelphia with the sloop of war *Fawn*, they encountered the frigate *Miranda* with news that France had declared war. The *Fawn* returned to Antigua and the *Miranda* continued on with the *Sparrow*. Off Cape Hatteras, two sails were sighted. A merchantman was under attack by a brig. The *Miranda* charged after the brig, placing herself between the brig and the merchantman. Too late, the merchantman was identified as a French ship with an American crew. She introduced herself with a broadside into the hapless *Miranda*. The trap had been perfectly executed by the *Bonaventure*, commanded by Matthew Crozier. The fiery *Miranda* desperately grappled the *Bonaventure*. Bolitho meanwhile sunk the *Ferret* and closed with the grappled ships. He signaled that a sail was in sight. Crozier, thinking that a British patrol was joining the fight, broke off.

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. The *Miranda* must undergo an initial broadside from the *Bonaventure* before the game begins. She cannot return fire.
4. The *Miranda* loses her initial broadside bonus on her right side.
5. The *Miranda* must engage the *Bonaventure* for at least one game turn.
6. The *Miranda* and the *Bonaventure* begin under battle sail. The other ships may set their sails optionally.
7. Use counter 4303 for the *Bonaventure*.

IV. VICTORY CONDITIONS

Bolitho must defeat the *Ferret* (cause it to strike or sink) and go to the aid of the *Miranda*—in that order. If either transport is lost, then it is an American victory.

SCENARIO B-4 TO DARE OR TO DIE

I. INTRODUCTION

A few weeks later, the *Sparrow* was dispatched to Delaware Bay to pick up some soldiers trapped by American forces after the fall of Philadelphia. They found the troops battered, tired, starving, yet not quite broken. Packing them below decks during the night, the *Sparrow* resorted to sweeps to get underway as the wind was against her. A large French frigate coming downriver spotted the *Sparrow* and gave chase. Bolitho led the Frenchman across a sand bar.

(Bolitho had been forced to leave the crippled *Miranda* and take the transports to New York. The *Bonaventure* returned and finished off the *Miranda*. The elusive privateer then dogged Bolitho's course. After the escape from Delaware Bay and leaving the troops in New York, the *Sparrow* headed back to Antigua. He found a West Indiaman damaged after

Name	Guns	Class	No.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section			Guns	Carr.	Rigging				Depth (ft.)	Point Value
	L	R	L	R	1	2	3	1	2	3	L	R	1	2	3	4		
SCENARIO B-1 NO MORE PRETENSE, 1777																		
Trojan	80	SOL	1	Q5	3	15	Cr	4	3	3	10	10	-	-	7	7	7	28
Argonaute	74	SOL	2	P24	2	14	Cr	5	5	4	10	10	-	-	7	7	7	29
SCENARIO B-2 NONE SO GALLANT, 1777																		
White Hills	8	B	5	FF22	6	2	Cr	1	-	-	1	1	-	-	2	2	2	6
Revenge	14	B	5	G23	2	3	Av	1	1	-	1	1	-	-	3	3	3	8
SCENARIO B-3 THE PRIVATEER																		
Miranda	32	F	3	Q22	5	5	Cr	2	1	1	2	2	-	-	5	5	5	10
Sparrow	18	F	4	OO22	6	4	Cr	1	1	1	1	1	-	-	4	4	4	8
Golden Fleece		Transport		GG14	6	2	Av	2	-	-	-	-	-	-	3	3	-	10
Bear		Transport		LL13	6	2	Av	2	-	-	-	-	-	-	3	3	-	10
Bonaventure	40	F	3	P20	2	7	Cr	2	2	2	3	3	-	-	5	5	5	17
Ferret	14	B	5	M27	2	3	Av	1	1	1	1	1	-	-	3	3	3	6
SCENARIO B-4 TO DARE OR TO DIE, 1778																		
Sparrow	18	F	4	L8	3	4	Cr	1	1	1	1	1	-	-	4	4	4	8
Sire de Coucy	40	F	3	B11	3	9	Av	3	2	2	3	3	-	-	5	5	5	13
SCENARIO B-5 ONLY THE BRAVE, 1781																		
Sparrow	18	F	4	J6	4	4	E1	1	1	1	1	1	-	-	4	4	4	8
Fidele	32	F	3	V7	6	6	Av	2	2	1	2	2	-	-	5	5	5	11
Lys	32	F	3	DD11	6	6	Av	2	2	1	2	2	-	-	5	5	5	11
Transport				Q17	1	3	Av	2	-	-	1	1	-	-	3	3	-	8
Transport				X20	1	3	Av	2	-	-	1	1	-	-	3	3	-	8

Name	Guns	Class	No.	Initial Position Bow	Dir. Nr.	Hull	Qual.	Crew Section			Guns		Carr.		Rigging				Depth (ft.)	Point Value
				Hex				1	2	3	L	R	L	R	1	2	3	4		
SCENARIO B-6																				
THE SIGNAL																				
Phalarope	32	F	3	AA24	6	5	Cr	2	1	1	2	2	-	-	5	5	5	5	NA	10
Andiron	38	F	3	N11	4	7	Cr	2	2	2	3	3	-	-	5	5	5	5	NA	14
SCENARIO B-7																				
FORM LINE OF BATTLE, 1782																				
Phalarope	32	F	3	P19	2	5	Cr	2	1	1	2	2	1	1	5	5	5	5	NA	10
Witch of Looe	16	B	5	W16	5	1	Cr	1	1	-	-	-	-	-	-	-	-	-	NA	-
Centaure	36	F	3	W15	2	6	Av	2	2	1	2	2	-	-	5	5	5	5	NA	11
SCENARIO B-8																				
A TRADITION OF VICTORY, 1782																				
Phalarope	32	F	3	T30	1	5	El	2	1	1	2	2	1	1	5	5	5	5	NA	10
Cassius	74	SOL	2	T27	1	12	Cr	4	4	4	8	8	1	1	7	7	7	-	NA	26
Volcano	32	F	3	V24	1	5	Cr	2	1	1	2	2	1	1	5	5	5	5	NA	10
Ondine	74	SOL	2	AA12	5	14	Av	5	5	4	10	10	-	-	7	7	7	-	NA	24
Triumphant	80	SOL	1	QQ4	5	15	Av	6	6	5	11	11	-	-	7	7	-	-	NA	27
Vaillant	36	F	3	EE15	5	7	Av	2	2	2	2	2	-	-	5	5	5	5	NA	11
Griffon	32	F	3	HH10	5	6	Av	2	2	1	2	2	-	-	5	5	5	5	NA	10
SCENARIO B-9																				
IN THE KING'S NAME, 1784																				
Undine	32	F	3	J23	2	5	El	2	1	1	2	2	1	1	5	5	5	5	NA	12
Argus	44	F	3	GG23	6	9	Cr	3	2	2	3	3	-	-	5	5	5	5	NA	17

a storm. Knowing the privateer was following, he and some of his men hid on the Indiaman and transferred the passengers to the *Sparrow*. The *Sparrow* then ran for the horizon when the *Bonaventure* appeared. Grappling the enemy, Bolitho set the Indiaman afire, destroying both ships. He returned once again to Antigua a hero.)

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

- Gray area between T1-T8-AA9-DD3 is shoal. No ship may enter.
- Gray area centered on rows LL and MM is a sand bar. A die must be rolled to cross. For *Sparrow*, subtract one from the die roll. Ships must cross in a straight line, if direction is changed, then the die must be rerolled. Aground on 4-6.
- If a ship is casting the lead, roll die for hex ahead of the ship.
- Ships are under full sail.
- Anchoring is permitted in any sea hex.

IV. VICTORY CONDITIONS

Bolitho must exit board edge 2-3 to win. *Sparrow* surrenders if half her hull squares are lost or if boarded.



SCENARIO B-5 ONLY THE BRAVE

I. INTRODUCTION

The beginning of September 1781 found the *Sparrow* in Chesapeake Bay looking for Admiral Hood to inform him the Comte de Grasse was on the loose. Not finding Hood, Bolitho attempted to contact General Cornwallis, but could not due to American pickets. Trying to leave the Chesapeake, the *Sparrow* ran into leading elements of the French fleet. Bolitho escaped and damaged some transports for good measure.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 3—Normal Breeze
Wind Change: 6

III. SPECIAL RULES

- Hexes that are darkened represent land.
- Anchoring is permitted in any sea hex. The transports are anchored normally.
- Ships may set sails optionally.

IV. VICTORY CONDITIONS

Bolitho must exit board edge 2-3 and score five points on the transports to win. He receives one point for each hull and crew hit on the transports.



To Glory We Steer SCENARIO B-6 THE SIGNAL

I. INTRODUCTION

On 3 January 1782, Captain Richard Bolitho was given command of the frigate *Phalarope*. He also learned at the time that his brother Hugh had turned traitor. The *Phalarope* was a troubled ship; her previous commander, Edmund Pomfret, had been relieved of command. Three weeks out of England they sighted another British frigate. She signaled the *Phalarope* to heave to. The stranger then made another signal that no friend would have made. Bolitho recognized the trap in time. The *Andiron* changed her colors to American. Neither captain knew that they were brothers—for the *Andiron* was truly under the command of Hugh. The turncoat captain recognized his brother just before boarding and broke off. Richard didn't find out until some time later who the *Andiron's* captain had been.

(The *Andiron* was destroyed later, ensnared by her own trap for the *Phalarope*. Many of the crewmen who survived this hazardous encounter would remain with Bolitho for many years—the third lieutenant Thomas Herrick, Midshipmen Charles Farquhar and John Neale, and topman John Allday. Herrick would become his closest friend and would serve as first lieutenant to flag captain. Farquhar would rise to captain and lose his life in the events leading to the Nile in 1798. Neale would command a frigate at his death in the Bay of Biscay in 1801. Allday would become a trusted friend and coxswain to Bolitho.)

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 4—Heavy Breeze
Wind Change: 5

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. The *Phalarope* had a large complement of recently pressed seamen. Though as a whole, the crew was well trained, they tended to fall apart in the stress of combat easier. Therefore, if the *Phalarope* loses one crew section, crew quality will drop one level. This may be in addition to any critical hits. In effect for this scenario only.
4. If engaged in melee, roll one die before melee begins. On a roll of five or six, Hugh will recognize his brother and the *Andiron* will disengage.
5. Ships begin under battle sail.

IV. VICTORY CONDITIONS

If the *Andiron* disengages, the scenario is a draw. Otherwise, victory is determined normally (though the personal problems that this would cause for the brothers are beyond the scope of the game).

SCENARIO B-7

FORM LINE OF BATTLE

I. INTRODUCTION

The *Phalarope* was to have quite a day on April 12, 1782. Searching ahead of their squadron, passing through the Dominica Passage, the lookouts heard gunfire. Mist obscured their approach. They found the tiny *Witch of Looe*, under Lt. Phillip Dancer, in a bad way. A French frigate had grappled and was boarding her. In a brilliant if desperate maneuver, Bolitho fired a broadside over the brig and captured the enemy *Centaure*.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 2—Moderate Breeze
Wind Change: 6

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. The *Witch of Looe* and the *Centaure* are grappled together.
4. All of the crew of the *Witch of Looe* are an OBP. The first and second crew sections of the *Centaure* are an OBP.
5. The right broadside of the *Centaure* may not be fired until boarding parties discontinue melee.
6. The *Centaure* already has some damage to rigging; mark off one-fourth of her rigging squares (rounded down).
7. The *Witch of Looe* has extensive damage. She is low in the water and a broadside will pass over her. The *Phalarope* may not fire into the *Witch of Looe*—over, not into.
8. All ships begin under battle sail.

IV. VICTORY CONDITIONS

Bolitho wins if he defeats the *Centaure* (causes her to strike or sink).

SCENARIO B-8

A TRADITION OF VICTORY

I. INTRODUCTION

After defeating the *Centaure* with no damage to herself and little loss of crew, the *Phalarope* engaged in yet another battle in a few hours. As the mist cleared they saw the two great fleets of Rodney and de Grasse, off of the Illes de Saintes. The rest of the squadron, the elderly *Cassius* with Captain Cope and flying the flag of Rear-Admiral Sir Robert Napier and the frigate *Volcano* under Captain Fox, had by now caught up with Bolitho. The sharp-eyed lookouts spotted some French ships separate from the fleet, including a three-decker that had lost her bowsprit and foretopmast in a collision. The British captains sallied forth.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 6
Wind Velocity: 3 Normal Breeze
Wind Change: 5

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. All ships begin under battle sail.
4. The *Triumphant* has one rigging section lost and cannot be repaired.
5. If the other three French ships are lost before the *Triumphant* engages, then she will automatically strike.

IV. VICTORY CONDITIONS

The British must defeat the French without losing a ship, as did the valiant commanders in the novel.



Command A King's Ship

SCENARIO B-9 IN THE KING'S NAME

I. INTRODUCTION

The summer of 1784 found Bolitho on the other side of the world in the East Indies in command of HMS *Undine*. Here he was to help the new governor, Rear-Admiral Beves Conway, take control of Teluk Pendang from Spain in concession for other lands. The French were not pleased with the arrangements. Originally a Spanish frigate had accompanied the frigate *Undine*, but she had been sunk. Conway soon found himself in confrontation with Prince Muljadi, a cut-throat pirate. Muljadi had French support, though not openly, in the form of Captain Paul Le Chaumareys and the powerful frigate *Argus* operating under a letter of marque. The *Argus* and the *Undine* had met once before, but had fought an inconclusive battle then. This battle would be won by the smaller *Undine* and her courageous crew.

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.

IV. VICTORY CONDITIONS

Destruction of the enemy ship. Two brave and honorable captains and crews in service to their countries will seek no less.



Passage to Mutiny

SCENARIO B-10 ON THIS DAY

I. INTRODUCTION

In the winter of 1790 Bolitho was in the South Pacific out of New South Wales. Sent to protect the Levu Islands, he learned of both the *Bounty* mutiny and the French Revolution. Though his own ship the *Tempest* was no problem, the crew of another ship was to cause him trouble. The French frigate *Narval* was commanded by a tyrant. When word of the Revolution was heard, the crew naturally mutinied. The ship eventually wound up in the hands of a ruthless pirate, Mathius Tuke. Tuke had a small fleet of schooners in addition, and he had

plans for the Levu Islands. All that stood between Tuke and the settlement was Bolitho and His Majesty's Ship *Tempest*.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 4—Heavy Breeze
Wind Change: 5

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. The *Narval* has a pirate crew. Use Pirate Morale and Pirate Leader rules from "Hoisting The Jolly Roger" (The *GENERAL*, Vol. 17, No. 6).
4. Tuke has a pirate leader rating of five.
5. Sails may be set optionally.

IV. VICTORY CONDITIONS

Destruction of the enemy; this is a simple matter of life-and-death, with no quarter given.



Form Line of Battle!

SCENARIO B-11 LIKE A FRIGATE!

I. INTRODUCTION

In the closing months of 1793, Bolitho took command of the *SOL Hyperion*. England was once again at war with the old enemy—France. Sent by Lord Hood to take the island of Cozar off of the south of France with two ships of their new ally Spain, Bolitho initially met with disaster. The Spanish flag ship was lost and Admiral Moresby killed on the *Hyperion*. Yet Bolitho took the fortress on the island in a daring raid. He then arranged a parley with the people of St. Clar in France for liberation, they having no love for the Revolution. Sent back to Gibraltar by his new admiral—Rear-Admiral Sir Edmund Pomfret (the man Bolitho had replaced as captain of the *Phalarope*)—Bolitho was to provide escort for several lumbering transports. Returning to Cozar, they met the French. Bolitho won fame by handling the big ship "like a frigate!" and driving off the French.

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.

IV. VICTORY CONDITIONS

Bolitho must prevent the loss of a transport. If a transport is lost, regardless of what else happens, then it is a French victory.

SCENARIO B-12

THE FRENCH ARE OUT!

I. INTRODUCTION

The occupation of St. Clar was a disaster. French troops quickly laid siege to the town and the British, without reinforcements, were forced to withdraw. Lord Hood had the same problem in Toulon. Pomfret fell ill. He took the order to withdraw badly. The Flag Captain, Matthew Dash of the *Tenacious*, proved unable to handle the situation so Bolitho took the responsibility onto himself. Once at sea, the warships encountered a French fleet chasing the *Zenith* under Captain Stewart. The transports were well on their way to Gibraltar, so the warships prepared to engage the superior enemy. The *Zenith* fell into line. Captain Leach of

Name	Guns	Class	No.	Initial Position Bow	Dir. Nr.	Hull	Qual.	Crew Section			Guns		Carr.		Rigging				Depth (ft.)	Point Value
				Hex				1	2	3	L	R	L	R	1	2	3	4		

SCENARIO B-10 ON THIS DAY, 1790

Tempest	36	F	3	U13	1	6	Cr	2	2	1	2	2	1	1	5	5	5	5	NA	11
Narval	36	F	3	D23	2	7	*	2	2	2	2	2	-	-	5	5	5	5	NA	11

*Cr when boarding and Av when firing guns.

SCENARIO B-11 LIKE A FRIGATE!, 1793

Hyperion	74	SOL	2	Q20	2	14	Cr	4	4	4	8	8	2	2	7	7	7	-	NA	27
Harvester	32	F	3	FF12	2	5	Cr	2	1	1	2	2	1	1	5	5	5	5	NA	10
Snipe	18	S	5	VV10	2	3	Cr	1	1	1	1	1	1	1	4	4	4	4	NA	6
Erebus	Transport			EE9	2	3	Av	2	-	-	-	-	-	-	3	3	-	-	NA	12
Vanessa	Transport			AA11	2	3	Av	2	-	-	-	-	-	-	3	3	-	-	NA	12
Justice	Transport			T14	2	3	Av	2	-	-	-	-	-	-	3	3	-	-	NA	8
Saphir	80	SOL	2	D23	2	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Superbe	36	F	3	GG28	2	8	Av	3	2	2	2	2	1	1	5	5	5	5	NA	13
Perle	36	F	3	DD28	2	8	Av	3	2	2	2	2	1	1	5	5	5	5	NA	13

SCENARIO B-12 THE FRENCH ARE OUT!, 1793

Zenith	74	SOL	2	T22	2	14	El	4	4	4	8	8	2	2	7	7	4	-	NA	27
Hyperion	74	SOL	2	O25	2	14	Cr	4	4	4	8	8	2	2	7	7	7	-	NA	27
Tenacious	90	SOL	1	L26	2	16	Cr	5	5	5	10	10	1	1	8	8	8	-	NA	30
Harvester	32	F	3	F6	2	5	Cr	2	1	1	2	2	1	1	5	5	5	5	NA	10
Admirable	74	SOL	2	EE13	5	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Orifamme	100	SOL	1	HH11	5	18	Av	7	6	6	12	12	1	1	8	8	8	-	NA	30
Carnot	74	SOL	2	KK10	5	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Eclatant	74	SOL	2	NN6	5	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
St. Philippe	74	SOL	2	QQ7	5	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Portefaix	74	SOL	2	TT5	5	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24

SCENARIO B-13 ACTION THIS DAY, 1795

Hyperion	74	SOL	2	PP6	5	14	El	4	4	4	8	8	2	2	7	7	7	-	20	29
Abdiel	32	F	3	LL21	5	5	Cr	2	1	1	2	2	1	1	5	5	5	5	14	10
Telamon	60	SOL	2	AA35*	1	8	Av	3	3	2	4	4	-	-	6	6	6	-	18	12

*Enters on turn 20.

Emeraude	74	SOL	2	R5	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
Ambitieux	74	SOL	2	M3	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
Thetis	40	F	3	J14	4	10	Av	3	3	2	4	4	1	1	5	5	5	5	18	15

SCENARIO B-14 RETREAT, 1795

Indomitable	74	SOL	2	RR18	6	14	Cr	4	4	4	8	8	2	2	7	7	7	-	20	27
Telamon	60	SOL	2	TT19	6	8	Av	3	3	2	4	4	-	-	6	6	6	-	18	12
Hermes	74	SOL	2	VV20	6	14	Cr	4	4	4	8	8	2	2	7	7	7	-	20	27
Hyperion	74	SOL	2	XX21	6	14	El	4	4	4	8	8	2	2	7	7	7	-	20	29
Abdiel	32	F	3	FF19	1	5	Cr	2	1	1	2	2	1	1	5	5	5	5	14	10
Le Fortune	74	SOL	2	S16	4	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
Emeraude	74	SOL	2	S19	4	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
Maure	74	SOL	2	S22	4	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
Favori	74	SOL	2	S25	4	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24

SCENARIO B-15 AFT, THE MOST HONOUR, 1795

Hyperion	74	SOL	2	X7	4	14	El	4	4	4	8	8	2	2	7	7	7	-	20	29
Telamon	60	SOL	2	AA33	1	8	Av	3	3	2	4	4	-	-	6	6	6	-	18	12
Le Fortune	74	SOL	2	GG24	5	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24

SCENARIO B-16 THE FINAL EMBRACE, 1795

Hyperion	74	SOL	2	GG20	6	14	El	4	4	4	8	8	2	2	7	7	7	-	20	29
Hermes	74	SOL	2	II21	6	14	Cr	4	4	4	8	8	2	2	7	7	7	-	20	27
Impulsive	64	SOL	2	KK20	6	11	El	4	3	3	6	6	1	1	7	7	7	-	19	22
Spartan	32	F	3	HH32	6	6	Cr	2	2	1	3	3	1	1	5	5	5	5	15	12
Dasher	16	S	5	KK34	6	3	Cr	1	1	1	1	1	1	1	4	4	4	4	8	6
Tornado	100	SOL	1	N16	2	18	Av	7	6	6	12	12	1	1	8	8	8	-	24	30
Cato	74	SOL	2	L17	2	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
Emeraude	74	SOL	2	J18	2	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
Ambitieux	74	SOL	2	H19	2	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
Vainqueur	74	SOL	2	F20	2	14	Av	5	5	4	10	10	1	1	7	7	7	-	21	24
San Leandro	800Ton			A20	2	5	Av	4	-	-	2	2	-	-	4	4	-	-	16	20

the frigate *Harvester*, distinguished in the convoy battle, took his time before throwing his ship at giants and turned the tide. Pomfret and Stewart were killed in this furious encounter.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 3—Normal Breeze
Wind Change: 6

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. The *Zenith* already has some damage to rigging (mark off one-fourth of the rigging squares, rounding down); this may be repaired normally.

IV. VICTORY CONDITIONS

The British must defeat four French ships without losing any themselves for a draw (the result in the novel). If the British defeat at least five French ships and lose less, then it is a British victory—unless all British ships are lost.



Enemy In Sight!

SCENARIO B-13 ACTION THIS DAY

I. INTRODUCTION

Bolitho and the *Hyperion* were sent to the West Indies in March of 1795 with Commodore Mathias Pelham-Martin, a rather incompetent officer. The mission—to find some French ships that had escaped blockade. The French Vice-Admiral Lequiller hoped to stir up trouble for Holland and Spain, English allies at the moment, with their possessions in the Caribbean. Approaching the Dutch island of St. Kruis, Bolitho found it under attack. With only the frigate *Abdiel* for support, the rest of the squadron still on its way, Bolitho sailed to the attack. Though a well-manned ship, the *Hyperion* was no match for two mighty enemy ships. Only the timely arrival of the Dutch *Telamon* saved her.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 2—Moderate Breeze
Wind Change: 6

III. SPECIAL RULES

1. Hexes that are darkened represent land.
2. Anchoring is permitted in any sea hex.
3. All ships are under battle sail except the *Telamon*, which may set sail optionally.
4. The *Telamon* enters on turn 20. If the *Hyperion* is still fighting, roll one die. On a roll of four thru six, the French will mistake the *Telamon* for British and disengage.

IV. VICTORY CONDITIONS

Bolitho must engage and hold out until the *Telamon* appears. If the French disengage, the scenario is a British victory. Otherwise, victory is determined normally.



SCENARIO B-14 RETREAT

I. INTRODUCTION

Three weeks later, the *Hyperion* was joined by the *Hermes* (Captain Fitzmaurice) and the *Indomitable* (Captain Winstanley). Word reached them that some of Lequiller's ships were in Las Mercedes, a port 200 miles west of Caracas, Venezuela. The British, with Captain Mulder and the *Telamon* in their wake, set sail. Pelham-Martin shifted his pennant to the *Indomitable*. He soon found four ships at anchor and attacked. When the moment was right, a concealed shore battery opened fire on the milling British with heated shot. The *Abdiel* and Captain Pring went under before any action could be taken. The *Indomitable* and the *Telamon* collided in the confusion. Pelham-Martin ordered retreat.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 3—Normal Breeze
Wind Change: 6

III. SPECIAL RULES

1. Hexes that are darkened represent land.
2. Anchoring is permitted in any sea hex.
3. The French are anchored and secure by cables bow and aft. No ship may pass between them. Any attempt will result in running afoul—

a. It will take seven turns to release the cables if a French ship wants to move. Write CA in the notes column.

b. Springs may not be fixed nor can the ships turn in place until the cables are released.

c. To fire the right broadside, write R in the notes for four turns. The left may fire normally.

d. To use battle or full sail, write S in the notes for five turns.

e. Only one task may be performed each turn.

4. There is a shore battery in hex V8, facing direction 2. Use a 2600 class counter to represent the battery. The guns face to the right—

a. Battery Specifications: Guns—4, First Crew Section—4, Crew Quality—Av. No Hull, Coronade, or Rigging squares.

b. Subtract two from real range to determine HDT range. Add three to determine HT. Any rake or initial bonuses may be added.

c. May use heated shot. Write HR in load column for two turns and it MUST be fired when loaded. It cannot be held. If two or more hull hits on a ship consult Critical Hit table 14H.

d. Ignore Reduced Field of Fire. All battery guns may fire at any target in range.

e. When firing at the battery, subtract one to determine HT. Hull and rigging hits have no effect. Ignore rakes and critical hits except 11H and 14H.

IV. VICTORY CONDITIONS

The French must destroy one ship and cripple another. A crippled ship has two rigging sections and half (round up) of its hull squares lost. British win if they destroy two French ships. If the French meet the victory conditions, the British will immediately disengage.



SCENARIO B-15 AFT, THE MOST HONOUR

I. INTRODUCTION

The *Indomitable* had been terribly damaged and Winstanley killed. She was sent to Antigua with the wounded from the other ships. Bolitho took some men ashore and attacked the battery from behind. Capturing it, he then turned heated shot on the French, and in a coordinated attack with the remaining squadron, destroyed two ships. He found his brother Hugh in the prison at Las Mercedes disguised as a master's mate. Bolitho had Hugh's son, Adam Pasco, on board as a midshipman. With his recalcitrant brother's help, he learned where some more French ships might be. Arriving at the Isles of Pascua, they found only a frigate and one major ship. The *Hermes* and the frigate *Spartan* under Captain Charles Farquhar sailed in to capture the frigate *Thetis*. But valiant *Telamon* sacrificed herself when the *Le Fortune* tried to escape and gave the *Hyperion* time to engage.

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

1. The gray shaded areas indicated are reef. No ship may enter without running aground and cannot be refloated.
2. Anchoring is permitted in any sea hex.

IV. VICTORY CONDITIONS

The *Le Fortune* must exit board edge 4 between hexes A35 and Y35 inclusive to win. Bolitho must prevent this and destroy the *Le Fortune*.



SCENARIO B-16 THE FINAL EMBRACE

I. INTRODUCTION

Captain Thomas Herrick joined the squadron in the *Impulsive*. With intelligence gained from the captured frigate, Bolitho determined that Lequiller was heading for the Bay of Biscay with a Spanish treasure ship. The commodore refused to move and Bolitho hauled down his broad pennant. With the squadron's support, he sailed across the Atlantic to a point off of Cape Ortegal, Spain. Even the little *Dasher* threw herself into the fray. Hugh died saving his son's life onboard *Hyperion*. Bolitho had given his country yet another magnificent victory.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 2—Moderate Breeze
Wind Change: 5

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. The *San Leandro* is a Spanish treasure ship. Use a merchantman counter.

Name	Guns	Class	No.	Initial Position	Dir. Nr.	Hull	Qual.	Crew Section			Guns		Carr.		Rigging				Depth (ft.)	Point Value
				Bow Hex				1	2	3	L	R	L	R	1	2	3	4		

SCENARIO B-17 SURVIVAL, 1797

Navarre	50	Merchantman	U16		6	6	*	2	2	1	20	**	-	-	4	4	1	-	NA	10
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*The 3rd crew Section is Cr, the 1st & 2nd are Av.

**The Navarre has one gun square in the stern, has a gunboat field of fire, (p.29), has Cr crew.

Chebeck #1	-	G	6	HH30	6	2	*	1	1	-	1	bow	-	-	2	2	2	-	NA	4
Chebeck #2	-	G	6	KK28	6	2	*	1	1	-	1	bow	-	-	2	2	2	-	NA	4
Chebeck #3	-	G	6	NN25	6	2	*	1	1	-	1	bow	-	-	2	2	2	-	NA	4
Chebeck #4	-	G	6	OO22	6	2	*	1	1	-	1	bow	-	-	2	2	2	-	NA	4
Chebeck #5	-	G	6	PP18	6	2	*	1	1	-	1	bow	-	-	2	2	2	-	NA	4

*Cr when boarding and Av when firing guns.

SCENARIO B-18 A SHIP OF WAR, 1797

Euryalus	100	SOL	1	PP6	5	18	El	6	6	5	12	12	2	2	8	8	8	-	NA	35
Impulsive	64	SOL	2	RR5	5	11	El	4	3	3	6	6	1	1	7	7	7	-	NA	22
Zeus	74	SOL	2	SS11	5	14	Cr	4	4	4	8	8	2	2	7	7	7	-	NA	27
Valorous	74	SOL	2	UU10	5	14	Cr	4	4	4	8	8	2	2	7	7	7	-	NA	27
Tanais	74	SOL	2	WW9	5	14	Cr	4	4	4	8	8	2	2	7	7	7	-	NA	27
Le Glorieux	100	SOL	1	TI0	3	18	Av	7	6	6	12	12	1	1	8	8	8	-	NA	30
Les Jacquerie	74	SOL	2	R9	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Apollon	74	SOL	2	P8	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Fourdroyant	74	SOL	2	N7	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Santa Catalina	74	*SOL	2	L6	3	13	Gr	4	4	4	8	8	-	-	7	7	7	-	NA	18
Girona	74	*SOL	2	J5	3	13	Gr	4	4	4	8	8	-	-	7	7	7	-	NA	18
Entrepreneur	74	SOL	2	H4	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Marche	74	SOL	2	F3	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Nantes	74	SOL	2	D2	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24
Boudeuse	74	SOL	2	B1	3	14	Av	5	5	4	10	10	1	1	7	7	7	-	NA	24

*The Santa Catalina and the Girona are Spanish ships.

IV. VICTORY CONDITIONS

The British must defeat the *Tornado*, the *San Leandro*, and two other ships to win. The French must defeat two British SOLs and prevent the loss of the *San Leandro*. Any other result is a draw.



The Flag Captain SCENARIO B-17 SURVIVAL

I. INTRODUCTION

By 1797, Bolitho was once again in the Mediterranean—this time as Flag Captain in the *Euryalus* under Vice-Admiral Sir Lucius Broughton. The *Euryalus* was Lequiller's flagship that Bolitho had captured, the former *Tornado*. The Spanish were now French allies. The French build of the *Euryalus*, therefore, allowed her to draw close to a Spanish ship, the *Navarre*, a heavily armed merchantman. The *Navarre* tried to escape and received the full weight of the 100's fury. Bolitho went over with the prize crew to repair the damage just as a storm was brewing. The two ships were separated during the storm. A French spy, with the aid of some released prisoners, managed to retake the ship. However, at that critical moment, five ships were sighted. Corsairs! Against them, the enemies became allies. The corsairs were beaten off.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 1—Light Breeze
Wind Change: 6

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.
3. The Chebecks are rowed vessels. Use the gunboat rules of page 29 of the *WS&IM* rulebook.

4. The *Navarre* has one gun square in the stern which Bolitho hastily rigged. It has a gunboat field of fire and is manned by a Cr crew.

5. Part of the *Navarre*'s crew is British. This represented by the third crew section being designated Cr, and all others being Av.

6. To really appreciate this scenario, it should be played under light breeze. The *Navarre* may be considered a class two for this purpose.

IV. VICTORY CONDITIONS

Bolitho must destroy three Chebecks.

SCENARIO B-18 A SHIP OF WAR

I. INTRODUCTION

Sir Lucius' squadron consisted of the *Euryalus*, the *Tanais*, the *Valorous*, the *Zeus*, and the *Impulsive* (under Captains Bolitho, Falcon, Furneaux, Rattray, and Herrick respectively). They easily captured the fortified port of Djafou in North Africa. But after discovering treachery in high places and that the port was to be used as a slave market, they abandoned Djafou. Intercepted by a French and Spanish fleet, under Vice-Admiral Duplay in the *Le Glorieux* (sistership of the *Tornado*), the small squadron could not avoid battle. Sir Lucius had no idea how to fight such odds. Bolitho suggested a plan. He split the squadron into two odd formations. After the victorious battle, Sir Lucius was sent to New South Wales and Bolitho was made Commodore with Herrick as his Flag Captain.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 3—Normal Breeze
Wind Change: 6

III. SPECIAL RULES

1. No land hexes.
2. No anchoring allowed.

IV. VICTORY CONDITIONS

The British must defeat four enemy ships without losing more than one ship. The French must defeat two or more enemy ships without losing three ships. Any other result short of annihilation of the enemy is a bloody draw.

The Flag Years

Bolitho returned to the Mediterranean as a commodore with four ships. He played some part in the events leading to the climactic Battle of The Nile. Farquhar was killed under Bolitho's pennant off of the island of Corfu. (See *Signal—Close Action!*) He was promoted to Rear-Admiral in 1800 and participated in the Battle of Copenhagen. (See *The Inshore Squadron*.) At this point in time, this is all that has been revealed of Richard Bolitho's exciting and sterling career. I have not included scenarios from the last two novels for Bolitho's career is not yet over (and the end of *The Flag Captain* with its two-to-one battle was an excellent finishing point). Perhaps, once this talented author has provided us with more of the fine series, another article can pick up at this point.

I wish to thank Alexander Kent, which is Douglas Reeman's pen name, for his permission and cooperation, and for allowing me to name many of the French ships.

A Chronological List of the Richard Bolitho's Career:

Stand Into Danger, 1983
In Gallant Company, 1983
Sloop of War, 1979
To Glory We Steer, 1983
Command A King's Ship, 1983
Passage to Mutiny, 1983
Form Line of Battle!, 1983
Enemy In Sight!, 1982
The Flag Captain, 1982
Signal—Close Action!, 1983
The Inshore Squadron, 1982

Information on the above may be obtained from Jove Publications, Inc. (200 Madison Avenue, New York, NY 10016). Date indicates latest printing.



THE ROYAL NAVY TRIUMPHANT

The Wooden Wall of Empire

By James M. Lutz

WOODEN SHIPS & IRON MEN initially included a number of scenarios for naval combat during the period of the American Revolution and the Napoleonic Wars (with the Napoleonic Wars taken to include the period of Republican regime in France as well as the time that Napoleon ruled). Additional scenarios for this game have been published in *THE GENERAL*, dealing with the Russo-Swedish wars in the Baltic, rivertine combat in colonial America, pirates, and Russo-Turkish naval combat in the Black Sea and the Mediterranean, thus extending the original game through the introduction of additional fleets and situations. Here a number of additional scenarios for the Napoleonic Wars are presented. During this period the British fleet took on virtually every navy of the world. French, Spanish, Dutch, Danish, Russian, Turkish, Italian and American ships were engaged, at one point in time or another, with His Majesty's wide-ranging warships.

The eight scenarios presented cover additional situations and several new nationalities. They include a couple of the major battles fought in this period. Frequently the British forces emerged victorious. These earlier victories helped set the stage for the victorious encounter at Trafalgar by limiting the options and capabilities of Napoleon's navies and would-be allies, and even of the neutral naval powers. The Glorious First of June scenario deals with the first major encounter between the British navy and the ships of Republican France. Cape St. Vincent concerns an encounter between the Spanish and British navies, while Kamperduin was the only major battle between Dutch and British fleets. The battle at Copenhagen deals with the British naval strike against the Danish capital, one of the hardest fought actions of the Napoleonic Wars. The battles at Algeciras cover the British defeat—followed up with a victory off the southern coast of Spain. The attack on Port Louis at Mauritius supplies a rare instance of a British naval setback. The Lake Champlain scenario complements the other scenarios by bringing the fledgling Americans into focus. Together, these scenarios provide a wide variety of situations for the *WS&IM* addict, along with many new ships from the fleets of that exciting time.

For those who play *WS&IM*, it might prove of interest to look at the creation of new scenarios. Much has been written recently on the development of scenarios and variants for various popular games such as *SQUAD LEADER*, the methodology and pitfalls being explored for those who would design such in the future. I'd like to use these eight scenarios to highlight some of the problems with devising scenarios for this game.

Establishing the Orders of Battle

Determination of the OOBs for the fleets involved in these naval encounters varied greatly in terms of difficulty. For the Glorious First of June scenario, it was finally possible to determine the actual ships present on each side, but the exact position of all ships in the two battle lines was not known. Most of the ships were assigned positions largely at random in the respective battle lines. For the Battle of Cape St. Vincent, the complete British OOB is recorded. For the Spanish fleet, however, only a few of the actual ships engaged could be identified. For the remainder of the Spanish fleet, names and types were chosen from among ships that *could* have been present. Even with this approach, however,

only 25 ships of the line were named, so a fictitious one (the *San Miguel*) was used to complete the list of Spanish ships. The general positions of the Spanish ships of the line were known, though the placement of 21 of the SOLs was largely random.

For the battle at Kamperduin, all the ships' positions were known. The complete Batavian OOB was available, but details on some of the smaller British ships were missing (number of guns carried); extrapolated values had to be assigned to them. Information on the attack at Copenhagen, on the other hand, is quite complete for all the ships involved. Since it was likely that some of the Danish floating batteries or hulks either carried more guns than they would have had they been fitted for sea or that they carried larger guns, in the assignment of gun squares it was decided to err on the high side in terms of establishing the ship characteristics. The Danish ships were also given slightly larger crews than the equivalent seagoing vessels carried since all the vessels were in effect in their home port and could be strengthened accordingly.

The last three scenarios represent smaller actions. For the Algeciras scenarios, the OOBs were known. The names and specifications on all the ships participating in the first action were available from the source materials. The strength of the local batteries on land was not precisely stated but since they were sufficiently strong to have provided major problems for the British ships, their values were assigned accordingly. The second action was more problematic. Although all the ships involved were known, some of the ships still had damage suffered in the first battle. For Scenario RN6, the OOBs reflect admittedly hypothetical unrepaired damage for these ships in terms of hull, rigging, and crew squares. The battles at Mauritius and on Lake Champlain provided no major difficulties in terms of naval OOBs. The fortifications guarding the harbor at Port Louis were again guesswork, but they did cause some difficulties to the British force so some estimations can be made based on other readings.

Another problem in establishing OOBs for these *WS&IM* scenarios was ascertaining whether the 74 gun SOLs present in the actions were common or large class. Unless known otherwise, the British 74s were assumed to be the common class. Since the OOBs for the Trafalgar battle indicated that the Spanish 74s were more evenly divided, a mixture of the two types was used for the Cape St. Vincent scenario, except that the true values for some of the ships were known given the Trafalgar OOB. Variations amongst the British frigates in terms of hull and gun squares present similar problems. For many of the British frigates that were former French vessels, it was possible to assign values on the basis of those listed in the master OOB provided for designing your own scenarios in the original game. The hull, crew, and gunnery squares for the Dutch, Danish, and smaller ships, as well as the solitary Portuguese frigate, also presented uncertainties. These values were assigned pretty much on the basis of values for other ships present in the scenarios that came with the game or from the master OOB for the Napoleonic period.

Assigning crew qualities to various countries and ships required additional judgements given the uncertainties involved. In keeping with conventional wisdom, in all scenarios the Spanish ships were given green crews. The state of disrepair of the Spanish navy, its lack of experience, and the

generally inadequate supply of basic needs for the fleet suggested the low value. For the battle of Kamperduin, the Dutch crews were considered crack. In effect, the seagoing tradition and generally respected quality of the Dutch navy suggested the higher value, even though Dutch naval strength and performance had passed their peak. The assignment of crack crews to the Dutch ships also made the scenario more balanced for play purposes.

The non-British forces in the other scenarios were more variable in terms of crew quality. The Danish ships and hulks at the battle of Copenhagen fought well, and the quality of the Danish crews throughout the Napoleonic era was generally seen to be high. On the other hand, freshly mustered volunteers were also used in the defense of Copenhagen. Hence, the Danish units were given variable values. It was assumed that most of the floating gun platforms had the least experienced crews and that the rigged vessels were manned by the more experienced. The *Elven* and *Provosteenen* were given crack crews based on their performance during the actual battle. In the battle of Lake Chaplain, the American crews were assumed to be crack ones.

The French vessels that participated in the battle of the Glorious First of June were certainly of mixed quality. Some crews were freshly pressed into service, while others had large components of experienced seamen. Captains and other officers, in keeping with the new Republican tradition, were raised from the lower ranks and borrowed from the merchant service. In order to reflect the differences, ships that were seaworthy at the outbreak of the war were considered to have average crews while ships under repair or not initially ready for sea were assigned the green crews. The assumption is reasonable and keeps with the preformance of specific ships, such as the *Convention* and *Jacobin* (bad) and the *Vengeur* (good) during the actual battle. For the later battles, the French crews were uniformly assumed to be average.

The British ships presented another type of problem in regarding to crew quality since not all of them would necessarily have been the same. Analogous to the procedure used for the French vessels at the beginning of the warfare, ships at sea or on Channel duty were assumed to have crack crews, while ships previously in port were given the average crew values. Since the performance of the British ships on the First of June was indeed variable, this distinction is relevant even though the method of assigning crew values was somewhat arbitrary. For the later battles, ships engaged in previous major sea battles (or at least ones that distinguished themselves) were assigned the elite status while all other British crews were considered to be crack. Thus, the *Venerable*, which participated in the Battle of Kamperduin, was given elite status for the battles at Algeciras. By contrast, although the *Caesar* was involved in the battle of the Glorious First of June, its performance was totally undistinguished. As a result, it was only considered to have a crack crew in 1801. In the battle of Lake Champlain some of the gunboats were manned by militia rather than seamen; they were considered green crews and did perform accordingly in the actual battle.

Fortifications

Forts were necessarily included in three of the scenarios. Their presence explained the British defeat at Algeciras on the first day and perhaps the

defeat at Mauritius as well. The presence of the guns on shore at Copenhagen were also responsible for the fact that the victory by the British was a very near-run thing. The number of guns available in the various positions at Copenhagen was known, making the assignment of gun squares relatively easy. The available guns in the fortifications in the other two scenarios, however, were not known. Gun squares were therefore assigned in keeping with the actual outcomes of the battles.

The rules for forts in these scenarios are drawn from Mick Uhl's article on the battles on the Delaware River ("Rules Expansion for *WS&IM*", Vol. 13, No. 5). The field of fire for forts is depicted in the accompanying figure. The relevant measuring point for the fortification is the specific hexside rather than hex. Different hexsides of the same fort with overlapping fields of fire can fire as a combined force. Gun squares totalling six or less apply a +1 modifier for the BHT to be used, while groups of seven guns or more add a +2 in determining the appropriate BHT. There is also the appropriate initial broadside modifier and modifiers for rakes, crew quality, and crew section loss. If a fort hexside firing a second or subsequent time combines with a fort hexside firing for the first time, the initial broadside modifier is *lost*. Similarly, both hexsides must have the rake position, and a crew section loss in one hexside affects the combined BHT. Distance is measured in the case of combined fire from more than one hexside of a fort from the most distant hexside.

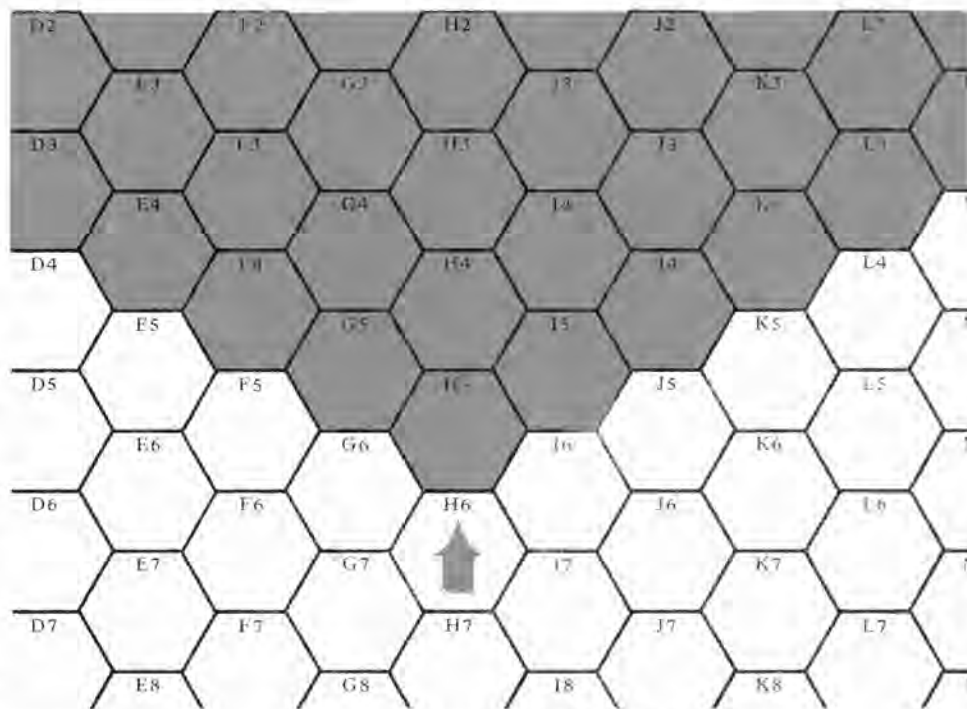
Hull hits on forts are ignored. Only crew and gun hits are counted. If a ship ever gets close enough to use grapeshot against a fort, the effects are halved (rounded up) as a consequence of the protection afforded to the troops manning the guns by the fortifications. On every fourth turn, the player with fortifications in play can shift crew squares to new hexsides within the same fort. Individual crew squares can be transferred, not just whole sections. Crew section losses are based on the initial complement of a hexside. A voluntary transfer of crew squares could therefore constitute a crew section loss.

Rather than using the log sheets for fortifications, the required record keeping is probably much more easily done on a separate piece of paper. The players might also wish to experiment with the number of hexsides contained in an individual fort in the various scenarios or the location of the various forts. No more than six gun squares, however, should be assigned to any one hexside, and gun squares cannot be transferred from one fort location to another (unless, of course, a player chooses to have only one fort).

Special Conditions and Rules

Weather conditions were relatively easy to specify for the scenarios and presented no major difficulties. They reflect the actual conditions present in terms of velocity and direction. While the substitution of a normal breeze might suffice for many of the scenarios, in the case of Scenario RN5 the existing weather conditions need to be used per the Advanced Rules to effectively recreate the problems that the British squadron faced in the actual battle.

Outlining the locations of land and shoal hexes was only difficult in the case of the Copenhagen scenario. The existing board shadings accommodated the need for these types of hexes well in all other scenarios where they were relevant. The outlines chosen may not do geographic justice to the locations of the battles, but they recreate the general nature of the presence of land or shoals. But by its very nature the Copenhagen scenario required very specific shoal hexes. To play the scenario, it might be advisable to either cut out paper to correspond to the shoal hex locations or use blank counters from some other game to outline the shoals. Neither approach is an especially neat solu-



Field of Fire for Fort Hexside

tion, but it does provide one means of making a very interesting situation available for play.

An effort was made to keep special rules to a minimum, but they were necessary in some cases to reflect the nature of the battles. Special rules, inevitably, interfere with the play of the game. But all are carefully considered to enforce historical limitations or narrow the options available to the players. The special anchoring features for the Danish vessels at Copenhagen, for example, reflect tactics actually used. Generally, the conditions were limited to make all the scenarios more playable. Special victory conditions were avoided when possible as well. They were included in some cases to provide better balance or force one player (inevitably the British) to take the offensive. Given the strategic considerations behind some of the battles depicted in the scenarios, different victory conditions were necessary.

General Comments

It is to be hoped that the following scenarios will be enjoyable ones for *WS&IM* players. The Glorious First of June is a large force scenario similar to many of the existing ones, and the Battle of Kamperduin is also pretty straight-forward. Cape St. Vincent is a tricky situation for the British player. He has an opportunity to defeat a portion of the Spanish fleet in detail, but he also faces the threat of being overwhelmed by the sheer quantity of Spanish ships if his opponent is aggressive enough and can successfully press the issue. The scenario will not necessarily be an automatic British victory. The British pursuit of the Spanish and French vessels from Algeciras presents a similar situation given the superior number of French and Spanish ships.

The Copenhagen scenario is perhaps the most intriguing new battle presented. While awkward to set up, it does bring into play different aspects of naval combat in the Napoleonic period. Although requiring a number of special rules and board alterations, the effort seemed worthwhile for such an interesting situation. The other scenarios (first Algeciras, Mauritius, and Lake Champlain) are actions involving smaller ships or smaller fleets that present a number of different challenges to each side. Many players prefer the smaller scenarios, these being readily played in a single sitting, and so a few should be published in each batch of new ones that sees print.

The scenarios were put together with play balance in mind. There was an effort directed toward both simulation of historical events and playability in terms of the situations chosen for the scenarios. The introductions to the scenarios provide details on the actual outcomes of the battles so that the players can compare their performances with the actual results. For those who wish to have game lengths set for determining the victor (potentially important for AREA play or to prevent an opponent from sitting and waiting for a favorable shift in the weather), the following lengths for the scenarios are suggested. The players themselves may eventually find other lengths to be more appropriate.

Scenario	Number of Turns
RN-1	30 (40 with the alternate setup)
RN-2	40
RN-3	30
RN-4	40
RN-5	40
RN-6	60 (or until all Spanish and French ships exit to Cadiz)
RN-7	30 (or until British victory)
RN-8	30

Recommended for Research

Michael Glover, *The Napoleonic Wars, An Illustrated History* (New York, Hippocrene Books, 1978)

Captain A.T. Mahan, *The Influence of Sea Power upon the French Revolution and Empire, 1793-1812*, two volumes (New York, Greenwood Press, 1968 reprint of 1898 release)

Captain A.T. Mahan, *The Life of Nelson, The Embodiment of the Sea Power of Great Britain*, two volumes (New York, Greenwood Press, 1968 reprint of 1897 release)

Otto von Pivka, *Navies of the Napoleonic Era* (New York, Hippocrene Books, 1980)

Anthony Preston, David Lyon and John Batchelor, *Navies of the American Revolution* (Englewood Cliffs, Prentice-Hall Inc., 1975)

C.A. Sapherson and J.R. Lenton, *Navy Lists from the Age of Sail, Volume 2* (Leeds, Raider Games, 1986)

SCENARIO RN-1 THE GLORIOUS FIRST OF JUNE

Name	Guns	Class	No.	Initial Position		Dir.	Hull	Qual.	Crew Section			Guns		Car-ronade		Rigging				Depth (ft.)	Point Value
				Bow	Hex				Nr.	1	2	3	L	R	L	R	1	2	3		
FRENCH																					
*Convention	74	SOL	2	A10		6	14	Gr	5	5	4	10	10	1	1	7	7	7	—	21	22
*Gasparin	74	SOL	2	C11		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Sans-Pareil	80	SOL	2	E12		6	16	Av	6	6	5	11	11	1	1	7	7	7	—	23	27
Mont Blanc	74	SOL	2	G13		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Trente-un-Mai	74	SOL	2	I14		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Juste	80	SOL	2	K15		6	16	Av	6	6	5	11	11	1	1	7	7	7	—	23	27
**Mucius	74	SOL	2	M16		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
Tyrannicide	74	SOL	2	O17		6	14	Gr	5	5	4	10	10	1	1	7	7	7	—	21	22
Montagnard	74	SOL	2	Q18		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
Pelletier	74	SOL	2	S19		6	14	Gr	5	5	4	10	10	1	1	7	7	7	—	21	22
*Republican	110	SOL	1	U20		6	18	Av	7	7	7	13	13	1	1	9	9	9	—	24	31
**America	74	SOL	2	W21		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
*Montagne	120	SOL	1	Y22		6	18	Av	8	7	7	14	14	1	1	9	9	9	—	24	33
*Jacobin	80	SOL	2	AA23		6	16	Gr	6	6	5	11	11	1	1	7	7	7	—	23	25
*Achille	74	SOL	2	CC24		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
*Vengeur	74	SOL	2	EE25		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Impetueux	74	SOL	2	GG26		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
Neptune	74	SOL	2	II27		6	14	Gr	5	5	4	10	10	1	1	7	7	7	—	21	22
Tourville	74	SOL	2	KK28		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
Patriote	74	SOL	2	MM29		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Scipion	80	SOL	2	OO30		6	16	Gr	6	6	5	11	11	1	1	7	7	7	—	23	25
Eole	74	SOL	2	QQ31		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Terrible	110	SOL	1	SS32		6	18	Gr	7	7	7	13	13	1	1	9	9	9	—	24	27
**Northumberland	74	SOL	2	UU33		6	14	Gr	5	5	4	10	10	1	1	7	7	7	—	21	24
Entreprenant	74	SOL	2	WW34		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Jemmapes	74	SOL	2	YY35		6	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24

BRITISH

*Caesar	80	SOL	2	J1	5	16	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Gibraltar	80	SOL	2	J3	5	16	Av	5	5	4	10	10	1	1	7	7	7	—	21	24
**Impregnable	98	SOL	1	M3	5	16	Av	5	5	4	10	10	1	1	8	8	8	—	22	24
Montagu	74	SOL	2	M4	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
Tremendous	74	SOL	2	O5	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
**Marlborough	74	SOL	2	Q6	5	14	Av	4	4	4	8	8	2	2	7	7	7	—	20	22
*Defence	74	SOL	2	S7	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
Culloden	74	SOL	2	V5	5	14	Av	4	4	4	8	8	2	2	7	7	7	—	20	22
Thunderer	74	SOL	2	X7	5	14	Av	4	4	4	8	8	2	2	7	7	7	—	20	22
Russell	74	SOL	2	Z8	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
**Bellerophon	74	SOL	2	BB8	5	14	Av	4	4	4	9	9	2	2	7	7	7	—	20	23
Barfleur	98	SOL	1	DD9	5	16	Cr	5	5	5	10	10	1	1	8	8	8	—	22	30
**Majestic	74	SOL	2	CC12	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
*Queen Charlotte	100	SOL	1	FF11	5	17	Cr	6	6	5	11	11	1	1	8	8	8	—	23	32
**Brunswick	74	SOL	2	EE14	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
Invincible	74	SOL	2	HH14	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
**Orion	74	SOL	2	II16	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
Leviathan	74	SOL	2	KK17	5	14	Av	4	4	4	8	8	2	2	7	7	7	—	20	22
Ramilles	74	SOL	2	NN15	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
Royal George	100	SOL	1	OO17	5	17	Cr	6	6	5	11	11	1	1	8	8	8	—	23	32
Alfred	74	SOL	2	OO19	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
**Royal Sovereign	100	SOL	1	QQ20	5	17	Av	6	6	5	11	11	1	1	8	8	8	—	23	24
Valiant	74	SOL	2	SS21	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27
**Glory	98	SOL	1	VV20	5	16	Cr	5	5	5	10	10	1	1	8	8	8	—	22	30
**Queen	98	SOL	1	WW22	5	16	Av	5	5	5	10	10	1	1	8	8	8	—	22	24

*Position in respective battle lines definitively established.

**Probable position of ships in respective battle lines.

SCENARIO RN-1 THE GLORIOUS FIRST OF JUNE June 1, 1794

I. INTRODUCTION

The first naval actions in the war between England and France were in the Mediterranean, including the occupation of Toulon by British and Allied forces. The first major meeting between the French and British fleets in the Atlantic did not occur until the Spring of 1794. The French fleet at Brest put to sea in May to cover the arrival of large convoys carrying critically needed grain. This grain would not only help to meet food shortages but would avoid the unrest the new Republican government faced.

A British fleet under Lord Howe sailed to meet the French convoys, and it contacted the French fleet under Admiral Villaret-Joyeuse 400 nautical miles from Ushant (a small island on the Breton coast near the approaches to Brest). On May 28th, a preliminary action occurred between the two battle fleets, both of which had 26 ships of the line available. The French got the worst of that skirmish, although they managed to prevent the capture of any of their damaged ships. The most badly damaged ships of the line departed for Brest under escort. One British ship of the line was also detached. As of June 1st, additional ships had joined the French fleet bringing its strength back up to 26 ships of the line.

On the morning of June 1st, the battle was once again joined. The British fleet approached parallel

to the French line which was downwind and then moved, with greater or lesser alacrity depending upon the ship in question, to engage their opposite numbers. The French line was broken in a number of places and a general melee resulted. The French ships were handled poorly in many cases, and some fought indifferently as well. Other French ships, however, fought fanatically. The performance of the British ships was better on the average, but many of the ships did not press the attack. Five French ships of the line were disabled and captured while another was so badly damaged that it sank. Another seven were badly damaged. Since the French fleet had remained downwind of the British fleet, the additional damaged French ships drifted to the safety of the reformed battle line and thus escaped cap-

SCENARIO RN-2 CAPE ST. VINCENT

Name	Guns	Class	No.	Initial Position		Dir.	Nr.	Hull	Qual.	Crew Section			Guns		Car-ronade		Rigging				Depth (ft.)	Point Value
				Bow	Hex					1	2	3	L	R	L	R	1	2	3	4		
SPANISH																						
*Santissima Trinidad	130	SOL	1	H17		4	20	Gr	8	7	7	13	13	—	—	10	10	10	—	25	30	
*San Ysidro	74	SOL	2	F16		4	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
*Salvador del Mundo	112	SOL	1	H13		4	18	Gr	6	6	6	12	12	—	—	9	9	9	—	23	27	
*San Nicholas	80	SOL	2	E14		4	15	Gr	5	5	4	10	10	—	—	7	7	7	—	22	23	
*San Jose	112	SOL	1	E11		4	18	Gr	6	6	6	12	12	—	—	9	9	9	—	23	27	
Santa Ana	112	SOL	1	BB1		6	18	Gr	6	6	6	12	12	—	—	9	9	9	—	23	27	
San Fernando	96	SOL	1	DD3		6	16	Gr	6	5	5	10	10	—	—	8	8	8	—	22	20	
*Oriente	74	SOL	2	Z2		5	14	Gr	5	5	4	8	8	2	2	7	7	7	—	21	20	
San Justo	74	SOL	2	KK2		6	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
Argonauta	80	SOL	2	MM4		6	15	Gr	5	5	4	10	10	—	—	7	7	7	—	22	23	
Real Carlos	112	SOL	1	UU17		4	18	Gr	6	6	6	12	12	—	—	9	9	9	—	23	27	
Firme	74	SOL	2	XX14		4	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
San Antonio	74	SOL	2	UU14		3	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
San Rafael	80	SOL	2	RR14		4	15	Gr	5	5	4	10	10	—	—	7	7	7	—	22	23	
San Francisco de Asis	74	SOL	2	WW12		4	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
Rayo	100	SOL	1	TT11		4	16	Gr	6	6	5	10	10	—	—	8	8	8	—	22	20	
Monarca	74	SOL	2	QQ10		4	14	Gr	5	4	4	8	8	2	2	7	7	7	—	21	20	
Bahama	74	SOL	2	WW9		4	14	Gr	5	4	4	8	8	2	2	7	7	7	—	21	20	
Montanez	74	SOL	2	SS9		4	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
San Leandro	64	SOL	2	XX8		4	11	Gr	4	3	3	6	6	—	—	7	7	7	—	18	15	
San Hermenegildo	112	SOL	1	QQ9		4	18	Gr	6	6	6	12	12	—	—	9	9	9	—	23	27	
San Ildefonso	74	SOL	2	UU7		4	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
Neptuno	80	SOL	2	TT3		4	15	Gr	5	5	4	10	10	—	—	7	7	7	—	22	23	
San Miquel	74	SOL	2	XX5		4	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
San Juan de Nepomuceno	74	SOL	2	QQ3		3	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18	
San Agustino	74	SOL	2	WW3		3	14	Gr	5	4	4	8	8	2	2	7	7	7	—	21	20	

BRITISH

Culloden	74	SOL	2	AA14	1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Blenheim	98	SOL	1	AA16	1	16	Av	5	5	5	10	10	1	1	8	8	8	—	—	—	22	24
Prince George	98	SOL	1	AA18	1	16	Cr	5	5	5	10	10	1	1	8	8	8	—	—	—	22	30
Orion	74	SOL	2	AA20	1	14	El	4	4	4	8	8	2	2	7	7	7	—	—	—	20	29
Barfleur	98	SOL	1	AA22	1	16	Cr	5	5	5	10	10	1	1	8	8	8	—	—	—	22	30
Colossus	74	SOL	2	AA24	1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Victory	100	SOL	1	AA26	1	17	Cr	6	6	5	11	11	1	1	8	8	8	—	—	—	23	32
Egmont	74	SOL	2	AA28	1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Goliath	74	SOL	2	AA30	1	14	Av	4	4	4	8	8	2	2	7	7	7	—	—	—	20	22
Irresistible	74	SOL	2	AA32	1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Captain	74	SOL	2	AA34	1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Excellent	74	SOL	2	**		14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Namur	90	SOL	2	**		14	Av	5	5	5	8	8	1	1	8	8	8	—	—	—	21	22
Britannia	100	SOL	1	**		17	Cr	6	6	5	11	11	1	1	8	8	8	—	—	—	23	32
Diadem	64	SOL	2	**		11	Cr	4	3	3	6	6	1	1	7	7	7	—	—	—	19	20

**Enter as room available in line astern on board edge, direction 1.

ture. The British had eleven ships largely immobilized by damage. The battered French fleet was allowed to withdraw. Meanwhile, the bulk of the grain convoys arrived safely in French ports.

Although the British were clearly victorious in the battle action, the French fleet acquitted itself reasonably well given the major reorganization (or disorganization) that it had undergone during the Revolution. The grain convoys did arrive safely and it could certainly be claimed as a strategic victory for the French navy. Perhaps equally important, the French fleet in being was maintained. It is possible that more aggressive action on the part of the British fleet might have resulted in a greater enemy loss, but the scattered and damaged British ships were in reality very limited in their options.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 3—Normal Breeze
Wind Change: 6

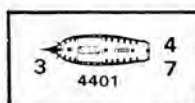
III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.
3. Towing permitted.

4. Note that the size of the fleets involved means that the boards contain little room for maneuver. The players are advised to use an additional board with a hexagonal pattern from some other game to facilitate play. An alternative setup for this scenario would be to place the two *WS&IM* boards end to end (with A35 meeting AA1). Place the first French ship of the line at hex K18, direction 2, and align the remaining ships astern in order with no spacing between the ships. The first British ship occupies hex A19, direction 2, with the others in order in line astern with no spacing between ships. The new wind direction would be 2.

IV. SPECIAL VICTORY CONDITIONS

Given the strategic task of the French fleet to protect the grain convoys, the British player must accumulate 150 or more points than the French player to win. These conditions also reflect the actual magnitude of the victory achieved by the British fleet. Captured enemy ships count double in terms of victory points.



SCENARIO RN-2 CAPE ST. VINCENT February 14, 1797

I. INTRODUCTION

After the Glorious First of June, there were no major fleet actions in the Atlantic for a number of years since the dominance of British naval power had been firmly established. The balance of naval power shifted, however, when Spain became a French ally. The British navy had lost the support of Spanish ships and ports and now had to detail units to guard against the Spanish fleet as well. Even though the Spanish navy lacked training and Spain was no longer considered a first-rate naval power, British naval resources were stretched more thinly and a combination of a Spanish fleet with the French fleet at Brest or Toulon would present a potentially formidable opponent, perhaps making up in numbers what was lacked in quality. (In fact, one such combination later in the Napoleonic Wars in the Mediterranean did give France temporary naval superiority and permitted the recapture of Corsica.)

In February a British squadron of 15 ships of the line hove into sight of a large Spanish fleet near Cape

St. Vincent off the coast of Portugal. This fleet had become separated into two parts during the night. The two divisions were seeking to rejoin in the face of an adverse wind. The British fleet formed a battle line and sailed between the two segments of the Spanish fleet. Ships in the larger division of the Spanish fleet sustained damage in an exchange of fire with the British ships as did a number of ships that worked forward to join the smaller isolated group. Other British ships separated from the battle line and attacked the isolated Spanish ships. Four of these were captured, and *Santissima Trinidad*, the flagship, was badly damaged. The British reformed against the remainder of the fleet, which sailed away leaving the British with their four prizes.

The battle was a clear British victory. The Spanish ships had been outsailed and outfought, although an encounter where the Spanish fleet was not divided could have gone differently given the much larger number of Spanish ships present. In addition to the

prizes, a number of other Spanish ships had been damaged and a large portion of the Spanish fleet had been effectively neutralized for a period of time. A conjunction of the French and Spanish Atlantic squadrons was also avoided.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 2—Moderate Breeze
Wind Change: 5

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.
3. Towing permitted.

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

There are not enough Spanish counters for the entire fleet, so French ship counters can be used. The six Spanish ships actually known to be present at Cape St. Vincent are marked with an *. The starting position of the *Oriente* in the main body was not known.

SCENARIO RN-3 BATTLE OF KAMPERDUIN October 11, 1797

I. INTRODUCTION

The balance of naval power shifted in France's favor with the establishment of the Batavian Re-

SCENARIO RN-3 BATTLE OF CAMPERDOWN (KAMPERDUIN)

Name	Guns	Class	No.	Initial Position		Dir.	Nr.	Hull	Qual.	Crew Section			Guns		Car-ronade		Rigging				Depth (ft.)	Point Value
				Bow	Hex					1	2	3	L	R	L	R	1	2	3	4		
BATAVIAN (DUTCH)																						
Beschmermer	56	SOL	2	R17		1	9	Cr	3	3	3	5	5	1	1	7	7	7	—	16	16	
Gelijckhed	68	SOL	2	R20		1	12	Cr	4	4	3	7	7	1	1	7	7	7	—	18	21	
Hercules	64	SOL	2	R23		1	11	Cr	4	3	3	6	6	1	1	7	7	7	—	17	20	
Tjerk Hiddes de Vries	68	SOL	2	R26		1	12	Cr	4	4	3	7	7	—	—	7	7	7	—	18	22	
Vrijheid	74	SOL	2	R29		1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	19	27	
Staten-General	76	SOL	2	R32		1	14	Cr	5	4	4	8	8	2	2	7	7	7	—	19	28	
Wassenaer	64	SOL	2	RR1		1	11	Cr	4	3	3	6	6	1	1	7	7	7	—	17	20	
Batavier	56	SOL	2	RR4		1	9	Cr	3	3	3	5	5	1	1	7	7	7	—	16	16	
Brutus	74	SOL	2	RR7		1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	19	27	
Leyden	64	SOL	2	RR10		1	11	Cr	4	3	3	6	6	1	1	7	7	7	—	17	20	
Mars	44	SOL	2	RR13		1	8	Cr	3	2	2	4	4	—	—	6	6	6	—	15	15	
Cerebus	64	SOL	2	RR16		1	11	Cr	4	3	3	6	6	1	1	7	7	7	—	17	20	
Jupitir	74	SOL	2	RR19		1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	19	27	
Haarlem	68	SOL	2	RR22		1	12	Cr	4	4	3	7	7	1	1	7	7	7	—	18	22	
Alkmar	56	SOL	2	RR25		1	9	Cr	3	3	3	5	5	1	1	7	7	7	—	16	16	
Delft	54	SOL	2	RR28		1	9	Cr	3	3	3	5	5	1	1	7	7	7	—	16	16	
Galathea	18	B	5	U21		1	3	Cr	1	1	1	—	—	2	2	4	4	4	4	7	7	
Daphne	18	B	5	U24		1	3	Cr	1	1	1	—	—	2	2	4	4	4	4	7	7	
Ajax	18	B	5	U27		1	3	Cr	1	1	1	—	—	2	2	4	4	4	4	7	7	
Waaksamheid	24	C	3	U30		1	5	Cr	2	2	1	2	2	—	—	5	5	5	5	8	10	
Minerva	24	C	3	U33		1	5	Cr	2	2	1	2	2	—	—	5	5	5	5	9	10	
Heldin	32	F	3	UU7		1	7	Cr	2	2	2	3	3	—	—	5	5	5	5	13	11	
Embuscade	32	F	3	UU12		1	7	Cr	2	2	2	3	3	—	—	5	5	5	5	13	11	
Atalanta	18	B	5	UU18		1	3	Cr	1	1	1	—	—	2	2	4	4	4	4	7	7	
Monnikendam	44	SOL	2	UU21		1	8	Cr	3	2	2	4	4	—	—	6	6	6	—	15	15	

BRITISH

Venerable	74	SOL	2	K33	2	14	Cr	5	4	4	9	9	2	2	7	7	7	—	—	—	21	29
Triumph	74	SOL	2	J34	2	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Ardent	64	SOL	2	H32	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	—	—	19	20
Bedford	74	SOL	2	G35	2	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Lancaster	64	SOL	2	E33	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	—	—	19	20
Adamant	50	SOL	2	B34	2	8	Cr	3	2	2	4	4	1	1	6	6	6	—	—	—	17	17
Director	64	SOL	2	DD2	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	—	—	19	20
Belliqueux	64	SOL	2	BB1	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	—	—	19	20
Isis	50	SOL	2	AA5	2	8	Cr	3	2	2	4	4	1	1	6	6	6	—	—	—	17	17
Circe	28	C	3	EE9	3	5	Cr	2	1	1	1	1	2	2	5	5	5	5	12	11	11	11
King George	18	B	5	DD13	2	3	Cr	1	1	1	—	—	2	2	4	4	4	4	7	7	7	7
Active	32	F	3	EE16	2	6	Cr	2	2	1	3	3	1	1	5	5	5	5	15	12	12	12
Martin	14	B	5	BB17	2	3	Cr	1	1	—	—	—	1	1	4	4	4	4	6	6	6	6
Diligent	18	B	5	AA15	2	3	Cr	1	1	1	—	—	2	2	4	4	4	4	7	7	7	7
Rose	28	C	3	AA20	2	5	Cr	2	1	1	1	1	2	2	5	5	5	5	12	9	9	9
Speculator	24	C	3	*		5	Cr	2	1	1	1	1	2	2	5	5	5	5	9	10	10	10
Monarch	74	SOL	2	II26	2	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Powerful	74	SOL	2	HH28	2	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Monmouth	64	SOL	2	HH30	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	—	—	19	20
Russell	74	SOL	2	EE29	2	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Montagu	74	SOL	2	DD27	3	14	Cr	4	4	4	8	8	2	2	7	7	7	—	—	—	20	27
Veteran	64	SOL	2	BB30	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	—	—	19	20
Beaulieu	40	SOL	2	AA27	3	7	Cr	2	2	2	3	3	1	1	6	6	6	—	—	—	15	14
Agincourt	64	SOL	2	AA33	2	11	Cr	4	3	3	6	6	1	1	7	7	7	—	—	—	19	20

*End Turn 2 at hex Z21, direction number 2.

public in Holland and the alliance of that state with France. While the Batavian fleet was smaller than that of Spain, it was of much higher quality and its bases were geographically situated to pose a greater threat to England. In 1797, a Dutch squadron was formed to participate in a French invasion of Ireland. On October 11, a British squadron met this fleet off the coast of southern Holland. The British force bore down on the Dutch battle line, which was sailing north with the wind. After a sharp engagement, a number of Dutch ships were captured, and the remainder of the fleet was scattered. The danger of the Dutch combination with French naval forces and the immediate threat to Ireland was avoided, and the superiority of the Royal Navy over yet another opponent of the day was established.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 2—Moderate Breeze
Wind Change: 5

III. SPECIAL RULES

1. Anchoring only in shallows.

2. No land hexes.

3. Towing permitted.

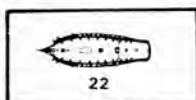
4. Hex rows Y and YY and higher lettered rows (i.e., Z, ZZ, AAA, etc.) are shallows with a ten-foot depth. If ships are shifted on board for play convenience, the shallows also shift accordingly. For each turn that these shoal hexes are entered by a Batavian ship of greater than ten feet draft, the ship runs aground on a roll of 6 in the last hex entered. A British ship with a draft of greater than ten feet will run aground on a roll of 5 or 6.

IV. SPECIAL VICTORY CONDITIONS

None

V. ORDER OF BATTLE

The two *WS&IM* boards are laid end to end with hex A35 adjoining hex AA1. Use the French and American ship counters for the Batavian ships.



SCENARIO RN-4 BATTLE OF COPENHAGEN

April 2, 1801

I. INTRODUCTION

In 1801, Denmark, Prussia, Sweden and Russia formed the League of Armed Neutrality, theoretically to protect neutral shipping rights during the conflict between England and France. The League was in fact primarily directed against the British blockade of Napoleon and his allies and was designed to permit neutral shipping to continue to trade with France. A British fleet under Admirals Parker and Nelson was sent to the Baltic with instructions to use force as necessary. Although Russia was the prime target of the fleet, Parker wanted to eliminate any Danish threat to the rear of his fleet and communications with England. After the failure of negotiations the decision was made to attack Copenhagen to compel Denmark to withdraw from the League.

The Danish fleet was not prepared for war and was barely seaworthy. The approaches to Copen-

SCENARIO RN-4 THE BATTLE OF COPENHAGEN

Name	Guns	Class	No.	Initial Position		Dir.	Bow	Hex	Nr.	Hull	Qual.	Crew Section			Guns		Car-ronade		Rigging				Depth (ft.)	Point Value
				1	2							3	L	R	L	R	1	2	3	4				
BRITISH																								
Defiance	74	SOL	2	D16		1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27			
Monarch	74	SOL	2	E19		1	14	El	4	4	4	8	8	2	2	7	7	7	—	20	29			
Ganges	74	SOL	2	E22		1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27			
Bellona	74	SOL	2	D23		1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27			
Russell	74	SOL	2	F25		1	14	El	4	4	4	8	8	2	2	7	7	7	—	20	29			
Elephant	74	SOL	2	E28		1	14	Cr	5	4	4	9	9	2	2	7	7	7	—	21	29			
Glatton	50	SOL	2	F29		1	8	Cr	3	2	2	4	4	1	1	6	6	6	—	17	17			
Ardent	64	SOL	2	E31		1	11	El	4	3	3	6	6	1	1	7	7	7	—	19	22			
Edgar	74	SOL	2	F32		1	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27			
Isis	50	SOL	2	D33		1	8	Cr	3	2	2	4	4	1	1	6	6	6	—	17	17			
Polythemus	64	SOL	2	E35		1	11	Cr	4	3	3	6	6	1	1	7	7	7	—	19	22			
Dart	28	B	5	A16		1	4	Cr	2	1	1	2	2	—	—	4	4	4	4	13	9			
Blanche	36	F	3	C19		1	7	Cr	2	2	1	2	2	1	1	5	5	5	5	15	11			
Alamene	32	F	3	A19		1	7	Cr	2	1	1	2	2	1	1	5	5	5	5	15	12			
Amazon	38	F	3	B21		1	9	Cr	3	2	2	3	3	3	3	5	5	5	5	17	15			
Desiree	36	F	3	A24		1	8	Cr	2	2	2	3	3	1	1	5	5	5	5	16	14			
Jamaica	24	B	5	C26		1	4	Cr	1	1	1	1	1	1	1	4	4	4	4	13	8			
Arrow	28	B	5	B28		1	4	Cr	2	1	1	2	2	1	1	4	4	4	4	13	9			

DANISH

Provsteenen (H)	56	SOL	2	H7	6	11	Cr	4	3	3	5	5	1	1	—	—	—	—	19	17
Wagrien (H)	48	SOL	2	J8	6	9	Av	3	3	2	4	4	1	1	—	—	—	—	17	13
Rendsborg (H)	20	F	3	L9	6	6	Av	2	2	2	2	2	1	1	—	—	—	—	12	9
Nyborg (H)	20	F	3	O10	6	6	Av	2	2	2	2	2	1	1	—	—	—	—	12	9
Jylland (H)	48	SOL	2	Q10	6	9	Av	3	3	2	4	4	1	1	—	—	—	—	17	13
Raft Nr. 1	24	Raft	7	S13	6	Unl.	Av	3	2	2	4	—	1	—	—	—	—	—	2	5
Cronborg (H)	20	F	3	T13	6	6	Av	2	2	2	2	2	1	1	—	—	—	—	12	9
Raft Nr. 2	24	Raft	7	V14	6	Unl.	Av	3	3	2	4	—	2	—	—	—	—	—	2	5
Elven (H)	20	F	3	X14	6	6	Cr	2	2	2	2	2	1	1	—	—	—	—	12	10
Danneborg	60	SOL	2	AA17	3	11	Cr	4	4	3	6	6	1	1	7	7	7	7	20	18
Aggerhaus (H)	20	F	3	CC17	6	6	Av	2	2	2	2	2	1	1	—	—	—	—	12	9
Raft Nr. 3	26	Raft	7	EE19	6	Unl.	Av	3	2	2	5	—	1	—	—	—	—	—	2	5
Sjælland (H)	74	SOL	2	GG20	3	14	Av	5	5	4	9	9	1	1	—	—	—	—	20	23
Charlamalia (H)	26	F	3	II21	3	7	Av	3	2	2	3	3	1	1	—	—	—	—	13	11
Raft Nr. 4	26	Raft	7	JJ21	6	Unl.	Av	3	2	2	6	—	—	—	—	—	—	—	2	5
Holstein	60	SOL	2	LL21	6	11	Cr	4	4	3	6	6	1	1	7	7	7	7	20	18
Infodsretien (H)	64	SOL	2	OO24	3	12	Av	4	4	3	6	6	1	1	—	—	—	—	20	18
Hjalperen	26	F	3	QQ24	6	7	Cr	3	2	2	3	3	1	1	5	5	5	5	13	13

Land Batteries

Trekroner	UU26	3	Cr	2	2	2	5
	UU26	4		2	2	2	5
	UU26	5		2	2	2	5
Battery Nr. 1	A1	4	Av	2	2	1	4
Battery Nr. 2	B1	4	Av	2	2	1	4

(H) = hulk

Unl. = unlimited hull squares

Direction Number for batteries indicates hexside for determining field of fire.

SCENARIO RN-5 BATTLE AT ALGECIRAS

Name	Guns	Class	No.	Initial Position		Dir.	Nr.	Hull	Qual.	Crew Section			Guns		Car-ronade		Rigging				Depth (ft.)	Point Value
				Bow	Hex					1	2	3	L	R	L	R	1	2	3	4		
BRITISH																						
Pompee	74	SOL	2	T18	6	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27		
Caesar	80	SOL	2	V20	6	16	Cr	5	5	4	10	10	1	1	7	7	7	—	21	30		
Venerable	74	SOL	2	X22	6	14	El	4	4	4	8	8	2	2	7	7	7	—	20	29		
Superb	74	SOL	2	AA21	6	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27		
Audacious	74	SOL	2	DD24	6	14	Gr	4	4	4	8	8	2	2	7	7	7	—	20	27		
Hannibal	74	SOL	2	W17	6	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27		
Spencer	74	SOL	2	Z18	6	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27		
FRENCH																						
Indomptable	80	SOL	2	N25	6	16	Av	6	6	5	11	11	1	1	7	7	7	—	23	27		
Muiron	28	F	3	L23	6	6	Av	2	2	1	3	3	—	—	5	5	5	5	14	9		
Desaix	74	SOL	2	K20	1	14	Av	5	5	4	10	10	1	1	7	7	7	—	21	24		
Formidable	80	SOL	2	I18	6	16	Av	6	6	5	11	11	1	1	7	7	7	—	23	27		
Land Batteries																						
Fort Nr. 1				F15	3		Av	2	1	1	3											
				F15	2		Av	2	2	1	4											
				F14	3		Av	2	1	1	3											
				F14	2		Av	1	1	1	2											
Fort Nr. 2				S29	3		Av	2	1	1	3											
				S29	2		Av	1	1	—	2											
				S28	3		Av	1	1	—	1											
				S28	2		Av	2	1	1	3											
				S28	1		Av	1	1	—	2											
				R27	2		Av	1	1	—	2											
				R27	1		Av	2	1	1	3											
				R27	6		Av	1	1	1	2											
				Q28	1		Av	1	1	1	2											

Direction number of batteries indicates hexside for determining field of fire.

hagen, however, were defended by all available units and batteries on rafts were manned and anchored as powerful floating batteries on the approaches to the city. The Trekroner (Three Crowns) fort also covered the approaches to the inner harbor and other batteries were established to strengthen the defenses. Overall, a formidable defense line had been established, buttressed by the fact that shoals and sandbanks, as well as strong currents, limited the avenues of attack.

Nelson led the assault with a portion of the fleet. The remainder of the British ships remained to guard against the appearance of the Russian or Swedish fleets. The Danish battle line also limited the number of ships that could effectively be utilized. Nelson left the unwieldy, larger three-deckers behind and approached from the south due to the strong current that was running to the northeast. This southern approach would also permit disabled ships to drift south to safety without fouling other ships.

The battle itself was hard fought. The British ships made their approach and anchored opposite the Danish ships and hulks. Eventually, almost all of the Danish ships and floating batteries were forced to strike. Many British ships were damaged, and at least five went aground in the sandbanks, three of them under the guns of the Trekroner fortifications. The British were in danger of suffering a major reverse when Nelson arranged a truce. The stranded British ships were refloated, and an armistice was arranged, leading to the effective neutralization of the remainder of the Danish fleet. But it had been a near thing indeed.

The League of Armed Neutrality came to an end, not so much due to the British victory at Copenhagen but due to the death of the reigning Czar. When Russia dropped from the League under the new Czar, Sweden and Prussia followed suit. There was a second attack on Copenhagen in 1807. The British goal was to prevent the Danish fleet from being used against England by Napoleon. This time a British expedition attacked Copenhagen by land.

Perhaps the battle of 1801 was instructive, for a sea attack against a similar line of Danish blockships and fortifications was not again attempted. With the surrender of the city in 1807, the Danish ships were either taken or burnt.

II. PREVAILING WEATHER CONDITIONS

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

III. SPECIAL RULES

1. Anchoring is permitted. Danish ships and hulks are anchored by *both* bow and stern springs. One set can be cut and the other retained. These ships and hulks can also re-anchor (once).

2. Towing is permitted.

3. The following shoal hexes exist with a depth of 6 feet.

Revsholm Sandbank: A2-B2-C2-D2-E3-G4-H4-I5-J5-K6-L6-M6-N6-O7-P7-Q8-R8-S9-U10-V10-W11-X11-Y12-A12-AA13-BB13-CC14-DD14-EE15-GG16-HH16-II17-JJ18-KK19-LL19-MM20-OO21-PP21-QQ22-RR22-SS23-SS24-TT24-TT25-UU26-VV25-WW25 to WW1

Mittelgrund: H34 to H23-G23 to G16-H15-I15-J15-K16-L16-M17-N17-N18-O19-P19-Q20-R19-S20-T20-U21-U22-V22-W23-X22-Y23-Z23-AA24-BB24-CC25-DD25-EE26-FF26-GG27-HH27-II28-JJ28-KK30 to KK35

All the indicated hexes and hexes with the boundaries formed constitute the shoals.

4. Since the sandbanks and shoals were not clearly defined on the British charts, any British ship that enters a hex *adjacent* to any of the shoals runs the risk of going aground. On a die roll of 6, it does run aground. A roll is required for each ship and each adjacent hex entered. Ground the ship in the

adjacent marked shoal hex rather than the hex rolled for if the worst should happen.

5. Special Drift. There is a strong current running in direction 3 between the Revsholm Sandbank and the Mittelgrund. Every non-anchored ship drifts one hex per turn. A disabled ship, hulk, or raft drifts two hexes per turn. Drift occurs before any other movement. All Danish ships and hulks drift in direction 2 unless they are ships that have left the battle line and entered the channel. All British ships also drift in direction 2 if any part of the ship occupies a hex in the original Danish line or is closer to the Revsholm Sandbank than the original line. (The original line is that diagonal line passing through the majority of the Danish ships. Open hexes due to inset Danish ships are considered part of the original line.) If still in the channel, the ships drift in direction 3. If disabled in the channel, they drift in direction 3 on an odd die roll and direction 4 on an even die roll. A roll is made each turn for each of the disabled ships. Ships north or south of the Mittelgrund drift normally.

6. The option of using grapeshot is available even if the basic rules are used.

7. Captured Danish hulks and rafts do not count double for victory points.

8. Fort rules are in effect.

IV. SPECIAL VICTORY CONDITIONS

The British must have 50 victory points more than the Danish player to win. Less than a 50-point lead would constitute a draw, and such an outcome would defeat the strategic purpose of the British attack.

VARIATIONS FOR SCENARIO RN-4

1. Allow the Danish player to establish his defensive line south of Trekroner in any fashion that he desires.

2. Allow the Danish player to *substitute* one 60-gun crack SOL and one 48-gun average hulk for any two hulks or ships in the defensive line. These ships were

SCENARIO RN-6 PURSUIT FROM ALGECIRAS

Name	Guns	Class	No.	Initial Position		Dir.	Hull	Qual.	Crew Section			Guns		Car-ronade		Rigging				Depth (ft.)	Point Value
				Bow	Hex				1	2	3	L	R	L	R	1	2	3	4		
BRITISH																					
Caesar	80	SOL	2	NN4	5	16	Cr	4	5	4	10	10	1	1	5	7	7	—	21	31	
Spencer	74	SOL	2	QQ3	5	14	Cr	4	4	4	8	8	2	2	6	7	7	—	20	27	
Audacious	74	SOL	2	TT1	5	13	Cr	3	4	4	8	8	2	2	5	7	7	—	20	27	
Superb	74	SOL	2	OO7	5	14	Cr	4	4	4	8	8	2	2	7	7	7	—	20	27	
Princess Carlotta	48	F	3	RR5	5	12	Gr	4	4	4	5	5	2	2	5	5	5	5	19	13	
Venerable	74	SOL	2	UU4	5	14	El	4	4	4	8	8	2	2	6	7	7	—	20	29	
Calpe	14	B	5	UU7	5	4	Cr	2	1	1	1	1	—	—	4	4	4	4	8	7	
Thames	32	F	3	RR9	5	7	Cr	2	2	1	3	3	1	1	5	5	5	5	15	12	

FRENCH

Muiron	28	F	3	N8	6	5	Av	1	2	1	3	3	—	—	2	5	5	5	14	9
Indomptable	80	SOL	2	Q10	6	11	Av	4	6	5	11	11	1	1	3	7	7	—	23	27
Desaix	74	SOL	2	T9	5	12	Av	4	5	4	10	10	1	1	4	7	7	—	21	24
Formidable	80	SOL	2	W8	5	10	Av	3	6	5	10	11	1	1	1	7	7	—	23	27
*St. Antoine	74	SOL	2	V6	5	14	Av	5	4	4	8	8	2	2	7	7	7	—	22	20
Libre	38	F	3	BB15	6	9	Av	3	3	2	4	4	1	1	5	5	5	5	17	14

SPANISH

Argonauta	80	SOL	2	O14	6	15	Gr	5	5	4	10	10	—	—	7	7	7	—	22	23
San Augustin	74	SOL	2	S15	5	13	Gr	4	4	4	8	8	—	—	7	7	7	—	21	18
San Fernando	96	SOL	1	V13	5	16	Gr	6	5	5	10	10	—	—	8	8	8	—	22	20
San Hermenegildo	112	SOL	1	Y12	5	18	Gr	6	6	6	14	14	2	2	9	9	9	—	24	26
Real Carlos	112	SOL	1	BB10	5	18	Gr	6	6	6	14	14	2	2	9	9	9	—	24	26
Sabina	34	F	3	O17	6	6	Gr	2	2	2	2	2	—	—	5	5	5	5	14	10

*Former Spanish ship of the line turned over to the French navy.

part of a larger reserve that was in the inner harbor.

3. Add the *Agamemnon*, a crack 64, to the British order of battle. It was in the initial order of battle but ran aground in the Mittelgrund during the approach to the Danish defenses and played no part in the battle.

[The following two scenarios can be played separately, or in sequence as a combined scenario. If played as a combined scenario, a portion of the damage incurred in Scenario RN-5 can be repaired. Two-thirds (round up) of the damage to the British ships and one-third (round up) of the damage to the French ships can be repaired. One-third (round down) of British crew squares lost can be replaced. The French cannot replace lost crew squares. These differences in repairs reflect the greater facilities available to the British at Gibraltar.]

If the scenarios are combined, the British player must destroy 20% (round up) of the total French hull squares or force at least one ship to strike. If he fails to do so, the French player receives 50 victory points in addition to any other victory points that are achieved. This condition does not hold if Scenario RN-5 is played alone.]

SCENARIO RN-5 BATTLE AT ALGECIRAS

July 4, 1801

I. INTRODUCTION

A French squadron of three ships of the line and one frigate put into Algeciras across the bay from Gibraltar. The French anchored their ships under the guns of the fortifications at Algeciras. The British squadron at Gibraltar put to sea to attack this impudent force. The British attack was hampered by the lack of wind, and the assault foundered. The French ships were damaged, but the British *Hannibal* ran aground and was lost. HMS *Pompee* was also badly damaged and required extensive repairs before it could be put to sea again. The attack had failed due to the adverse wind conditions and the effective support to the French ships rendered

by the land batteries. The final outcome had to be considered a French victory given the loss of the *Hannibal*.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2

Wind Velocity: 1—Light Breeze

Wind Change: 5

III. SPECIAL RULES

1. French ships are anchored. British ships may anchor.
2. Ships moving into partial land hexes are considered to be aground.
3. Towing is permitted.
4. Fort rules are in effect.
5. Ships drift every third turn in a light breeze.

IV. SPECIAL VICTORY CONDITIONS

None



SCENARIO RN-6 PURSUIT FROM ALGECIRAS

July 12, 1801

I. INTRODUCTION

After the clash at Algeciras, the British returned to Gibraltar to effect repairs. A Spanish squadron sailed from Cadiz to cover the departure of the

French ships in response to frantic messages for support. A French 74 also joined the ships at Algeciras. The Franco-Spanish squadron put to sea in mid-July to return to Cadiz. The French ships had been repaired as much as possible, but they were not totally seaworthy. The available British ships at Gibraltar and a Portuguese frigate put to sea to give chase. The British ships this time got the best of the encounter. One French SOL was captured, and another ran aground on the approaches to Cadiz (later it was refloated and entered the harbor). The major losses were the two 112s of the Spanish squadron. One was damaged by British shot, caught fire and exploded. The other large Spanish SOL was nearby at the time and was so damaged by the explosion that it also sank. (An alternative explanation offered for the loss of the two 112s is that they fired on each other by mistake at night. The fire and explosion on one ship resulting from this gunnery exchange resulted in the sinking of the two ships.) The superior British crews had again proven themselves, and the setback of July 4th was avenged.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4

Wind Velocity: 2—Moderate Breeze

Wind Change: 5

III. SPECIAL RULES

1. Board edge 1 is land.
2. Towing is permitted.
3. Cadiz. If the Spanish and French ships traverse the present two boards and one additional board (either use another board or keep track of the number of hexes that the ships are shifted on the existing boards), the scenario ends. Board edge 1 of the new board becomes a home board edge. The French and Spanish ships can then exit this board edge to the port of Cadiz.

IV. SPECIAL VICTORY CONDITIONS

A draw is a victory for the Franco-Spanish player.

V. ORDER OF BATTLE

The lowered values for many of the ship attributes reflect the presence of unrepaired damage

SCENARIO RN-7 ATTACK AT MAURITIUS (ILE DE FRANCE)

Name	Guns	Class	No.	Initial Position		Dir.	Nr.	Hull	Qual.	Crew Section			Guns		Car-ronade		Rigging				Depth (ft.)	Point Value
				Bow	Hex					1	2	3	L	R	L	R	1	2	3	4		
BRITISH																						
Iphigenia	36	F	3	T16	6	7	Cr	2	2	1	2	2	1	1	5	5	5	5	15	11		
Nereide	36	F	3	W16	6	7	Cr	2	2	1	2	2	1	1	5	5	5	5	15	11		
Magicienne	36	F	3	AA17	6	8	Cr	2	2	2	3	3	1	1	5	5	5	5	16	14		
Sirius	36	F	3	X19	6	8	Cr	2	2	2	3	3	1	1	5	5	5	5	16	14		
Fort Nr. 1				EE16	5		Av	1	1	1	2											
				EE16	6		Av	1	1	—	1											
Fort Nr. 2				DD13	6		Av	2	1	1	3											
FRENCH																						
Venus	40	F	3	N2	2	10	Av	3	3	2	4	4	1	1	5	5	5	5	18	17		
Astree	40	F	3	I3	2	10	Av	3	3	2	4	4	1	1	5	5	5	5	18	17		
Bellone	40	F	3	N5	2	10	Av	3	3	2	4	4	1	1	5	5	5	5	18	17		
Minerve	40	F	3	J8	1	10	Av	3	3	2	4	4	1	1	5	5	5	5	18	17		
Manche	40	F	3	I12	1	10	Av	3	3	2	4	4	1	1	5	5	5	5	18	17		
Fort Nr. 1				T8	5		Av	1	1	—	1											
				T8	4		Av	1	1	1	2											
				U9	5		Av	1	1	—	1											
				U9	4		Av	2	1	1	2											
Fort Nr. 2				F15	3		Av	1	1	1	2											
				F16	2		Av	2	1	1	2											
				F16	3		Av	1	1	—	1											
Fort Nr. 3				R27	1		Av	1	—	—	1											
				R27	2		Av	1	1	1	2											
				R27	3		Av	1	1	—	1											

Direction numbers for forts indicate hexside for determining field of fire.

SCENARIO RN-7 ATTACK ON MAURITIUS August 24, 1810

I. INTRODUCTION

Late in the Napoleonic Wars, the French still held the islands of Reunion (or Ile de Bourbon) and Mauritius (then Ile de France) in the Indian Ocean. Bases on these islands were used by French naval units threatening English commerce in the Indian Ocean. As a consequence, efforts were made to eliminate the threat. Reunion quickly fell, but in 1810 the major base on Mauritius at Port Louis (or Grand Port or Port Bourbon as it was then variously known) still was in French hands. A squadron of four British frigates was on blockade duty, supporting and being supported by a small garrison established on a small offshore island. Late in August, the British naval commander took his squadron into the French anchorage in an effort to capture five large French frigates there. Since he was facing five ships supported by land batteries with only four vessels of his own, the outcome was not surprising. After five days, two of the British frigates had been captured. The other two had been forced aground, and their crews burnt them to prevent capture. The now unsupported British garrison on the island was also forced to surrender. In December, a larger British fleet appeared. The port was quickly captured along with the five French frigates, as well as the two captured British frigates. The August foray was both ill-advised and unnecessary.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3—Normal Breeze
Wind Change: 4

III. SPECIAL RULES

1. Anchoring allowed.
2. Towing Permitted.
3. Fort rules in effect.



IV. SPECIAL VICTORY CONDITIONS

A draw is a French victory.



Land hexes are indicated in black on all maps. Shoal hexes in Scenario RN7 are indicated by the darker shading.

SCENARIO RN-8 BATTLE OF LAKE CHAMPLAIN September 11, 1814

I. INTRODUCTION

During the War of 1812, Lake Champlain was again an important strategic waterway. Control of the lake was necessary for any British military venture south from Canada since the necessary supplies could only be effectively transported by water. The British fleet on the lake moved south and met an American fleet anchored off Plattsburgh. The British were forced to attack since the American fleet had to be eliminated in order for planned land operations to continue. In the fierce action that followed,



the British ships were one by one forced to strike. The American commander had chosen his position well and had the added advantage of heavier guns on his ships. The destruction of the British fleet ended any threat to northern New York and Vermont. The British had at last met their match.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 2—Moderate Breeze
Wind Change: 5

III. SPECIAL RULES

1. American ships are anchored by springs (specify whether bow or stern).
2. British ships may anchor.
3. Use gunboat rules per Section D on page 29.
4. Do not increase hull squares if Advanced Rules are being used.

IV. SPECIAL VICTORY CONDITIONS

A draw is considered an American victory.

V. ORDER OF BATTLE

Use any non-British counters for the American ships required.



SCENARIO RN-8 BATTLE OF LAKE CHAMPLAIN

Name	Guns	Class	No.	Initial Position		Dir.	Nr.	Hull	Qual.	Crew Section			Guns		Car-ronade		Rigging				Depth (ft.)	Point Value
				Bow	Hex					1	2	3	L	R	L	R	1	2	3	4		
AMERICAN																						
Saratoga	24	B	5	O15		1	5	Cr	3	2	2		2	2	1	1	4	4	4	4	7	9
Eagle	20	Sc	5	O10		1	4	Cr	2	1	1		2	2	1	1	3	3	3	3FA	6	8
Ticonderoga	12	Sc	5	O20		1	3	Cr	1	1	1		1	1	1	1	3	3	—	—FA	5	6
Preble	7	Go	6	O24		1	2	Cr	1	1	—		—	—	1	1	3	—	—	—	3	4
Gunboat Nr. 1	6	G	7	N12		3	6	Cr	2	2	1		2bow	—	—	—	1	1	1	—	2	11
Gunboat Nr. 2	6	G	7	N22		2	6	Cr	2	2	1		2bow	—	—	—	1	1	1	—	2	11
Gunboat Nr. 3	6	G	7	N16		3	6	Cr	2	1	1		2bow	—	—	—	1	1	1	—	2	10
Gunboat Nr. 4	4	G	7	M14		2	4	Cr	1	1	—		1bow	—	—	—	1	1	1	—	2	7
BRITISH																						
Confiance	36	B	5	X13		6	7	Cr	3	3	2		1	1	3	3	4	4	4	4	8	10
Linnet	16	Sc	5	V16		6	3	Cr	2	1	1		—	—	2	2	3	3	3	3FA	6	6
Chubb	10	Go	6	T19		6	2	Cr	1	1	—		—	—	1	1	3	3	—	—	5	4
Finch	18	Go	6	U27		6	2	Cr	1	1	—		1	1	1	1	3	—	—	—	6	5
Gunboat Nr. 1	6	G	7	W26		6	6	Cr	2	1	1		2bow	—	—	—	1	1	1	—	2	10
Gunboat Nr. 2	6	G	7	W25		6	6	Cr	2	1	1		2bow	—	—	—	1	1	1	—	2	10
Gunboat Nr. 3	6	G	7	V28		6	6	Gr	2	1	1		2bow	—	—	—	1	1	1	—	2	6
Gunboat Nr. 4	6	G	7	W28		6	6	Gr	2	1	1		2bow	—	—	—	1	1	1	—	2	6



Grand Strategy . . . Cont'd from Page 8

PAY ATTENTION TO WHAT'S GOING ON

There will be long stretches in the game where you may feel that, either because it is not your turn or because you're at peace with everyone, there is nothing going on of interest to you. *Everything* that goes on in *EMPIRES IN ARMS* is of interest to the good player.

This is a seven-player game, and every time a battle is fought or a war is ended, one person (or more) is gaining victory points, and others are losing them. Where each player is on the Political Status Chart is the most important gauge of success in the game. And where each of your rivals is (and remember a player can be a rival without necessarily being an enemy) will go a long way toward determining your policy toward that country.

It is also a smart idea to observe each battle, if only to see which chits are chosen by the various players. Everyone has his own style of play, and a player who chooses "Escalated Assault" or "Out-flank" two times out of three is sending you a message. If you ever fight a battle with him, and you have received that message, you may have an advantage when you choose your chit.

Notice who is building what, and where. If depots and corps start appearing on your borders, don't assume they have been sent there for their health. And they certainly aren't there for yours!

As I said at the outset of this article, if you are going to devote a good chunk of your life to a game of this scope, you may as well devote some thought to it in advance. It will be just as useful to pay close attention to the interactions of the other six players throughout the game if you intend to achieve final victory.

Good luck—and here's one parting thought: the first question Napoleon would ask about a general was this, "Is he lucky?" Keep rolling ones for foraging and sixes for combat and you'll probably win no matter what you do!



CONTEST #134

It is October 1805 in a seven-player Campaign Game of *EMPIRES IN ARMS* that started in January. France faces a powerful coalition of Austria, Great Britain, Prussia and (newly declared in July) Russia. Earlier campaigning has seen the conquest of Baden, Berg and Venice and the occupation (one infantry strength point in Salzburg) of Tyrol by France while Prussia conquered Mecklenberg and Austria conquered Naples. Bavaria, the Duchies, Hess, the Papacy, Romagna, Tuscany and Wurttemberg are still neutral and other areas remain under control or neutral as at the start of the game. Battles and detachments (all controlled cities on the accompanying map contain one appropriate infantry or militia strength point, and all other forces not shown are out of the immediate area and unavailable) have reduced the field armies to their present levels. On the POLITICAL STATUS DISPLAY, France is in the third box from the left in the Dominant Zone, Russia is in the second box from the right in the Neutral Zone, and both Austria and Prussia are in the fifth box from the left in the Neutral Zone.

In September, moving first, Napoleon and the Grande Armee severely defeated Hohenlohe and the main Prussian army at Erfurt. This army (Prussian Guard, I, II, III and IV corps at the battle—one corps marker removed after the battle) had a known strength of 2 Gd, 6C and 3II strength factors and was moved back to Kustrin in September, with one corps thrown into Berlin. A Russian army of two infantry and one cavalry corps plus two Cossack counters under Kutusov linked up with the Prussians at Kustrin in October. At the end of their October moves, two more Russian infantry corps are at Warsaw, two Russian infantry and one cavalry corps under Bagaration are at Klausenberg and an Austrian army under Charles sits at Linz with five infantry and one cavalry corps. Prussian depots are at Kustrin, Posen and Warsaw and Austrian depots are at Linz, Klausenburg, Pest and Vienna. The Russians are being supplied by their allies.

At Erfurt, the French Grande Armee under Napoleon and Murat consists of the IC, I, II, III, VII and VIII corps with 76I, 9M and 20C strength factors. It is the last large field army left to the French player. There are currently French depots at Frankfurt, Hanover, Mainz, Salzburg and Strasbourg. Serious losses (especially of cavalry) have reduced the Austrian and Prussian armies, but the addition of the fresh Russian forces has more than remedied that. France desperately needs a Napoleonic "thunderclap"—a decisive victory and/or capture of an enemy capital that will change the military balance and possibly drive one or more coalition partners out of the war.

Considering that France has the last move in October, and can move first in November, what French move by the Grande Armee for October 1805 offers the *greatest* chance of producing a Napoleonic "thunderclap"? Assume that ample money is available to all players for shifting depots as needed. If these moves lead to a major field combat, what is the *best* French chit pick to resolve that combat?

The answer to this contest must be entered on the official entry form (or a facsimile) found on the insert of this issue. Ten winning entries will receive merchandise credits from The Avalon Hill Game Company. To be valid, an entry must include a numerical rating for the issue as a whole and a listing of the three best articles in the judgment of the contestant. The solution to Contest 134 will appear in Vol. 23, No. 5 and the list of winners in Vol. 23, No. 6 of *THE GENERAL*.

SIGNAL CLOSE ACTION

The Development of British Naval Tactics

By Craig F. Posey

Throughout their history, the English have either joined with or fought against every naval power in the world. If one follows their naval history, one would see their gradual growth to the position of "Mistress of the Seas". In fact, few important naval engagements have been fought since the reign of Richard I, Coeur de Lion, in which their ships did not participate.

The Crusades had an important impact on early English and European naval development. The galleys, shipwrights and seamen of the Mediterranean were brought into their fleets and fought in their battles. Yet, they were to remain an exception, rather than the rule, in the British navy as the strong currents and seas around England necessitated sailed vessels. Undoubtedly, though, they were utilized in the action of 14 April 1273 when, by previous agreement, the fleets of Edward I and Phillip IV of France met in the middle of the Channel.

With approximately 200 ships to a side, the records of the period indicate that thousands died in this one engagement, which had been preceded by a major snow storm. Still, the English triumphed and returned to port with many French prizes. With their loss, the French king demanded satisfaction for the defeat they had sustained. In a final engagement, France was awarded Gascony for a period of forty days. Obviously, they refused to return it!

During this period, naval contests bore a striking resemblance to the land battles of the age. During an approach, arrows (flaming or not) were fired upon enemy vessels. As the distance closed, stones and Greek fire were loosed. Once this zone was passed, each vessel sought to either shear its enemy's oars or to ram. The final phase of a battle was boarding and its adjunct, hand-to-hand combat. Somewhat prior to 1350, a new item was added to shipboard arsenals, when the earliest guns were mounted.

By 1416, guns had become quite common on most ships, and by 1492 cannon were generally mounted in the ships of all countries. What of the English during this period? Until the accession of Henry VII, England's naval security lay in the hands of pirates and privateers. It was he who revived England's navy with the building of the *Henry Grace a Dieu* in 1488. Displacing approximately 1000 tons, with a complement of 500 men, this ship mounted a total of 170 guns and cannon, as well as an indefinite number of brass serpentes.

The first naval action in which cannon were extensively used occurred off Brest on 10 August 1512. Henry VIII, learning that the French were preparing a fleet at that port, dispatched 45 ships under the command of Admiral Howard to await the enemy. When the fleets "were in sight they shot ordnance so terribly together that all the sea-coast sounded of it." With the loss of the *Marie la Cordeliere* to a fire and the *Regent*, the French withdrew back into Brest. British naval tactics worked so well, that they were soon to be codified.

Around 1530, Henry VIII ordered the drafting and issuance of "Orders to be Used by The King's Majesty's Navy by Sea." Probably repetitions, alterations and additions of an earlier set, these represent the earliest known set of British tactical and fighting instructions. While the concept of fighting instructions can be traced back to James Dolfin when he issued a set to his detachment of the Venetian fleet on 9 September 1365, the English had now come to realize that a system of regulations was mandatory.

While the original pronouncement of Henry VIII was a fairly straightforward piece, it did include as its major point the concept of gaining the "weather gauge". A second set of rules, more inclusive than the first, was to be issued in 1545, and its ancestry can be traced back to the writings of Alonso de Cheves, a naval writer and lecturer at the Court of Charles V of Spain.

In Search of a Battle Formation

Some may say that at sea it is not possible to order ships and tactics in this way, not to arrange beforehand so nicely for coming to the attack, or bringing succor just when wanted, and that therefore there is no need to labour an order of battle, since order cannot be kept. . . . When the time for battle is at hand the captain-general should order the whole fleet to come together that he may set them in order. . . . —Espejo de Navigantes

As in the infantry formations of the late Medieval period, Lord Lisle's (Sir Charles Brandon, captain of the HMS *Sovereign* in the action off Brest) order of battle issued 10 August 1546 called for the formation of the fleet into a central "battail" of 40 ships deployed in three ranks. These ships were to be flanked by a wing of 40 oared vessels capable of operating in two divisions. The fleet's point consisted of a further 22 vessels in the vanguard. Warfare at this stage was confined to simply melee tactics, but the assaults were tinged with chivalry. As in the regulations, "our vice-admiral shall seek to board their vice-admiral, and every captain shall choose his equal as near he may." We would not want to have a defeated officer surrender to a socially inferior opponent! Once the main ships had grappled and the boardings begun, the oared vessels on the flanks, like cavalry, were to "be always in the wind, to the intent he with his company may the better beat off the galleys from the great ships."

As the power of artillery made itself felt, naval tactics would change. During the Elizabethan period, boardings as the prime means of prosecuting a naval engagement declined in popularity, with broadside fire taking its place. An attack during this period would consist of the fleet breaking down into groups, and each group attacking a portion of the enemy's line in, roughly, succession. Still they were confused frays, and it seems probable that there was a tendency towards one or more ships masking the fire of others. The resultant usage of a form of line ahead maneuver seems to have been instinctive rather than any part of an established tactical system.

The major naval event of this period was the cruise of the "Invincible Armada" commanded by the Duke of Medina Sidonia (who admitted his complete ignorance of war) up the English Channel. This force, less transports, numbered about 120 ships, mounting around 2000 guns, organized into three squadrons. Sighted off the Lizard on 20 July 1588, Charles Howard, Earl of Effingham and Lord High Admiral, sailed out with 100 ships in pursuit. By the 23rd, the English fleet, now 120 strong, had grouped itself into four squadrons. While an engagement never became general, Admiral Howard was content to herd the Spaniards northward and "to pluck their feathers, little by little". During Howard's pursuit, and especially after the four squadrons were formed, the process of approaching the Spanish ships repeatedly, by firing and falling off, was conducted with some regularity. An interesting side note is the English use of fireships

against the Armada while anchored at Calais. Their success made these weapons a regular or improvised part of English fleets for the next two centuries.

While the cruise of the Spanish Armada is the best known of Spain's attempts to subdue England, Philip II of Spain and his son Philip III both fitted out other expeditions. In fact, fleets were collected in each year from 1596 to 1599. While these plans were wrecked either by weather or the English and their Dutch Allies, a last try was mounted in 1601 and resulted in the landing of 4000 Spanish troops at Kinsdale. But being unable to hold the port, the Spanish withdrew.

While the navy languished under the reign of James I, his policies being aggressive, this ceased to be the case with the accession of Charles I in 1625. In that year, the Duke of Buckingham induced Charles to consider an expedition against Cadiz. Called the "most extraordinary naval expedition that ever left our shores," all the flag officers were soldiers, none with any great experience in command. On 3rd October, Article XVII of Sir Thomas Love's "Fighting Instructions" divided this fleet into three squadrons, each ship of which was to wear distinctively colored flags and pennants. Those ships under the direct control of the admiral (Viscount Wimbeldon) were to use red, under the vice-admiral (Earl of Essex) blue and under the rear-admiral (Lord Denbigh) white. This was the first known occasion of red, blue and white flags being used to distinguish the British squadrons. It is also the foundation for the British habit of titling officers Admiral of the Red, Rear Admiral of the White, etc.

Embodied in the notes regarding a Council of War aboard the *Anne Royal* are the first actual fighting instructions. In these, it "was observed that it intended to enjoin our fleet to advance and fight at sea, much after the manner of an army at land, assigning every ship to a particular division, rank, file and station. . . . With this in mind, each of the squadrons was further divided into three divisions, each of which consisted of three lines of three ships each, thus forming a square of nine ships. When encountering the enemy, "these nine ships should discharge and fall off three and three."

As to the expedition, the fleet sailed without all of its stores, 500 assigned troops never boarded, rendezvous points were never agreed upon, and many ships of the Dutch contingent never arrived. With the fleet's arrival in Cadiz Bay, the Spanish fled into the inner harbor. So, the English were landed, with the result they "marched to a nearby village and drank itself into madness, captured a fort and evacuated it, captured a bridge and abandoned it, re-embarked and sailed away." In all, a successful visit!

Yet, while tactical advances were evident and additional thoughts put forward, especially by Captain Boteler of the *Johnathan* in Lord Wimbeldon's fleet, by 1635 a reversion to the early Tudor practice had occurred. With this in mind, only one of the Earl of Lindsey's instructions deals with battle tactics, and it calls for the admiral, vice-admiral and rear-admiral to match their ships with their opposite equal, as in Lord Lisle's instructions decades earlier.

Change was in the offing, however, as the period just prior to and during the Dutch Wars (1652-1674) was to prove pivotal to the English development of the line ahead formation. There exist indications that Admiral Robert Blake utilized a line ahead formation during a brush with the Dutch Admiral Martin Tromp's fleet on 5 May 1652; equally, Admiral van

Galen seems to refer to the English under Captain Richard Bailey, in an action off Monte Christo, attacking in succession as in the previous era. Experimentation there must have been, for the formation was sanctified in the "Instructions for The Better Ordering of the Fleet in Fighting" (29 March 1653).

Under this guideline, once an enemy fleet was spotted the frigates were to close with the enemy but not to engage unless superior, determine the enemy's strength, and report their findings to the admiral. As the frigates investigated, the vice-admiral and rear-admiral were to bring their ships into line with those of the admiral, those of the former to the right and the latter to the left. Once the order to engage was given they were enjoined "to keep in line with the chief". It was also specified that if a ship was forced from the line, then the fleet was "to endeavour to keep up the line as close as they could betwixt him and the enemy." Add to these particulars instructions on the handling of fireships, night combat, and such and we have the first *true* set of fighting instructions.

On 1 June 1653 the first major engagement under the new guidelines occurred when the Dutch with 98 men-of-war anchored off the North Foreland on the south side of the entrance to the Thames. The English fleet (100 ships) sailed out to engage on the 2nd. While the actual facts concerning squadron or fleet movements were "involved in a mass of unintelligible contradictions", it is certain from Dutch sources that some form of line ahead was attempted by the British. While the English fleet was cut up, no ships were lost—but the Dutch sustained the loss of 20 ships. The one major English casualty was Admiral Deane, cut in half by a cannon ball.

While these instructions seem to have sway throughout the Dutch Wars, supplemental instructions were issued by commanders to their own flotillas which amplified the instructions. The set issued by the Earl of Sandwich (1665) provided for the formation of the line abreast and for forming from line abreast to line ahead. He also specified that his frigates and such should form a line such that the main fleet is between them and the enemy.

Previously thought to be the original Fighting Instructions, those issued by the Duke of York (1665) are a combination of the previous two with certain additions that clearly illustrate new trends. Within these, he set the distance between ships as half-a-cable length (though the distance could vary with the weather), and ruled that in a chase no ships should proceed "beyond the sight of the flag" nor should ships "pursue any small number of the enemy before the main [body] of the enemy's fleet should be disabled or shall run."

As time progressed, then, the instructions became more specific. They now started to include flag signals, specifics for the prescribed order of battle and injunctions with regards to violations of the instructions. Thus, we now have a regularized system evolving. The system created certain problems, of course, as two schools of thought arose with regards to their application. One group, led by General Monck and prince Rupert, considered them guidelines for action and stressed the need for flexibility and initiative. The other, headed by the Duke of York and Admiral Penn, stressed obedience and adherence to the rules rigidly. The 3rd Dutch War ignited a new struggle, the outcome of which was to control English naval philosophy for the next 100 years.

While the Duke of York's views eventually triumphed, they were not without innovation. His "Further Instructions for Fighting" included two notable clauses. The first called for keeping "the wind as close as we can lie until such time as we see an opportunity by gaining their wakes to divide their fleet." The second required commanders to "keep their line, and upon pain of death that they not fire over any of our own ships." Of these two

articles, both traceable from the Four Days Battle (4 June 1666), the first was truly revolutionary.

During this action (also called the Battle of Lowestoft) the English fleet, commanded by the Duke, spent two days maneuvering before finally closing on the fourth. Approaching each other on opposite tacks, the Dutch wore around in succession while the English tacked together, resulting in a reversal of the English line. In the smoke and confusion, Sir Christopher Myng led his squadron through the Dutch center. Order ceased to exist on either side and the action degenerated into a melee. With the explosion of the *Endracht* and the death of the Dutch admiral, the remainder of their fleet fled. While the first article attempts to codify Myng's accident, the second refers to the problem that arose in the melee itself. Certain English ships sustained damage from friendly fire! In 1673, the Duke's instructions were issued in their final form.

With the fall of the House of Stuart and the accession of William III to the throne, the last major set of Instructions was issued to the fleet by Admiral Edward Russell (1691). While more detailed than those previously issued, the 30 articles contained therein strongly parallel those of the Duke of York. Still, number XIX is interesting in that it states, "Every commander is to take care that his guns are not fired till he is sure he can reach the enemy upon point-blank". Thus, he set the range of engagement.

But what constitutes "point-blank"? Two definitions exist. The first, and most accepted, assumes that it meant to fire when the light of sight or line of metal was horizontal (the muzzle and breach of a gun were scored to indicate the "line of fire"). But, the diameters of the muzzle and breach differ greatly, so the second definition describes it as the distance to "first graze", when the gun's axis is horizontal. This distance varies with the height of the gun above water. At about the time of the Armada, and later, "point-blank" fire was assumed to be a maximum of 300 to 400 paces. In fact, a 32-pounder ship gun had a point-blank range of 313 yards.

The French entered the War of the League of Augsburg with a decided superiority in ships over the combined Anglo-Dutch fleet, but the cost of maintenance caused it to lose its lead. Yet, two major naval engagements did occur during this period, one prior to issuance of Russell's instructions and the other after, but taught no great lessons. The Battle of Beachy Head (10 July 1690) represents one of England's greatest failures. The French fleet under Comte de Tourville (70 SOLs) arrived off the Lizard on 30 June "to the dismay of the English admiral", who was lying off the Isle of Wight. For the next two days, the fleets sailed eastwards, the English collecting strength. With the political situation in England reaching a critical stage, Admiral Herbert was ordered to attack.

The Anglo-Dutch fleet, 56 to 60 ships divided into three squadrons, being to windward steered in line abreast for the French. The lead squadron, composed of Dutch ships was the first to encounter French fire. Admiral Herbert elected to keep the center and rear squadrons out of range, thus opening a gap between himself and his Dutch van. The French doubled the Dutch squadron, subjecting them to fire from both sides, at the same time directing ships from their own center to come forward and aid in the battle against the Dutch. Fortunately for the Dutch, the fleets became becalmed. The French then set their boats to towing while the allies anchored with all sails set. The ebb tide carried the French south-westwards, separating the fleets. At nightfall, the Anglo-Dutch fleet weighed anchor and sailed eastwards; the French elected to pursue in line of battle.

Beachy Head, the most complete naval victory gained by the French to that time, was hardly decisive. Allied losses were put at 16 ships by the French and eight by the British, who chose to

destroy their cripples rather than fight another engagement to save them. Admiral Herbert sailed to the Thames and removed its marker bouys, stopping further pursuit. The problem that faced Admiral Herbert was the lack of a guideline for equalizing the length of two fleets when one has fewer ships than the other. To some extent, this problem was not to be addressed by the English until 1799, when Lord Howe adopted an alternative proposed by Pere Hoste in 1697, namely to spread the line, leaving gaps between individual ships as necessary and concentrating upon the heavier enemy ships first. It is worth noting that Hoste stated, "this last method is, without doubt, the least good because it permits the enemy to employ the whole if its strength against the less numerous fleet."

The Permanent Instructions, 1703-1783

Issued by Sir George Rooke, his "Instructions for the Directing and Governing of Her Majesty's Fleet in Sailing and Fighting" was basically a modified and updated version of those issued by Admiral Russell, but they were to remain in effect with little change through the American Revolution. Put out during the second year of the War of the Spanish Succession (1702-1713), they were in effect for the Battle of Velez Malaga (1704) and no evidence exists that they were modified during the remainder of this war. Since it is these instructions and those supplements issued by various commanders that would affect a major portion of the period's tactics in which we are interested, we must concentrate our attention upon them and their applications.

As discussed, the development of the line ahead and line abreast formations was crucial during the earlier periods and had become, by this time, the standard battle formations of the English navy. From these relatively simple formations, the admiral could dictate any alterations appropriate during an engagement. Add to this the now formalized division of the fleet into nine subsections, and he had now a system whereby, through various signals, the admiral could direct the smallest changes in his fleet. Just by way of example, the Instructions set up various signals for dictating that a squadron, or just a portion of it, should pierce the enemy's line and form up on the opposite side.

There exist indications that at the Battle of Velez Malaga, Admiral Rooke intended to pass through the French line. On 24 July 1704 he, with a mixed Anglo-Dutch fleet, forced the surrender of Gibraltar after a three-day bombardment and attacks by a small landing force led by the Prince of Hesse. Rooke's fleet at this time consisted of 45 British and 12 Dutch SOLs, as well as six frigates and seven fireships. In order to relieve the Spanish garrison, a fleet under the command of the Comte de Toulouse, the 26-year-old son of Louis XIV and his mistress Louise de Valliere, set sail from Toulon for Gibraltar. On 19 August, the English fleet, returning to Gibraltar after watering at Tetaun on the African coast, sighted the French force of 52 SOLs heading east. After a council of war, Admiral Rooke decided to pursue, overhauling the enemy near Malaga four days later.

In an action that lasted from daybreak until nightfall, when the French broke off the action, Admiral Rooke bore down to engage the waiting French. As the English approached and prepared to wear, so as to present their broadsides, the French fired and then filled their sails and edged away—damaging the enemy ships while opening the distance of engagement. Their use of this tactic has led some historians to contend that it was Rooke's intention to pass through the French line and form up on their other side, therefore stopping this tactic. Captain Mahan, though, disagrees, stating that, "The allies kept away together, each ship for its opposite; there was apparently no attempt on Rooke's part at any tactical combination."

Neither side lost any ships in the action, but they did suffer approximately 300 casualties. While both sides claimed a victory, "he [Rooke] was able to prevent Toulous breaking his line and so to fight a defensive action and discredit the French navy." As to the instructions, they were strictly enforced, and to good effect. In fact, Article XXIV was perfectly executed by Sir Shovell and the ships of the van when one of their number was forced to leave the line and the remainder closed the gap. In all fairness, we should report that Mahan writes that the Battle of Velez Malaga was "the first in which we find fully developed that wholly unscientific method of attack by the English . . . which prevailed throughout the century."

Additional Fighting Instructions, 1740-1783

The interval between the signing of the Treaty of Utrecht and the War of Austrian Succession was relatively peaceful for the English navy. France and England found that they had certain common interests, and in January 1717 the Triple Alliance was created by those powers and Holland. Spain, though, set about developing her national strength in order to recover her lost Italian territories.

It was the opinion of Cardinal Alberoni that, given five years of peace, Spain could be in a position to reconquer Sicily and Naples. Therefore, in 1717 a Spanish force of 12 ships of the line and 8600 soldiers were launched against Sardinia. England and France intervened, the English sending a fleet into the Mediterranean. The Spanish moved against Palermo in July 1718 with 22 SOLs and 30000 troops, driving the defenders into Messina. On 11 August, several Spanish warships opened fire upon the approaching British fleet. In answer, Admiral Byng, with no regard to his line of battle, set upon the Spaniards. In one of the shortest after-action reports on file, Captain Walton wrote, "Sir—we have taken or destroyed all the Spanish ships upon this coast." England's seapower was strengthened by this destruction of a potential rival.

The War of Jenkins Ear (1739) opened a period of colonial wars for England that would extend over the next 50 years and into every corner of the world. Britain entered these wars unprepared; a generation of peace had taken its toll upon the navy. Its leadership, to a great extent political, was rife with petty decension. Obedience to the established instructions and the Act of Charles II was to cut a swath through the navy's leadership. Admiral Matthews' engagement off Toulon (11 February 1744) resulted in no less than two admirals and eleven captains being brought up on charges. Of this group, Admiral Matthews was cashiered, one captain dismissed, three others convicted but granted leniency, and a fourth ran off before his trial. All of this the result of the fact that his fleet refused to engage a combined Franco-Spanish force. His van commander feared it would be doubled and his rear squadron's commander, Admiral Lestock, preferred to observe.

The English soon came to realize (by 1744) that while formalized Instructions had their place, "men in the highest stations at sea will not deny but what our sailing and fighting instructions might be amended . . ." As a result of Admiral Vernon's voyage in the Caribbean, the first of the "Additional Instructions" was issued. One of the existing problems for Vernon had been the lack of a signal to order the distances between his and an enemy fleet to be closed once an action had commenced. Once the concept of adding to the existing Instructions was accepted, change was inevitable.

Lord Anson, who completed his circumnavigation of the globe in 1744, is credited with the next major additions to the Instructions. While cruising off Cape Finisterre (1747), he kept his fleet continually exercising "in forming line and in maneuvers of battle till then absolutely unknown"

while awaiting the French fleet. It is the assumption of Julian Corbett that options based upon the "line of bearing" or "quarter line" grew out of these exercises, as well as the possibility of forming the line of battle in two separate lines. Finally, encountering the French fleet under La Jonquiere, Anson captured almost all of their men-of-war and six ships of the convoy they were escorting. For this act he was made Baron of Soberton. After his defeat of the French, Anson wrote, "at daybreak I make the signal for the fleet to spread in line abreast, each ship keeping the distance of a mile from the other that there might not remain the least probability for the enemy to pass by us undiscovered." These new orders enabled his fleet to cover their cruising area adequately and aided in the interception of the French fleet.

The year 1748 saw peace, at least in home waters, once again come between England and France. In many respects, it was a pregnant lull as the French immediately started a ship building program, with ships constructed at home, in Sweden and other countries, as her navy had been reduced to a negligible quantity by the victories of Anson and Hawke. This re-armament program resulted in ships that were "better-designed and larger, class for class, than the English." This lull lasted until 6 June 1755, when Admiral Boscawen attacked four French ships near the entrance to the Gulf of St. Lawrence. Thus opened the Seven Years War, as Louis XV of France had declared that "any shot fired on the sea in a hostile manner, should be held equivalent to a declaration of war."

The first major action of the war, once it was formally declared, was that off Port Mahon. Admiral la Galissoniere with 12 SOLs met, with the intent of blocking a relief attempt against the French siege of Port Mahon, 12 English ships. After a series of maneuvers, which left the two fleets sailing parallel, the English Admiral Byng decided to close with the French by sailing off the wind in a line ahead column. As the van approached, the signal to engage was given. The van ships, breaking formation to sail head on against their opponents, received three raking broadsides. At this point, Admiral Byng realized that his ship was ahead of the *Louisa* and *Trident*, and since "the signal for the line was out . . . You would not have me, as admiral of the fleet, run down as if I were going to engage a single ship." Since the rear six ships never closed, the lead six bore the brunt of the fight, which was indecisive. On March 14, on the quarter-deck of the *Monarch* sentence was carried out—for Admiral Byng was found guilty under the 12th Article of War and shot. His demise led Admiral Hawke to promulgate a new instruction, which stated, in part, ". . . every ship of the squadron is to steer for the ship of the enemy that from the disposition of the two squadrons must be her lot to engage, notwithstanding I shall keep the signal for the line ahead flying."

The year 1759 saw the French collect flat-boats for troop transport at La Havre, Dunkirk, Brest and Rochefort. They intended to embark 50 thousand troops for a projected invasion of England and a further 15000 to land in Scotland. The Toulon squadron, 12 ships of the line, was dispersed by Admiral Boscawen, stopping the descent upon England. Yet, the French still clung to the invasion of Scotland, entrusting Marshall de Conflans at Brest with 20 SOLs for escort. Leaving Brest in the wake of a gale, the French sailed for Quiberon Bay, chasing off the English squadron there. While pursuing a section of the fleeing British towards shore, the sails of Admirals Hawke's fleet were sighted. Being outnumbered now, the French fled toward Quiberon Bay, believing that Hawke would not follow. Hawke, ordering a general chase, caught the rear-most French ships at the entrance of the bay with the fray turning into a melee. Two French ships were sunk (one from flooding as she opened her

ports to the lower gun tier), two others struck and the remained dispersed. The English lost two ships which ran aground. England's naval war was won once again with one stroke, for which the admirals were rewarded but ignored the rank and file. This time, the seamen let their feelings be known:

Ere Hawke did bang, Mounseer Conflang
You sent us beef and beer.
Mow Mounseer's beat, we've naught to eat
Since you have naught to fear.

The entry of the French into America's war for independence opened a new chapter in England's search for a definitive set of rules for naval combat. While some British commanders preferred the old practice of simply modifying those in force, one chose a different course—one which would eventually lead to the demise of the older system. Lord Howe, the officer in question, will be discussed in the next section. For now, we need to consider Rodney's brush with de Guichen off Martinique.

In this action, the French fleet was sailing northwards when the British were spotted to the southeast. The day was spent in maneuvering to gain the weather guage, which the English finally achieved. Rodney, having reached a position he desired, ordered his fleet to attack the French center and rear. This necessitated his fleet changing from line ahead to line abreast as they bore down upon their enemy. Admiral de Guichen, seeing the danger, ordered his fleet to wear, all together, this forestalling Rodney's maneuver. Both fleets now found themselves headed towards the southeast on parallel courses. At noon, Rodney directed "every ship to bear down and steer for her opposite in the enemy's line." While this signal is consistent with Article XXI of the Additional Instructions, Rodney explained later that he did not mean for his fleet to sail for her numerical opposite, but rather her opposite at the moment. Or, "in a slanting position, that my leading ships might attack the van ships of the enemy's centre division, and the whole British fleet be opposed to two-thirds of the enemy." The misunderstanding between the order and his intent derived from a defect in the signal book. Therefore, the leading ships made sail so as to place themselves opposite their numerical counterpart.

The results were an indecisive battle, and an alteration in the existing instructions. Part of the blame for the lack of victory in this action can be traced to a Captain Carkett, commanding the lead ship in Rodney's line. Rodney stated in his reprimand to this individual, "Your leading in the manner you did induced others to follow so bad an example, and thereby, forgetting the signal for the line was at two cables' length distance from each other, the van division was by you more than two leagues distance from the centre division, which was thereby exposed to the greatest strength of the enemy and not properly supported."

To alleviate the confusion caused by the given signal, sometime between 1780 and 1782, an amended set of Additional Instructions was issued with a new Article XVII which stated, "When in line of battle ahead and to windward of the enemy, to alter course to lead down to them, whereupon every ship is to steer for the ship of the enemy which from the disposition of the two squadrons it may be her lot to engage, notwithstanding the signal for the line ahead will be kept flying."

The next major engagement to engender a change was to be the contest between Rodney and de Grasse on 12 April 1782, off the Saintes. In this battle, Rodney was to use the tactic of breaking the enemy line while in line ahead formation, a practice that had long been abandoned. At about 5:30 AM, Rodney's fleet was sailing in line ahead column toward the ESE, roughly towards the scattered French fleet some ten miles distant. Discovering, at first light, the *Zelee* being towed northwards, Rodney dispatched four ships in pursuit. Admiral

de Grasse ignored the pursuit of the *Zelee* and ordered his ships to form line of battle. Sailing southwestwards, the French fleet cut off the advance of the British fleet, gaining the windguage due to their superior sailing.

At 8:00 AM, the French ship *Brave* opened fire upon HMS *Marlborough*. The English van now tacked in succession, opting to sail, in a NNW direction. Passing on opposite tacks at a speed of three to four knots, the engagement remained indecisive if heavy. Seeing the French van was separating from the English fleet, de Grasse ordered his lead vessels to tack in succession towards the southwest, enabling him to engage the enemy rear. De Grasse, having directed his fleet to wear together so as to place them on the same tack as the British, found his fleet unable to execute the maneuver. At 0905, the wind shifted, causing the French to lose way. Rodney now luffed to the new wind and he, followed by the next five ships astern of him, passed through the French line while the sixth ship astern led the rest of the British rear through the French line abreast of Rodney's group. The French fleet was broken at two points and the three parts of the fleet fled in disorder westwards.

In the end, the English pursuit led to the capture of five French ships of the line, including de Grasse's flagship *Ville de Paris*. And it led to an addition to English tactics. The result was drafted as follows: "When fetching up with the enemy to leeward and on the contrary tack to break through their line and endeavour to cut off part of their van or rear." This was amended by Admiral Hood to allow a particular ship to pierce the line "and for all other ships to follow her in close order to support each other."

With Rodney's additions, the system had reached its final stage. The concept of crushing the enemy by superior concentration had replaced the earlier system of crowding them into confusion. A swift and vigorous attack now replaced the watchful defensive. It remained only for Howe and Nelson to breathe life into these new concepts.

New Signal Book Instructions, 1783-1815

The Fighting Instructions did not survive the American Revolution. A sweeping change was necessary to correct the faults of the old system, and to reflect the new ideas that were coming into vogue. This change was initiated by Lord Howe, who wrote,

The looseness of the present system of tactics in the navy—if any system may be properly said to exist—is such that I cannot say I have quite made up my mind upon the plan I would recommend for publication . . . it has not appeared to me that we have any common opinion amongst us how such a force is to be trained and conducted to act with uniformity and effect.

Under Lord Howe's new system, the Fighting Instructions were to be replaced by a signal book with a set of explanatory instructions; the Fighting Instructions would fall into a secondary position.

Lord Howe's experimentation with the existing instructions can be traced to his arrival on the North American station in 1776. Upon his arrival, he issued a set of instructions, followed later by a new signal book. He supplemented this book with additional instructions in 1777 and 1778, in which year he issued a complete set of "Sailing and Fighting Instructions". While usable only within his own command, they were to form the basis of further experimentation.

With the end of the American Revolution, Lord Howe went on to assume the command of the Channel Fleet (2 April 1782) and set about creating an updated "Signal Book" that would incorporate the lessons of the late war and the teachings of Pere Hoste. With this publication, we find the

use of tabular flags being introduced where previously the meaning of a flag was dependent upon its location aboard ship. This revision was to form the basis for a second Signal Book and a set of "Explanatory Instructions", which would remain in effect throughout the Wars of the French Revolution and Empire.

The main tactical advances that were to follow from the release of Lord Howe's Signal Books were to be the creation of a fleet sailing formation of three columns and the reintroduction of the long discarded practice of doubling. Another addition was signal #34, called "Howe's signal for breaking the line in all parts" which allowed the British to penetrate an enemy fleet to either windward or leeward. This particular signal authorized any captains who were unable to carry out the order to "act as circumstances require."

Lord Howe's first encounter with the French, after the adoption of the Signal Book, was the Glorious First of June. First encountering the French fleet (26 of the line) on 28 May 1794, Howe's fleet (32 SOLs) came to the same tack as the enemy and attempted to close. After a period of three hours, the French admiral, Villaret-Joyeuse, tacked his fleet, seemingly with the intention of fleeing. Howe signalled for a general chase with his ships to engage as they came up. The chase continued through the night, and on the morning of the 29th, Howe attempted to tack and break the enemy line. The French van and center wore to protect their rear, placing their fleet to windward and parallel to Howe's ships. Twice more Howe tried to cut the French line. Once the signal was obscured by smoke

and ignored; the second time Howe in the *Queen Charlotte* and two others cut off five ships of the French rear. The French van and center once again came to the aid of the rear ships. Howe ordered a general chase, but by 5 PM, the French were out of gun range.

Weather scattered both fleets, which did not reform until 31 May. On 1 June, with six miles separating the two fleets, Howe closed the distance, signalling his intent to attack the French fleet's center and rear and engage to leeward. Each ship was directed to steer for and independently engage the ship opposite her in the French line. Again, he intended to break through the enemy's line. By 0950, the firing was general and Howe had the signal for close action hoisted aloft. Six English ships broke through the French line, including Howe in the *Queen Charlotte* and Hood in the *Royal George*. By 1010, Villaret-Joyeuse attempted to break off the engagement and Howe ordered a general chase once again. The French did eventually get clear and reached Bertheaume Bay on 11 June. In this action, the number of ships crippled was notable. While no British ships were sunk in action, fully half of those engaged lost one or more masts. Howe's losses in the running battle were 700 killed, 1140 wounded, but he succeeded in making port with six prizes (two 80s and four 74s). On the other hand, he never interfered with the convoy being protected by the French fleet.

If the "Glorious First of June" illustrates Howe's feelings as to how his concepts would be applied, then it was Nelson who took them to their inevitable conclusion.

FRENCH NAVAL TACTICS

During the early to middle 18th Century, three naval schools—each with its own philosophies—developed in France. At the Toulon School, Pere Hoste was a mathematics instructor when his work was published. The Brest School was established by Capitaine Bigot, the Vicomte de Morogues. The last school was that at Rochefort. While Hoste formed the foundation, the writings of Morogues (1763) and Capitaine de Villehuet (1765) were to influence French actions more during the period of our concern. To these writings, the French added a novel idea and in 1772, an "Evolutionary Squadron" was formed because, "training at sea was essential for efficiency." With regards to these training squadrons, Capitaine Salvert suggested that:

In each ship should be embarked a table five feet square, on which compass cards should be drawn for the moving of little models of ships made for the purpose, so that young officers can learn tactical maneuvers.

Unfortunately, there is no record that this suggestion was followed.

While Hoste counseled a very active offense, by 1776 the writings of Morogues, the "King's Battle Orders" and the Evolutionary Squadrons had developed a defensive spirit in the French navy. French admirals came to prefer the parry over the thrust. It would be 1802 before any suggestions of note were to be made, and those offered by Audibert Ramatuelle would come too late to affect the course of the French navy during the Napoleonic Period (but were to influence its development in the post-war years).

To make matters brief, it is possible to devise general rules of engagement and maneuver for the French of this time. These would be, for those players wishing to incorporate them:

1. The line ahead column was the only acceptable battle formation, and ships should be formed with

intervals of one-third of a cable (no interval) between them if weather permits.

2. The admirals of the fleet should place their ships abeam of those enemy ships it is their intent to engage.

3. The fleet should be extended in such a manner so as to keep its stern ship abeam of the enemy's stern ship.

4. The line, if inferior to the enemy, should leave gaps opposite the strongest enemy ships and engage the weakest enemy ships first—with two ships if possible.

5. Ships should not open fire until they are within effective range.

6. Evolutions in the face of the enemy should be held to a minimum; they break up existing formations and give an opponent a chance to attack before the new formation is created.

7. Fleets should approach each other gradually (by tacking) and not in a head-on manner.

8. Breaking the opponent's line was considered risky, but a skillful admiral might attempt it from a leeward position towards a windward one if he reformed as soon as possible to windward so as to preclude the opponent from tacking.

9. Ships should pay "attention to the defense of their own flagship more than to the safety of the ships under their command. His Majesty requiring that these should allow themselves to be sunk rather than that they should abandon the flagship."

10. "If a Capitaine considers that he can take the ship with which he is in action by boarding, he will attempt it, informing the Admiral by signal at the time."

Most of the remaining standing orders for the French Navy, except as at variance with the above, are similar to those of the English (not to leave the line unless ordered, not to chase unless ordered, placement of fireships and frigates, etc.).

Nelson's Tactical Memoranda, 1803 and 1805

You know, Foley, I have only one eye—I have the right to be blind sometimes. I really do not see the signal.—Nelson, Copenhagen, 1802

Excluding the heroes of fiction, Vice-Admiral Nelson seems to rank as the greatest of England's many great admirals. His grasp of tactical realities and opportunities, willingness to gamble and accept the responsibility in a navy that created automatons, set him apart. It was he that was to take Lord Howe's concepts and extend them to their logical end.

The prime principles that were to be put forward by Nelson can be roughly categorized as follows:

1. The denunciation of the single line ahead of battle.
2. The establishment of mutually supporting line ahead squadrons.
3. The concentration of a superior force against a portion of the enemy's line, while the other squadrons cover or support the main attack.
4. Concealment of the main attack.

As we have seen, the lack of reliance upon a single line of battle harkens back to the Elizabethan period, as well as the early 17th Century. Still, Nelson was not necessarily the originator of this revival, since the Additional Instructions of 1759 included an order of battle in two lines. It was the writings of the Clerk of Eldin (1790) and the Viscomte de Grenier (1787) which pointed out the major defects of the line ahead column. It was their contention that the line was too easily broken and disordered, inflexible, and too extended a formation to be controlled by signals.

Nelson's reliance upon mutually supporting squadrons can be seen to exist as early as 1798, when he wrote, "As it is very probable the enemy will not be formed in regular order on the approach of the squadron under my command, I may in that case deem it most expedient to attack them by separate divisions." With this in mind, he organized his squadron into three divisions, one of six ships (his own) and two of four each.

It was to be left to Nelson's Toulon memorandum of 1803 to expand upon the concepts of 1798 by advocating that his fleet break the French line and contain a portion of it before the French line could do any damage. In this memorandum, he states his belief that "little maneuvering is necessary, the less the better." Therefore, he indicates that he will follow one of two courses. The first would necessitate his fleet wearing together when his van parallels the French center, passing through their line and engaging five or six of the enemy ships. His second method called for sailing parallel to the French van before ordering his fleet to cut through the French line about the sixth ship from their leader. This would allow him to severely cut up the French van and possibly capture five or six ships.

Nelson's thoughts around 1798 and 1803, then, display all the tactical ideas that were to be crucial at Trafalgar. We should note that even the French realized the changes that would dictate the attack Nelson would make at Trafalgar. Villeneuve, in his own General Instructions (issued in anticipation of the battle), stated, "The enemy will not confine themselves to forming a line parallel to ours . . . they will try to envelope our rear, to break our line, and to throw upon those of our ships that they cut off, groups of their own to surround and crush them."

Nelson's memorandum of 9 October 1805 (twelve days before the battle at Trafalgar) indicates his intended plan for the upcoming engagement. In this document he states, "that the order of sailing is to be the order of battle." The sailing formation was to have been "two lines of sixteen ships each, with an advance squadron of eight of the fastest two-

decked ships." When the enemy fleet was sighted, the three squadrons were to cut the Franco-Spanish line at three points. Nelson's own squadron would aim to intersect the center; the second column at approximately the 12th ship from the rear; and the advance squadron two or three ships above the enemy center. Expecting the French admiral's flagship to be located in that fleet's center, this would allow the British to overpower the two or three ships ahead of him.

As to the events that followed this plan by 12 days, alterations did occur. The first change was the elimination of the advanced squadron on the 20th. On that date, five of these vessels (*Orion*, *Belleisle*, *Bellerophon*, *Polyphemeus* and *Agamemnon*) were directed to resume their positions in the two lines, while only three (*Mars*, *Colossus*, *Defence*) remained detached between the fleet and the frigates. On the 21st, once the enemy was sighted, Nelson ordered the formation of line of battle in two columns, with the three advance ships directed to rejoin.

To this point in the day, Nelson had issued the following signals:

at 0630: #72 (To form order of sailing in two columns or divisions

#76 (To bear up and sail large on the course indicated—ENE)

at 0700: To prepare for battle

In a letter to Lady Bourcher, Lord Garlies says that, in effect, "We all scrambled into battle a soon as we could." As the two squadrons approached the Franco-Spanish line, they began to separate—Nelson's column passing through the French line astern of the *Bucentaure* while Collingwood's passed astern of the *Santa Ana*. At approximately 1300, the *Victory* opened fire and a confused melee ensued. At 1325, Nelson was wounded and carried below, dying at 1630 after the battle had been won. English losses in the battle were 449 killed and 1241 wounded. The Franco-Spanish fleet lost 18 ships surrendered, nine from each nation (including the *Santissima Trinidad*, the world's only four-decker). Yet, only four of these British prizes made port; five of the remainder reverted to enemy control, two were scuttled, two burnt and five sunk through various mishaps.

With the death of Nelson, and the lack of an active naval opponent, English naval tactics went through a period of decline. With the end of the wars came the issuance of a new Signal Book (1816), which held to the formations and tactics of the 1799 book. Only two attempts were made in this new guide to codify Nelson's teachings. One dealt with his attack at the Battle of the Nile, and the other tried to explain the victory at Trafalgar. The latter missed the point of the action however, and the wording of the new signal confused the issue. Nelson, truly, founded no new school of tactics but may well have been the greatest practitioner of the old.

English Naval Tactics and WS&IM

Within the context of *WOODEN SHIPS & IRON MEN*, fleet actions tend to become confused affairs. Historically this should not be the case, as we have seen. Therefore, a possible remedy is to apply, at least with regards to those actions involving British fleets, the pertinent articles of the Instructions and Books. With this in mind, we need to first discuss certain terms that have arisen in this piece and their definitions, both historical and in game terms.

Measures of distance change as time passes. The one measure that keeps reappearing in the articles is a "cable's length". What is a cable length? The French define a cable as a unit of measure consisting of one hundred "toises"—each *toise* equaling six (French) feet. For the English, a cable, as a unit of distance, consisted of 720 (English) feet. Thus, if the ships of a fleet are to be separated by a dis-

tance of one-half a cable's length, then they are 360 feet apart. What does this imply with regards to *WS&IM*? The diameter of a hex on the playing surface is approximately 100 yards (300 feet). Thus, a line ahead column of ships, one ship directly behind another with no intermittent hexes is the equivalent of a column of ships separated by about half a cable's length. With another hex betwixt ships, the open interval (i.e., the gaps) will equal about one cable's length.

Now, we can turn to gunnery ranges. The articles set forth a distance of "point-blank" as the range at which the English are to open fire. Using 300 yards as our standard of measure, we can arrive at a point-blank range, in game terms, of three hexes.

With these two small items covered, we can now try to present a cogent synthesis of the articles so as to allow their incorporation into the rules. While these will place constraints upon the British player, they will give players a feel for the actual problems faced by their historical counterparts. In order to present these alterations, it is necessary to consider them as falling into one of three general categories: those that apply to the entire period under consideration; those that deal only with a portion of the period; and those that are scenario specific:

A. Rules of Engagement

1. Except as otherwise specified, the only battle formation acceptable for usage by the English is the "line ahead". Except as stated below, the line ahead must be spaced in one of three ways: with no intervals, with one hex intervals, or with two hex intervals. Once a spacing has been decided upon and declared, it must be consistently applied throughout the fleet.
2. In those cases wherein the English fleet contains a greater number of SOLs than the enemy, the English player may remove the excess ships from his line. These ships may be freely employed as the English player sees fit.
3. In those cases wherein the English fleet contains a less number of SOLs than the enemy in scenarios set after 1790, the English player is to stretch his line so that it matches the length of the enemy line. Those opposing ships not initially engaged must be the weakest available if a choice exists.
4. No ships are to leave the English line to pursue a defeated enemy ship. In scenarios set after 1790, those ships leading or bringing up the rear of the English line which have no opponents may leave the line and be used at the English player's discretion.
5. If an English ship is forced to leave the line due to damage sustained, they shall exit the fleet in the direction away from the enemy. The gap in the line left by the exiting ship is to be closed by the ships following so that the fleet's intervals are maintained.
6. The maximum range at which English ships will be permitted to engage the enemy is three hexes.

B. Rules of Maneuver

1. In a battle situation, an English fleet may approach an opponent's vessels in one of three ways: by tacking, by line abreast, or by general chase.
2. In maneuver by tacking, ships in a line ahead formation can change course by either having the entire fleet follow the course set by the lead vessel of the column, or by ships in a squadron of the fleet following the course set by the lead vessel in its squadron.
3. In approaching by line abreast, each vessel maintains a consistent spacing from its neighbor and steers on the same heading towards its opposite number. When finally reaching the distance at which the engagement will commence, a line ahead column is to be formed.

4. When approaching by general chase, if the opponent's fleet is not in a line ahead formation and is in flight, the English player may have his vessels approach his opponent's vessels in any manner that the player wishes.

5. In any scenario set after 1790, in situations where the British line is overtaking an enemy line, the English player may elect to have his lead vessel engage the sternmost of the enemy, his second vessel take the lead and engage his opponent's next to last vessel, and so forth until his new line is formed.

C. Tactical Options

1. When to leeward of an opponent's fleet, the English player may direct his vessels while in line ahead column to tack by squadrons and pass through their opponent's fleet, so as to form a line ahead column to windward of them.

2. If approaching an enemy fleet on an opposite course, once the lead English ship is parallel to the enemy stern ship, the English player may tack his vessels individually, so as to come on to the same tack.

3. The English player may form his fleet into two line ahead columns separated by a distance of four hexes.

4. In scenarios set after 1790, the English player has the option of directing his vessels to break through his enemy's line in one of two ways. Either each ship to pass through independently, or the line ahead formation may be maintained as they pass through the enemy line. Once through the opposing line, the line ahead formation must be reconstituted. Any ships unable to pass through the line are to act independently.

D. Fleet Scenarios

3. The Battle of Ushant (27 July 1778)

a. Squadrons:

Van—Monarch, Hector, Centaur, Exeter, Duke (Admiral Harland), Queen, Shrewsbury, Cumberland, Berwick, Sterling Castle

Center—Couragux, Thunderer, Sandwich, Valient, Bienfaisant, Victory (Admiral Keppel), Foudroyants, Prince George, Valiant, Terrible

Rear—Vengeance, Worcester, Elizabeth, Robust, Formidable (Admiral Palliser), Ocean, America, Defiance, Egmont, Ramillies

b. Scenario Specific Instructions: NONE

6. The Battle of the Chesapeake (5 September 1781)

a. Squadrons:

Van—Terrible, Ajax, Princess, Alcide (Admiral Drake), Intrepid, Shrewsbury

Center—America, Resolution, Bedford, London (Admiral Graves), Royal Oak, Montagne, Europe

Rear—Alfred, Bellequex, Invincible, Barfleur (Admiral Hood), Monarch, Centaur

b. Scenario Specific Instructions: NONE

8. The Battle of the Saintes (12 April 1782)

a. Squadrons:

Van—Marlborough, Arrogand, Alcide, Nonsuch, Conqueror, Princessa, Prince George (Admiral Drake), Torbay, Anson, Fame, Prudent, Russell

Center—America, Hercules, Protee, Resolution, Agamemnon, Dule, Formidable (Admiral Rodney), Namur, St. Albans, Canada, Repulse, Ajax

Rear—Bedford, Prince William, Magnificent, Centaur, Bellequex, Warrior, Monarch, Barfleur (Admiral Hood), Valient, Yarmouth, Montague, Alfred, Royal Oak

b. Scenario Specific Instructions: When engaging the enemy on an opposite tack, the English player may pass his line ahead column through the enemy line so as to cut off a portion of the opponent's van or rear.

RN1. The Glorious First of June (1 June 1794)

a. Squadrons:

Van—Caesar, Bellerphon, Leviathan, Russell, Royal Sovereign (Admiral Graves), Marlborough, Defiance, Impregnable

Center—Tremendous, Barfleur, Invincible, Culloden, Gibraltar, Queen Charlotte (Admiral Howe), Brunswick, Valiant, Orion

Rear—Queen, Ramillies, Alfred, Montague, Royal George (Admiral Hood), Majestic, Glory, Thunderer

b. Scenario Specific Instructions: NONE

RN2. The Battle of Cape St. Vincent (14 February 1797)

a. Squadrons:

Van—Culloden, Blenheim, Prince George, Orion, Barfleur (Admiral Waldegrave)

Center—Colossus, Victory (Admiral Jervis), Wegmont, Goliath, Irresistible

Rear—Captain, Excellent, Namur, Britannia (Admiral Thompson), Diadem

b. Scenario Specific Instructions: NONE

RN3. The Battle of Camperdown (11 October 1797)

a. Squadrons:

Van—Monarch (Admiral Onslow), Powerful, Monmouth, Russell, Montague, Veteran, Beaulieu, Agincourt

Center—Venerable (Admiral Duncan), Triumph, Ardent, Bedford, Lancaster, Adamant, Director, Bellequex, Isis

b. Scenario Specific Instructions: NONE

15. The Battle of Trafalgar (21 October 1805)

a. Squadrons:

Van—Victory (Admiral Nelson), Temeraire, Neptune, Leviathan, Conqueror, Britannia, Agamemnon, Ajax, Orion, Minotaur, Spartiate, Africa

Rear—Royal Sovereign (Admiral Collingwood), Belleisle, Mars, Tonnant, Colossus, Bellerphon, Achilles, Revenge, Polythemus, Swiftsure, Dreadnought, Defiance, Thunderer, Defense, Prince

b. Scenario Specific Instructions: Admirals are authorized to cut while in line ahead column. The Rear Squadron to cut the enemy line at approximately their opponent's twelfth ship and the Van to cut their approximate center.

Ships that become separated from the column are to attack opponent ships as they bear.

E. Commanders of Single Squadron Scenarios

5. Arbuthnot and des Touches: Vice-Admiral Arbuthnot in *Royal Oak*

7. Suffren and Hughes—Admiral Hughes in *Superb*

11. The Battle of the Nile—Admiral Nelson in *Vanguard*

RN4. The Battle of Copenhagen—Admiral Nelson in *Elephant*

Conclusion

Until World War I and the battles at the Falklands and Jutland, the image of British naval power rested upon a myth created by Trafalgar. I have, thus, attempted to give a concise history of British tactical theories and to offer reasonable constraints that will accurately reflect the conditions under which naval actions were fought in the days of *WS&IM*. For those more audacious, I would offer the advice of Lord Dundonald, "Never mind manueveres; always go at them!"



POUGUEUX (Fr)

CONVENTION CALENDAR

The *GENERAL* will list any gaming convention in this space free of charge on a space available basis provided that we are notified at least four months in advance of the convention date. Each listing must include the name, date, site, and contact address of the convention. Additional information of interest to our readership such as tournaments or events utilizing The Avalon Hill Game Company's games is solicited and will be printed if made available.

The Avalon Hill Game Company does not necessarily attend or endorse these gatherings, nor do we guarantee that events using The Avalon Hill Game Company's games will be held. Readers are urged to contact the listed sources for further information before making plans to attend.

JULY 14-16

DALLASCON, Dallas, Texas

Contact: DallasCon, P.O. Box 867623, Plano, TX 75086.

JULY 20-23

HISTORICON '89, Harrisburg, Pennsylvania

Contact: Robert Coggins, 4208 Kelway Road, Baltimore, MD 21218.

Note: Simply the largest miniatures-only convention, this year it will see the premier of Avalon Hill's first published set of miniatures rules as well as the usual miniatures games in *FLIGHT LEADER* and *ASL*.

JULY 21-23

ATLANTICON '89, Baltimore, Maryland

Contact: Dale Wetzelberger, Eastern Conventions Inc., P.O. Box 15405, Baltimore, MD 21220. (301) 298-3135.

JULY 28-30

DIP-CON XXII, San Diego, California

Contact: Larry Peery, P.O. Box 8416, San Diego, CA 92102. (619) 295-6248.

Note: The premier *DIPLOMACY* tournament in the States, featuring individual and team and variant competitions.

AUGUST 5

CAPITOL-CON V, Springfield, Illinois

Contact: Bill Wilson, 99 Cottonwood Drive, Chatham, IL 62629. (217) 483-5797.

Note: Among the several board tournaments are ones in *CIV*, *DIP*, *PL* and *TRC*.

SEPTEMBER 15-17

SIOUX CITY WARGAMES IV, Sioux City, Nebraska

Contact: Russ Gifford, 1600 Pierce, Sioux City, IA 55105.

Note: Among the many events—*TRC*, *DIP*, *ASL* and *SPEED CIRCUIT*.

SEPTEMBER 22-24

1989 CALGARY GAMING CONVENTION, Calgary, Alberta

Contact: Stephen Zanini, Canadian Wargamers Group, 207 Bernard Drive NW, Calgary, Alberta, T3K 2B6.

Note: Among the many events are competitions in *ASL*, *DIP*, *CIV*, *KREMLIN*, *CM*, *TITAN*, and several other Avalon Hill games.

OCTOBER 6-8

ASL OKTOBERFEST IV, Youngstown, Ohio

Contact: Bill Conner, P.O. Box 4114, Youngstown, OH 44515.

Note: One of the premier *ASL* events, a round-robin tournament for novices and experts alike.

OCTOBER 7-8

TOLEDO GAMING CONVENTION 7, Toledo, Ohio

Contact: Jim Thomasson, Toledo Gaming Con 7, 3001 North Reynolds, Toledo, OH 43615.

Note: Tournament in *ASL* among others.

NOVEMBER 11-12

UMF-CON, Farmington, Maine

Contact: Thomas M. Kane, Table Gaming Club, c/o Student Life Office, Student Center, 5 South Street, Farmington, ME 04938.

THE AGE OF SAIL

Choosing Sides in WS&IM

By Jim Lutz

WOODEN SHIPS & IRON MEN captures the flavor of the age of sail and combat between the navies of the powerful (and the not-so-powerful) of the day. Although the basic aspects of the game are well-known and generally simple to master, some of them will be discussed below to set the stage for a discussion of the play balance of the many historical scenarios that come with the game and the many that have been published in the pages of *The GENERAL* to date. These comments will also help players to decide which side to choose, and to know what their respective chances of victory might be, as well as serve as an aid in determining what tactics are best suited to their squadron or fleet. And, the comments might well help players in balancing scenarios that they design themselves.

The Impact of Game Components and Mechanics

Various aspects of how the game plays are to be considered with care. My comments will normally be based on the rules in the Basic Game, unless otherwise indicated. In particular, all the analyses of gunnery effects will be for the Hit tables in the Basic Game (hereafter, "BHTs") rather than for the Advanced tables—although the points made usually remain valid for the advanced rules as well.

The Wooden Ships. For the large scenarios involving combat between numerous ships, the SOLs are obviously the heart of the fleets facing each other. The queens of the sailing era were the triple-deckers of 100 guns or more (the Class 1 SOLs). They have heavy broadsides, a larger number of hull squares, larger crews, and even a few extra rigging squares. These ships can obviously deliver significant fire and sustain significant damage, particularly in comparison with the smaller SOLs. The major disability of the Class 1 ships is that they lack maneuverability, being limited to only one 60-degree turn in a Movement Phase. While they can overwhelm a smaller 74 by firepower in a slugging match, a 74 might well be able to outsize one of them and gain a rake opportunity. A good result from a rake can quickly even up the odds in many a battle. If the large ships are interspersed with the smaller SOLs (as they usually are in the scenarios), they can slow up the whole battle line if intricate maneuvers are required. The greater firepower of these giants becomes less relevant if they cannot keep up with the action. Their greater durability, however, does mean that they might be able to close with the enemy line or even break through it without suffering disabling damage (as Nelson did in the *Victory* at Trafalgar).

The Class 2 SOLs range from the 44-gunners to the 90s, depending on the period that the scenario takes place in. These ships form the bulk of the large squadrons that are in play. They have better handling characteristics than the Class 1 SOLs, and they do have the advantage of being able to perform some of the maneuvers that will be described later in this article. These vessels are, however, less durable in combat with fewer hull squares than their larger brethren.

The frigates available to the many different navies sacrifice armament and staying power for speed. They can easily outrun an SOL, but one good broadside from the SOL can destroy this edge if a full rigging section is lost. Lost hull, crew or gun squares can lead to their impotence in any gunnery duel. And the limited gun squares carried on the typical frigate limit their ability to damage other vessels, particularly the larger ones. Thus, they

might sustain enough damage while maneuvering for a rake on a slower vessel, and then not be able to do much when, and if, the rake is achieved. The Class 3 frigates have a speed edge on all SOLs at comparable sail levels; and the Class 4 frigates (or corvettes) are particularly fast. Any action between squadrons of frigates will often be one of speed and guesswork. Rake opportunities will probably be more frequent once the distance is closed than in a battle between SOLs. Even though the typical frigate lacks firepower, a rake against another frigate can be devastating for the enemy. When frigates are attached to SOL squadrons, their activities will be confined to the periphery of the action. They can be especially useful in aiding and defending crippled SOLs and capturing ships of the opposing side that have struck (or preventing such captures from occurring to their own).

Maneuver. If the rules for "full sail" are being used (and it is a useful Advanced rule to incorporate even if none of the others are being used), one question that each admiral must answer when faced with the prospect of engaging an enemy is when full sail should be used, and when the conversion to battle sail should be made. Once the combat has been joined in earnest, obviously battle sail is appropriate—since doubled rigging losses will quickly negate any speed advantage that full sail offers. There is no easy answer to the question as to when to make the switch, however, and there is no general rule of thumb that can be offered other than if the planned maneuver requires more speed than a ship has, full sail must be used.

The ideal for any admiral in battle is to arrange to "double the line" of his counterpart. The idea is great in theory, but it is difficult to put in practice. Opposing admirals were, and are, not passive spectators to such efforts. If the opponent's line can be doubled, enemy vessels will be delivering one broadside for every two received, with the ultimate outcome in little doubt. The possibility of doubling the opposing line is likely to be greater for the fleet that has more ships in a battle, since the opponent will be hard pressed to effectively counter every maneuver. The chance of doubling an enemy line is probably greatest when the opposing ships would have to turn into the wind to counter the threat (see Figure 1). Such an effort to avoid the doubling would be slow, and the enemy ships would be vulnerable to rakes. Obviously, it is best to avoid ever being placed in such a position when approaching an enemy fleet.

One useful maneuver when the wind is following in Attitude A, and at least three movement points are available is to sheer toward or away (see Figure 2). A move of "R1L" or "L1R" (or variations such as "R2L" or "R1L1" when under full sail or with frigates) will permit ships to close towards an enemy line or distance themselves from the enemy fleet without being subjected to possible rakes. Since Class 1 SOLs are unable to perform the requisite two turns, Class 2 SOLs may have to be moved to shield them from a rake as they close or move away from an enemy line. If your fleet, a mixture of Class 1 and Class 2 SOLs, is closing on the enemy under battle sail, the Class 2 ships can move "R1L" (for example) while any Class 1 SOLs move "1R". On the next move, the smaller SOLs can move "R1L" and the Class 1s can move "1L". The Class 1 SOLs will not be in the line or able to fire for the first turn of this movement sequence, but they should also be safe from rakes since the Class 2 SOLs will

be nearer to the enemy ships. When the larger SOLs do enter the battle line, their fire will be even more effective if they have not previously fired their initial broadsides. The advantages of retaining the favorable wind attitude for this maneuver are quite obvious, particularly since your fleet does not have to risk going to full sail to perform it.

Two battle lines facing each other will usually have the same attitude toward the wind. If one line is closing, the other could pull away, negating the above maneuver—although it is a bit more difficult to get the Class 1 SOLs away without a rake when downwind. The well-known French preference for remaining downwind in a battle line so as to have the wind available to retire in the face of adversity can be replicated in the game by paying attention to the wind attitude. By the same method, the French vessels in such a position will find it difficult to close with a British force if they desired to do so (a historical rarity) since it is tough to attack if you lack the weather gauge. The downwind squadron has the additional advantage that badly damaged ships can pull out of the battle line (again with a "R1L" in wind direction A) and depart the board to safety. On some occasions a few badly damaged ships could be left behind as a sacrificial rear guard to shield the retirement of the bulk of the fleet. It is more difficult to pull damaged ships upwind out of the battle line. One effective method, though it may not always be desirable, is if the adjacent ships advance towards the enemy battle line. A damaged vessel could then have the opportunity of moving out of harm's way, albeit slowly, against the wind.

Being upwind will also affect the drift of immobilized ships or ones that have struck. The drift will carry such vessels toward the enemy line. Ships that have struck will effectively limit fire from both squadrons, and could also be utilized as a shield for maneuvering ships towards or away from the opposing force. Voluntary drift by ships is another means of permitting upwind Class 1 SOLs to approach an enemy line without the embarrassment of a rake or of being taken out of your own battle line. The disadvantage of such an upwind position is that should the battle go badly, the drifting ships will surely be captured with enhanced victory points for the opposing side. For the downwind squadron, any drifting ships are less likely to be captured.

If the Optional rules for sinking and exploding ships are being used, the situation is even more complicated. Upwind ships that have struck and may explode would be drifting toward the enemy battle line and could become an asset if an explosion damages enemy ships, or if the enemy line is disrupted as vessels seek to avoid any damage from an exploding ship. Even if the struck vessel does not explode, the opposing ships may scramble to avoid becoming fouled with it.)

Gunnery. Table 1 contains a comparison of the expected damage that can be achieved on the various BHTs. If the range is close enough for the firer to have a choice of using the hull or rigging columns, the hull tables will finish off an opponent (surrender by striking) before it will be immobilized by complete dismasting. A typical 74 SOL has 14 hull squares and 21 rigging squares (in three sections). While hull hits are somewhat less likely overall than rigging hits in the corresponding tables, they are more likely than rigging hits as a proportion of the squares of each type available. On BHT 3, for example, it will take an average of 7.65 turns to eliminate all the hull squares, while it takes 9.00

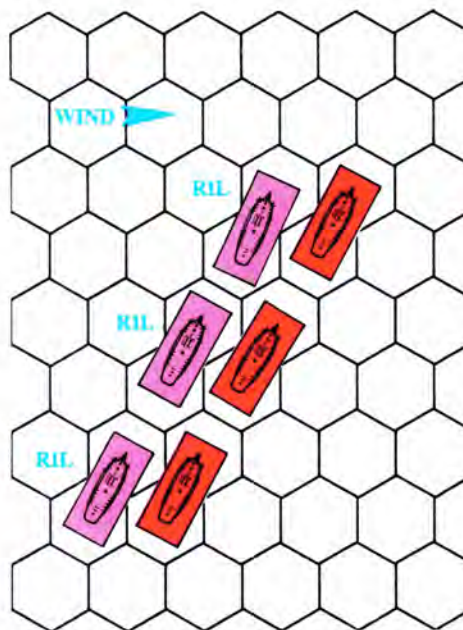


Figure 2: Closing to the enemy line (normal breeze—battle sail).

turns on average to dismast the 74 if it is under battle sail. Gun and crew hits are also more likely on the "hull" column, hits which could eventually weaken the damage done by return fire. In multi-ship scenarios, an immobilized ship will be able to continue to fire and it will not surrender due to immobility while friendly ships are near; consequently, the only advantage to immobilizing an opposing vessel would be to allow continuous rakes until all the hull squares are also eliminated. Ships that are simply immobilized also do not count toward victory points.

If a ship does surrender by immobility, a prize crew can be put aboard, repairs enacted (if that rule is being used), and be sailed away to safety for (doubled) victory points. The immobile ship could also be towed if a damaged, and therefore not particularly battleworthy, unit is available. Another option for capturing an immobilized ship involves the use of grapeshot (another Advanced rule). If continuous rakes are possible, grapeshot can be used to eliminate the opposing crew so that the vessel can be captured with minimum loss to any offensive boarding party.

While using the hull BHTs is generally the quickest way to put the *coup d'grace* to an opposing vessel, shots at the rigging sections are not always a bad choice. In single ship duels or battles fought with only a few ships on each side, the destruction of one of an opposing ship's rigging sections could leave it vulnerable to later rakes, particularly if the Advanced rules are being used in their entirety (since it would not be able to go to full sail again until repairs were effected). Rigging shots at ships under full sail will also often be spectacularly effective, given the doubled rigging losses that will occur. If doubled hits provide a good chance of eliminating the remainder of a rigging section, thus slowing the enemy down, it could be useful to use the rigging column instead of the hull column.

The French practice of aiming at the rigging from their typical downwind position while the British normally concentrated their fire on the hulls now makes sense. The French vessels were in fact often more badly damaged and less seaworthy, but the British ships were often unable to pursue the French when they did retire. Damage to British ships during the Battle of the Glorious First of June (1794) prevented the British from pursuing the beaten French fleet (which was downwind) and inflicting even greater damage on it. If the victory conditions

of a scenario simply require the French (or some other fleet) to maintain a presence on the board for a number of turns, and the French have the downwind position, concentrating fire on the British rigging may be a useful tactic. If a number of British ships have lost rigging sections and the French have not, the British squadron will not be able to pursue a damaged French force at full strength.

How useful rigging shots will be in different circumstances will, of course, depend on victory conditions and whether or not one side is forced to take the initiative to win. Forcing enemy ships to strike is very satisfying and does provide victory points, but there are other ways to win scenarios. The French naval tactics of the day were reasonably well suited to their general naval situation (i.e., one of inferiority to the Royal Navy). The French players might even find it advantageous to use chain shot if that rule is being used. Of course, since chain shot is limited to a three-hex range, it is unlikely that rigging shots will be the best choice except in frigate actions.

If some or all of the Advanced rules are being used, the advantages of using the rigging, rather than the hull columns, increases. Since hull squares, as well as crew and gun squares, increase and rigging squares do not, it becomes relatively more efficient to use gunnery to dismast an opponent first. The typical 74 SOL used as an example above now has 21 hull squares, but still only 21 rigging squares. Lost crew and gun squares, more likely when firing at the hull, will also have less effect as well, since these squares have been doubled. On average, such a ship will be dismasted before all the hull squares have been eliminated. If Optional rule VIII on the loss of rigging sections and the potential for falling masts is in play, shots at the rigging can provide another opportunity to gain extra gunnery and maneuvering advantages. Of course, even though it becomes easier to dismast an opposing vessel, that ship can still fire unless it surrenders. Thus, in many circumstances the hull BHTs will still be the best choice.

Not All Points are Equal

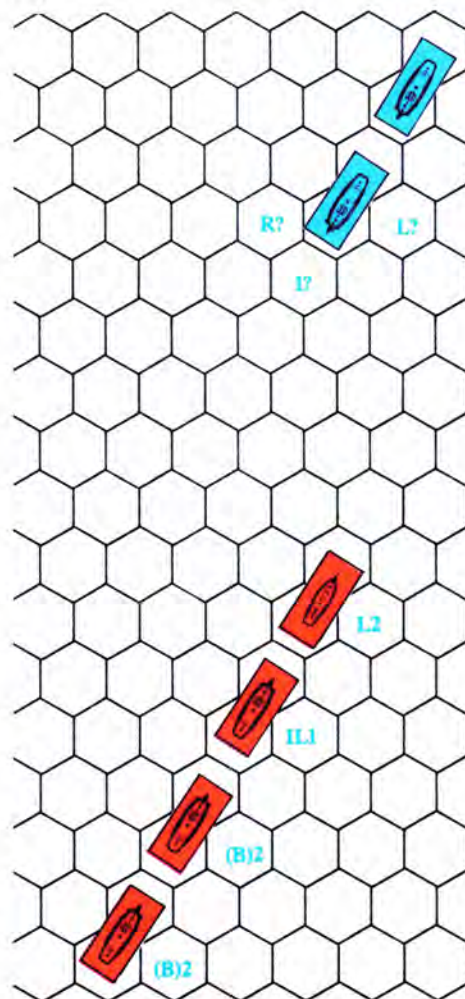
"A few good ships . . ." In design-your-own scenarios (DYO) or when picking sides in one of the historical scenarios, often the choice is between fewer good ships with crack or elite crews, or more ships with crews of lesser quality. In DYO scenarios, the choice of how to allocate points is clearly up to each admiral. In either case, it turns out that the ships with the quality crews are the best buy. The quality of the crew is more durable than a few additional gun or hull squares. Chart 1 contains a comparison of two 75-point French forces and two 100-point British ones, and the likely outcome if they faced each other in battle. In both cases, the smaller force with the better crews will outshoot the larger squadrons. The expected damage at various ranges for each of the opposing forces (drawn from the information in Table 1) demonstrates the superiority of the better crews in terms of damage inflicted by the combined broadsides. The comparisons in Chart 1 make the unrealistic assumptions that no gun squares or crew sections are lost on either side, that there are no excess or wasted hits on hulls of the vessels in either force, that carronades never came into play, and that all ships could always fire on one of their opponents. Even with these assumptions, however, the basic comparison of the relative efficiency of the two squadrons in winning gunnery duels is graphically shown. As the range increases, the disparity between the two forces in question becomes even greater. At a range of four or five hexes, ships with the better crews are clearly superior as indicated by the number of turns required to eliminate all the hull squares in the opposing force. At long ranges, the crew quality modifiers (+1 or +2) can double the

BHT used, while at shorter ranges the increased BHT used is not so great.

It is obvious in addition from the comparisons in Chart 1 that the larger force must either maneuver at least one of its vessels to attain a rake or close the distance to the smaller force as quickly as possible. Additional gun squares lose their impact at greater distances, but at closer ranges the extra gun squares may be able to offset the effects of crew quality. When the range is closed to two hexes, Forces A and C finally have an advantage. Force B requires 7.33 turns to eliminate A's hull squares, whereas Force A only needs 6.2 turns. Force C needs 5.9 turns, while Force D requires 8.0 turns in their confrontation. It is thus necessary for the larger force to gain the wind gauge and close on the opposing squadron as quickly as possible, even risking rakes to do so. Gunnery duels at greater distances will eventually lead to the destruction of the ships in the larger squadron.

The Iron Men of the Royal Navy. In a number of ways, the point values assigned to the ships of the different navies are not truly equivalent. A comparison of the usual British and French ships, the normal opponents in the age of sail, well illustrate this point in a number of respects. In the Revolutionary Period, an average French 74 is valued at 24 points. A crack British 70 has a point value of 25. The similar values represent differences in crew quality, crew size, gun squares, and hull squares. The French 74 has more gun squares than the British ship (ten to eight), a larger crew (14 to 11), and two more hull squares. In gunnery terms, however, the edge is with the British. At any range, the ten gun squares on the French broadside is one higher BHT than the eight available to the British vessel.

Figure 1: Attempt to double the enemy line (normal breeze—battle sail).



The crew quality factor, however, moves the British ship up two BHTs (leaving the British with a net advantage of one BHT). Thus, the British ship will on the average cause more damage than its French counterpart. The balance, moreover, is likely to swing even more in the British favor. The first gun square lost from the British 70 does not affect the BHT used; the first lost by the French 74, however, will reduce it by one BHT. Thus, a straight-out gunnery duel between these two ships will favor the British 70. It not only starts on a higher BHT, but it should have a couple of turns during which it is two tables higher. When, and if, the British ship does lose its second gun square, it will drop one BHT (one for fewer guns, and the crew modifier will change as well). By this point in the battle however, the French ship will have suffered much more damage. The two extra hull squares will be insufficient to preserve balance given the pounding that the French ship will have to endure. The trained crews of the British navy clearly provide an edge.

When carronades are added in the Revolutionary Period after 1781, the British edge increases significantly. The values of the carronades, which are costless in terms of points expended to get them or the point values of the British ships, is not that they will ever be used at close range. Rather, the carronades extend the number of turns before the British 70, for example, will suffer a drop on the BHT being used due to gun losses. Carronades simply take the first gun hits, permitting the continued utilization of the regular full broadside. Since the French ships (with the rare exceptions such as the little *Hannibal* in the Suffren-Hughes scenarios) and the Spanish vessels in the Revolutionary Period do not have carronades, they lack the advantage of being able to preserve their full broadside when gun square hits are taken.

Even when strict point comparisons are ignored, the British SOLs often have an additional edge. The typical 74 has eight gun squares (nine with carronades); consequently it is in the middle or at the top of the gun square category for determining BHTs. A French 74 with ten gun squares is at the bottom of its category and will drop in effectiveness when a "gun" hit is scored against it. In the Battle of Ushant scenario, which is pre-carronade, there are 20 French 74s with ten squares out of a total of 30 ships. These vessels could suffer a BHT drop very quickly. Opposed, 26 of 37 British ships (74s and 98s) have eight or nine gun squares, providing them with the ability to absorb more damage before their gunnery effectiveness declines.

Overall, in the Revolutionary Period, the British ships will have an edge in gunnery duels due to better crew quality, often being on the high side of gunnery categories, and having carronades to absorb the initial "gun" hits. The only disability of the British ships are smaller numbers of crew squares, but crew casualties sufficient to cause a section loss are not likely to be frequent since expected "crew" hits from gunnery are relatively low. Hits on guns are much more likely and never less likely when firing on the hull column of the various BHTs shown in Table 1.

In the Napoleonic Era, the British carronade advantage no longer provides a major edge, although British Class 1 SOLs and some Class 2 SOLs have two carronade squares—while French ships have a maximum of one. Many ships of the Spanish navy still lack carronades, and they remain at a disadvantage against British ships. Only four of the 15 Spanish SOLs at Trafalgar, for example, had carronades. Thus, in some cases, the British player will still get more value for his points. For the historical scenarios of this period, the British ships retain their edge in crew quality. The vessels of the Royal Navy are also much more likely to be able to lose gunnery squares before dropping on the BHT used, in comparison with similar French ships.

**TABLE 1:
EXPECTED DAMAGE FROM BHTs**

BHT Table	Hull Shots				Rigging Shots			
	H	C	G	R*	H	C	G	R*
0	.167	.167	.167	.000	.000	.167	.167	.167
1	.500	.167	.167	.167	.167	.167	.167	.667
2	1.333	.167	.333	.167	.167	.167	.167	1.333
3	1.833	.333	.667	.167	.167	.167	.167	2.333
4	2.333	.500	.833	.333	.333	.167	.333	3.000
5	2.667	.667	1.167	.500	.333	.167	.333	4.000
6	3.333	1.000	1.167	.667	.667	.167	.667	4.333
7	3.167	1.167	1.667	.833	.833	.333	.500	5.167
8	4.667	.667	1.667	.833	1.000	.333	.667	5.833

* Rigging hits are doubled if the target ship is under full sail.

Spanish ships with their typically green crews, oddly enough, do not suffer so badly in this regard. When a Spanish ship drops from seven gun squares to six, it drops one BHT but recovers that loss since the negative modifier for the green crew also is decreased. Thus, it will fire on the same BHT as before!

The advantages that the British have in this period can be clearly seen in Chart 2. This chart contains two comparisons of gunnery duels between equal-point SOLs of the Royal Navy and the French navy (assuming that neither vessel suffers from a rake or a critical hit). The range has been kept constant for the purposes of illustration, and the same die roll is used for both sides to minimize the luck factor. In both cases, the French ship strikes first as its hull squares are eliminated. In these two examples, the victors are hardly in a position to engage a fresh enemy ship, but they have won their individual battles. The extra gun squares on the French ships again do not overcome the positive benefits provided by the better crew quality of their British counterparts. The BHT in play for the French ships in both cases also drops more quickly due to gunnery losses. The larger French crews prevent a section loss from occurring, but in neither case does the French fire inflict enough casualties to cause a crew section loss on the opposing British ship—the only way the French can hope to negate the inherent advantages of the British crews. The results of these two hypothetical encounters reinforce the expected losses that can occur with the various BHTs displayed in Table 1. "Crew" hits are relatively infrequent compared to hits on gun squares, a situation that favors the British and hurts the French.

It should be noted that the non-British player cannot really correct the disadvantages he faces with crew quality (except in the case of a player with the American fleets) by upgrading his crews in DYO scenarios. The British carronade advantage in the Revolutionary Period cannot be overcome in any event after 1780. Even if this advantage is neutralized by using vessels from the Napoleonic Era, the French or Spanish admiral will still be a little short in the quality of his fleet. A French elite 80 has 11 gun squares, compared to ten in a British elite 80, and has three additional crew squares as well. The cost to the French player for this ship is 36 points, while the British elite only costs 31. Thus, given the relatively higher costs of ships, the French player will either have one vessel with a poorer quality crew or he will have to choose one very weak vessel in terms of his gunnery capabilities in order to fill out his squadron. The extra gun squares for the 80 might be of some value, but the crew squares are less likely to be that important. For 35 points, the British player can buy an elite 100-gunner (11 gun squares, a few extra rigging squares, the same crew as a French 80, and one additional hull square). The extra hull square and the rigging squares will make this ship a better buy than the French elite 80.

The costs of the Spanish ships is even higher when compared to the British vessels. An elite Spanish 80, which is exactly like the elite British 80 except that the Spaniard gets one extra crew square, costs 33 points. In general, the British player will get more for his point expenditures, and the French or Spanish player will be at a disadvantage. As if all of the above is not bad enough, the French or Spanish ships provide more victory points for the British player if they are lost then is the case with the Royal Navy's ships. Only when the non-British player has American ships is there no advantage to either side in purchasing vessels for DYO scenarios.

The moral of the above is that if you are designing your own scenarios with equal points, choose the British to play whenever possible. (You can also try to insist that it is 1782 in the Revolutionary Period to give yourself the carronade advantage.) If it is a regular, historical scenario that is being played and the point values are about equal, take the British side. Even graciously let your opponent take the French if they have a few more total points. The quality of the British ships and crews should more than even things out.

When a few good men are not enough. While crew quality almost invariably provides an advantage for the British in the historical scenarios (and even in the DYO ones) in terms of gunnery duels and while upgrading French or Spanish crew levels is more expensive than similar upgrades for the British, there is one crew advantage that is available for the French player. On all classes of ships, French crews are larger than their British equivalents. When points are expended for ships, the French vessels with their average crews will have more Crew squares than their British counterparts with similar point values crewed by crack or elite seamen. In a melee, the total value for combat of the British crew may be superior to the French (since each crew square has a higher value), but the greater number of crew squares will work to French advantage. Since losses in melee are taken by crew square, each loss hurts the British player much more. Thus, if two typical vessels of equal point value meet, grapple, and become engaged in melee, the larger crews of the French ship should triumph.

Chart 3 contains a comparison of sample melee actions between the same British and French vessels of equal point values that were used in the gunnery comparison charts. The examples assume that neither ship has previously lost any crew squares, although such losses would damage British chances proportionately more. The die rolls are again assumed to be the same for each side to limit the luck factor impinging. The illustrations in Chart 3 demonstrate that attrition will eventually work to the disadvantage of the British crew, resulting in the capture of the British vessel. Neither ship will be much of a fighting unit against any other vessels, but for the French player the alternative is being battered by superior gunnery.

CHART 1: MORE SHIPS OR BETTER CREWS

Case 1: French Ships of the Napoleonic Era (75 Points)

Force A: Average 74 (24), Average 74 (24), Average 80 (27)

Force B: Elite 120 (39), Elite 80 (36)

Comparison:

Ship	Gun Squares	BHT Range 3	BHT Range 4	BHT Range 5
Av 74	10	2	1	0
Av 74	10	2	1	0
Av 80	11	2	1	0
El 120	13	6	5	4
El 80	11	4	3	2

Expected Damage Inflicted (Shots at Hulls):

	Range 3				Range 4				Range 5			
	H	C	G	R	H	C	G	R	H	C	G	R
Force A:	4.0	.5	1.0	.5	1.5	.5	.5	.5	.5	.5	.5	.0
Force B:	5.7	1.5	2.0	1.0	4.5	1.0	2.8	.7	3.7	.7	1.7	.5

Force A contains 44 Hull Squares.

Force B contains 34 Hull Squares.

Gunnery Turns required to Eliminate Hull Squares:

Force A—Range 3: 8.5 Turns to eliminate Force B
Range 4: 22.67 Turns to eliminate Force B
Range 5: 68.0 Turns to eliminate Force B
Force B—Range 3: 7.76 Turns to eliminate Force A
Range 4: 8.78 Turns to eliminate Force A
Range 5: 12.0 Turns to eliminate Force A

Case 2: British Ships of the Napoleonic Era (100 Points)

Force C: Average 74 (22), Average 80 (24), Average 80 (24), Average 110 (28)

Force B: Elite 74 (30), Elite 74 (30), Crack 120 (40)

Comparison:

Ship	Gun Squares	BHT Range 3	BHT Range 4	BHT Range 5
Av 74	8	1	0	Miss
Av 80	10	2	1	0
Av 80	10	2	1	0
Av 110	12	2	1	1
El 74	9	3	2	1
El 74	9	3	2	1
Cr120	14	5	4	3

Expected Damage Inflicted (Shots at Hulls):

	Range 3				Range 4				Range 5			
	H	C	G	R	H	C	G	R	H	C	G	R
Force C:	4.5	.7	1.7	.7	1.7	.7	.5	.5	.5	.5	.5	.0
Force D:	6.3	1.3	2.5	.8	5.0	.8	1.5	1.3	2.8	.7	1.0	.5

Force C contains 64 Hull Squares.

Force D contains 40 Hull Squares.

Gunnery Turns required to Eliminate Hull Squares:

Force C—Range 3: 8.89 Turns to eliminate Force D
Range 4: 24.0 Turns to eliminate Force D
Range 5: 80.0 Turns to eliminate Force D
Force D—Range 3: 10.1 Turns to eliminate Force C
Range 4: 12.8 Turns to eliminate Force C
Range 5: 22.6 Turns to eliminate Force C

Notice that the British gunnery advantage is still more formidable than the French melee advantage. As seen in Chart 2, the surviving British ships are more effective fighting units, even with all the damage, than the victorious remnants of the crews left on the French ships after a successful melee. Another difficulty with the melee approach lies in the fact that successfully grappling the opposing ship and maintaining that status long enough to achieve the required 3-1 superiority is not easily done. In the game, however, grappling is on at least some occasions going to be worth the effort for the French player. If the Advanced rules are being used, attrition still works to the French advantage since all crew hits are doubled, but the possibilities of British ships being able to ungrapple and escape are somewhat greater since it will take longer for the British crew to be reduced to a low enough level for capture. While doubled crew squares lead to more melee points on each side, the Melee Combat Table does not go high enough for casualties to be proportional when 120 points of crew squares are involved.

The moral of this comparison is that if you are the French player, it could be to your advantage to close and to attempt to board British ships whenever possible. Closing the range is often advisable to negate some of the British advantage from superior gunnery; therefore, grappling attempts may fit in well with this tactic. In some cases, however, French victory conditions in a particular scenario might still be achieved by keeping at a distance, so the choice "to close or not to close" will depend on the circumstances.

In you are the British player, on the other hand, grappling attempts by the French should normally be avoided. If grappling does occur, manning the broadside with a crew section might be worthwhile if the French vessel has already received considerable hull damage. As the above examples show, the required 3-1 superiority in crew squares is unlikely in the three rounds constituting the first turn of melee. The British captain might even consider loading grapeshot if boarding appears imminent. At point-blank range with crew modifiers, the French manpower superiority could be weakened very effectively and give the British ship a better chance to escape capture.

The Scenarios

Scenarios for *WOODEN SHIPS & IRON MEN* can be found in the rulebook and in different issues of *The GENERAL* (including this one). Many of these historical scenarios are analyzed below in terms of their play-balance. The number of ships available to each side is considered, as well as the total points (a good, but not great, indication of balance), the average value of the ships engaged, and notes on any special rules that provide advantages in addition to or instead of the point values for the vessels. Only multi-ship scenarios are discussed in terms of their balance.

While single ship scenarios are discussed in terms of points, maneuvering abilities, crew qualities, and so forth, the outcome of single ship encounters may turn on the first rake opportunity that presents itself—whereas in combat between fleets or squadrons, no one move is likely to be decisive. The items above, however, can indicate to readers which vessels in such duels are likely to have the advantage, and the players can modify their plans accordingly. For example, the player with the weaker ship frequently will have to be more daring in his moves. Gaining a rake may equalize the situation, whereas a straight gunnery fight would normally be a losing course of action. A bad maneuver would lead to a rake by the opponent, but that chance must be risked if there is to be any opportunity of victory.

Battles of the Revolutionary War. The comparison of the opposing fleets that is contained in Table 2 generally shows that the British forces involved in the battles of this period are superior. The British forces in Scenario 1 against the Americans on Lake Champlain and in Scenario 3 against the French at Ushant have both higher point totals and better quality crews. These are the only two scenarios on the table in which the British do not have their carronade advantage, but the extra edge is hardly needed. In the other scenarios, the British ships have carronades, an advantage that is not reflected in the total point values. In scenarios 5, 7B, 7C and 7E the British forces not only have this advantage, but they have also higher total points and better quality ships. Scenario 7E is particularly unbalanced since the British admiral even has more ships in play. How Suffern acquitted himself so well against Hughes

in the Indian Ocean is indeed a mystery given these circumstances. (Perhaps the corollary question is more important—how did Hughes manage not to do better?) In Scenario 8, the average value of the ships on each side is equal, but the French at the Battle of the Saintes are outnumbered in total points and ships (and still lack carronades). The British historical victory in this battle is not particularly surprising.

Scenarios 6, 7A and 7D are somewhat better balanced. The British ships retain their carronade advantage, of course, and the higher quality of their crews provide an edge in terms of average value. At least the French commander in these scenarios will have a total point advantage (most marked in Scenario 6), and he also has a greater number of vessels in his squadrons, providing him with at least a chance to maneuver and attempt to create difficulties for the outnumbered enemy. The French edge in total points in scenarios 7A and 7D is slim and is probably more than offset by the British carronades, crews and greater resilience on the BHTs given the usual number of guns available on SOLs of the Royal Navy. The point edge in Scenario 6 is more substantial, making this one the only multi-ship scenario for this period in which the non-British player actually is favored. In the other scenarios, the British are clearly favored to win, and the only differences are the degree to which the British side has the edge.

Of the scenarios included on Table 2, there are victory conditions or points in addition to those gained for sinking or capturing ships for 1, 6, 7A and 7D. These conditions do not necessarily favor either side, but in 1, 6 and 7A the British fleet must force the action; in 7D, the French commander must seize the initiative. In Scenario 6, the French admiral cannot remain passive, even though the initiative is with the British. These factors in the scenarios may have a bearing on the tactics used by the players. For example, in 7A the French may find it smart to avoid closing with the British ships, even though tactically this approach is normally appropriate.

Battles of the Napoleonic Era. Some of the scenarios from the Napoleonic Wars are better balanced (see Table 3) than those from the Revolutionary Period. The three multi-ship actions between

CHART 2: GUNNERY DUEL

Case 1: British Elite 98 vs. French Average 120 at Range 4 (Hull Tables)

British El 98:

French Av 120:

Hull	Crew	Rig	Guns	Die Roll	Hull	Crew	Rig	Guns
16	5-5-5	8-8-8	10(1)		18	8-7-7	9-9-9	14(1)
Damage:		BHT 4 = 4H-C		5		BHT 5 = 4H-G-R		
12	4-5-5	8-8-8	10(1)		14	8-7-7	8-9-9	14
Damage:		BHT 2 = H-C		3		BHT 3 = H-G-R		
11	3-5-5	8-8-8	10(1)		13	8-7-7	7-9-9	13
Damage:		BHT 2 = 2H		4		BHT 3 = 2H-R		
9	3-5-5	8-8-8	10(1)		11	8-7-7	6-9-9	13
Damage:		BHT 2 = 2H-R		5		BHT 3 = 3H-C		
7	3-5-5	7-8-8	10(1)		8	7-7-7	6-9-9	13
Damage:		BHT 2 = 2H-G		6		BHT 3 = 2H-2G		
5	3-5-5	7-8-8	10		6	7-7-7	6-9-9	11
Damage:		BHT 1 = Miss		1		BHT 3 = H-G		
5	3-5-5	7-8-8	10		5	7-7-7	6-9-9	10
Damage:		BHT 1 = G		3		BHT 3 = H-C-G		
5	3-5-5	7-8-8	9		4	6-7-7	6-9-9	9
Damage:		BHT 0 = G		6		BHT 2 = 2H-G		
5	3-5-5	7-8-8	8		2	6-7-7	6-9-9	8
Damage:		BHT 0 = C		4		BHT 2 = 2H		
5	2-5-5	7-8-8	8		0	6-7-7	6-9-9	8

Average 120 strikes after nine rounds of gunnery.

Number of Carronade squares in parentheses; initial broadside modifier reflected in first listing. No critical hits inflicted.

Case 2: British Crack 74 vs. French Average 80 at Range 3 (Hull Tables)

British Cr 74:

French Av 80:

Hull	Crew	Rig	Guns	Die Roll	Hull	Crew	Rig	Guns
14	4-4-4	7-7-7	8(2)		16	6-6-5	7-7-7	11(1)
Damage:		BHT 4 = 2H-C-2G		6		BHT 5 = 3H-2C-G		
12	3-4-4	7-7-7	8		13	4-6-5	7-7-7	11
Damage:		BHT 2 = 2H		4		BHT 3 = 2H-R		
10	3-4-4	7-7-7	8		11	4-6-5	6-7-7	11
Damage:		BHT 2 = 2H		4		BHT 3 = 2H-R		
8	3-4-4	7-7-7	8		9	4-6-5	5-7-7	11
Damage:		BHT 2 = H-C		3		BHT 3 = H-C-G		
7	2-4-4	7-7-7	8		8	3-6-5	5-7-7	10
Damage:		BHT 2 = H		1		BHT 3 = H-G		
6	2-4-4	7-8-8	8		7	3-6-5	5-7-7	9
Damage:		BHT 1 = H-R		6		BHT 3 = 2H-2G		
5	2-4-4	6-7-7	8		5	2-6-5	4-7-7	7
Damage:		BHT 1 = H		4		BHT 3 = 2H-R		
4	2-4-4	6-7-7	8		3	3-6-5	4-7-7	7
Damage:		BHT 1 = G		3		BHT 3 = H-C-G		
4	2-4-4	6-7-7	7		2	2-6-5	4-7-7	6
Damage:		BHT 0 = H		4		BHT 3 = 2H-R		
3	2-4-4	6-7-7	7		0	2-6-5	3-7-7	6

Average 80 strikes after nine rounds of gunnery.

Number of Carronade squares in parentheses; initial broadside modifier reflected in first listing. No critical hits inflicted.

opposing squadrons that come with the game reflect the historical superiority of the Royal Navy. At the Battle of the Nile (Scenario 11) the British fleet has more total points, slightly better ships, and the French forces suffer from some special disabilities at the start. Trafalgar (Scenario 15), Nelson's other great victory is almost even in terms of point values. The British ships, however, are much better on the average, while the Franco-Spanish fleet has more ships available. The Spanish vessels with slightly fewer crew squares for their cost (than their French counterparts) and their green crews probably offset the small Franco-Spanish point edge and leave the British player still with the overall advantage.

In Trafalgar, the British vessels will not even have to close with the Allied fleet. There are eight British ships of ten gun squares or more with either crack or elite crews. There are 17 such French vessels with average crews and six Spaniards with their green crews. At a range of six hexes, after the initial broadside modifier has been expended, the French fire on the 0 BHT and the Spanish fire will automatically miss. The larger British ships will fire on BHT 2, and even the British 74s, which comprise the bulk of the rest of the fleet, can fire on BHT 1. The Allied fleet must close the distance to have any chance of inflicting damage, a difficult task since the British have the wind advantage. The Spanish crews, since they are smaller than the French crews on similar ships, will be less useful in boarding melees. The Spanish vessels in many cases lack carronades, a factor that means they are somewhat overvalued in terms of points. Taking the British side is clearly preferable (let your opponent be enamored with all the ships he will have available). Scenario 16 is better balanced in that the larger Franco-Venetian squadron faces a smaller British force with better crews. The French and Venetian ships must eventually close the range to offset the superior British gunnery, but at least they may have sufficient numbers to absorb the damage in doing so.

The other scenarios in Table 3 are somewhat less unbalanced to the British side. The point values for RN-4 and RN-5 are not meaningful given the special conditions for these two scenarios; the British could actually be at a disadvantage in these two cases! The Danish hulks and rafts at Copenhagen are undervalued in the sense that their firepower is the

important consideration. Any British ship that strikes counts more for the Danish victory point total than a hulk that strikes for the British total. Scenario RN-7 clearly favors the French side, an unusual situation for the Royal Navy, while RN-8 reverses the usual British situation of having superior quality ships and more actual total points. In these four scenarios, however, the standard advice to take the British side is not true. The non-British side is either as good a choice (RN-4 and RN-5) or the preferable choice (RN-7 and RN-8).

The remaining scenarios are fairly even ones. Total points and average ship values are equivalent in RN-1, although the British do retain the advantages that come with crew quality. This scenario is unique in that it is the only one where an average British 74 could come face-to-face with an average French 74, since the French crews are green or average and the British ones are average or crack. The larger number of Spanish ships available at Cape St. Vincent (RN-2) is less imposing when the total point values are compared. The British ships are very clearly superior and have a major advantage in terms of crew quality, while the Spanish vessels suffer from their usual faults. The scenario could actually be rated as even so long as the British admiral does not press his luck too far. Scenario RN-3 (Camperdown) is virtually even and therefore quite balanced. There is no advantage in crew quality or average ship value to either side, making this the most exciting of those in Table 3. In RN-6, the Franco-Spanish fleet has superior point totals and somewhat lower ship values. Pre-existing damage also favors the British, as does the overvalued points for Spanish ships involved. The British vessels with their better crews may have enough of an advantage to make this a balanced game. While all four of these scenarios can be rated as "balanced", the better quality of the British crews and slightly better quality of their ships should make choosing the British side preferable—except for Camperdown, which is a true toss-up. For the non-British player, however, play of these scenarios will not be as frustrating since there are advantages for both sides.

Some of the scenarios have additional victory conditions beyond simply sinking or capturing enemy ships. Scenarios 11, RN-1 and RN-4 require specific

victory point margins, and in the latter two cases only for the British. Under some circumstances, RN-5 also requires a specific margin of victory for the British. Thus, the British player is forced to take the initiative. In RN-1 for instance, the British fleet cannot stand off at a safe distance, and the French player may find it helpful to utilize his downwind position and rigging shots to facilitate a retreat. Scenarios RN-7 and RN-8 also require British boldness to some extent, since a draw is considered to be a victory for the other player.

Battles of the Baltic Wars. Some of the naval battles in the late 18th century in the Baltic between Russia and Sweden are generally balanced ones (see Table 4). Scenarios B-3 and B-5 have special rules reflecting conditions in effect at the time; therefore, the Russian disparity in total points is misleading to some extent. The special historical circumstances can make these extremely interesting ones to play. Scenarios B-1, B-2 and B-4, on the other hand, find two fleets that are pretty evenly matched in terms of total point values of the ships on each side facing each other. There are no special advantages resulting from crew quality, since all the crews are average, and neither fleet is equipped with carronades.

Although point values for the fleets are equal in three of the scenarios, there are distinct differences between the two fleets. In the scenarios with no special rules, there are fewer Russian ships but they are somewhat larger on the average. Russian SOLs are six, eight or ten gun square vessels (with last being Class 1 SOLs). The Swedish SOLs, all Class 2, have only five, six or eight gun squares. The largest Russian ships thus have a range advantage over their Swedish counterparts. Since there are only a few of these triple-deckers, however, the Russian edge in this area is relatively small. Also, with the large SOLs that have ten gun squares, the first gun hit will drop them down to the same BHT as the typical Swedish SOL. Just as the French ships with ten gun squares quickly lose their advantage in battles with the British, the Russians will have a fleeting edge against a Swedish squadron.

A factor that favors the Swedes is that, while their vessels are smaller on the average, those ships of the same displacement as Russian SOLs or frigates generally have slightly larger crews. As a consequence, in melee the Swedish player will often

**TABLE 2:
REVOLUTIONARY WAR SCENARIOS**

Scenario	Ships	Non-British		Ships	British		Notes
		Total Point Value	Average Point Value		Total Point Value	Average Point Value	
1	10	52	5.2	9	96	10.7	a,b
3	32	692	21.6	30	758	25.3	a
5	8	157	19.6	8	183	22.9	c
6	24	558	24.5	19	470	24.7	c
7A	12	225	18.8	9	193	21.4	c
7B	12	225	18.8	11	239	21.7	c
7C	11	207	18.8	11	241	21.9	c
7D	15	285	19.0	12	261	21.8	c
7E	15	291	19.4	18	395	21.8	c
8	30	719	24.0	37	877	23.7	c

Notes: a) Neither side has ships with carronades.

b) The mix of vessels on each side is very diverse; therefore the average values are misleading.

c) All British ships have carronades.

Source of Scenarios: Included with the game.

**TABLE 5:
LEVANT SCENARIOS**

Scenario	Ships	Turkish		Ships	Russian		Notes
		Total Point Value	Average Point Value		Total Point Value	Average Point Value	
L-1A	17	279	16.4	14	203	14.5	a
L-1B	18	265	14.7	10	162	16.2	b,c
L-2	18	285	15.8	16	205	12.8	a
L-3	22	343	15.6	16	205	12.8	a
L-4	18	353	19.6	17	233	13.7	—
L-5	14	256	18.3	11	216	19.6	—
L-6	18	328	18.2	10	196	19.6	d
L-7	15	267	17.8	13	238	18.3	—

Notes: a) One Turkish ship has a crack crew.

b) Russian ships include four fireships; there are two Turkish galleys.

c) Movement restrictions on Turkish ships.

d) Russian vessels are all SOLs; Turkish are mixture of classes.

Source of Scenarios: Included in Mr. Sean Canfield's "Wooden Ships and Iron Men of the Levant" (Vol. 19, No. 5 of The GENERAL).

**TABLE 3:
NAPOLEONIC SCENARIOS**

Scenario	Ships	Non-British		Ships	British		Notes
		Total Point Value	Average Point Value		Total Point Value	Average Point Value	
11	13	325	25.0	14	369	26.4	a
15	33	763	23.1	27	759	28.1	—
16	6	73	12.2	4	55	13.8	b
RN-1	26	645	24.8	25	641	25.6	—
RN-2	26	554	21.3	15	413	27.5	—
RN-3	25	441	17.6	24	422	17.6	—
RN-4	18	210	11.7	18	351	19.5	c,d,e
RN-5	4	87	21.8	7	194	27.7	d
RN-6	12	244	20.3	8	173	21.6	f
RN-7	5	85	17.0	4	70	17.5	b,d
RN-8	8	66	8.3	8	57	7.1	b

Notes: a) French ships are anchored, and suffer from movement and fire limitations.

b) No SOLs.

c) Danish vessels include hulks and rafts.

d) Shore fortifications on non-British side.

e) Danish ships are anchored.

f) Some ships on both sides start damaged; not reflected in point value totals.

Source of Scenarios: Included with the game and in Mr. James Lutz's "The Royal Navy Triumphant" (Vol. 23, No. 4 of The GENERAL).

**TABLE 4:
BALTIC SCENARIOS**

Scenario	Ships	Swedish		Ships	Russian		Notes
		Total Point Value	Average Point Value		Total Point Value	Average Point Value	
B-1	20	300	15.0	17	313	18.4	—
B-2	29	426	14.7	20	384	19.2	—
B-3	24	373	15.5	18	278	15.4	a
B-4	23	356	15.5	17	350	20.6	—
B-5	27	411	15.2	6	112	18.7	b,c,d

Notes: a) Russian ships are anchored.

b) Swedish ships include, in addition, a fireship and royal yacht.

c) Russian ships may be anchored at start.

d) Special victory conditions and rules favor the Russians.

Source of Scenarios: Included in Mr. Gary Charbonneau's "Wooden Ships and Iron Men of the Baltic" (Vol. 15, No. 5 of The GENERAL).

have a slight edge. The average larger size of the ships in the Russian squadrons is offset by another factor. There is a possibility of guns bursting every time a Russian ship fires a broadside. The chance of such an accident occurring is but one in twelve. When a gun does burst, a gun square and a crew square are eliminated. Such an accident on the Class 1 SOLs is one way they will drop one BHT; the lost crew squares will also weaken the slightly smaller Russian crews for melee. In fact, a Russian 100-gun SOL, just out of range of a Swedish 74, firing on the 0 BHT can expect to suffer one-third of the damage that it inflicts due to this possibility of exploding guns.

Scenario B-2 has no particular victory conditions beyond capturing ships or forcing them to strike, and there are no special situations that will affect tactics. In Scenarios B-1 and B-4, the Swedish player can gain additional victory points by exiting a particular board edge; consequently, winning these scenarios does not necessarily require the defeat of the Russian fleet. The Russian admiral must take the initiative to some extent, and the Swedish tactics may be more open. In Scenarios B-5, in addition to special rules, there are a variety of ways in which additional victory points can be gained.

When all the factors are considered, the Baltic scenarios are balanced ones. The natural tendency to select the higher value Russian vessels is offset by the unreliability of the Russian guns and the fact that the largest Russian ships quickly lose their gunnery edge, either from enemy action or from self-inflicted damage. The two fleets are also somewhat different in their characteristics, even if equivalent

in point values. Thus, players will have to pursue somewhat different strategies and use different tactics to maximize the advantages that their squadrons have. The Swedes can maneuver for rakes more readily with their larger numbers and attempt to double the Russian line as was tried at Aaland (B-2), Revel (B-3) and Styrstudden (B-4) without much success. It is more important for the Russians to maintain the integrity of the battle line, particularly with the limited turning ability of the Class 1 SOLs. All in all, there is no set guideline that can be presented in terms of choosing a side, unless a player feels particularly comfortable with the tactics required for a particular nationality. The poor quality of the Russian guns can be a nuisance, but that factor alone does not provide a compelling reason to choose the other side. The three balanced scenarios mentioned above should be particularly close-fought battles.

Battles in the Levant. While the Russian navy in the Baltic was fighting the Swedes in the 18th century, squadrons in the south were taking on the Turks in the Black Sea and the Aegean in the late 18th and early 19th centuries. Table 5 indicates that the Russian force in this region tended to be outnumbered in terms of points and of ships available in many of the actions. Except for Scenario L-1B, which has special rules that favor the Russians, the pattern is for the Turks to have a larger number of ships, higher overall point totals, and often higher average values for the vessels engaged. The various battles involved SOLs, and sometimes auxiliaries as well. Except for the three scenarios indicated in the table in which there is one Turkish ship with

a crack crew, the crews on the vessels are all average. Neither country's ships are equipped with carronades.

Both fleets often include Class 1 SOLs as well as the more numerous Class 2 ships. Gun squares on these vessels range from nine to thirteen. The Turks usually have more of the larger vessels, which means that their battle lines may be less maneuverable. The other SOLs in the two navies range from 50 to 84 guns. While both Class 1 and Class 2 SOLs tend to be variable in terms of hull squares, crew size and rigging squares, similar ships on either side are the same and have the same point values. Neither side is particularly undervalued or overvalued in terms of the points assigned to the various SOLs. In the case of the auxiliaries, the Turkish craft are often more useful. Ottoman corvettes have hull, crew, gunnery and rigging factors equivalent to many of the Russian frigates, but the corvettes are Class 4 vessels and thus have speed and maneuvering advantages over their Class 3 opponents. The Turkish Class 3 frigates are in turn generally superior to the Russian frigates in terms of hull, crew and gun squares. The largest Turkish frigates are even equivalent to some of the smallest Russian SOLs. A 50-gun Turkish frigate has more hull squares, similar crew and gun squares than a 50-gun Russian SOL; and it compares favorably to a Russian 66-gunner. The frigate, of course, has the additional advantage of greater speed and turning, and this edge is one that could prove to be decisive. All the Turkish ships have an additional advantage. At full sail they have a speed advantage over the equivalent classes of Russian ships due to their

CHART 3: MELEE COMBAT

Case 1: British Elite 98 vs. French Average 120

British El 98:			French Av 120:		
	Crew Squares	Total Strength	Die Roll	Crew Squares	Total Strength
First Round:					
	15	75		22	66
Losses:	-2	-10	6	-2	-6
	13	65		20	60
Losses:	-3	-15	2	-3	-9
	10	50		17	51
Losses:	-2	-10	4	-2	-6
	8	40		15	45
Second Round:					
Losses:	-2	-10	5	-1	-3
	6	30		14	42
Losses:	-2	-10	3	-1	-3
	4	20		13	39

Elite 98 surrenders to Boarding Party

Case 2: British Crack 74 vs. French Average 80

British Cr 74:			French Av 80:		
	Crew Squares	Total Strength	Die Roll	Crew Squares	Total Strength
First Round:					
	10	40		15	45
Losses:	-1	-4	5	-1	-3
	9	36		14	42
Losses:	-2	-8	1	-2	-6
	7	28		12	36
Losses:	-2	-8	2	-2	-6
	5	20		10	30
Second Round:					
Losses:	-1	-4	4	-1	-3
	4	16		9	27
Losses:	0	0	6	0	0
	4	16		9	27
Losses:	-2	-8	1	-1	-3
	2	8		8	24

Crack 74 surrenders to Boarding Party

having copper-sheathed bottoms, an improvement the Russians lacked. Turkish ships will be able to outsail their Russian opponents or more easily escape from danger if the need arises. It will generally be to the Turkish advantage to break the Russian battle line and create a situation where groups of ships are fighting separate and isolated actions.

In scenarios L-1A, L-1B and L-4, the Turkish vessels include more Class 1 SOLs. The Turks have more ships, more points, and more vessels that can damage the opponent while remaining out of range of most of the Russian ships. At the first Battle of Techesme (L-1A), the Turkish fleet is somewhat limited by the presence of four Class 1 SOLs, but the weight of metal favors them. The second Battle of Techesme (L-1B) favors the Russians given the special rules in effect. At Cape Kaliakra (L-4), the Russian admiral has two frigates available while the Turkish fleet contains only SOLs. The presence of two faster ships are the only advantage the Russian player has. In scenarios L-2 and L-3, the opposing fleets contain SOLs and frigates, but the Russian squadrons are outnumbered, outgunned, and have weaker ships on average, and there are no particular offsetting advantages.

In scenarios L-5, L-6 and L-7, the smaller Russian fleet has ships that are larger on average, as shown by the average point values. If the Russians concentrate their fire, they might be able to inflict considerable damage on the Turks while minimizing their own damage. The Turkish admiral, on the other hand, will have to carefully maneuver his vessels in these scenarios and utilize the speed

advantage of his frigates and corvettes to threaten the van or rear of the Russian line. If the Russian line is broken, the larger number of Turkish ships should be able to obtain rakes. At the Dardanelles (L-5) the total points represented by the ships in both fleets are close to parity, and the Russian edge in the average value of the ships in play is as great as it ever gets. The Russian player will have a good chance in this scenario, and probably at Varna (L-7) as well since the point totals are even closer, although the Russian advantage in ship quality is not as great.

None of the scenarios contain any manner of gaining victory points other than by destroying enemy ships, and there are no special margins of victory required for either side. Thus, the point values in Table 5 accurately reflect the advantages that the Turkish fleets have. Unlike many of the other scenarios from other wars or other areas, the presence of land hexes and the opportunity of anchoring come into play frequently. The shore lines will limit the movement of the fleets to some extent and will on occasion make it difficult for the Turkish admiral to deploy all his forces effectively. Overall, the Russian player will have his work cut out for him in seven of the eight scenarios (L-1B is the exception). The obvious moral to be drawn is that it is normally is normally advisable to play the Turkish side. The Russian victories, or even the draws, that were achieved in the actual battles will be hard to duplicate among evenly matched players. The Turkish fleets were often outsailed and outfought, but such an accomplishment will not be readily repeated on the gameboard.

Minor Points

Three minor modifications to existing material in the rule book should be at least considered by experienced players. First, in the Trafalgar scenario, all the French 80-gun SOLs are listed as Class 1 ships; they should be considered Class 2 instead. There is no reason that the four largest French ships available should not have the turning capabilities and maneuverability that is due to them.

Secondly, when ships "surrender by striking", there is the possibility that the ship will sink or explode if some of the Optional rules are being used. Rather than determining whether the ship will eventually sink or explode at the time it strikes, the players should roll a die for the affected ship(s) during each Unfouling Phase. When a "6" is finally rolled, then the players should check the Destroyed Hull Table to determine if the ship does sink, explode or simply strikes. If this procedure is used, neither player will know in advance whether the vessel will explode and must take into account the possibility of such an even happening—rather than the certainty.

A third suggestion relates to immobilized ships with no rigging squares left that are subjected to continuous rakes. These ships will not surrender if friendly ships are within ten hexes. Players may wish to consider that if such a vessel on three (or four?) consecutive turns is subjected to rakes with grapeshot that remove at least one crew square on a frigate or two on a SOL, and that the raking ship is not fired upon (on at least the 0 BHT), and that the immobilized ship does not score a hit of some kind on any enemy vessel during these turns, then the immobilized ship will indeed surrender. It seems that there would be a limit to how many casualties a ship's crew would be willing to suffer without being able to respond or seeing relief. Such ships would, of course, be reactivated for their side if a friendly ship were later to move within five hexes if there was no prize crew aboard.

Play Balance

All of the historical scenarios discussed can be played as recreations of the actual events, of course. Some of the scenarios are reasonably balanced, either in terms of the forces involved or the quality of ships: 6, 7A, 7D, 15, RN-1, RN-2, RN-3, RN-6, B-1, B-2, B-4, L-5 and L-7. Others are roughly balanced because of special advantages due to fortifications or other factors: RN-3, RN-5, B-5, L-1B. In other cases, such as many of the battles during the Revolutionary Period or most of the Levant scenarios, balance is clearly absent. Rather than modifying history by adding ships (you might as well design your own scenarios), it would be possible to balance play by requiring the superior force to accomplish victory by doing 25%, 33% or even 50% more damage to win. If a fleet is 50% larger in total points, it has to do 50% more damage. If no such modifications are made, at the very least a draw should be considered a victory for the weaker fleet. The Battle of the Nile (Scenario 11) could also be balanced by removing the special disabilities that the French ships suffer at the beginning of play. It would make modern-day Nelsons face a much more serious challenge.

If you are designing your own scenarios, and you want to employ fleets of different nations to provide variety and challenge, rather than making things exactly balanced by drawing upon ships from the same fleets with exactly the same characteristics, you can give one player more points. In the Napoleonic Era, the French forces might be granted 10% more points than the British, while the Spanish would receive 15% (or even 20%) more since the relative costs for Spanish vessels are higher. American and Dutch (use RN-3 as a guide) ships

Continued on Page 45, Column 1

Age of Sail . . . Cont'd from Page 31

of this period and their costs are equivalent to those of the British navy already, so no modifications are necessary. Similar modifications of points would be necessary if Dutch or American ships are facing the French or Spanish. The Swedish and Russian fleets in the Baltic scenarios probably require no modifications. The ships of the fleets have different strengths and weaknesses, a fact which is one good reason for using vessels of different countries to make the play more interesting. If the bursting gun rule is used, the Russians in the Baltic might receive a 5% bonus for buying vessels, but compensation is not essential. In the Levant, the Russian and Turkish ship values are fairly even, although the Turkish side will have a greater diversity of vessels to draw from. A DYO scenario here, however, would obviously be more balanced.

In the Revolutionary Period, the Spanish and French ships average slightly larger crew and gun squares than equivalent British ships, so they cost slightly more to purchase. The extra crew squares are not quite equivalent to the British more readily being able to purchase slightly larger ships or ones with better quality crews, but the values are close. You might consider letting the French or Spanish player move up in crew quality if he is one point short of a particular vessel (in effect, letting him have 101 or 151 point). For years prior to 1781, no bonuses are really necessary. For 1781 or later, however, the French, Spanish and American squadrons should receive a 10% point bonus to make up for the British carronade edge.

Hopefully, the above observations I have presented will make your play of this classic game on warfare in the Age of Sail much more enjoyable. At the very least, now you can judge your performance in the many historical scenarios, and design your own with an eye toward play balance.



PLAYTESTERS WANTED

Quality playtesters are needed for a variety of non-wargames Avalon Hill is currently developing. Volunteers must be willing to spend some 20 hours per month in the testing for a period of three months, and to send in monthly written reports. Only those with access to a pool of three or more regular opponents equally willing to playtest will be considered. Applicants are cautioned that playtest materials are pre-production quality and can involve some effort to assemble. Remuneration is limited to a free copy of the published game for each group co-ordinator. We regret that, due to the volume of mail such invitations usually generate, we will be unable to reply to any but those actually accepted for the playtest. The games are:

March Madness: College basketball NCAA tournament-style for one to four players, with the emphasis on tournament advancement rather than individual games.

Wrasslin': Pro Wrestling card game for two or more players.

Four Square: A finance game in the mode of *Monopoly*.

Show Biz: An abstract game of supply, demand, and the prediction thereof.

All of the above are quick-play family type games. Applicants should send a short letter of introduction to Don Greenwood, c/o Avalon Hill. Please be sure to mention which game you are interested in playtesting.

Coming Attractions

NAPOLEON'S BATTLES

Orders are not written; there is no time! All is confusion. At the division level, generals are bullying or encouraging their units to advance or to stand under fire. Occasionally, a hint of martial music floats through the air.

The entire picture is in motion; parts of the army are advancing and others recoiling. In this atmosphere, You as the Commanding General must assess the situation and decide on a course of action. Aides stand ready to relay your wishes as fast as they can ride.

A dark mass appears through the smoke on a distant hill. On the periphery, you notice a nearly spent cannon ball rolling dangerously past one of your staff officers. Nonchalantly, you turn your glass toward the ever-growing mass. You lean forward in the saddle, beckon to your Chief of Staff and quietly ask, "Who are they?"

These are the conditions under which Napoleon and Wellington—and all the other leaders during the era—had to make decisions. Can you do as well as they?

There is a certain pride and satisfaction that the raising of a miniatures army instills in a gamer. It adds an extra dimension to wargaming, one which cannot be obtained by playing a board or computer game. Devised and developed with those gamers who have never played a miniatures game in mind, *NAPOLEON'S BATTLES* can be played with miniatures or with the specially designed, full-color counters/bases included in the game.

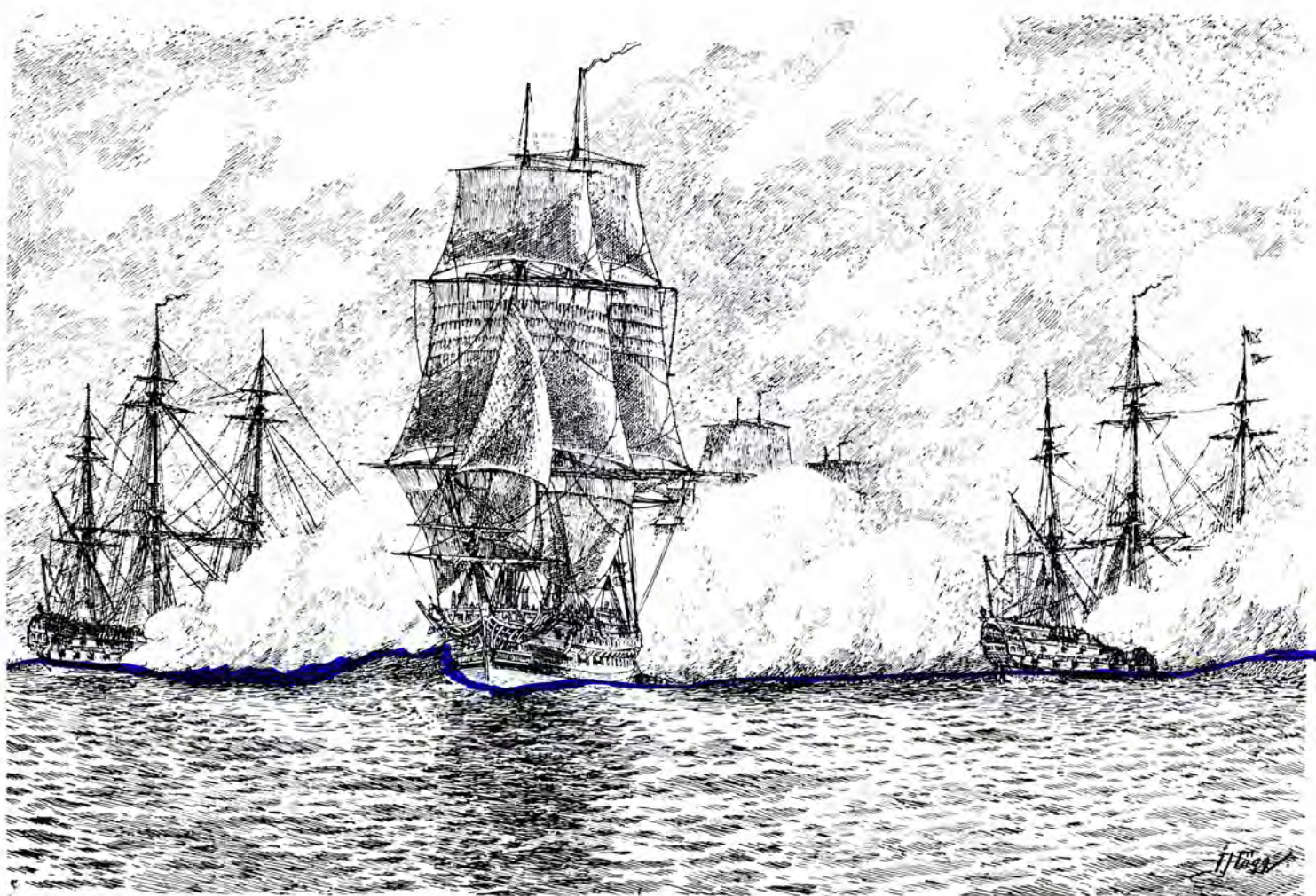
NAPOLEON'S BATTLES is the culmination of 35 years of Napoleonic wargame rules development and owes much to those which preceded. During those years, miniatures wargame rules have progressed from "pure" games with toy soldiers

on the one hand, to simulations—many so complicated as to be almost unplayable—on the other. The object of *NB* is to provide the average miniatures wargamer the ability to recreate the grand tactical sweep of entire Napoleonic battles on the table-top. The rules are characterized by ease of learning, quick playing time and effortless inclusion of detail. The rules were designed to recreate Napoleonic warfare without the mechanics getting in the way of the players' decision-making.

To that end, the figure scale is one infantry figure equals 120 men, and one cavalry figure equals 80 troopers. One artillery base equals one battery of heavy or horse artillery. One Turn equals 30 minutes; the ground scale is one inch to 100 yards. The ground scale, at first glance, does not match the figure scale. To match perfectly, the ground scale would have to be 150 yards to the inch or so. The difference can be explained by the fact that no brigade or regimental commander in his right mind would take all his battalions or squadrons and place them in one line, with no reserves. The game system precludes the player, as an army or corps commander, from meddling in brigade or regimental tactical affairs.

Unlike previous sets of musket-period rules, *NB* holds that on a miniatures board a unit's depth is as important as its frontage. What is important to remember is that the brigade area, represented by the figures, is *mostly empty*. Despite the fact that the area occupied by a unit on the board is fairly empty, it is an absolute zone of control or "brigade area", within which neither friend nor foe may come to rest, and through which a foe may not move. A friendly unit may move through a brigade area with no restrictions, if both are in good order. Not only

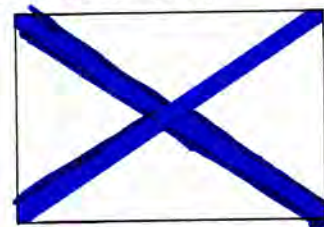




WOODEN SHIPS AND IRON MEN OF THE BALTIC

THE RUSSO-SWEDISH WAR OF 1788-1790

by
Gary Charbonneau



Whenever the age of fighting sail is discussed, one instantly envisions a British frigate having at it with a traditional French, Spanish, or perhaps even an American foe. But the centuries have brought about great changes in world power and few present day people beyond the realm of the historian would number the Dutch or Swedes among the great powers of 200 years ago. Gary Charbonneau utilizes the WS&JM game to give us a glimpse of the once great Swedish might against the Russian bear.

Compared to the mighty Russian bear, by the end of the Eighteenth century little Sweden must have seemed to outside observers little more than an annoying gnat. Russia had a population of 40,000,000, while Sweden, together with Finland, could boast only some 2,000,000. Not surprisingly, the Swedes had been roughly handled by the Russians during the wars of the previous century, losing to them a good deal of the southern Baltic coast. The Russian capital, St. Petersburg, itself stood upon land which had been Swedish as recently as the beginning of the 1700's. For this, the Swedes wanted revenge—or at least that is what the Swedish

monarch, Gustaf III, hoped. An "enlightened despot" whose centralizing "reforms" had stirred up a hornets' nest of resistance, he wanted to recoup his political fortunes by a victorious war against his neighbor to the east.

Gustaf chose to strike at Russia in 1788. The moment could hardly have been better chosen. The tsarina, Catherine the Great, was distracted by a war with Turkey which had broken out the previous year, and she was preparing to send the bulk of her Baltic fleet to the Mediterranean. Its departure would have left St. Petersburg virtually defenseless by sea save for the fortified island base of Kronstadt a few miles to the west. However, Gustaf jumped the gun by ordering out his fleets before the Russian move had really gotten under way. As a result, the two opposing forces met off the island of Hogland, in the Gulf of Finland, on July 26, 1788 (Scenario B-1). Having shot each other up to some extent, the antagonists then retired. Although tactically indecisive, the Battle of Hogland had been a strategic Russian success, since it had disrupted Swedish plans for an immediate advance on St. Petersburg.

Hogland was the major naval action of the year, although there was some fighting later between the galley and gunboat flotillas which each side was compelled to employ on the stern and rockbound coast of Finland. Meanwhile, a small Russian squadron in the western Baltic had managed to destroy three Swedish frigates there before finally ending up in friendly Copenhagen. There it was promptly joined for the winter by four ships-of-the-line and two frigates which had come down from Arkhangelsk on the White Sea.

In 1789, the Russians made 35 ships-of-the-line ready for Baltic operations, while the Swedes managed to scrape together only 21. However, the Swedes were concentrated at their main fleet base at Karlskrona, while the Russians were badly divided, with 11 sail-of-the-line at Copenhagen, 10 at Revel, and 14 at Kronstadt. Clearly the Swedes would have had the edge if they could have caught one of these squadrons alone. Their advantage was increased by the fact that the earlier breakup of the winter ice at Karlskrona would have enabled them to leave port before the Russians at Revel or Kronstadt could

SCENARIO B-1

THE BATTLE OF HOGLAND

July 17, 1788

I. INTRODUCTION

The Russian approach became confused when the van squadron, to the north, was ordered to attack the enemy's lead ships. Due to a misunderstanding, this order was also carried out by the *Boleslav*, *Mecheslav*, and *Vladislav*, of the Russian rear squadron, which traversed the whole length of the Russian line to get at the Swedes. The Russian commander thereupon ordered the whole fleet to wear to the southwards, but by this time the three ships had already lost their position in the formation. The turn to the south merely caused three more ships, *Ioann Bogoslav*, *Pamiat*, *Evstafia*, and *Deris*, to fall out as well when they tacked instead of wore. But with heavier ships and a slight advantage in weight of metal, the Russians were still able to get the better of things. The 100-gun *Rostislav* eventually came up against the *Prins Gustaf*, one of the Swedish squadronal flagships, and battered her into submission. However, the Russian *Vladislav* and become entangled with too many opponents and was also forced to strike. The Russian commander ordered the rest of his fleet up to rescue the *Vladislav*, but his signals were not seen

in the fading light. The Russians lost 1280 men killed or wounded, plus 526 captured aboard the *Vladislav*. The Swedish loss was 612 killed or wounded and 539, from the *Prins Gustaf*, taken prisoner.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 2—Moderate Breeze
Wind Change: 6

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed
- C. The Swedes may attempt to exit the board via board edge 1. If they succeed in doing so, they receive an additional 75 points. If any Swedish ship exits the board via edge 1, however, all must do so. Any ship which does not is considered lost, and the Russian player receives points for it. If the Swedes succeed in leaving the board via edge 1 and have a point advantage of 7-1 or better (including their 75-point bonus) at the end of the scenario, the campaign game ends in an automatic Swedish victory.

SCENARIO B-1

SCENARIO B-1				Initial Position	Crew														
Name	Guns	Class	Nr.	Bow	Dir. Nr.	Hull	Qual.	Section		Guns	Rigging		Depth (ft.)	Point Value					
				Hex				1	2		3	L.R.			1	2	3	4	
SWEDES:																			
Prins Gustav Adolf	62	SOL	2	E27	6	10	Av	4	4	4	6	6	7	7	7	-	16	15	
Fredrik Adolf	62	SOL	2	G27	6	10	Av	4	4	3	6	6	7	7	7	-	16	15	
Sofia Magdalena	70	SOL	2	I27	6	12	Av	5	4	4	8	8	7	7	7	-	17	20	
Prins Karl	62	SOL	2	K27	6	10	Av	4	4	3	6	6	7	7	7	-	16	15	
Thetis	40	F	3	M27	6	7	Av	3	2	2	4	4	5	5	5	5	15	11	
Forsiktigheten	62	SOL	2	O27	6	10	Av	4	4	4	6	6	7	7	7	-	16	15	
Minerva	40	F	3	Q27	6	7	Av	3	2	2	4	4	5	5	5	5	15	11	
Aran	62	SOL	2	S27	6	10	Av	4	4	4	6	6	7	7	7	-	16	15	
Faderneslandet	62	SOL	2	U27	6	10	Av	4	4	4	6	6	7	7	7	-	16	15	
Gustaf III	70	SOL	2	W27	6	12	Av	5	4	4	8	8	7	7	7	-	17	20	
Vasa	60	SOL	2	Y27	6	10	Av	4	4	4	6	6	7	7	7	-	16	15	
Dygdén	62	SOL	2	AA27	6	10	Av	4	4	4	6	6	7	7	7	-	16	15	
Froja	40	F	3	CC27	6	7	Av	3	2	2	4	4	5	5	5	5	15	11	
Enigheten	70	SOL	2	EE27	6	12	Av	5	4	4	8	8	7	7	7	-	17	20	
Camilla	40	F	3	GG27	6	7	Av	3	2	2	4	4	5	5	5	5	15	11	
Rattvisan	62	SOL	2	II27	6	10	Av	4	4	4	6	6	7	7	7	-	16	15	
Prins Gustaf	70	SOL	2	KK27	6	12	Av	4	4	4	8	8	7	7	7	-	17	20	
Omheten	62	SOL	2	MM27	6	10	Av	4	4	4	6	6	7	7	7	-	16	15	
Gripen	40	F	3	OO27	6	7	Av	3	3	2	4	4	5	5	5	5	15	11	
Hedvig Elisabeth Charlotta	62	SOL	2	QQ27	6	10	Av	5	4	4	6	6	7	7	7	-	16	15	
RUSSIANS:																			
Deris	66	SOL	2	M4	4	10	Av	4	3	3	6	6	7	7	7	-	16	16	
Pamiat' Evstafia	66	SOL	2	O4	4	10	Av	4	3	3	6	6	7	7	7	-	16	16	
Kir Ioann	74	SOL	2	Q4	4	12	Av	4	4	4	8	8	7	7	7	-	17	20	
Iaroslav	74	SOL	2	S4	4	10	Av	4	4	4	8	8	7	7	7	-	17	20	
Viktor	66	SOL	2	U4	4	10	Av	4	3	3	6	6	7	7	7	-	16	16	
Vladislav	74	SOL	2	W4	4	12	Av	4	4	4	8	8	7	7	7	-	17	20	
Iziaslav	66	SOL	2	Y4	4	10	Av	4	3	3	6	6	7	7	7	-	16	16	
Rostislav	100	SOL	1	AA4	4	15	Av	5	4	4	10	10	8	8	8	8	-	21	25
Mstislav	74	SOL	2	CC4	4	12	Av	4	4	4	8	8	7	7	7	-	17	20	
Sviatoi Petr	74	SOL	2	EE4	4	12	Av	4	4	4	8	8	7	7	7	-	17	20	
Sviataia Elena	74	SOL	2	GG4	4	12	Av	4	4	4	8	8	7	7	7	-	17	20	
Rodislav	66	SOL	2	II4	4	10	Av	4	3	3	6	6	7	7	7	-	16	16	
Mecheslav	66	SOL	2	KK4	4	10	Av	4	3	3	6	6	7	7	7	-	16	16	
Vysheslav	66	SOL	2	MM4	4	10	Av	4	3	3	6	6	7	7	7	-	16	16	
Vseslav	74	SOL	2	OO4	4	12	Av	4	4	4	8	8	7	7	7	-	17	20	
Ioann Bogoslav	74	SOL	2	QQ4	4	12	Av	4	4	4	8	8	7	7	7	-	17	20	
Boleslav	66	SOL	2	SS4	4	10	Av	4	3	3	6	6	7	7	7	-	16	16	

have moved. But instead of taking advantage of their opportunity, the Swedes allowed it to slip through their fingers. They did not leave Karlskrona until July, by which time the Revel and Kronstadt squadrons had been allowed to unite under the command of Admiral Chichagov. The Swedes met Chichagov south of Aland on August 3 (Scenario B-2), but neither side suffered much damage. After a futile attempt to prevent the Russian Copenhagen squadron from linking up with Chichagov, the outnumbered Swedes returned to Karlskrona. The year's fighting between the respective sailing fleets was over.

In fact, the real fighting in 1789 took place between the galley fleets. In 1788 the Russian flotilla had been quite small, but a major building program had been undertaken at St. Petersburg over the winter. By 1789, the Russians had over 150 galleys and gunboats afloat, with perhaps half that number ready for action. They were under the command of the Prince of Nassau-Siegen, an odd adventurer who had served as a brigadier with the Spanish forces at the Siege of Gibraltar during the War of American Independence. He had recently been brought north after successes in 1788 at the mouth of the Dnepr against the hapless Turks.

The Russians had stationed a small squadron of heavy ships off Porkkala-udd. This was one of the few places on the Finnish coast where deep-draught vessels could approach the shore. The Russian maneuver had split the Swedish galley flotilla into two sections, one based at Stockholm and the other at Helsinki. Under the circumstances, the logical target of any Russian offensive was the Helsinki squadron. After a preliminary probe which it had made toward the Russian flotilla base at Fredrikshamn had been repulsed, that squadron accordingly arranged itself in a defensive position at Svensund, a harbor about ten miles southwest of Helsinki.

The circular harbor of Svensund was an excellent position, for, while sheltered, it had a number of entrances. If the Russians concentrated their forces to attack through one entrance, the outnumbered Swedes could escape through another. If, on the other hand, the Russians tried to cover all the entrances, they would have to disperse their forces and would expose themselves to defeat in detail. At the very least, they would create for themselves severe problems of command control and coordination. Nevertheless, the Russians decided to split their fleet, with Nassau-Siegen in personal command of a northern squadron of 66 vessels, and Major General Balle in charge of a southern one of 20.

Relying on some sunken ships to slow Nassau-Siegen's advance through the narrow northern channels, the Swedes concentrated on blocking Balle. Balle moved forward, was predictably defeated, and fell back, but Nassau-Siegen was eventually able to break through from the north and catch the Swedes in the rear. It was a bloody day's work. The Russians lost over 1000 men, the Swedes about 1350, including 500 sick taken aboard a captured hospital ship. The Swedish galleys retreated to the westward. This enabled the victorious Russians to threaten the flanks of the Swedish land forces in Finland with amphibious envelopment, and the latter were compelled to make a minor withdrawal. Except for some minor skirmishes which resulted in the loss of two Russian ships-of-the-line which went aground, the 1789 campaign was over.

The year 1790 was to prove to be the decisive one of the war. The Swedes now made an all-out effort, commissioning 25 ships-of-the-line, 16 frigates, and 366 smaller craft. The Russians countered with 30 ships-of-the-line, 16 frigates, and 201 lesser vessels. The strategic situation was similar to the one in

1789. The Swedish sailing fleet was concentrated at Karlskrona, while the Russians were split up between Kronstadt and Revel. This year the Swedes managed to get out of port in good time, sailing to Revel to wipe out the Russian squadron there. However, they tipped their hand by making a successful but subsidiary raid on the port of Baltiski, just to the west of Revel. At Revel itself, Admiral Chichagov was thus alerted in time to get his ships out of the dockyard and into line in the outer harbor. Nevertheless, the Swedes had a considerable numerical superiority, and they should have won. Instead, they lost two ships-of-the-line and had several others badly damaged (Scenario B-3).

At about the same time the Swedish galley fleet, under the personal command of Gustaf III, advanced on Fredrikshamn. Gustaf's sudden move caught the Russians by surprise, but they fought a skillful delaying action, sacrificing 26 ships to enable a ground regiment to come up to secure the fortifications. A second Swedish attempt on Fredrikshamn also failed, and eventually Gustaf decided simply to circle around it and operate out of Vyborg Bay. They also brought up their sailing fleet to protect their galleys. With the Swedes now almost at the very gates of St. Petersburg, the Russian Kronstadt fleet decided to come out and fight.

The battle (Scenario B-4) was fought off Styrstudden in the eastern Gulf of Finland. Like most of the other battles of the war, it was tactically indecisive but strategically very important. The Swedes once again failed to break through to St. Petersburg and, as the Russian Revel squadron was now approaching to join their comrades from Kronstadt, the Swedes had to withdraw.

Gustaf III now ordered his sailing fleet into Vyborg Bay to keep his galleys shielded. It was, of course, immediately blockaded there by the now united and numerically superior Russian sailing fleet, but the position was not as serious as it might have been, since the Russian galley fleet was still split up between Fredrikshamn, Kronstadt, and even Vyborg itself, where a portion had been trapped by the Swedes. Thus, while the Russians scrambled to unite their flotillas for an assault on the embayed enemy fleet, the Swedes determined to make one more try for St. Petersburg. Their preliminary attempt on Vyborg failed, however, and Gustaf soon realized that he had stuck his head into a trap. Supplies and time were both running out. He was left with no alternative but to attempt to break out to the west, towards home.

Except for a ship-of-the-line which went aground at the outset, the Swedish dash for freedom went well at first. Like Svenskund, Vyborg Bay has a number of exits, and the one through which the Swedes were escaping was covered by only five Russian ships-of-the-line. Then a Swedish fireship accidentally ran afoul of a Swedish ship-of-the-line, which in turn ran afoul of a frigate. All three ships blew up, taking with them most of their crews. In the ensuing smoky confusion, three more ships-of-the-line and two frigates ran aground, while another two sail-of-the-line fell victim to the Russian pursuit (Scenario B-5). Gustaf III himself narrowly evaded capture.

By this time, the Swedes ought to have been well and truly beaten, but their galley fleet had managed to escape from Vyborg Bay intact. It managed to get into Svenskund, where Nassau-Siegen attacked it as soon as the Russian flotilla came up. The Swedes formed a concave line and advanced on both flanks, catching the Russians in a devastating cross-fire. The Russians lost 7400 men, the Swedes only about 300. The war was soon ended on the basis of the *status quo ante bellum*. The disaster at Vyborg had been counterbalanced by the victory at Svenskund, and the Swedes had managed a draw.

SCENARIO B-2 THE BATTLE OF ALAND

August 3, 1789

I. INTRODUCTION

This battle turned out to be only a skirmish. The Swedish admiral, Duke Karl of Södermanland (brother and heir of Gustaf III), ordered his rear ships to double up on the rear ships of the Russian fleet, while his lead ships were to tackle the Russian van and prevent it from going to the aid of the rear. The plan was sensible enough, but only four ships in the Swedish rear squadron obeyed the order to attack. Being unsupported, they had to withdraw. In general, the Russians sought to avoid action.

Casualties on both sides were light and were due mainly to bursting guns; the *Deris* lost 15 killed and 92 wounded to this cause alone.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 3—Normal Breeze
Wind Change: 6

III. SPECIAL RULES

- A. No land hexes
- B. No anchoring allowed

Name	Guns	Class	Nr.	Initial Position		Dir.	Hull	Qual.	Crew			Guns	Rigging				Depth (ft.)	Point Value
				Bow Hex	Nr.				Section	1	2		3	L.R.	1	2		
SWEDES:																		
Dristigheten	64	SOL	2	LL19	3	10	Av	4	4	4	6	6	7	7	7	-	16	15
Rattvisan	62	SOL	2	JJ18	3	10	Av	4	4	4	6	6	7	7	7	-	16	15
Zemire	40	F	3	HH17	3	7	Av	3	2	2	4	4	5	5	5	5	15	11
Gota Lejon	74	SOL	2	FF16	3	12	Av	4	4	4	8	8	7	7	7	-	17	20
Hedvig Elisabeth																		
Charlotta	64	SOL	2	DD15	3	10	Av	5	4	4	6	6	7	7	7	-	16	15
Lovisa Ulrika	74	SOL	2	BB14	3	10	Av	5	4	4	6	6	7	7	7	-	17	20
Thetis	40	F	3	Z13	3	7	Av	3	2	2	4	4	5	5	5	5	15	11
Manligheten	64	SOL	2	X12	3	10	Av	4	4	4	6	6	7	7	7	-	16	15
Uppland	44	F	3	V11	3	7	Av	3	3	2	4	4	5	5	5	5	15	11
Omheten	62	SOL	2	TI10	3	10	Av	4	4	4	6	6	7	7	7	-	16	15
Prins Karl	64	SOL	2	R9	3	10	Av	4	4	3	6	6	7	7	7	-	16	15
Galathea	40	F	3	P8	3	7	Av	3	2	2	4	4	5	5	5	5	15	11
Forsiktigheten	64	SOL	2	N7	3	10	Av	4	4	4	6	6	7	7	7	-	16	15
Vladislaff	76	SOL	2	L6	3	12	Av	4	4	4	8	8	7	7	7	-	17	20
Gustaf III	74	SOL	2	J5	3	12	Av	5	4	4	8	8	7	7	7	-	17	20
Adolf Fredrik	74	SOL	2	H4	3	12	Av	5	4	4	8	8	7	7	7	-	17	20
Faderneslandet	66	SOL	2	F3	3	10	Av	4	4	4	6	6	7	7	7	-	16	15
Minerva	40	F	3	D2	3	7	Av	3	2	2	4	4	5	5	5	5	15	11
Vasa	62	SOL	2	B1	3	10	Av	4	4	4	6	6	7	7	7	-	16	15
Rikssens Stander	60	SOL	2	*		9	Av	4	3	3	5	5	7	7	7	-	15	13
Euridice	40	F	3	*		7	Av	3	2	2	4	4	5	5	5	5	15	11
Dygden	64	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	-	16	15
Gripen	40	F	3	*		7	Av	3	3	2	4	4	5	5	5	5	15	11
Aran	64	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	-	16	15
Sofia Magdalena	74	SOL	2	*		12	Av	5	4	4	8	8	7	7	7	-	17	20
Tapperheten	64	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	-	16	15
Froja	40	F	3	*		7	Av	3	2	2	4	4	5	5	5	5	15	11
Enigheten	74	SOL	2	*		12	Av	5	4	4	8	8	7	7	7	-	17	20
Fredrik Adolf	64	SOL	2	*		10	Av	4	3	3	6	6	7	7	7	-	16	15

RUSSIANS:

Mstislav	74	SOL	2	NN32	3	12	Av	4 4 4	8 8	7 7 7	-	17	20						
Deris	66	SOL	2	LL31	3	10	Av	4 3 3	6 6	7 7 7	-	16	16						
Pobodoslav	74	SOL	2	JJ30	3	12	Av	4 4 4	8 8	7 7 7	-	17	20						
Dvenadtsat'																			
Apostolov	100	SOL	1	HH29	3	15	Av	5 5 4	10 10	8 8 8	-	21	25						
Prints Gustav	74	SOL	2	FF28	3	12	Av	4 4 4	8 8	7 7 7	-	17	20						
Vysheslav	66	SOL	2	DD27	3	10	Av	4 3 3	6 6	7 7 7	-	16	16						
Boleslav	66	SOL	2	BB26	3	10	Av	4 3 3	6 6	7 7 7	-	16	16						
Kir Ioann	74	SOL	2	Z25	3	12	Av	4 4 4	8 8	7 7 7	-	17	20						
Sviatoslav	66	SOL	2	X24	3	10	Av	4 3 3	6 6	7 7 7	-	16	16						
Rostislav	100	SOL	1	V23	3	15	Av	5 4 4	10 10	8 8 8	-	21	25						
Iaroslav	74	SOL	2	T22	3	12	Av	4 4 4	8 8	7 7 7	-	17	20						
Rodislav	66	SOL	2	R21	3	10	Av	4 3 3	6 6	7 7 7	-	16	16						
Ezekiil	78	SOL	2	P20	3	12	Av	4 4 3	8 8	7 7 7	-	17	21						
Viktor	66	SOL	2	N19	3	10	Av	4 3 3	6 6	7 7 7	-	16	16						
Sviatoi Petr	74	SOL	2	L18	3	12	Av	4 4 4	8 8	7 7 7	-	17	20						
Iziaslav	66	SOL	2	J17	3	10	Av	4 3 3	6 6	7 7 7	-	16	16						
Kniaz' Vladimir	100	SOL	1	H16	3	15	Av	5 5 4	10 10	8 8 8	-	21	25						
Sviataia Elena	74	SOL	2	F15	3	12	Av	4 4 4	8 8	7 7 7	-	17	20						
Pamiat' Evstafia	66	SOL	2	D14	3	10	Av	4 3 3	6 6	7 7 7	-	16	16						
Vseslav	74	SOL	2	B13	3	12	Av	4 4 4	8 8	7 7 7	-	17	20						

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

SCENARIO B-3

THE BATTLE OF REVEL

May 13, 1790

I. INTRODUCTION

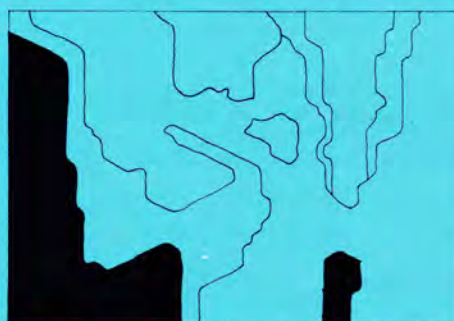
Once again Duke Karl wanted to double on one end of the Russian line. However, he attacked in a gale, which made it very difficult for his ships to maneuver properly. They were blown down the whole length of the Russian line without getting to do much damage. The fire of the anchored Russians was much more effective. The *Prins Karl* was forced to strike, and the *Riksens Stander*, which grounded on the way out, had to be burned to avoid capture. Aside from the prisoners in the *Prins Karl*, the Swedish personnel losses were 51 killed and 81 wounded. The Russians lost only 35 killed and wounded in their whole fleet.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 5—Gale
Wind Change: 6

III. SPECIAL RULES

A. Certain hexes are land, as shown in black on the map diagram:



In addition, the whole of board edge 4 is considered to be land.

B. Anchoring is permitted anywhere on the board. All Russian ships are considered to be at anchor at the start of the scenario.

C. Ships not at anchor may never move less than their full movement allowance. They may not back sails. Drifting ships, and any anchored ships except those which were anchored at the beginning of the scenario and have not upped anchor since, may not turn.

SCENARIO B-3

SCENARIO B-3				Initial Position		Crew											
Name	Guns	Class	Nr.	Bow	Dir.	Hull	Qual.	Section			Guns L.R.	Rigging				Depth (ft.)	Point Value
				Hex	Nr.			1	2	3		1	2	3	4		
SWEDES:																	
Dristigheten	66	SOL	2	T6	5	10	Av	4	4	4	6	6	7	7	7	16	15
Riksens Stander	60	SOL	2	V5	5	9	Av	4	3	3	5	5	7	7	7	15	13
Camilla	40	F	3	X4	5	7	Av	3	2	2	4	4	5	5	5	15	11
Dygdén	64	SOL	2	Z3	5	10	Av	4	4	4	6	6	7	7	7	16	15
Adolf Fredrik	74	SOL	2	BB2	5	12	Av	5	4	4	8	8	7	7	7	17	20
Froja	40	F	3	DD1	5	7	Av	3	2	2	4	4	5	5	5	15	11
Gota Lejon	74	SOL	2	*		12	Av	4	4	4	8	8	7	7	7	17	20
Euridice	40	F	3	*		7	Av	3	3	2	4	4	5	5	5	15	11
Aran	64	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	16	15
Fredrik Adolf	64	SOL	2	*		10	Av	4	4	3	6	6	7	7	7	16	15
Faderneslandet	64	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	16	15
Hedvig Elisabeth																	
Charlotta	64	SOL	2	*		10	Av	5	4	4	6	6	7	7	7	16	15
Vladislaff	76	SOL	2	*		12	Av	5	4	4	8	8	7	7	7	17	20
Forsiktigheten	64	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	16	15
Gustaf III	74	SOL	2	*		12	Av	5	4	4	8	8	7	7	7	17	20
Lovisa Ulrika	74	SOL	2	*		12	Av	4	4	4	8	8	7	7	7	17	20
Prins Karl	64	SOL	2	*		10	Av	4	4	3	6	6	7	7	7	16	15
Sofia Magdalena	74	SOL	2	*		12	Av	5	4	4	8	8	7	7	7	17	20
Omheten	64	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	16	15
Rattvisan	64	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	16	15
Vasa	62	SOL	2	*		10	Av	4	4	4	6	6	7	7	7	16	15
Enigheten	74	SOL	2	*		12	Av	5	4	4	8	8	7	7	7	17	20
Uppland	44	F	3	*		7	Av	3	3	2	4	4	5	5	5	15	11
Gripen	44	F	3	*		7	Av	3	3	2	4	4	5	5	5	15	11
RUSSIANS:																	
Kir Ioann	74	SOL	2	I13	6	12	Av	4	4	4	8	8	7	7	7	17	20
Mstislav	74	SOL	2	K14	6	12	Av	4	4	4	8	8	7	7	7	17	20
Venus	44	F	3	M15	6	8	Av	3	2	2	5	5	6	6	6	16	12
Sviataia Elena	74	SOL	2	Q17	6	12	Av	4	4	4	8	8	7	7	7	17	20
Iziaslav	66	SOL	2	S18	6	10	Av	4	3	3	6	6	7	7	7	16	16
Iaroslav	74	SOL	2	U19	6	12	Av	4	4	4	8	8	7	7	7	17	20
Rostislav	100	SOL	1	Y21	6	15	Av	5	5	4	10	10	8	8	8	21	25
Pobedonosets	66	SOL	2	CC23	6	10	Av	4	3	3	6	6	7	7	7	16	16
Boleslav	66	SOL	2	EE24	6	10	Av	4	3	3	6	6	7	7	7	16	16
Saratov	100	SOL	1	HH25	6	15	Av	5	5	4	10	10	8	8	8	21	25
Prokhor	66	SOL	2	JJ26	6	10	Av	4	3	3	6	6	7	7	7	16	16
Premislav	42	F	3	N17	6	7	Av	2	2	2	4	4	5	5	5	15	12
Podrazhislav	38	F	3	V21	6	7	Av	2	2	1	3	3	5	5	5	14	11
Slava	38	F	3	Z23	6	7	Av	2	2	1	3	3	5	5	5	14	11
Nadezhda																	
Blagopoluchiiia	38	F	3	FF26	6	7	Av	2	2	1	3	3	5	5	5	14	11
Merkurii	29	F	3	J18	6	5	Av	1	1	1	2	2	4	4	4	12	9
Letuchii	28	F	3	P21	6	5	Av	1	1	1	2	2	4	4	4	12	9
Lebed	28	F	3	V24	6	5	Av	1	1	1	2	2	4	4	4	12	9

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

Scenarios and Campaign Game Rules

The following scenarios represent five of the major battles fought at sea between the Russians and the Swedes in the years 1788-1790. They may be fought as individual actions, or they may be combined to form a campaign game.

When playing the campaign game, the following rules apply:

1. If any ships lose half or more of their hull squares in any action, they are considered irreparable. They immediately "return to port." Neither they nor their crews may be used in any succeeding scenarios.

2. Except for the provisions of rule 1 above, all rigging, hull and gun hits are erased for all ships between scenarios. All crew hits may also be erased, except that neither side may erase any crew hits between scenarios B-3 and B-4 or B-4 and B-5.

3. Providing that such vessels have not lost half or more of their hull squares (see rule 1 above), each side may use vessels captured from the other, except that the Russians may not use any Swedish ships captured in Scenario B-3 in Scenario B-4, and may not use any captured vessels at all in Scenario B-5. Ships captured in Scenarios B-1 and B-2 automatically receive the full number of crew squares allotted to them according to the Order of Battle of their former owners; crews for ships captured in Scenarios B-3 and B-4 must be made up by removing crew squares from other ships.

4. In Scenarios B-2, B-3, B-4 and B-5, the Swedish Order of Battle shows the *Vladislaff*. In Scenarios B-2 and B-4, the Russian Order of Battle shows the *Prins Gustav*. These are ships which each side captured from the other at the Battle of Hogland, Scenario B-1. In the campaign game, these vessels should be deleted from the respective OB's (unless, of course, they are actually captured).

5. If a ship has to be omitted in the order of battle for any scenario in the campaign game because it was lost or irreparably damaged in a previous scenario, players may close any resulting gaps in their formations by rearranging their ships. Any ships which are added to an OB after having been captured in previous scenarios may be placed anywhere on the board at the discretion of the owning player, so long as they are placed within two hexes of some other friendly ship. Alternatively, they may be brought on at the rear of a formation entering the board.

6. The winner of the campaign game is judged to be the player who accumulates the most points over all the scenarios.

When fighting either the campaign game or any of the individual scenarios, the following special rule is in effect:

1. The quality of the Russian guns was quite poor; they frequently burst in action, resulting in heavy casualties. Therefore, whenever the Russian player fires a broadside, he rolls two dice for the ship in question. On a roll of "11" or "12", that ship loses one gun square from the firing broadside, plus a crew square from the lowest-numbered crew section.



SCENARIO B-4

THE BATTLE OF STYRSUDDEN

June 3-4, 1790

I. INTRODUCTION

The Swedes do not seem to have pressed the attack, although their strategic situation dictated that they should. However, they were hindered by a lack of wind and by the general unwillingness of the Russians to engage. Each side employed a frigate squadron which is not shown in this already large scenario. In general, neither had much effect on the action. At first, the Russian frigates tried to fire through gaps in their own line of battle, but as they were hitting Russian ships as well as Swedish, they were told to desist. Later, the Russian frigates, many of which had sweeps in addition to sails, were able to drive off some Swedish gunboats which were annoying *Ioann Bogoslav* and *Pobedoslav*. The frigates were to prove to be more useful to the Russians on the following day, when the action was briefly resumed. While maneuvering, *Sviatoi Petr*, *Konstantin* and *Trekh Ierarkhov* collided, throwing one whole end of the Russian line into confusion.

The Swedes tried to double on that end to take advantage of the situation, but the Russian frigates helped to prevent them from doing so.

The Russians lost 105 killed and 259 wounded during the two days' fighting, 46 of them due to the inevitable burst guns (*Konstantin* had no less than eleven which burst, *Sviatoi Nikolai* seven). The total loss among the Swedish fleet seems to have been about 325 men. Tactically, the battle was almost a perfect draw.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1

Wind Velocity: 2—Moderate Breeze

Wind Change: 6

III. SPECIAL RULES

A. No land hexes

B. No anchoring allowed

C. The Swedes may attempt to exit the board via board edge 4. If they succeed in doing so, they receive an additional 75 points. If *any* Swedish ship exits the board via edge 1, however, *all* must do so. Any which does not is considered lost, and the Russian player receives points for it. If the Swedes succeed in leaving the board via edge 4 *and* have a point advantage of 3-1 or better (including their 75-point bonus) at the end of the scenario over all the scenarios so far played, the campaign game ends in an automatic Swedish victory.

SCENARIO B-4

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section 1 2 3	Guns L.R.	Rigging 1 2 3 4	Depth (ft.)	Point Value
SWEDES:												
Dristigheten	64	SOL	2	TT23	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Tapperheten	64	SOL	2	RR22	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Finland	56	SOL	2	PP21	3	9	Av	4 3 3	5 5	7 7 7 -	16	14
Dygden	64	SOL	2	NN20	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Adolf Fredrik	70	SOL	2	LL19	3	12	Av	5 4 4	8 8	7 7 7 -	17	20
Gota Lejon	70	SOL	2	JJ18	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Aran	64	SOL	2	HH17	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Gripen	44	F	3	FF16	3	7	Av	3 3 2	4 4	5 5 5 5	15	11
Fredrik Adolf	62	SOL	2	DD15	3	10	Av	4 4 3	6 6	7 7 7 -	16	15
Hedvig Elisabeth												
Charlotta	64	SOL	2	BB14	3	10	Av	5 4 4	6 6	7 7 7 -	16	15
Fadernealandet	64	SOL	2	Z13	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Vladislaff	74	SOL	2	X12	3	12	Av	5 4 4	8 8	7 7 7 -	17	20
Gustav III	74	SOL	2	V11	3	12	Av	5 4 4	8 8	7 7 7 -	17	20
Forsiktigheten	64	SOL	2	T10	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Lovisa Ulrika	70	SOL	2	R9	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Hertig Ferdinand	62	SOL	2	P8	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Uppland	44	F	3	N7	3	7	Av	3 3 2	4 4	5 5 5 5	15	11
Manligheten	64	SOL	2	L6	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Omheten	62	SOL	2	J5	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Sofia Magdalena	74	SOL	2	H4	3	12	Av	5 4 4	8 8	7 7 7 -	17	20
Rattvisan	62	SOL	2	F3	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Vasa	64	SOL	2	D2	3	10	Av	4 4 4	6 6	7 7 7 -	16	15
Enigheten	70	SOL	2	B1	3	12	Av	5 4 4	8 8	7 7 7 -	17	20
RUSSIANS:												
Ioann Bogoslav	74	SOL	2	NN32	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Pobedoslav	74	SOL	2	LL31	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Dvenadtsat'												
Apostolov	100	SOL	1	JJ30	3	15	Av	5 5 4	10 10	8 8 8 -	21	25
Ne Tron' Menia	66	SOL	2	GG31	3	10	Av	4 3 3	6 6	7 7 7 -	16	16
Panteleimon	66	SOL	2	EE30	3	10	Av	4 3 3	6 6	7 7 7 -	16	16
Vseslav	74	SOL	2	DD27	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Kniaz' Vladimir	100	SOL	1	BB26	3	15	Av	5 5 4	10 10	8 8 8 -	21	25
Ezekiil	78	SOL	2	ZZ25	3	12	Av	5 4 4	8 8	7 7 7 -	17	21
Ioann Krestitel'	100	SOL	1	X25	3	15	Av	5 5 4	10 10	8 8 8 -	21	25
Prints Gustav	70	SOL	2	V24	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Sviatoi Nikolai	100	SOL	1	T23	3	15	Av	5 5 4	10 10	8 8 8 -	21	25
Januarii	66	SOL	2	R22	3	10	Av	4 3 3	6 6	7 7 7 -	16	16
Sysoi Velikii	74	SOL	2	M22	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Amerika	66	SOL	2	J21	3	10	Av	4 3 3	6 6	7 7 7 -	16	16
Trekh Ierarkhov	100	SOL	1	H15	3	15	Av	5 5 4	10 10	8 8 8 -	21	25
Konstantin	74	SOL	2	E14	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Sviatoi Petr	74	SOL	2	E16	3	12	Av	4 4 4	8 8	7 7 7 -	17	20

SCENARIO B-5

THE BATTLE OF VYBORG BAY

July 3, 1790

I. INTRODUCTION

Although a Russian attack was in progress in another part of the bay at the same time, it mainly involved gunboats. This scenario shows only the Swedish breakout attempt at the western edge of the bay.

II. PREVAILING WEATHER CONDITIONS

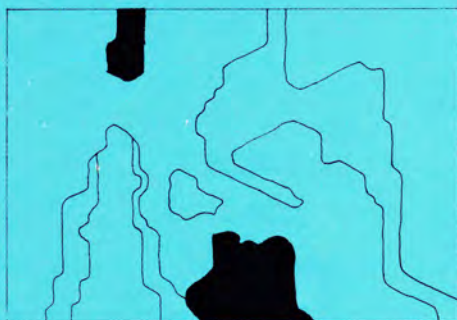
Wind Direction: 5

Wind Force: 2—Moderate Breeze

Wind Change: 6

III. SPECIAL RULES

A. Certain hexes are land, as shown in black on the map diagram:



In addition, the whole of board edge 1 is considered to be land.

B. Anchoring is permitted anywhere on the board.

C. Hexes JJ10, M28, and U29, as well as the six hexes surrounding each of them, are shoals. A ship entering any of these hexes is considered permanently aground, and the opposing player is awarded points for it.

D. Any Swedish ships which have not left the board via edge 5-6 by the end of turn 100 is considered eliminated, and the Russian player is awarded points for it.

E. The yacht *Colding* carries King Gustaf III. It enters the board via edge 2-3 at any time, at the Swedish player's discretion. It moves as a Nr. 4 frigate. It must leave the board via edge 5-6 by the end of turn 100. If it does not, the Swedish player is considered to have lost the scenario, and the campaign game, automatically. Such a loss is also incurred if any hits are scored upon the *Colding*, or if the *Colding* is boarded. Gustaf may not transfer to any other vessel.

F. The fireship *Postiljonen* obeys the rules for fireships given in the *WSIM* rules except that:

(1) One hull square is eliminated for every two turns that the ship is alight.

(2) Once ignited, the vessel is subject to random movement. It always moves the maximum number

of hexes permitted. At the beginning of his movement execution phase, the Swedish player rolls a die. On a roll of "1", the vessel is immediately turned 60° to port before beginning movement. On a roll of "6", it is turned 60° to starboard. On a roll of 2-5, the ship moves straight ahead.

(3) If, after having been ignited, the *Postiljonen* collides with any other vessel in the course of its movement, friendly or enemy, the ship with which it has collided automatically becomes an involuntary fireship, subject to the same rules as the *Postiljonen*. This involuntary fireship may in turn ignite other ships.

(4) For 20 turns after the explosion of the *Postiljonen* (or any involuntary fireship), all ships on the board are subject to random movement. The procedure for determining this movement is the same as that used to determine the movement of the *Postiljonen*, except that on a roll of 2-5, the ship in question does not move straight ahead, but executes the order written for it by the owning player in his movement notation phase.

(5) The *Postiljonen* must be ignited by the Swedish player; it may not be withheld (it's in the battle plan). Ignition must occur no later than turn 20.

G. The SOL *Konstantin* arrives as a reinforcement for the Russian player anywhere on board edge 4 from A35 to I135, inclusive, on turn 40 or later.

SCENARIO B-5

Name	Guns	Class	Nr.	Initial Position Bow Hex	Dir. Nr.	Hull	Qual.	Crew Section 1 2 3	Guns L.R.	Rigging 1 2 3 4	Depth (ft.)	Point Value
RUSSIANS:												
Pobedoslav	74	SOL	2	V12	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Ne Tron' Menia	66	SOL	2	V16	3	10	Av	4 3 3	6 6	7 7 7 -	16	16
Sviatoi Petr	74	SOL	2	W20	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Vseslav	74	SOL	2	Y25	3	12	Av	4 4 4	8 8	7 7 7 -	17	20
Panteleimon	66	SOL	2	BB28	3	10	Av	4 3 3	6 6	7 7 7 -	16	16
Konstantin	74	SOL	3	(turn 40)		12	Av	4 4 4	8 8	7 7 7 -	17	20
SWEDES:												
Omheten	62	SOL	2	GG7	5	10	Av	4 4 4	6 6	7 7 7 -	16	15
Vasa	64	SOL	2	HH14	5	10	Av	4 4 4	6 6	7 7 7 -	16	15
Enigheten	70	SOL	2	II21	5	12	Av	5 4 4	8 8	7 7 7 -	17	20
Lovisa Ulrika	70	SOL	2	LL26	5	12	Av	4 4 4	8 8	7 7 7 -	17	20
Dristigheten	64	SOL	2	LL16	6	10	Av	4 4 4	6 6	7 7 7 -	16	15
Camilla	42	F	3	NN17	6	7	Av	3 2 2	4 4	5 5 5 5	15	11
Rattvisan	64	SOL	2	PP18	6	10	Av	4 4 4	6 6	7 7 7 -	16	15
Adolf Fredrik	70	SOL	2	RR18	6	12	Av	5 4 4	8 8	7 7 7 -	17	20
Euridice	42	F	3	TT20	6	7	Av	3 2 2	4 4	5 5 5 5	15	11
Dygden	64	SOL	2	VV20	6	10	Av	4 4 4	6 6	7 7 7 -	16	15
Tapperheten	64	SOL	2	XX22	6	10	Av	4 4 4	6 6	7 7 7 -	16	15
Froja	42	F	3	*		7	Av	3 2 2	4 4	5 5 5 5	15	11
Gota Lejon	70	SOL	2	*		12	Av	4 4 4	8 8	7 7 7 -	17	20
Aran	64	SOL	2	*		10	Av	4 4 4	6 6	7 7 7 -	16	15
Fredrik Adolf	62	SOL	2	*		10	Av	4 4 3	6 6	7 7 7 -	16	15
Faderneslandet	64	SOL	2	*		10	Av	4 4 4	6 6	7 7 7 -	16	15
Vladislaff	74	SOL	2	*		12	Av	5 4 4	8 8	7 7 7 -	17	20
Gustaf III	74	SOL	2	*		12	Av	5 4 4	8 8	7 7 7 -	17	20
Forsiktigheten	64	SOL	2	*		10	Av	4 4 4	6 6	7 7 7 -	16	15
Zemire	42	F	3	*		7	Av	3 2 2	4 4	5 5 5 5	15	11
Hedvig Elisabeth												
Charlotta	64	SOL	2	*		10	Av	5 4 4	6 6	7 7 7 -	16	15
Uppland	44	F	3	*		7	Av	3 2 2	4 4	5 5 5 5	15	11
Jarislawitz	32	F	3	*		6	Av	2 1 1	2 2	4 4 4 4	12	10
Gripen	44	F	3	*		7	Av	3 3 2	4 4	5 5 5 5	15	11
Hertig Ferdinand	62	SOL	2	*		10	Av	4 4 4	6 6	7 7 7 -	16	15
Manligheten	64	SOL	2	*		10	Av	4 4 4	6 6	7 7 7 -	16	15
Sofia Magdalena	74	SOL	2	*		12	Av	5 4 4	8 8	7 7 7 -	17	20
Postiljonen	--	FI	3	JJ18	5	4	Av	1 --	--	4 4 4 4	12	--
Colding	--	YT	4	**		--	--	--	--	----	--	--

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

**Enters board via edge 5-6 at any time, at Swedish player's discretion.

THE CONTINENTALS

The Americans in WOODEN SHIPS & IRON MEN

By Richard Olsen

There have been a number of articles covering the actions of various navies of the age of sail for *WS&IM*. However, one navy has not been only overlooked, but even ignored by writers. That navy is, of course, the Continental Navy of the fledgling United States. "Yes Virginia, the official bi-centennial wargame sadly overlooks and even maligns America's first navy."

Only three scenarios to date represent the Continental Navy. According to the designers of *WS&IM* (see the introduction to Scenario 8 in the rulebook), "the reason is that colonial America had no navy to protect herself." While this is certainly true of colonial (pre-Revolution) America, it is not true of the period of the revolt. In fact, the revolting colonies had twelve navies (eleven state navies and the Continental Navy itself). Now it must be admitted that most of the state navies were only very small flotillas of very small ships, but the Continental Navy was not. In fact, it was twice the size of the acclaimed U.S. Navy of the War of 1812 (which, including the XYZ affair, is represented by some 12 scenarios for the game).

The reason that Continental Navy is so poorly represented I suspect, both in history books and in the game, is that it did so poorly in the fighting. While pointless cruises and wasted opportunities make frustrated reading (unless you're British), the possibility to do better than our forefathers in a game ought to be exciting enough to lure any wargamer.

The Continental Navy was created by Congress on 13 October 1775. During the course of the revolution, 56 different warships passed under the Continental colors. This count does not include the boats under the control of George Washington before the navy was organized, nor those on Lake Champlain or the Mississippi. Over half of these 56 ships were captured or destroyed—more often the former—by enemy action. Another third were destroyed by their crews to keep them from falling into the hands of the enemy. A handful were given to France. In fact, only four ships would still be in commission by the end of the war (one built only a month before) and they were all shortly sold.

The goals of the Continental Navy were varied and explicitly stated by Congress. The general goal of the navy was to cut the sea supply lines of the British forces in North America. One of the more ambitious goals was to capture British ships, thus creating a navy through capture, working their way up the classes until even the largest British ships could be taken. The only thing the Continental Navy actually accomplished was limited arms running and the transport of important letters and men to Europe.

The biggest problem that the new navy faced was one of experience. While many of the officers had served in similar positions on merchant ships, not one had served aboard a warship, or ever been engaged in any conflict larger than pirate-hunting. Because impressment was not allowed by the British in the Americas prior to the war, few of the common sailors had any experience in these areas either. All these men were certainly brave, but bravery alone could not make up for the lack of experience.

As the Continental Navy went from disgrace to disgrace, a second problem began to arise: manpower. A sailor serving on a Continental ship knew he would likely end up in some prison hulk or, failing that, impoverished due to being paid late in worthless paper money (if paid by Congress at all). That same sailor could earn hard coin on a privateer, and probably augment his wages with prize money to boot. The choice seems obvious. This is not to

say that the privateers were unpatriotic money grubbers, but rather realistic pragmatists. The colonies were fighting against a strong central government, not for a new one in Philadelphia. So any anti-British service was seen as service for one's country.

The following ten scenarios depict the short, inglorious history of the Continental Navy. All are small actions, perfectly suited for an evening's play. Unless stated otherwise, all rules and optional rules may be incorporated. It is hoped that these scenarios satisfy the many ardent fans of the classic tactical game, *WOODEN SHIPS & IRON MEN*.

SCENARIO C-1 BLOCK ISLAND April 6, 1776

I. INTRODUCTION

The Continental Navy (all eight ships) sailed out of the Delaware River on its first voyage on 17 February 1776. Esek Hopkins, the commander-in-chief, had orders to "search out, attack, take and destroy" all enemy ships in the Chesapeake Bay, along the Carolina coasts, and off Rhode Island and Connecticut. Provisionally, if these orders could not be accomplished, Commodore Hopkins was allowed to abort the mission and take whatever actions he thought most plausible. Like any ambitious commander of the day, he sailed for the Bahamas and the capture of British stores there went fairly well. On the way back, the small flotilla (after dispatching two ships) came upon the HMS *Glasgow* in the morning just off Block Island, Rhode Island. Being so outnumbered, the *Glasgow* should have easily been captured. However, the commodore's ineptness allowed the ship to escape. This would be the last time Hopkins commanded a Continental ship, the last time Congress promoted anyone to flag rank, and the last time the Continental Navy would sail as a fleet.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 6
Wind Velocity: 3—Normal Breeze
Wind Change: 5

III. SPECIAL RULES

1. The British player wins if the *Glasgow* exits board edge 1 at any point after Turn 10.
2. No anchoring allowed.
3. No land hexes.

SCENARIO C-2 HANCOCK VS. FOX June 7, 1777

I. INTRODUCTION

Not content with merely buying ships, Congress decreed that thirteen frigates should be built. While plans for these ships were the best of their time, the shipyards did not receive those plans in time. So, many of the yards, drawing on their own experiences, began building oversized, strong but slow merchant-style frigates. Because of this, the American frigates varied greatly depending on when the yard responsible received the actual plans and how much effort they undertook to change the work already completed. One of them, the *Hancock*, was considered the best ship afloat in the world. On its maiden voyage, she ran down the *Fox* and captured it.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 4—Heavy Breeze
Wind Change: 6

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.

SCENARIO C-3 CAPE SABLE July 7, 1777

I. INTRODUCTION

As the Continental frigates *Boston* and *Hancock* were escorting the prize *Fox* to the Carolinas, they were overtaken by three British ships—a ship-of-the-line and her tender coming from one direction and a frigate coming from another. Although the captains of the SOL and the frigate believed the other to be rebel ships, they went ahead and closed with the Continentals. The rebels, believing the odds hopeless, scattered. This difference in reaction by the British and American officers was common throughout the war, and perhaps best shows why the Continental Navy did so poorly. The *Fox* and the *Hancock* were then chased by the *Flora* and the *Rainbow*. The *Hancock* should have easily out-distanced HMS *Rainbow*, but her captain attempted to get even more speed out of her by shifting the ballast. Instead he threw her way out of trim, and the *Hancock* was taken by the SOL. Only the *Boston* escaped.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 5—Gale
Wind Change: 6

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.

SCENARIO C-4 RANDOLF VS. YARMOUTH March 7, 1778

I. INTRODUCTION

To keep them from falling into British hands when New York and Philadelphia were occupied, five of the thirteen frigates were burned before they were even outfitted. Coupled with the loss of the *Hancock*, only seven remained. The *Randolf*, one of these frigates, sailed to the West Indies along with four ships of the South Carolina navy. There they fell in with the 64-gun *Yarmouth*. Obviously out-gunned, the Americans should have run and could have done so easily. But Captain Biddle of the *Randolf* decided to fight. After some 15 minutes, a lucky shot from the *Yarmouth* must have hit ammunition stores aboard the *Randolf* for it disintegrated in a tremendous explosion. The other ships promptly scattered. Four days later, the *Yarmouth* picked up three men on a makeshift raft, the only survivors from the ill-fated Continental warship.

text continued on Page 51

MASTER SCENARIO CHART

Name	Guns	Class	Nr.	Bow Hex	Initial Position		Qual.	Crew Section			Guns		Carro- nades		Rigging				Point Value
					Dir Nr.	Hull		1	2	3	L	R	L	R	1	2	3	4	
Scenario C-1																			
American																			
Alfred	24	F	4	CC21	1	4	Av	1	1	1	3	3	—	—	4	4	4	4	9
Columbus	20	F	4	Z25	1	4	Av	1	1	1	2	2	—	—	4	4	4	4	8
Cabot	14	B	5	AA18	6	3	Av	1	1	—	1	1	—	—	3	3	3	3	6
Andria Doria	14	B	5	Z23	1	3	Av	1	1	—	1	1	—	—	3	3	3	3	6
Providence	12	S	5	Z27	1	3	Av	1	—	—	1*	1*	—	—	3	3	3	3	5
British																			
Glasgow	20	F	4	BB16	6	5	Cr	2	2	1	3	3	—	—	4	4	4	4	9
Scenario C-2																			
American																			
Hancock	32	F	3	S20	6	5	Cr	2	2	1	2	2	—	—	5	5	5	5	11
British																			
Fox	28	F	4	S14	6	4	Cr	1	1	1	2	2	—	—	4	4	4	4	9
Scenario C-3																			
American																			
Boston	24	F	4	T24	2	4	Cr	1	1	1	2	2	—	—	4	4	4	4	9
Fox	28	F	4	T22	6	4	Cr	1	1	1	2	2	—	—	4	4	4	4	9
Hancock	32	F	3	T20	2	4	Cr	2	1	1	2	2	—	—	5	5	5	5	11
British																			
Rainbow	44	SOL	2	V14	5	7	Cr	2	2	2	3	3	—	—	5	5	5	—	12
Victor	10	S	5	AA13	5	3	Cr	1	1	—	1	1	—	—	5	5	5	5	5
Flora	32	F	3	Q18	5	5	Cr	2	1	1	2	2	—	—	5	5	5	5	10
Scenario C-4																			
American																			
Randolf	32	F	3	S20	6	5	Cr	3	2	2	2	2	—	—	5	5	5	5	11
Gen. Moultime	18	S	5	U22	6	3	Av	2	2	1	1	1	—	—	3	3	3	3	6
Notre Dame	16	S	5	W23	6	3	Av	2	1	1	1	1	—	—	3	3	3	3	5
Poly	16	S	5	Y24	6	3	Av	2	1	1	1	1	—	—	3	3	3	3	5
Fair American	14	S	5	AA25	6	3	Av	1	1	1	1*	1*	—	—	3	3	3	3	4
British																			
Yarmouth	64	SOL	2	W16	6	11	Cr	4	3	3	6	6	—	—	7	7	7	—	20
Scenario C-5																			
American																			
Raleigh	32	F	3	P21	5	5	Av	2	2	1	3	3	—	—	5	5	5	5	11
Alfred	20	F	4	S20	5	4	Av	2	1	1	2	2	—	—	4	4	4	4	9
British																			
Ariadne	20	F	4	DD19	5	5	Cr	1	1	1	2	2	—	—	4	4	4	4	9
Cerbus	16	B	4	FF18	5	4	Cr	1	1	—	1	1	—	—	4	4	4	4	7
Scenario C-6																			
American																			
Raleigh	32	F	3	MM16	6	5	Av	2	2	1	3	3	—	—	5	5	5	5	11
British																			
Unicorn	22	F	4	LL21	6	5	Cr	1	1	1	2	2	—	—	4	4	4	4	9
Experiment	50	SOL	2	**		8	CR	3	2	2	4	4	—	—	6	6	6	—	17
**=ship may enter via any board edge 4 hex on Turn 20.																			
Scenario C-7																			
American																			
Trumbull	32	F	3	U20	4	5	Cr	2	2	1	2	2	—	—	5	5	5	5	11
British																			
Watt	36	F	3	CC17	4	6	Cr	2	2	1	2	2	—	—	5	5	5	5	11
Scenario C-8																			
American																			
Trumbull	32	F	3	S15	1	5	Cr	—	2	1	2	2	—	—	5	5	5	5	9
British																			
Iris	32	F	3	W20	1	5	Cr	2	1	1	2	2	1	1	5	5	5	5	10
Scenario C-9																			
American																			
Confederacy	36	F	3	T16	1	6	Cr	2	2	2	2	2	—	—	5	5	5	5	11
British																			
Roebuck	44	SOL	2	U23	1	7	Cr	2	2	2	3	3	1	1	5	5	5	—	12
Orpheus	32	F	3	V27	1	5	Cr	2	1	1	2	2	1	1	5	5	5	5	10
Scenario C-10																			
American																			
Alliance	36	F	3	BB20	1	6	Cr	2	2	2	2	2	—	—	5	5	5	5	12
British																			
Syble	32	F	3	U18	1	5	Cr	2	1	1	2	2	1	1	5	5	5	5	10

*=If playing with Basic Rules, ships may fire each broadside every other turn. Advanced Rules—do not double guns.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 4
Wind Velocity: 3—Normal Breeze
Wind Change: 6

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.

SCENARIO C-5 CAPTURE OF THE ALFRED March 9, 1778

I. INTRODUCTION

The *Raleigh*, one of the thirteen frigates, and the *Alfred*, the first ship commissioned in the Continental Navy, were patrolling the West Indies when they spotted what appeared to be two larger ships bearing down on them. The two rebels turned tail and ran from what were actually two smaller ships. However, the *Alfred* was a sluggish ship and soon fell far behind. The two British ships overhauled her and, before the *Raleigh* could come about, the *Alfred* struck her colors.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 3
Wind Velocity: 3—Normal Breeze
Wind Change: 5

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.

SCENARIO C-6 SEAL ISLAND September 21, 1778

I. INTRODUCTION

After being chased for two days, the *Raleigh* was overhauled by HMS *Unicorn*, the foremost of its several pursuers. Some sharp shooting by the British gun crews took off part of the foremast of the *Raleigh*, eliminating its chance to escape. So the crew of the Continental frigate ran it aground after a short fight and attempted to scuttle the ship. However, the British were able to stop the scuttling procedure, pull it off, and capture it relatively intact. The loss of the *Randolph*, the *Raleigh* and the *Virginia* (which had been abandoned to the enemy) in one year brought the number of remaining frigates from the thirteen built down to four.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 1
Wind Velocity: 3—Normal Breeze
Wind Change: 4

III. SPECIAL RULES

1. The American player wins if the *Raleigh* exits board edge 5-6.
2. No anchoring allowed.
3. No land hexes.

SCENARIO C-7 TRUMBALL VS. WATT June 1, 1780

I. INTRODUCTION

In 1779, only one frigate was dropped from the lists. Two more were built and three were purchased from abroad (not counting the *BonHomme Richard*, which was both purchased and lost in that year).

The *Trumball*, one of the original thirteen, and the *Watt*, a British letter-of-marque raiding American merchants, were both looking for a fight. They found it. After a hot action lasting two-and-a-half hours, they drew apart. Almost all the rigging of both ships were shot away, both were leaking, and casualties on each were tremendous. This was perhaps the hardest fought naval action the Americans engaged in during the war. Captain Nicholson, of the *Trumball*, later wrote, "I would sooner fight any two-and-thirty gun frigate they have on the coast of America, than to meet that ship ever again."

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 4—Heavy Breeze
Wind Change: 4

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.

SCENARIO C-8 THE LAST OF THE THIRTEEN August 9, 1781

I. INTRODUCTION

The Continental Navy lost three frigates when Charlestown fell in 1780, two of which were of the original thirteen. The *Trumball*, the last of those ships, was overhauled by HMS *Iris* when the *Trumball*'s rigging had been damaged in a storm. A quarter of the American crew were impressed British prisoners, who refused to fight. After a short, spirited defense, the *Trumball* had to strike. Poetically, the *Iris* was the former American *Hancock*, the first of the thirteen to be captured by the British.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 6
Wind Velocity: 3—Normal Breeze
Wind Change: 5

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.
3. The *Trumball* is considered to have lost a crew section already.

SCENARIO C-9 SURRENDER OF THE CONFEDERACY April 15, 1781

I. INTRODUCTION

Returning from the West Indies, the *Confederacy*, a Continental frigate, was overtaken by the British *Roebuck* and the *Orpheus*. Her captain surrendered the ship without firing a shot. The Continental Navy had reached its lowest point by 1781. After the capture of the *Confederacy*, only two frigates comprised the entire navy of the new nation.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 4—Heavy Breeze
Wind Change: 5

III. SPECIAL RULES

1. The American player wins if the *Confederacy* exits board edge 1.
2. No anchoring allowed.
3. No land hexes.

SCENARIO C-10 ALLIANCE VS. SYBLE March 10, 1783

I. INTRODUCTION

This inconsequential action, lasting about 45 minutes, is considered the last naval action of the American Revolution. As such, it serves to illustrate and summarize the most ineffectual period of America's naval history.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 6
Wind Velocity: 4—Heavy Breeze
Wind Change: 4

III. SPECIAL RULES

1. The American player wins if the *Alliance* exits board edge 5-6.
1. No anchoring allowed.
2. No land hexes.



ASL Annual 1989

For the die-hard *SQUAD LEADER* and *ADVANCED SQUAD LEADER* fans comes the first of our planned annuals for their enjoyment and edification. Released at ORIGINS, this year's *ASL Annual* is devoted to presenting the best of articles and new scenarios for both systems, wargaming's premier tactical simulation. The 64-page, full-color publication is packed with information in 11 articles by some of the best players around (the likes of Mark Nixon, Jon Mishcon, Jim Stahler and Robert Medrow). These articles offer numerous insights for play and some food for thought, maybe even a chuckle or two. But while the articles are the meat of the first *ASL Annual*, the sizzle is supplied by 18 new scenarios—three for the original *SL* system, three for *Deluxe ASL*, and an even dozen for *ASL*. And then, there are the small treats: a number of columns dealing with such diverse topics as a scenario survey, a look at upcoming projects and releases, a question/answer page, and other matters of interest to players of this engrossing game system. In short, we have packed as much into 64 pages as possible, making the *Annual* a sterling addition to the growing body of literature on *SL/ASL*.

The *ASL Annual 1989* is available now for \$10.00. If you cannot locate it at your favorite game store, it may be ordered direct from The Avalon Hill Game Company (4517 Harford Road, Baltimore, MD 21214). Please add the usual 10% shipping and handling for domestic orders; 20% for Canadian; 30% for overseas. Maryland residents please add 5% state sales tax.

THE FRIGATES FIGHT

WS&IM in the War of 1812

By Michael Lee Merritt

The War of 1812 arose from the British practice—actually common among many European powers—of impressment, in this case of sailors serving aboard American ships under the claim that such were deserters or British citizens with forged papers. Under the pressure caused by losses during the Napoleonic Wars, British captains dragooned, it was claimed, thousands who could not prove they were natural-born Americans. French warships also impressed American sailors, although on a lesser scale. Indeed, in response to repeated French provocations the United States navy waged an undeclared naval war against France from 1798–1800, resulting in the clearing of the Caribbean of French privateers and commerce for a period.

The spark that set off the war between the United States and Great Britain came in 1807 off Norfolk. In June, a boatload of English sailors had deserted. The British were informed that they had been taken in and signed up by the USS *Chesapeake*, a fact true of only one of them. The commander of Halifax, following the British tradition of scorn for the fledgling country held since the Revolutionary War, ordered the *Chesapeake* stopped and searched outside territorial waters at the first opportunity. On 22 June, the *Chesapeake* (38 guns) departed Norfolk to become flagship of the Mediterranean squadron. HMS *Leopard* (52) followed and halted the American warship. But Commodore Barron, in command of the *Chesapeake*, refused to allow the search. Five minutes later, three broadsides in rapid succession issued from the *Leopard*, killing three and wounding Barron and 17 others. The flag was hauled down, the search conducted, the deserter hanged, and three Americans imprisoned.

In the aftermath, reparations were demanded of Britain, and when not given, President Jefferson recalled the Mediterranean squadron and convinced Congress to declare an embargo on trade with Britain. But the embargo was poorly enforced, and was eventually repealed in 1809; to replace it, the "Non-Interference Act" of 1809 was drafted, limiting trade with all belligerents. Meanwhile, to insure that the American trade routes remained open, and in response to British attempts to capture French-bound merchantmen off the coast of New York, the United States created an Atlantic squadron.

Tension continued to grow, however. On 16 May 1811, the British sloop *Little Belt* (20) engaged the American frigate *President* (44) by mistake during the night while off Cape Henry searching for French privateers. British casualties were 30, American but one. The British captain apologized, but refused all help, despite the fact that his ship was a battered wreck. But the action enraged many British captains when they learned of it, and impressment and harassment of American vessels increased until, on 18 June 1812, the United States declared war on Great Britain.

The United States navy began the war with 16 frigates, sloops and brigs, along with some 257 gunboats scattered in flotillas from Portsmouth to New Orleans. The only British ships stationed in the waters of the North American theater were the SOL HMS *Africa* (64), eight frigates and six sloops. These were scattered in such a manner that they could not support each other. And, of course, none of their captains were at this point even aware they were at war.

On 21 June, Commodore John Rodgers sailed from New York with his squadron, leaving the *Constitution* to finish fitting out and the *Essex* under repair. Within 36 hours, his five warships over-

hauled the British frigate *Belvidera* (32). The British frigate, upon sighting the American squadron bearing down, scampered to get outside territorial waters; but the wind was fitful and erratic, and late in the afternoon freshened, allowing the Americans to close the distance. *President* (44) opened fire with its two bow-chasers and quickly scored three hits. But the fourth shot burst a gun, breaking Rodgers' leg and killing or wounding 15 others. With the fall of night, the *Belvidera* escaped. Making Halifax three days later, her captain informed Admiral Sawyer—in command of the scattered British squadron—of events. Sawyer dispatched a sloop to discover what the situation was between the two nations, and prudently sent messages for the ships of his squadron to assemble at Halifax.

They responded with such alacrity that, on 14 July, Commodore Broke was able to arrive off New York with the *Africa*, *Belvidera*, *Shannon* (38) and *Aeolus* (32) to blockade the port. Almost immediately, the American brig *Nautilus* (14) sailed into the trap and was captured. On 17 July, the *Constitution* (44) arrived expecting to find Rodgers' squadron there as reported. In the falling darkness, her Captain Hull spotted four warships at anchor outside the harbor. He also spotted the frigate HMS *Guerriere* (38) approaching. Now followed high comic opera. Hull signalled the *Guerriere* but was not answered. The *Guerriere* signalled Broke's squadron, but received no response. Fearing the unknown, the captain of the *Guerriere* made for the open sea, with Hull in pursuit. Meanwhile, Broke's command spotted the American. In the chase that followed, the wind was non-existent, giving the action a lacklustre quality. The *Shannon* was towed by small boats. The captain of the *Constitution* used an anchor kedge to gain distance. Finally, after two days of the doldrums, the breeze stiffened and Hull managed to escape into a squall. *Guerriere* joined the British squadron. (Scenario PF-3, accompanying this article, recreates this action.)

During the first months of the war, the United States navy suffered a few small, but serious, losses. The revenue schooner *James Madison* was taken by the frigate HMS *Barbadoes* while on its way from Savannah to the West Indies. The brig USS *Vixen* (14) was captured by HMS *Southampton* in the West Indies, after it had been five weeks patrolling without taking a prize; but both *Southampton* and *Vixen* were lost on the way to port after grounding on an uncharted reef. The brig USS *Viper* (14) was overhauled and taken by HMS *Narcissus* off Havana.

But the USS *Essex* redeemed American faith in her ships. On the way to Bermuda, the American captain sighted a small frigate and seven troopships bound for Halifax. During the night, *Essex* slipped around the *Minerva* and forced one of the troopships to strike. But with most of her guns carronades, *Essex* couldn't match a British frigate in a daylight battle; besides, it was now understrength due to the prize crew aboard the troopship. Luckily, the remaining British ships sailed on. (See Scenario FF-1 below.) On 13 August, *Essex* took the British sloop *Alert* by posing as a merchantmen and then firing two broadsides into the enemy ship when she bore in close. *Alert* was sent back to Halifax, loaded with released prisoners.

Back with the British fleet blockading New York, on 16 August, Broke dispatched the *Guerriere* to Halifax for provisioning. Three days later, she came upon the USS *Constitution*. The two ships set themselves upon parallel tracks, the *Guerriere* yawing

to fire. But the first British broadside missed, as did most of those over the next 45 minutes. *Constitution* worked in closer, and despite her own poor shooting, *Guerriere* lost its mizzenmast. *Constitution* suffered some serious rigging damage, but Hull still managed to cross the enemy ship's bow in a rake. With the mizzenmast gone, *Guerriere* was at an extreme disadvantage. But when Hull swung back to again cross the bow, *Guerriere*'s bowsprit fouled *Constitution*'s mizzen rigging. Muskets and pistols broke out on both ships; some British-thrown gunwads started a fire on the *Constitution*, which was put out. After quite a hot time, the frigates tore apart, further damaging the rigging. *Guerriere* soon after lost both other masts, and her captain surrendered. *Guerriere* was abandoned during the night, and destroyed by fire the next day. Hull turned his crippled, overloaded ship for home. (This action is depicted in Scenario 17 in the rulebook for WS&IM.)

By September, most of the American warships had returned to port from their first tours with prizes and prisoners. On 8 October, Commodore Rodgers and Decatur left Boston with four ships under command. On the 11th, Rodgers turned for the Azores to raid British shipping with the *President* and the *Congress* (38). Decatur headed for Madeira in the *United States* (44), while the sloop *Argus* (18) headed towards South America.

On the 25th of October, Decatur sighted the frigate HMS *Macedonian* (38). Impulsively, both frigates raced towards each other. Decatur turned first, firing two broadsides. The *Macedonian* turned to keep the wind gauge and tried to close. The Americans kept up a rapid and accurate fire that cut *Macedonian* up terribly as it closed, but the *United States* lost its own mizzen-topgallant in return. Decatur then pulled away and continued to pound the now wallowing British ship. Eventually, *Macedonian* eventually surrendered; Decatur dispatched the prize to Newport while he took his own battered ship to New London. (Scenario 18.)

Elsewhere, a sudden gale took off the mainyard of the gun-brig HMS *Frolic* (18) and caused some damage to the USS *Wasp* (20) which was pursuing her. In the morning, just within sight of a British convoy the *Frolic* was due to rendezvous with, the two vessels closed the distance and proceeded to slug it out with their carronades. After some 16 minutes of this, the two crippled ships collided. *Wasp* raked the enemy's bow, and the Americans swarmed aboard the brig with little resistance offered. Hearing the gunfire, the British SOL *Poictiers* (74) left the convoy to investigate. Coming up rapidly, she easily recaptured the *Frolic*, then turned to chase down the *Wasp*. The captured American ship was sent to Bermuda for refit; her captain, Jones, and his crew were sent home in cartel—where Jones was given command of the captured *Macedonian*!

On 27 October, Commodore Bainbridge departed Boston with the USS *Constitution* and *Hornet*. On the 28th, *Essex* sailed from New York to rendezvous with Bainbridge north of Brazil. Arriving at that point earlier than expected, the commodore left a note for *Essex*'s captain, left the *Hornet* outside Bahia harbor to await the exit of the British sloop *Bonne Citoyenne* sheltering there, and took himself off in search of prey. It would be nearly two months before he found it. The French-built HMS *Java* (ex-*Renomme* with 44 guns) was bound for India, carrying not only copper for the shipyards there, but the new governor of Bombay. On 29 December, Captain Lambert of the *Java* spotted the *Constitu-*

tion, and immediately maneuvered to close with her. In the ensuing maneuvers, neither captain could gain an advantage, but superior American gunfire took its toll.

Java soon lost her jib boom and bowsprit, the dangling head sails sending it into the stays. Despite having its wheel shot away, Bainbridge brought *Constitution* in to fire two broadsides into *Java*'s stern. In trying to grapple, Lambert next lost the foremast, swung around, and was raked through both the bow and stern. By now, rigging on both ships was in sorry shape. The American frigate pulled away to effect repairs even as the gun crews continued to fire. Soon, *Java*'s mainmast fell. The British ship struck her colors. In the two-hour battle, the Americans had lost nine killed and 25 wounded (Bainbridge had been wounded twice); the British had 48 dead (including Lambert) and 102 wounded. After futile efforts to save her, Bainbridge took aboard the British prisoners and burned the *Java* on the 31st of December. (Scenario 19 in the rulebook.)

Meanwhile, the *Hornet* had been chased from Bahia by the arrival of the SOL *Montague* (74). Escaping first to a neutral port, the American ship eventually slipped by the British blockade and rejoined *Constitution* off San Salvador on 3 January 1813. There Bainbridge dropped off the prisoners from HMS *Java* and both ships departed the region on the 6th for better hunting.

On 1 February *Constellation* sailed from Washington bound for Hampton Roads. But she promptly ran into the two enemy SOLs, three frigates and two sloops of Admiral Cockburn's squadron. Escaping up the Elizabeth River, the Americans took guns from gunboats there to fortify Craney Island in an attempt to preserve *Constellation*. Cockburn left a small force to keep her penned up there and set about destroying the shipping in the Chesapeake Bay. As scores of coastal craft were captured and/or destroyed, the most important coastal traffic of the young country came to a standstill. With the arrival of Admiral Warren's ships as reinforcements, Cockburn decided to take the *Constellation*. Some 2000 men were put ashore to take Craney Island, but after suffering 80 casualties the attack was called off. The British left an SOL to keep *Constellation* in check and departed the bay.

By February, the British were blockading all the major ports in the eastern United States. And they were in the process of building six large frigates (44 gunners) to challenge the American ones. By now, the number of British warships operating out of Brazil, Halifax, Jamaica, the Leeward Islands and Newfoundland totalled 17 74-gun SOLs, two 50-gun razees, 27 frigates, 50 sloops and brigs, and some smaller craft. The Americans were heavily outgunned.

But successes still came their way. On 4 February *Hornet*, operating independently, sighted three enemy brigs. Her captain took the wind gauge and went after the one furthest out. But the HMS *Peacock* exchanged a broadside of carronades as *Hornet* passed, and then tried to cut across *Hornet*'s stern. Turning to the fight, the American was rewarded by taking down one of the enemy's masts. After a hot eleven minutes of fire, *Peacock* struck her colors. But she sank so fast that three Americans from the prize crew (just come aboard) and 13 British sailors drowned below decks. Others scampered up the remaining masts, to be taken off by *Hornet*'s boats.

By April, most of the American "fleet" was blockaded (one notable exception—the USS *Essex*). On the 23rd, Rodgers escaped Boston harbor with *President* and *Congress* (see Scenario FF-4). Decatur eluded the New York blockade only to run into a British squadron off Rhode Island; he lightened his vessels and took them up the Thames River. USS *Argus* slipped out of New York soon after, with the American Minister for France aboard. But the *United States* and *Macedonian* were dismantled and

their crews sent to other ships.

James Lawrence's *Chesapeake* had been blockaded by Commodore Broke, in command of the frigates *Shannon* and *Tenedos*. On 1 June, Broke sent *Tenedos* away in the hope of provoking Lawrence to make a break. He was not disappointed; Lawrence headed out the moment he learned of the change. *Shannon* fled—seemingly—between capes Ann and Cod; but once away, Broke hove to to await the *Chesapeake*. Lawrence charged on in, and for some time the frigates traded broadside for broadside. *Chesapeake* lost her headsails and ran into the wind, giving *Shannon* a quartering shot. Then the two frigates collided and fouled. The British topmen seized the American rigging, while Broke and the deck crew charged across the American quarterdeck, clearing it and closing the access hatches. Lawrence ordered, "Don't give up the ship!" But Lawrence died, and the Americans surrendered. With a prize crew aboard, *Chesapeake* was sent to Halifax. (Scenario 20)

After landing the American Minister at L'Orient, *Argus* spent the next month raiding the English Channel and Irish Sea, taking and burning 18 merchant vessels. On 14 August, the British brig *Pelican* sighted her taking her 19th prize. The two quickly closed to short range. Firing broadside to broadside, the British shot away all of the enemy rigging, then raked *Argus* again and yet again through the stern. The two vessels collided, and the British boarded without resistance. *Argus* was dispatched to Plymouth.

Even as the Battle of Lake Erie (Scenario 21) was deciding the control of the Great Lakes, the American frigate *Essex* had gone around the tip of South America to take on the British whaling fleet, single-handedly obliterating it. With an even larger crew than when he left the States, Commodore Porter was in no mood to leave the Pacific yet. Upon learning that a British frigate and two sloops were searching for his raider, Porter sailed into Valparaiso. He was still there on 8 February 1814 when the *Phoebe* (36) and *Cherub* (24) entered the harbor. Being a neutral port, the British declined to fight and instead established a tight blockade. On 28 March, a gale parted *Essex*'s cable and Porter was forced out to sea. The British closed in and cut off his return to shelter. With the maintopmast gone, Porter anchored close inshore. *Phoebe* took up station under the stern and *Cherub* off the starboard bow. In the ensuing fight, *Phoebe* took some serious damage, but *Essex* was pounded into a wreck. Porter tried to beach his ship but the wind was against him, and when he tried to anchor again the last cable aboard parted. With no other choice, Porter gave permission to his men to swim for shore and ran up the white flag. Of the 31 men who reportedly tried to make the beach, most didn't. (See Scenario FF-5.)

On 12 March 1814, the captured and now-refitted sloops *Frolic* (out of Boston) and *Peacock* (out of New York) slipped through the blockade. The *Frolic*, after taking one merchantman and besting a privateer, was captured by a British frigate in the Florida Strait. The *Peacock* did much better, beginning with her capture of the brig *Epervier* (18), which was carrying some hundred thousand pounds in gold and silver. *Peacock* escorted the prize to Savannah. In July and August, the American ship terrorized the British merchantmen (even as the *Wasp* was forced to withdraw; see below) of the Channel, taking 14 prizes (and burning 12 within sight of the coast).

On 1 May, the USS *Wasp* had departed Portsmouth bound for the English Channel to do as the bold *Argus* had the year before—bring British coastal trade to a halt. By 28 June, when she met up with the HMS *Reindeer* (18), she had taken seven prizes. As the *Reindeer* closed, a volley of light guns sounded. William Manners, master of the British ship and a brilliant tactician, was first wounded by a cannon ball, then killed by musket fire. When the

British attempted to board and were beaten off, Johnston Blakely of the *Wasp* led his men back over and swept the decks. The ferocity of the fight can be imagined once one learns that all the British officers were casualties by the end of the melee. *Reindeer* was burned, while *Wasp* went to L'Orient for repairs. (See Scenario 22 in the rulebook for this action).

With the continental wars virtually over, in August the British at last sailed into the Chesapeake Bay in force. With four SOLs, 20 frigates and sloops, and 20 transports loaded with regulars, the British were out to end the war. On the 17th, Sir Peter Parker's frigate *Menelaus* and two sloops made a feint at Baltimore and James Gordon's command undertook another directed at Fort Washington. The remaining shallow-draft ships went up the Patuxent to destroy the flotilla of Commodore Barney. As the British neared, all but one of the American gunboats and schooners were scuttled and Barney's men marched to join the defenses of the capital. A week later, the attack on Washington opened. The city was in a panic, as Barney's men (along with some 120 Marines) retreated after briefly checking the Redcoat advance (Barney was wounded and captured). Naval stores were set on fire to deny them to the enemy, and the fire also claimed the American frigate *Columbia* and newly-built sloop *Argus*. The schooner *Lynx* was towed away. Soon after, the capitol of the United States followed them into flames, burned by the vengeful British.

Even as the Battle for Lake Champlain (Scenario 30, found in Vol. 13, No. 2 of the *GENERAL*) was being fought, the British were laying plans for the capture of Baltimore. On 12 September, some 4700 regulars were landed. Early the next day, even as the land troops maneuvered, the HMS *Erebus*, schooner *Cockchafer* and five bomb ketches attacked Fort McHenry. *Cockchafer* took a hit and all retreated. Several hours later, *Erebus* and three bomb ketches returned to renew the bombardment. But the ketches were hit repeatedly and the British gave up the attack on the harbor. Oh yeah . . . the land forces were turned aside by American irregulars.

On the same day, Admiral Percy arrived off Mobile Bay with the sloops *Hermes* and *Sophie*, brigs *Carron* and *Childers* and a transport. As marines and irregulars were being landed, the flotilla opened a duel with Fort Bowyer from a distance. Three days later, the British land assault on the fort was conducted, as the British ships closed the range to help. But *Hermes* lost its cable and drifted aground. The marines were repulsed. Seeing no alternative, the British commander ordered *Hermes* burned and then withdrew.

Wasp returned to the English Channel from L'Orient in late August. She took three prizes in the first four days there. During the night of 1 September, the American sighted four sail. Despite the strong wind and running sea, *Wasp* closed with the brig HMS *Avon*. For 45 minutes the two little ships hammered each other, until the *Avon* was a slowly sinking wreck. *Wasp*'s own rigging was badly cut up, and she was forced to flee when two more British ships were sighted (the British too busy helping *Avon* to pursue). On 21 September, *Wasp* took its last prize. On 9 October, she was sighted by a Swedish brig—the last time the gallant *Wasp* was ever seen. It is assumed she was lost at sea with all hands.

In mid-December, a British fleet (60 warships and transports) departed Jamaica for an attack on New Orleans, gateway to the continent. Blocking the route was one Lieut. Jones and his five gunboats. The British sent in 45 barges loaded with troops and 42 cannon to clear the way. Jones then chose to run north, but several of his gunboats grounded and the Americans were forced to fight. Deploying 23 cannon, the British bombarded the gunboats until their magnificent infantry moved forward to decide

MASTER SCENARIO CHART

Name	Guns	Class	Nr.	Bow Hex	Initial Position			Qual.	Crew Section			Guns		Carro- nades		Rigging				Point Value
					Dir Nr.	Hull			1	2	3	L	R	L	R	1	2	3	4	
Scenario FF-1																				
American																				
Essex	32	F	4	VV20	5	7	El	3	3	2	1*	1*	8	8	5	5	5	5	16	
British																				
Minerva	32	F	4	NN26	3	5	Cr	2	1	1	3	3	2	2	5	5	5	5	12	
Troopship 1	—	+		++	3	3	Av	1	1	—	—	—	1	1	3	3	—	—	7	
Troopship 2	—	+		++	3	3	Av	1	1	—	—	—	1	1	3	3	—	—	7	
Troopship 3	—	+		++	3	3	Av	1	1	—	—	—	1	1	3	3	—	—	7	
Troopship 4	—	+		++	3	3	Av	1	1	—	—	—	1	1	3	3	—	—	7	
Troopship 5	—	+		++	3	3	Av	1	1	—	—	—	1	1	3	3	—	—	7	
Troopship 6	—	+		++	3	3	Av	1	1	—	—	—	1	1	3	3	—	—	7	
Troopship 7	—	+		++	3	3	Av	1	1	—	—	—	1	1	3	3	—	—	7	

*=If playing with Basic Rules, ship may fire broadside every other turn.

+ =Use any Class 1 counter to represent troopships.

++ =Anywhere on rows JJ-RR inclusive, at least two hexes apart and within 12 hexes of *Minerva*.

Scenario FF-2

American

Constitution	44	F	4	EE20	5	12	El		El	4	3	3	4	4	3	3	6	6	6	6	24
President	44	F	4	EE14	5	12	Cr		Cr	4	3	3	4	4	4	4	6	6	6	6	21
United States	44	F	3	EE17	5	12	El		El	4	3	3	4	4	4	4	6	6	6	6	24
Congress	38	F	4	EE11	5	9	Cr		Cr	3	3	2	3	3	3	3	5	5	5	5	16
Hornet	20	S	5	EE8	5	4	El		El	2	1	1	—	—	3	3	4	4	4	4	12
Argus	18	S	5	EE5	5	4	El		El	2	1	1	—	—	3*	3*	4	4	4	4	11
<i>British</i>																					
Guerriere	38	F	3	LL33	2	9	Av		Av	2	2	2	3	3	3	3	5	5	5	5	13
Aeolus	32	F	3	OO32	2	6	Cr		Cr	2	1	1	3	3	1	1	5	5	5	5	12
Belvidera	32	F	3	RR30	2	6	Cr		Cr	2	1	1	3	3	1	1	5	5	5	5	12
Shannon	38	F	4	UU29	2	10	El		El	2	2	2	3	3	3+	3+	5	5	5	5	17
Africa	64	SOL	2	XX27	2	11	Cr		Cr	3	3	2	6	6	3	3	7	7	7	—	20

*=5 in Advanced Game.

+ =7 in Advanced Game.

Scenario FF-3

American

Constitution	44	F	4	X15	6	12	El		El	4	3	3	4	4	3	3	6	6	6	6	24
<i>British</i>																					
Africa	64	SOL	2	XX23	6	11	Cr		Cr	3	3	2	6	6	3	3	7	7	7	—	20
Shannon	38	F	4	CC15	1	10	El		El	2	2	2	3	3	3+	3+	5	5	5	5	17
Belvidera	32	F	3	CC18	6	6	Cr		Cr	2	1	1	3	3	1	1	5	5	5	5	12
Aeolus	32	F	3	Y19	6	6	Cr		Cr	2	1	1	3	3	1	1	5	5	5	5	12

+ =7 in Advanced Game.

Scenario FF-4

American

President	44	F	4	MM22	6	12	Cr		Cr	3	3	3	4	4	4	4	6	6	6	6	21
Congress	38	F	4	PP23	6	9	Cr		Cr	3	2	2	3	3	3	3	5	5	5	5	16
<i>British</i>																					
Shannon	38	F	4	S25	2	10	El		El	2	2	2	3	3	3+	3+	5	5	5	5	17
Tenedos	38	F	4	V23	2	9	Cr		Cr	2	2	2	3	3	3	3	5	5	5	5	15

+ =7 in Advanced Game.

Scenario FF-5

American

Essex	32	F	4	K22	4	7	El		El	3	3	3	1*	1*	8	8	5	5	5	5	16
<i>British</i>																					
Phoebe	36	F	4	O26	1	7	Cr		Cr	2	2	1	3	3	1	1	5	5	5	5	14
Cherub	24	S	5	N16	6	5	Cr		Cr	2	1	1	—	—	3	3	4	4	4	4	10

*=If playing with Basic Rules, ship may fire broadside every other turn.

the issue. Jones' boat was taken, its guns turned on the others, and within moments the "battle" was over. All five gunboats surrendered. The British settled down to plan their advance on the city.

At this time, though, the Treaty of Ghent was being finished (24 December). On the 27th it was signed by the Prince Regent and hurried aboard the sloop HMS *Favourite* for a journey to North America. On the 2nd of January 1815, the *Favourite* at last left port much delayed by storms.

Twelve days later, a gale blew the British squadron blockading New York off station. Unaware of the impending peace, Decatur of the *President* took the opportunity to escape. Grounding on a sand bar, he lost two hours. Anticipating such an attempt, the British captains made for the likely point of inter-

ception rather than their stations as their ships weathered the gale. As the sun rose the next day, the 15th, Decatur sighted the British, arrayed between *President* and Staten Island. *Tenedos* (38) appeared first, but it was *Endymion* (40) which closed on *President*'s starboard quarter, yawing and firing and giving Decatur no chance to board. After some 30 minutes of this, he turned to cross *Endymion*'s bow, but the British frigate turned broadside. For two hours the ships hammered at each other, until every sail on *Endymion* had been shot away. Turning again to flee, *President* was now caught by the *Pomone* (38). That British ship fired one broadside that wounded Decatur and caused considerable damage. *Tenedos* closed in. A bleeding Decatur gave the order to surrender. His ship was sent off to Bermuda.

On 11 February *Favourite* arrived in New York under a flag of truce and the treaty papers were transferred to couriers. The treaty reached Washington on the 14th, and was signed by President Madison. On the 17th, Congress ratified the Treaty of Ghent unanimously. The war was over.

But not the fighting. On 20 February 1815, *Constitution* sighted the sloop *Levant* (20) and corvette *Cyane* (24) northeast of Spain. After five hours of a stern chase, the fight began. The British formed a two-ship line while Captain Stewart took the wind gauge. Stewart took the *Constitution* in and opened fire, but the smoke soon blocked the view. He ordered her fire held for a moment, and the smoke cleared just in time for Stewart to spot *Cyane* trying to cross *Constitution*'s stern. He backed sails,

and pounded the corvette with short-range fire. When *Levant* tried to come about to help, Stewart raked its stern. With its rigging shot away, *Levant* drifted away. *Cyane* surrendered. Just as repairs to the rigging were complete enough to make a run for it, "Old Ironsides" closed and exchanged one last round of broadsides. *Levant* surrendered. (See Scenario 23 in the rulebook.) Stewart and his prizes sailed to Porto Praya. There a British squadron arrived soon after; Stewart decided to make a break for home. *Cyane* and *Constitution* made good their escape, but *Levant* was turned back. The British then violated neutrality and seized her. Stewart and his prize sailed into New York, after learning the war was over.

Also at sea as the treaty was being signed, the USS *Hornet* and USS *Peacock* mistook the SOL *Cornwallis* for a lumbering East Indiaman. Nearing her, the Americans discovered their mistake and fled on diverging courses. *Peacock* was soon lost to sight, but the *Cornwallis* was soon gaining on *Hornet*. In an effort to lose the SOL, the American crew threw overboard virtually everything—boats, stores, cannon, anchors. Yet come dawn, the Britisher's bow-chasers opened fire (despite a change of tack during the night by the Americans). So over the side went more weight—muskets, cutlasses, capstan, anvil, bells and the topgallant fore-castle! Late that afternoon, *Hornet* finally drew away, a speedy hulk. On the 9th of May, her crew learned of the peace.

Meanwhile, *Peacock* continued on to East Indian waters. In June, she took and burned four Indiamen off Java. On 31 June, *Peacock* sighted a British brig. When the brig did not stop or alter course away from her, *Peacock* closed and fired a single broadside (killing seven). The unlucky little HMS *Nautilus* surrendered. It has the dubious distinction of being at once both the first and last warship captured in the War of 1812 (being the same ship, under American colors, taken off New York in July 1812). From her captain, the *Peacock* learned of the end of the war.



SCENARIO FF-1 ESSEX VS. MINERVA 9 July 1812

I. INTRODUCTION

Leaving New York on 3 July after completion of repairs, Captain David Porter set sail for Bermuda. Overtaking a convoy of seven troopships headed for Halifax, the American kept his distance from Captain Hawkins in the escorting HMS *Minerva*. Armed with only six long 12-lbers and 40 carronades, Porter had little choice. He waited until nightfall, evaded the escort, and cut out one of the troopships.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 5
Wind Velocity: 3—Normal Breeze
Wind Change: 5

III. SPECIAL RULES

1. No anchoring allowed.
2. No land hexes.
3. No fire allowed beyond five-hex range (night visibility).
4. Scenario has but 20 turns.

SCENARIO FF-2 COMMODORE RODGERS 19 July 1812

I. INTRODUCTION

Within 36 hours of the American declaration of war, Commodore Rodgers departed New York, driving HMS *Belvidera* off station in the process. British Commodore Broke's squadron arrived off New York on 14 July to blockade the port; and the USS *Constitution* arrived four days later. If Rodgers had delayed his departure, the decisive naval action might well have taken place off the port as the combined American "fleet" engaged the British North American squadron.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 1—Light Breeze
Wind Change: 5

III. SPECIAL RULES

1. Anchoring is allowed.
2. Board edge $\frac{3}{4}$ is considered land.

IV. SPECIAL VICTORY CONDITIONS

To claim victory, the American player must amass at least 30 victory points, and have at least 50% more VP than the British player.

SCENARIO FF-3 CONSTITUTION VS. SHANNON 19 July 1812

I. INTRODUCTION

Captain Issac Hull raised anchor in Annapolis three weeks after hostilities commenced (having spent his time recruiting a crew). He made for New York in hopes of joining Rodgers, unaware the latter had already left port. Arriving off the port during the night, Hull found a number of ships outside. Not knowing whether they were hostile or friendly, he wisely waited until dawn. In the chase that followed, the wind was fickle, and only towing and anchor-ketching saved *Constitution* from capture.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 3
Wind Velocity: 1—Light Breeze
Wind Change: 3

III. SPECIAL RULES

1. Anchoring is allowed.
2. No land hexes.

IV. SPECIAL VICTORY CONDITIONS

The American player wins automatically by surviving uncaptured and undestroyed. Otherwise, the player with the most victory points wins.

SCENARIO FF-4 BROKE'S CHALLENGE 22 April 1813

I. INTRODUCTION

Commodore Philip Broke was in command of the British blockading squadron off Boston keeping four American warships bottled up inside. Upon hearing that Rodgers planned to break out with two of the frigates, Broke—a colorful, sporting type—issued a challenge to Rodgers. Broke would dispatch all his ships except *Shannon* and *Tenedos* and face whichever two American frigates Rodgers wished to send against him. Rodgers, however, declined, slipping through the blockade the next day.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 3—Normal Breeze
Wind Change: 5

III. SPECIAL RULES

1. No anchoring allowed.
2. Board edge $\frac{3}{4}$ is considered land.

SCENARIO FF-5 PORTER VS. HILLYAR 28 March 1814

I. INTRODUCTION

Blown out of Valparaiso by a gale, Captain Porter was forced to fight two British ships. Beyond carronade-range for most of the battle, and with its stern exposed, *Essex* was pounded until helpless. The ship struck even as some of the crew made for shore.

II. PREVAILING WEATHER CONDITIONS

Wind Direction: 2
Wind Velocity: 5—Gale
Wind Change: 6

III. SPECIAL RULES

1. No anchoring allowed.
2. Board edge $\frac{3}{4}$ is considered land.
3. *Essex* has already taken two points of rigging damage (player's choice of location).
4. Wind Velocity may not be less than "Heavy Breeze".



Easing Into . . . Cont'd from Page 8

"decisive victory" (which is required for the French at Waterloo in the "short" scenario played), it is necessary to disperse (eliminate) and/or have routed a number of enemy infantry and cavalry brigades equal to the enemy's army morale number (printed on the label for the army commander general unit—21 for Wellington's army at Waterloo). If this is done, the enemy is considered to have been driven from the field in red ruin. Hurrah!!



Bed of Steel . . . Cont'd from Page 34

into a successful feeder-line strategy by the actions of others, but cannot set out to create such an opportunity; it's simply too costly.

Conclusion

1830 is one of a very small number of multi-player games which are almost pure tests of skill. Unlike *DIPLOMACY* and its brethren, however, 1830 is unique in that one's fate is somewhat less dependent upon the actions of other players if one so chooses. The game lends itself so well to analysis, in fact, that it suffers from the same problem as chess—unless a time limit is set, the game can drag on far too long to be enjoyable. I think the game is best enjoyed if each player is practiced enough so that only three or four important decisions will require extensive thought and calculation. Our local gaming group plays a very sophisticated game, but usually completes a match (no bankruptcies) in three to four hours. This is a comfortable evening's entertainment.

This article is intended to provide the beginner with some examples of the issues he must think about when making these crucial decisions. Pro-found hex-by-hex, dollar-by-dollar analysis of a large number of specific situations is beyond my scope, but I will be glad to respond to future discussion or criticism of the points raised here in future issues of *THE GENERAL*.



THE CHINA TRADE

Chinese Vessels for WS&IM

By Thomas M. Kane

Bucknell's men trembled, hearing curses in a strange tongue. The enemy ship scraped along the hull of Bucknell's sloop. Half-clad Chinamen sat perched in its sails, not hanging on any proper rigging but along the bamboo slats which flattened the sailcloth. The *Osprey's* broadsides had ripped those sails in a hundred places, but that had seemed to barely slow the attacker. It had turned, tacked almost straight upwind, and slipped behind the *Osprey*. The cannons were silent now, trailing wisps of smoke over the sun-baked sea. All the Europeans were on deck to repel boarders. They faced the dreaded Chinese pirates, who knew no mercy and were unerring in guessing who might make fair prey, falling upon those who could not summon help or demand reprisal. Captain Bucknell looked up mournfully at his own "Jolly Roger". If his ship was taken, nobody would miss it. He'd come East to grow rich off the China Trade. Now it looked like he had gambled, and lost.

Old China developed over the centuries a rich naval history, and an entirely different technology from that used by the European West. Whole cities, whose citizens lived afloat on moored boats, were founded in the ocean; most coastal warlords raised navies. Fleets of buccaneers banned from all ports roved the China seas. These dreaded raiders, knowing they would receive no mercy if taken, fought with a fanatic skill and courage. As the colonial period opened in the Far East, intrepid captains from the Western powers came to China's exotic ports, lured by trade opportunities unknown. In their wake came the adventurers, warships and more pirates. China's coast soon swarmed with all manner of shipping, and East met West with occasional violence. The struggle for dominance eventually climaxed in the "Opium War".

China's naval tradition makes fascinating study. And for too long it has been ignored by those who enjoy *WOODEN SHIPS & IRON MEN*. The Chinese sailors were as tough and feared in their heyday as any "Iron Men", and their vessels of teak and bamboo a match for any of the "Wooden Ships". Offered here is my attempt to bring this fascinating facet of naval warfare to the readers.

CHINESE SHIPS

The most obvious difference between Chinese and Western ships is that of relative size. Even the ocean-going war-junks were small compared to the European-design SOLs. Chinese captains insisted that their craft be able to operate in the many rivers, canals and shallow bays that lined China's coast. After all, some of the most important water trade took place a 1000 miles from the ocean, up the broad Yangtze to the port of Ichang. They needed small ships with shallow draft to navigate these waterways, even during the winter drought.

Chinese ships had evolved with unique means of propulsion. The Chinese builders used square lugsails, which were battened with bamboo and hung from a yardarm roughly two-thirds up the ship's mast. Because of these bamboo battens, the sails remained rigid and flat even in high winds, allowing the ships to tack at extremely sharp angles. Sails such as these could even be used when perforated. Sailors climbed the battens without the use of ratlines found on Western ships. And Chinese sails could be raised and lowered rapidly because they simply folded (rather like huge Venetian blinds). Most ships were designed to also be poled in shallow waters, or driven with sculling oars.

For game purposes (refer to the accompanying table), assume all Chinese ships may sail into the wind at a speed of one hex per turn due to their special sails; Chinese ships tacked at such a sharp angle that this is the best way to simulate the effect. Aside from this, wind affects the Oriental ships normally. (Note, the "Opium Clipper" does not have Chinese sails and cannot sail into the wind.)

All of the ships listed here appeared in various forms throughout the Far East. Lorcas had the body of a Western frigate, brig or corvette, but Chinese sails and a reinforced hull. The Kiangsu and Pechilli traders were common merchant ships, and also the traditional vessels of Chinese pirates. River junks carried no sails and, despite their label, were often used on the ocean (although limited to coastal waters). The Crooked junk was scarcely bigger than a gunboat, and was limited to oared movement; its stern was designed to allow use of an oar sweep for use in rapids. Opium Clippers are Western-built ships specially designed to smuggle the drug past Chinese government warships; they combined the best of both worlds - able to out-sail most European vessels and outgun most Chinese in the waters of the South China Sea.

The Chinese never developed naval artillery weaponry or tactics to any great extent. After all, most of their combat was in rivers where any enemy would lie straight ahead (or behind) and invulnerable to a "broadside". Most which even carried cannon had only a few, haphazardly placed on the main deck. The Orientals developed their own weapons, many intended to aid in the boarding actions that usually decided the fight. Stink bombs, fireships and torches, anti-boarding spikes, and mines were common; these devices can be used by any Chinese ship, and are described in detail below. Note that scenarios should limit the number of mines or stink bombs that can be used by a Chinese ship (for point value calculation, assume that each set of mines for a crew section is worth five points, and enough stink bombs to outfit one crew square costs one point).

Stink Bombs: Chinese sailors made small bombs by packing clay pots with gunpowder,

nails, sulfur dust and any malodorous substance they had available. These were to be thrown onto the decks of enemy ships. Sailors in a boarding action hurled their bombs by hand, making stink bombs useful in WS&IM only against ships in an adjacent hex. The player using stink bombs must assign crew sections to prepare the bombs during the Boarding Preparation Phase (VII). Crew squares assigned to throwing the bombs cannot participate in boarding parties or cannon fire. During the ensuing Combat Phase, the Chinese player may attack on the Rigging Chart of Hit Table 1. An attacker may make one roll on this table for every crew square in each section assigned to the stink bombs. Not only is normal damage assessed, but the bombs automatically fill the enemy ship with smoke. The stricken ship's crew may take no further action until the next game turn. While no boarding parties may move onto the affected ship, its own crew may not reload guns, engage in boarding actions, nor reset sails. If stink bombs should be thrown into an existing melee, neither side may attack during the turn (which may give players time to summon support however).

Mines: These were small gunpowder charges, designed to be floated downstream with time fuses. To deploy them, a player must assign one crew section to dropping mines during the Boarding Preparation Phase; this section may take no other action during the turn. Mines may be placed in any hex adjacent to the Chinese ship; if there is a current or wind, they will drift as if a dismasted ship. Use any upside-down gunboat counter to represent the mines. The player who has placed the mines must secretly record whether they are timed to explode in one, two or three turns. At the conclusion of the Movement Execution Phase (V) of the appropriate turn, this is revealed and the attack resolved. All ships adjacent to or in the same hex as a mine must take damage rolled on Hit Table 2 of the Hull Chart. Mines may not be fired upon, only avoided.

Fireships: The Chinese devised a special form of fireship in which two small boats were linked by chain and sent towards the enemy. An enemy ship would strike the sometimes lengthy chain, swinging the fireships to lay along her hull. Treat these fireships as in the regular game (DYO - III), but assume that they foul the target on a roll of "1-4", cannot be unfouled, and cause twice the usual damage should they explode.

Spikes: Some Oriental ships mounted sharp stakes along the hull to discourage ramming and boarding. The Koreans refined this tactic, and continued it even after they developed iron-clads. Spikes mounted on a Chinese ship (point value addition of "2") force attackers to add +1 to their grappling die roll. They also give Defensive Boarding parties (only) a bonus of -1 during the first round of melee. Note that use on the war-junks had been discontinued.

ORIENTAL SHIPS

DYO Specifications Chart

Name	Guns	Hull	Crew			Guns		Rigging				Depth (ft.)	Speed	Full Sail	Tons	Turning Ability	Point Value				
			1	2	3	L	R	1	2	3	4						EL	CR	AV	GR	PR
Lorca	20*	6	1	1	1	1	1	7	7	7	7	8	4	7	500	3	14	12	10	8	6
Kiangsu Trader	10**	5	3	2	2	1	1	5	5	5	5	6	4	7	135	3	12	10	8	6	4
War-junk	16	5	4	3	3	1	1	3	3	3	3	6	4	7	280	3	14	12	10	8	6
River Junk	---	3	1	--	--	--	--	3	3	3	3	5	4	7	110	3+	8	6	4	2	1
Pechilli Trader	5	2	1	1	--	2++	2++	3	3	3	3	4	4	7	40	3	10	8	6	4	2
Small War-junk	6	4	1	1	1	2++	2++	3	3	3	3	3	4	7	80	3+	8	6	4	2	1
Crooked Junk	6	7	1	1	--	2++	2++	3	3	3	3	4	4	--	75	3+	8	6	4	2	1
Opium Clipper	12**	10	1	1	1	1	1	4	4	4	4	15	4	7	900	2	19	17	15	13	11

Notes:

* = The Lorca used a hull from a Western ship, and so may be designed with the guns and/or carronades of any frigate, brig or corvette.

** = If playing with the Basic Rules, these ships may fire a broadside every other turn. In the Advanced Rules, do not double the guns. All of these ships, except the Opium Clipper, may - at the player's option before set-up, concentrate the guns on one side of the ship, allowing broadsides to be fired every turn, but only from that side of the ship.

+ = These ships often moved by oars, alone or in tandem with their sails, and may therefore turn and move backwards as if they were gunboats (see page 29 of the rulebook).

++ = Use a gunboat's field of fire (page 29).

RIVERS

Many Chinese ships never tasted salt water, but sailed the Yangtze river, its tributaries and canals. To a fan of *WS&IM*, river battles offer several interesting tactical options, especially when islands or shallows are present to maneuver around or tributaries available to hide within. Players may design any pattern of river and its branches using the mapboards, always assuming that most of the waterways would be between two and 25 hexes wide and 0-20 feet deep. Note that the Yangtze was often as much as three times deeper during the early summer, especially in the period following the spring floods.

The current can also provide an interesting tool for the gamer, either reducing the effects of an unfavorable wind or exacerbating them. Treat the current like wind for the purposes of movement. All ships drift one hex per turn with the current if not otherwise moving. Add to a ship's speed one hex due to current when the craft is travelling downstream; subtract one if moving upstream.

THE OPIUM WAR

Certainly the most dramatic encounters between European and Chinese wooden warships came during the Opium War of 1839-1842. While this time period is later than that covered by most *WS&IM* scenarios, most of the fighting involved the frigates of earlier ages. Although European naval technology had advanced in the interim, the Royal Navy was slow to adopt these changes - and certainly did not dispatch its newest ships to China. Use the statistics for the Napoleonic Period for European ships in any Opium War scenario. The primary British squadron in Chinese waters during the war consisted of: the *Alligator* (26-gun frigate), the *Blenheim* (74-gun common SOL), the *Blonde* (42-gun frigate), the *Conway* (26-gun frigate), the *Druid* (44-gun frigate), the *Hellas* (an Opium Clipper chartered by the Royal Navy), the *Volage* (26-gun frigate), and the *Wellesley* (74-gun SOL). When these

descriptions cannot be matched precisely with the DYO Specifications (page 31), simply round-off the number of guns (for example, a 26-gun frigate can be treated as the weakest sort of 32-gun frigate).

These ships blockaded the Chinese coast in defense of the right for British smugglers to operate, and also made several forays upriver. The blockade intensified in June 1840 when Captain Smith outlawed all native Chinese navigation and ordered his fleet to seize all Chinese vessels found. In reaction, the Chinese government offered bounties on Englishmen. One could claim the equivalent of \$100 for a captured sailor (\$20 for just his head), \$5000 for an imprisoned ship captain, and up to \$10000 for burning a European ship. Despite this incentive, the English almost always overwhelmed their opponents. Most of the action was confined to desperate single-ship fighting. The only true battle occurred when the *Hellas* was sweeping the mouth of the Yangtze. Chinese locals had cleverly placed underwater stakes to prevent her from turning. Eight Pechilli junks sallied from the river to attack her, with stink bombs and boarding actions. They were driven off, but the *Hellas* also withdrew to replenish her crew.

The rules of *WOODEN SHIPS & IRON MEN* require no special adaptations to bring Chinese ships into play. It is fairly easy to select counters to substitute for the Chinese ships, or you can make new colorful ones. To locate more technical information on Chinese vessels, consult *The Junks and Sampans of the Yangtze* by G.R.G. Wocester (Annapolis: Naval Institute Press, 1971). For information on the Opium War, I suggest *The Chinese Opium War* by Jack Beeching (New York: Harcourt Brace Jovanovich, 1976). It is hoped that long-time players of my favorite wargame will soon be sailing the Chinese waters with me.



CONTEST #155

Last issue we sought to challenge the readers with a cryptogram, based on a simple letter-substitution code. For this issue, we'll turn the heat up a notch, by asking you to unravel just four words - each associated with Avalon Hill. And we'll even tell you that each letter is found by substituting a numeral for a letter, in strict sequence beginning with A=2 (thus, B=3, C=4, right through Z=27). But the word is the multiplied product of its letters. Thus, by example, the word "NATO" is written as 10,080 (15 times 2 times 21 times 16 = 10,080). Knowing this, decypher the following:

36,480

430,920

1,225,728

5,056,128

To help you get started, a couple of clues. Each word contains at least one letter represented by a prime number greater than 13. And each word is at least six letters long. So, it's time to sharpen your pencil and see how you fare. To enter, just tell us what the four words above happen to be.

The answer to this contest must be entered on the official entry form (or a reasonable facsimile) found on the insert of this issue. Ten winning entries will receive a merchandise credit from The Avalon Hill Game Company. To be valid, an entry must include a numerical evaluation for this issue as a whole and a listing of the three best articles in the judgement of the contestant. The solution to Contest #155 will appear in the next issue and the list of winners in Vol. 27, No. 4 of *THE GENERAL*.

WOODEN SHIPS FOR ONE

A Solitaire System for WS&IM

By Mark Hunter

Whether it's because you don't have an opponent to play with, or simply an extreme case of introversion, we all have occasions to play our favorite wargames solitaire. The only problem is that many of these games cannot be readily played alone. That was my dilemma with *WOODEN SHIPS & IRON MEN*. But rather than just complaining, I took matters into my own hands and developed a set of solitaire rules for this gaming classic. With these rules, *WS&IM* can now be a challenging solitaire game, making all us gamers (and especially our wives, who insist we be home) the happier.

The theory behind my design for this solitaire system stems primarily from the introduction to the "Design Your Own Scenarios" section to the 2nd edition rules: "Intermediate actions between several ships-of-the-line were very rarely fought. Yet within the game format, these actions are the most enjoyable to portray. They allow for hard-fought battles without overburdening the player's ability to handle large numbers of ships." This solitaire system was designed for just such battles, and is most effective pitting several (one to four per side) SOLs against one another. When utilizing this system for solitaire *WS&IM*, all rules pertaining to the Advanced Game remain the same except where modified in the following.

But first, some terminology. "Friendly Ship" is used to refer to any ship you control. For example, in a battle between the British and the French in which you are playing the side of the French, all French ships are "friendly ships". Obviously then, "Enemy Ship" is used to refer to any ship that the game system controls. In the above example, all British ships are "enemy ships".

The following are tables and charts added to the traditional game for solitaire play:

1. Nearest Ship Attitude Diagram
2. Enemy Ship Movement Table
3. Enemy Ammunition/Fire Table
4. Grappling Status Table

With the exception of the first (see right), these are found on the following pages. All other tables are utilized, and remain unchanged from the Advanced Game.

SOLITAIRE SEQUENCE OF PLAY

Wind Phase: Wind effects remain unchanged from the Advanced Game. Roll one die to determine Wind Direction change, and if so, how it will change. This is done every third turn. In the solitaire game, the wind velocity used is always "Normal Breeze" throughout.

Unfouling Phase: During this phase, each pair of ships which are fouled together must roll once (for the pair) on the unfouling table. Unlike the traditional game, you may not automatically choose to stay fouled by not rolling. The result of the die roll is put into effect as in the Advanced Game.

Drift Phase: All ships which are fouled, grappled together, or otherwise immobile, and are due to drift, are moved during this phase. In the solitaire game, all drifting is conducted prior to all other ship movement notation. Consult the ships' logs and determine any ships due to drift for any of the aforementioned reasons. Place a "D" in their move column and move the ships at this time. Any collisions which may occur as a result of drifting ships is resolved immediately as in the Advanced Game.

Movement Notation Phase: Movement is plotted on your ship log for all friendly ships, as in the traditional game system.

The plotting of enemy movement is conducted after your own is completed. After determining "Nearest Ship" and "Nearest Ship Attitude" (see below), determine enemy ship movement by consulting the Enemy Ship Movement table. Record this movement plot on the enemy ship log.

Movement Execution Phase: Each non-drifting ship, enemy and friendly, is moved *exactly* as ordered on the log. Retrace any possible collisions one hex at a time. Check for fouling.

Grappling/Ungrappling Phase: All friendly ships adjacent to enemy ships must roll once on the Grappling Status table and determine whether ships are grappled or ungrappled (see below).

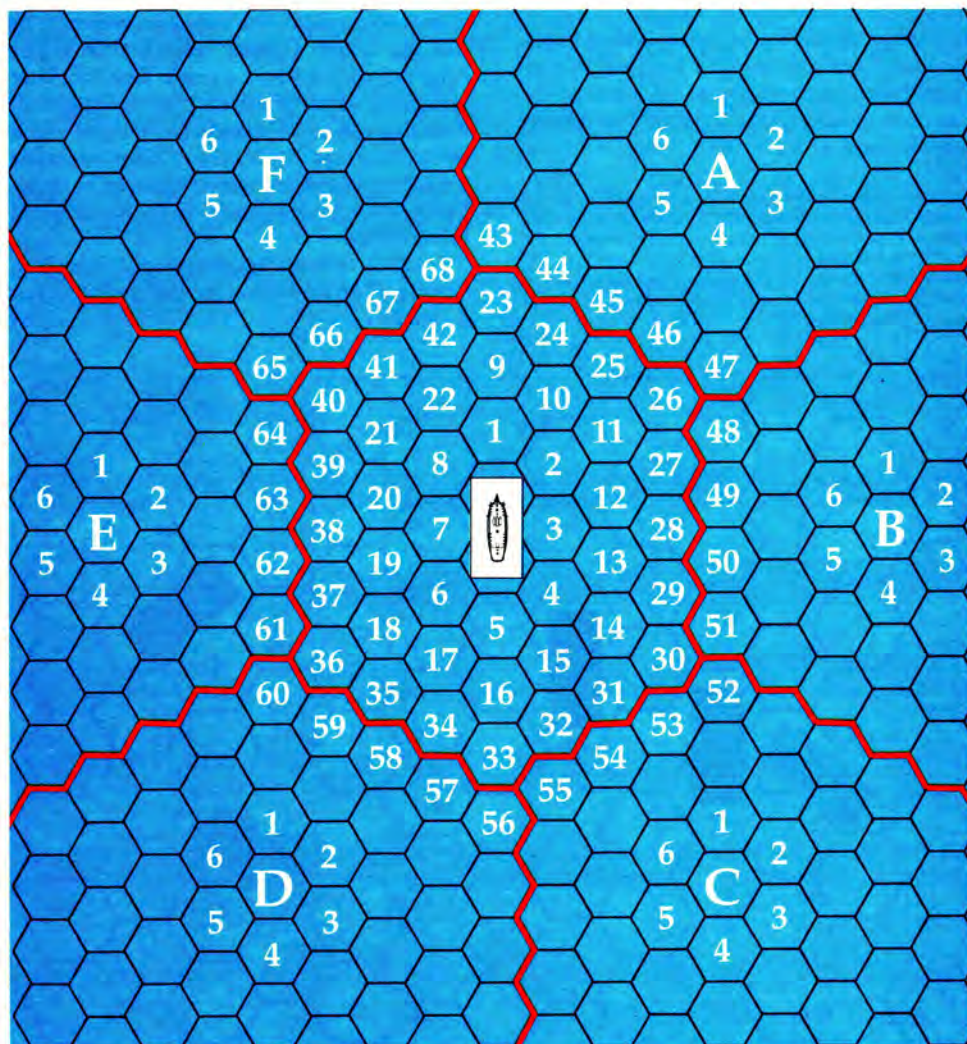
Combat Phase: Resolve all fire by friendly ships, followed by the fire of all enemy ships (see below). Remember all combat is actually simultaneous, so fire effects do not take effect until all combat is complete.

Melee Phase: For all ships grappled/fouled together, melee must occur (see below). Resolve during this phase.

Load Phase: During this phase you may load all friendly ships as per the traditional rules. You may reload broadsides of all friendly ships with your choice of ammunition. Enemy ships, however, do not reload at this time; their gun loads are not revealed until an enemy ship fires.

It is crucial that players follow this Sequence of Play exactly, especially with regard to the plotting of ship movement, both friendly and enemy, to maintain the tactical challenge.

Nearest Ship Attitude Diagram



MOVEMENT NOTATION

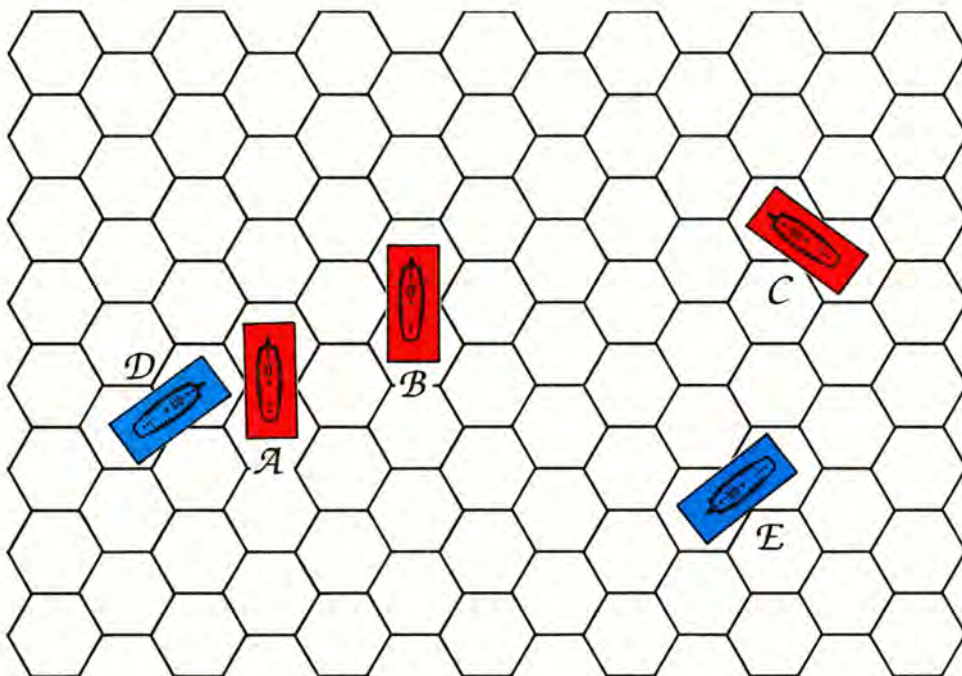
Movement is plotted for all friendly ships on the ship's log as usual. After noting all friendly ship movement, the solitary player must determine enemy ship movement by using the following process:

1. First, one must determine the "Nearest Ship". For each enemy ship, calculate which friendly ship is nearest to it in hexes. This is done by simply counting the number of hexes (enemy to friendly) by the shortest possible route. Count from either the bow or stern hex, whichever is closest. When determining "nearest ship", never count hexes from one enemy ship through another enemy ship to reach a friendly ship. When this occurs the farthest enemy ship is considered "screened" and must count hexes to another friendly ship (see Figure 1 below).

Any number of enemy ships may use the same friendly ship as the "nearest ship". In the event that two or more friendly ships are equidistant in qualifying as the nearest ship, determine which is to serve as the "nearest ship" at random. When determining "nearest ship", do not consider inactive ("struck") friendly ships in that calculation.

2. "Nearest Ship Attitude". After each enemy ship has determined its "nearest ship", consult the "Nearest Ship Attitude" diagram to determine their relationship. By visualizing the friendly ship in the middle of the chart as shown, the enemy ship's relation to it can be determined by finding its corresponding hexes. These two hex numbers are assigned to each ship - bow hex number first followed by the stern hex number. This is called the "enemy position number".

Figure 1: In this example, enemy ships are shown in red and friendly ships in blue. Enemy ship "B" is closest on the map-board to Friendly ship "D" only three hexes away, except that "B" is screened by Enemy ship "A". Therefore, "B" must use Friendly ship "E" (four hexes away) as the "nearest ship". The nearest ship for "A" is obviously "D"; and for ship "C", Friendly ship "E".



In the event the range exceeds three hexes, the bow hex will be more generally determined by a zone (A-F) followed by a stern hex (1-6), as shown on the diagram. Using Figure 1 cited before, the enemy position number for each enemy ship is as follows: Enemy Ship A: 1-2; Enemy Ship B: B-6; Enemy Ship C: 30-31.

3. It is now time for "Enemy Ship Movement Notation". Using the "Enemy Ship Movement" table, cross-reference the enemy position number with its attitude to the current wind. Shown on the chart is the movement for the ship in question. (This chart is designed primarily for Nr. 2 SOLs, although Nr. 1 SOLs may be used.) Occasionally, two possible movements are listed, the second in parentheses. When this occurs, roll one die. A roll of "1-3" indicates the first movement plot is to be used; a roll of "4-6" means the second move given in parentheses is used. After the move is determined, it is written on the ship's log.

If, due to damage, a ship's movement/turning capacity is reduced (or a Nr. 1 SOL is used), the player should choose, if two are given, whichever movement can be completed. If neither can be completed, or there is only one offered, then determine the choice at random and follow as far as damage permits. For example, a ship with a turning ability of "1" given the choice of "L1R(L2)" movement would use L2. If "L1R" was the only move listed, then its move would simply be L1.

If an enemy ship should become dismantled, its movement should be to turn its broadside to face the nearest friendly ship (limited as per rule V.5 of the basic game). Conduct this maneuver after all other ships have moved. Note that use of full sails is not allowed in the solitary game at any time; all movement (including that of friendly ships) must be under battle sails. Conduct "drift" as per the standard rules of play.

[NOTE: It is strongly suggested that these steps (1-3) be determined for one enemy ship at a time.]

GRAPPLING STATUS

Crew Square Comparison			
DR	3<	= +/- 2	3>
1	G	G	G
2	--	G	G
3	--	--	G
4-6	--	--	--

DRM:
 -1 if either ship motionless during Movement Phase (applicable only if ships not already grappled).
 -1 if player seeks grappling success.
 -1 if ships already grappled.

GRAPPLING/UNGRAPPLING

Grappling/ungrappling is handled differently in the solitary variant than in the traditional game. During this phase, any opposing ships adjacent to each other may become grappled together or, if already grappled, become ungrappled. For each friendly ship which is adjacent to an enemy ship, consult the "Grappling Status" table by cross-referencing a die roll with the appropriate column of enemy crew squares. The first column (3<) is used if the enemy ship has three or more total crew squares less than your friendly ship. Column Two (= +/- 2) is used if the enemy ship has an equal number of crew squares or no more nor less than two squares, compared to your friendly ship. The last column (3>) is used if the enemy ship has three or more crew squares than your friendly ship. (Example: If a friendly ship has 20 crew squares and an adjacent enemy ship has 17 crew squares, the first column is used.)

If, after cross-referencing the die roll with the appropriate column, a "G" appears, the ships become grappled (or remain grappled if already so); if a "--" appears the ships do not grapple (or become ungrappled if already grappled). Each die roll may be modified as shown on the bottom of the chart. If the ships are not already grappled, and either ship was motionless during the movement phase, the die roll is "-1". If you hope for grapple success, you may elect to modify the die roll by "-1". There is a "-1" die roll modifier if the ships are already grappled together. All modifiers are cumulative. Unlike the two-player game, ships cannot be grappled more than once.

Furthermore, like the Unfouling action, rolling on this table is *not* optional. For every turn an enemy ship is adjacent to a friendly ship, whether already grappled or not, their grappled status must be checked. Grappling/ungrappling between friendly ships is automatic unless the friendly ship itself is already engaged in melee with an enemy ship. In this case, the "Grappling Status" table must be consulted. As in the basic game, use the ship's log to record the ship's grappled status.

COMBAT

During the combat phase you may fire any of your friendly ships at enemy ships in the same manner as before. After you have completed your fire, use the following process to conduct enemy fire at friendly ships. (Remember, combat - and damage - is actually simultaneous.)

Text continued on Page 55

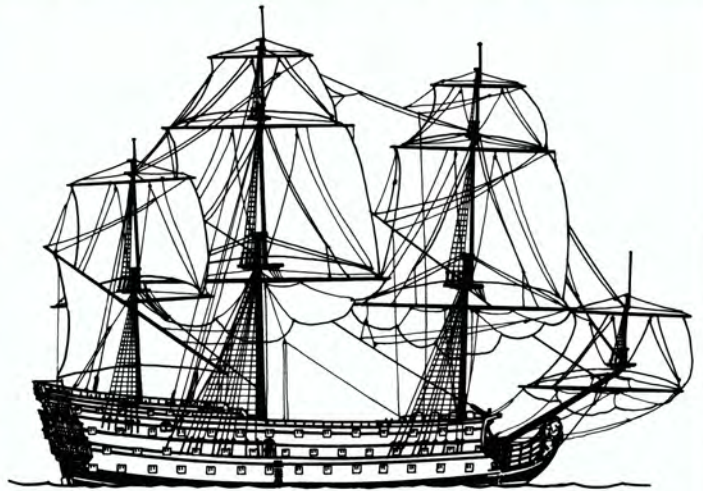
ENEMY SHIP MOVEMENT TABLE

Enemy Position	B	Port A	Wind Direction	Port C	D	Stbd C	Stbd A
1-2	L1	L	L	L	L	L	BBB (2L)
1-8	1R	BBB (2R)	R	R	1	2L	L1R
1-9	R1 (L1)	L1	R	0	L	L1	3 (2B)
1-10	1B	2R	1	L	L	2L	L2 (1R1)
1-22	BB (2)	2R	1	0	1	2L	L1L
2-1	R1 (RB)	2R (BBB)	1	R	R (B)	1RB	BBB
2-3	BR (B1)	BBR (2L)	1	L	1	BBR (3)	L2
2-10	1B	2R	1 (R)	0	1	1BB	2B
2-11	LB	BBB (R1B)	L	L	R	L1B	1R1
2-12	RB	R1L	1	R	B (R)	2L (1BB)	1BB
3-2	BB (1B)	1R1 (2R)	R	0 (R)	1 (R)	2R (R1B)	R1
3-4	1B (L1)	2L	1	R	1	BR1	LBB (L1B)
3-12	B1	1R1	B (1)	0 (L)	1	L1R	BBB
3-13	R1	R1B	R	R	R	R1L	BB1
4-3	R1 (1R)	R1R	R	R	L	L1L	2L
4-5	1B	1L1	B (1)	0 (L)	1	L1R	2B (L1L)
4-13	1B (BB)	1B1	1 (B)	0 (R)	1	BBB (1R1)	R1B (L1L)
4-14	R1	3	1 (L)	L	L	LBB (B2)	BBB
4-15	L1 (R1)	L1 (R1B)	R (1)	R	1	L2 (BR1)	L1B
5-4	R1	R2	B (R)	R	B (1)	2R (R1)	1LB
5-6	L1	BBB (L1)	B	0	L (B)	1L1	1R1
5-15	1B	2R	1	0	1	B1B (2R)	1BB
5-16	L1 (R1)	L1R (R2)	R	L (R)	L	R2 (L2)	BBB
5-17	2 (1B)	2L	1	R	1	1B1	L1L
6-5	1B	R1L	1	0	1	1R1	LBB (2B)
6-7	LB	LBB	L	R (L)	L	L1L (LBB)	L1B (BBB)
6-17	R1 (LB)	2B (L1R)	1	L	1	R1 (1LB)	R1B
6-18	2	1L	R	R	R	3	RBB (1BB)
6-19	BB	1BB (BBB)	1	0	1	2L (BBB)	R1R (L1L)
7-6	1B (R1)	R1B (2R)	1	0	L	BBL	L1L (L1B)
7-8	BB	1L1	L	L	1	2L	LBB (B1B)
7-19	LB (L1)	L1R	L	L	R	BB1	BBB (L1L)
7-20	B1	2L (RBB)	R (1)	L	1	2L	LBB (1LB)
8-1	1B (BB)	L1L	L	L	1	BB	1B1 (R1L)
8-7	BB (BL)	BBL (2R)	1	0	1	2L (BBL)	L1L (RBB)
8-20	L1 (LB)	L1R	1	L	1	L1R (LBB)	2R (BBB)
8-21	R1	R1B	R	R	R	R1B	BBB (L2)
8-22	1B	1L1	1 (L)	L	B	B1B (2L)	LBB
9-1	1R (1L)	3 (1R1)	R	R (L)	L	2L (R1L)	R1 (RBB)
9-10	BB	1L1	R	0	L	L2 (L1B)	R1L (1BB)
9-22	BB (R1)	R2	B	0 (R)	B (R)	1R	R1R
9-23	L1 (R1)	L1 (R1)	B (1)	L (R)	1	L2 (BR1)	2R
9-24	1B	1L1 (RBB)	1	0	1	L1L (B1B)	1L1 (BBB)
9-42	2	1BB	1	R (0)	1	2L (R1B)	2R
10-1	2 (1L)	RBB (R1R)	L	L	L	3 (L1L)	B2
10-2	1L	2L	L (1)	L	L	BBR (2L)	R1L
10-9	BB	B (1)	1 (B)	R	B	3	L1B (R1)
10-11	1B	BB1	1	0	B (1)	L2 (1L1)	L1B (L2)
10-24	R1	R2 (L1R)	1	L	R (1)	2R (L1R)	R1 (BBB)
10-25	2 (L1)	BB1 (L1R)	R	0 (R)	1	2B (BRB)	1L1 (R1)
11-2	LB	RBB (R1R)	R	L	L	LBB (2L)	L1R (2B)
11-10	BB	BBB (R2)	R	R	R (L)	L1L	3 (LBB)
11-12	1L (BB)	2L	B	L	B (L)	2L	L1L (R1)
11-25	2	1R1 (B1B)	1	0 (R)	1	1B1 (2R)	L1B (2L)
11-26	L1	1B1	L	L	L	1R1	2R
11-27	RB (2)	R1B	R	R	R (1)	RBB	L2
12-2	RB	BBB (R1B)	R	R	R	L1L	1L1
12-3	L1	LBB	L	L	L	L1B	2B (L1L)
12-11	1B	1R1	B	0	B	1R1	L1L
12-13	BB (1B)	L1R (R1L)	1	R	L	L2	1L (2L)
12-27	R1	B2 (B1B)	1	L	L	R1	1R1 (2R)
12-28	RB	RBB	R	R	1	RBB (1RB)	1L1 (L2)
13-3	LB	RBB	L	L	L	LBB	R1R
13-4	BB	BBB	B	0	B	BBB	3 (L2)
13-12	BB	R1B (R2)	R	R	R	R1B (1R1)	L1L (R1R)
13-14	RB (1B)	RBB	R (1)	R	1	2B (RBB)	L1L
13-28	1B	1BB	1	L (0)	1	1BB (2B)	BBB (2L)
13-29	R1	L1 (R1)	R	R	L	1R1 (L1B)	1B1 (R1L)
14-4	LB	L1R	L	L	L	LBB (L1B)	2R (L2)
14-13	RB	RB1 (RBB)	R	R	R	RBB (L1L)	1BB
14-15	BB	BBB	B	0	1 (B)	1L1 (L2)	L1L
14-29	BB	R1L	1	R	1	BBB (2B)	1L1 (L1B)
14-30	1L	R2	L	L	L	R1 (L2)	R1L
14-31	2 (1R)	1RB (L1R)	1	R	1	L1L (L1R)	3 (1BB)
15-4	L1	RBB	R	R	R	L1L	1L1 (R1)
15-5	LB	L1 (R1R)	L	L	L	L1B	1BB (L1L)
15-14	BB	1R1	1	0	1	1R1 (BBB)	
15-16	BB (B1)	L1R	1	0	1	L1R	
15-31	2	2B	L	L	L	3 (2B)	
15-32	1R	L1 (1R1)	R	R	R	L2 (1R1)	
16-5	RB (LB)	R1R	R	R (L)	L	L1L	
16-15	BB	R2 (R1B)	B	0	B	BBB	
16-17	BB	BBB	B	0	B	L2	
16-32	1B	1BB (1B1)	1	0	1	2B	
16-33	R1 (L1)	1L1	R	R	L	1R1	
16-34	2	1BB	1	0	1	1BB	
17-5	R1	R1B	R	R	R	R1	
17-6	L1 (LB)	LBB	L	L	L	LBB (L1B)	
17-16	1B	BBB	B	0	B	BBB	
17-18	1B	BBB	B	0	1	BB1	
17-34	1L	2L	L	L	L	2L	
17-35	2	2B (L1L)	R	R	R	2B (L1L)	
18-6	RB	R1B	R	R	R	R1B (L1L)	
18-17	BB	BBB	B	0	B	BBB	
18-19	BB	L1B (BBB)	L	L	L	L1B	
18-35	1B	1LB (R1R)	1	L	1 (L)	1LB	
18-36	1R	L2	R	R	R	1R1	
18-37	BB	BBB	1	0	B	1BB	
19-6	BB	R1B	B	R	B	BBB	
19-7	RB	L1L	R	R	L	L1L	
19-18	LB (1B)	2B (LBB)	1	L	1	LBB (2B)	
19-20	BB	L1B (L2)	L	L	L	L1B (BBB)	
19-37	R1	R1B (R2)	L	L	R	R1B	
19-38	1B (2)	2B (1BB)	1 (B)	R	1	RBB (1BB)	
20-7	RB	R1B (1R1)	R	R	L	R1R (L1L)	
20-8	LB	R1R (L1L)	L	L	L	L1L (L1B)	
20-19	1B	BBB (1BB)	1 (B)	0	B (1)	LBB (B1B)	
20-21	1B	1L1	1 (L)	0	1	BBB (L1L)	
20-38	L1	R2 (2B)	1	L	L (1)	LBB (1LB)	
20-39	RB	L1 (R1B)	R	R	R	1B1 (R1L)	
21-8	RB	RBB (1RB)	R	R (L)	L	L1L (RBB)	
21-20	BB (1R)	2R (BBB)	B (R)	R	R	2R (BBB)	
21-22	L1	L1 (R1R)	L	L	B	BBB (L2)	
21-39	LB	2B	1	L	L	LBB	
21-40	L1	1L1 (R2)	R	R	R	R1 (RBB)	
21-41	2	1L1 (2B)	B	0	1	R1L (1BB)	
22-1	2 (L1)	2R	L	L	B	R1R	
22-8	1R	2R	R	R	R	2R	
22-9	BB	1LB	B	0	1 (B)	1L1 (BBB)	
22-21	1B	R2	B	0	B (L)	2R	
22-41	LB	3	L	L	L	B2	
22-42	1L	LBB	R	R	R	R1L	
23-9	R1 (L1)	R1B (L1)	L	L (R)	R (L)	L1B (R1)	
23-24	BB	BBB (R1R)	L (B)	L	L	L1B (L2)	
23-42	BB	BBB	B	0 (R)	R	R1 (BBB)	
23-43	L1 (R1)	1R1 (R2)	R	R (L)	R	1L1 (R1)	
23-44	BB (1B)	B1B	1	0	1	L1R (2B)	
23-68	1B	2B (R1R)	1	L	1	3 (LBB)	
24-9	1R	BBB (RBB)	R	R	R	L1L (R1)	
24-10	LB	2L (R1R)	L	L	L	L1B (2L)	
24-23	BB	R1R (1BB)	1 (B)	0	B	2R	
24-25	1B	BBB	B	0	B	L2	
24-44	1L (R1)	2B (R2)	L	L	1	1L1	
24-45	2 (1L)	RBB (3)	R	R	1	2B (L1L)	
25-10	RB (LB)	R1R	R	R	L	L1L	
25-11	1L	2L	L	L	L	1L (2L)	
25-24	BB	R2	B	R	B	1R1 (2R)	
25-26	RB	BBB (2B)	R	0	B	1L1 (L2)	
25-45	2	3 (R1R)	1	L	1	R1R	
25-46	1R	L1	R	L (R)	R	3 (L2)	
26-11	LB	R1R	R	R	L	L1L (R1R)	
26-25	BB (R1)	BBB (R2)	R	R	R	L1L	
26-27	BB (1B)	2L	B	L	B	BBB (2L)	
26-46	2	3 (LBB)	B	0	B (1)	1B1 (R1L)	
26-47	R1	L1 (1L1)	L	L	L	2R (L2)	
26-48	1R	3 (L1L)	R	R	1 (B)	1BB	
27-11	RB (R1)	BBB (R2)	R	R	R	L1L	
27-12	LB	LBB (L1B)	R	L	L	1L1 (L1B)	
27-26	2 (BB)	R2 (R1L)	B	0	B	R1L	
27-28	BB (1B)	L1R (BBB)	1 (B)	0 (L)	L (B)	3 (1BB)	
27-48	L1	L1 (1L1)	L	L	L	1L1 (R1)	
27-49	1R	1RB	R	R	1	1BB (L1L)	

ENEMY SHIP MOVEMENT TABLE (CONT.)

Enemy Position	B	Port A	Wind Direction				Stbd A
			Port C	D	Stbd C		
28-12	RB	R1B (R1R)	R	L	L	L1L (R1R)	
28-13	L1	L1 (L1L)	B (L)	L	L	L1B	
28-27	BB (R1)	R2	1 (B)	0 (R)	B	R1L	
28-29	B1 (R)	2L (L1R)	1	0 (R)	1 (B)	BBB (3)	
28-49	2	3 (2B)	L	L	L	2B (R2)	
28-50	L1	2R (1RB)	R	R	R	L2 (2R)	
29-13	RB	R1R	L	L	L	BLB (R1R)	
29-14	BB	BBB (L1)	B	0	1	L2	
29-28	BB (R1)	R1B (R2)	R	R	R	R1 (RBB)	
29-30	RB (2)	3 (L1R)	1	R	1	1RB (L1L)	
29-50	2 (1B)	3 (R1R)	1	L	1	1BB	
29-51	1L	1R1	L	R	L	1L1 (2R)	
30-14	L1	R1R	L	L	L	LBB	
30-29	BB	BBB (R1B)	R	R	R	RBB (R1)	
30-31	BB	L1	B	0	1 (B)	L2 (BBB)	
30-51	2	2B (B1B)	1	0	B	1BB	
30-52	1L	2L	L	L	L	1R1 (2L)	
30-53	RB	L1R	1	R	1	L1L (3)	
31-14	RB (R1)	R1B (RBB)	R	R	R	R1	
31-15	L1	LBB	L	L	L	LBB	
31-30	1B (2)	R1L	1	0	1	2R	
31-32	BB	L1R	B (1)	0	1	1L1	
31-53	R1	2B (R2)	1	L	L	R1R (3)	
31-54	2	2R	R	R	R	L1L (3)	
32-15	R1	L1L	R	R	L	LBB	
32-16	BB	BL1	L	L	L	LBB	
32-31	BB	R2	B	0 (R)	B	R1L	
32-33	1B	L1R	L	0	1	BBB (L1R)	
32-54	2	3 (R1R)	1	L	L (1)	2B (1LB)	
32-55	L1	L2	R	R	L	1L1 (3)	
33-16	LB (RB)	R1R	R	R (L)	L	L1L	
33-32	R1 (BB)	R2	R	R	R	R1	
33-34	BB (L1)	L1	L (1)	L	1 (L)	L2 (L1B)	
33-55	2	R1L	1	0	1	R1L	
33-56	1R (1L)	R1B (1L1)	R	R (L)	L	L2 (1R1)	
33-57	2	L1R (3)	1	0	1	L1R	
34-16	R1	R2 (R1B)	R	R	R	R1	
34-17	LB	R1R (L1)	L	L	L	2L (L1L)	
34-33	BB	R1L	1	0	1	BBB	
34-35	BB	L1R	B (1)	0	1	L2	
34-57	R1	2L (R2)	L	L	L	1L1 (R1)	
34-58	2	1L1 (2B)	1	R	1	3	
35-17	RB	R2 (R1B)	R	R	R	L1L (R1)	
35-18	LB	L1	L	L	L	L1B	
35-34	1B	R1L	1	0	B	BBB	
35-36	BB	L1R	1	0	1	L1R	
35-58	1L	3	L	L	L	2L	
35-59	1R	L1L (2R)	R	R	1	L2 (3)	
36-18	RB	R1R	R	R	L	L1L (R1)	
36-35	BB	R2	B	R	B	R2	
36-37	LB	L1	L	L	L	L2	
36-59	2	3	1	L	1	1LB (R1R)	
36-60	1R	2R	L	R	R	2R	
36-61	BB	BBB	1	0	1	L1R	
37-18	BB	R2	R	R	B	R2 (BBB)	
37-19	LB	RBB (R1R)	R	R	L	LBB	
37-36	2	R1R (R1L)	1 (L)	L	L (1)	3 (LBB)	
37-38	BB (L1)	BBB (L1)	L	L	L	L2 (BBB)	
37-61	R1	2L	L	L	L (R)	3	
37-62	2 (1B)	L1L (L1R)	1	R	1	L1L (3)	
38-19	R1	R1B	R	R	R	L1L (R1)	
38-20	LB	R1R	L	L	L	L1B	
38-37	BB (2)	LBB (3)	1 (B)	0 (R)	1 (B)	2B (R1L)	
38-39	BB (1B)	L1R	1	0 (L)	1	L2 (BBB)	
38-62	1L	R2	L	L	L (1)	2L	
38-63	2	2B (L1L)	R (1)	R	R (1)	3 (L1L)	
39-20	RB	R1B	R	R	R	L1L	
39-21	L1	L1 (LBB)	L	L	L	L2 (LBB)	
39-38	BB (R1)	R1L (2R)	B (1)	0 (R)	1 (B)	R1L (1R1)	
39-40	2 (BB)	L1R	B (1)	0 (R)	1	2B (1BB)	
39-63	1L	R1R (3)	1	L	L	1LB	
39-64	1R	1L1 (R2)	R	R	R	R1B (L1L)	
40-21	RB	RBB (2R)	R	R	R	L1L	
40-39	BB (R1)	R2 (R1B)	B (R)	0 (R)	1 (R)	BBB (R1L)	
40-41	BB	L1	L	L	B (L)	L2 (BBB)	
40-64	LB	3	B (1)	L	L	3 (LBB)	

Enemy Position	B	Port A	Wind Direction				Stbd A
			Port C	D	Stbd C		
40-65	1R	2R (1R1)	R	R	R	1R1	
40-66	2	L1R	1	0 (R)	1	L1R (RBB)	
41-21	R1	R2 (BBB)	R	R	R	RBB	
41-22	RB	1R1 (RBB)	R	R	L	R1R (LBB)	
41-40	2	R2	B	0	B	2B (1BB)	
41-42	BB	L2	B	L	1	L2	
41-66	1L	3 (R2)	L	1	R	R1	
41-67	2	2B (RBB)	R	R	1	3	
42-9	LB	LBB (R1R)	L	L	L	LBB	
42-22	R1	R1B (2R)	R	R	L	L1L	
42-23	BB	2L	B	0	B	L1R	
42-41	1B	R2 (BBB)	B	0	1	1BB (1R1)	
42-67	2	3 (R1R)	1	L (R)	1	L1B	
42-68	RB	L2	L (R)	R	R	L2 (3)	



ZONES:

Enemy Position	B	Port A	Wind Direction				Stbd A
			Port C	D	Stbd C		
A-1	R1	2R (1R1)	R	R (L)	L	2L	
A-2	2	3 (L1R)	1	L	1 (L)	L2 (3)	
A-3	L1	L1 (1L1)	B (1)	L	L (1)	L2 (L1L)	
A-4	LB (L1)	L1	L	L	L	L1L	
A-5	R1	R1R	R	R	L	R1 (L1L)	
A-6	R1	R2 (R1R)	R	R	1 (B)	R1	
B-1	R1	R2	R	R	B (1)	R1	
B-2	2	3	1	L (R)	1	3 (2L)	
B-3	2 (1R)	3 (2R)	1	R	1	3	
B-4	L1	L1R	1 (B)	L	L (1)	L2 (2L)	
B-5	L1	L1 (R1R)	L	L	L	L1L (L2)	
B-6	R1	R1R (R2)	R	R	R	R1 (L1L)	
C-1	R1	R2 (R1R)	R	R	L	L1L	
C-2	1R (R1)	R2 (R1L)	R	R	1 (B)	R1 (1R1)	
C-3	2 (1L)	3 (2-L)	1 (R)	R	1	3 (2L)	
C-4	2 (1R)	3 (2R)	1	R	L	3 (L2)	
C-5	L1	L1 (L1R)	1	L	L	L1R (L2)	
C-6	L1	L1	L	L	L	L2 (L1L)	
D-1	L1	R1R	R	R (L)	L	L1L	
D-2	R1	R1R (R2)	R	R	R	R1	
D-3	1B (R1)	R2	R	R	1	R2	
D-4	2 (1L)	R2 (3)	1	R	1 (L)	2L (3)	
D-5	2	3	1	L	1 (L)	3	
D-6	L1	L1	L	L	L	L2	
E-1	L1	L1R	1	0 (L)	1	L2 (2B)	
E-2	L1	L1	L	L	L	L2	
E-3	R1 (RB)	R1R (RBB)	R	R	R	L1L	
E-4	2 (RB)	3 (R2)	1	R	1	R1L	
E-5	2 (1L)	3 (2L)	1 (L)	L	1 (L)	3 (2L)	
E-6	1R	2R (3)	R	R	1	3 (2R)	
F-1	2	3 (2R)	1	L (R)	1 (L)	3 (L2)	
F-2	BB	L1R	1	L	1 (L)	L2	
F-3	L1	R1R (L1)	L	L	L	L1L (L2)	
F-4	RB (R1)	R1B (1R1)	R	R	R	L1L (R1)	
F-5	BB (2)	R2	1	R	1	3 (BBB)	
F-6	1L	2L	R	R	1 (R)	3 (2L)	

1. For each enemy ship, determine which of your friendly ships is to be the target. This is determined in the same manner as the usual game, taking into account field of fire and "closest target" (see VIII of the Basic or Advanced game rules). If more than one of your friendly ships can equally be a target of one enemy broadside, determine the final target at random.

2. Rolling on the "Ammunition/Fire" table will indicate the particulars of each shot. After a target has been determined, roll on this table to see if indeed the enemy ship fires. This table will also reveal what type of ammunition was used (R=round shot, CH=chainshot, GP=grapeshot, DS=double shot) and whether the shot was aimed at the hull or rigging (brackets around H or R). To use the table, cross-reference the range with a die roll. The modifiers listed ("+1" for EL or CR crews, "-1" for GR or PR crews, "+1" if it is a rake, and "-3" if both broadsides had fired last turn) are cumulative. If it is the enemy's initial broadside, the die roll must be \geq the range (including dr modifiers); otherwise, no shot takes place. (Example: An EL crew firing its initial broadside at a range of five hexes would have to roll a "4" or more for the shot to take place; a GR crew must have a "6".)

3. After you have determined that a shot takes place, mark the appropriate broadside on the enemy ship as "fired" (R, CH, etc.) and conduct the shot determination against your friendly ship on the combat tables as in the traditional game, applying all appropriate modifiers. Roll on the selected Hit table using either hull or rigging column as indicated on the "Ammunition/Fire" table. Record hits against your friendly ship.

4. When recording damage on enemy ships under "Gun Hits", distribute the hits evenly between bow and stern unless the field of fire is clearly on one or the other. Given the choice, carronades should be marked out first.

The Melee Exception: Once a ship's crew (either friendly or enemy) has engaged in any phase of melee, it may not conduct fire at any ship until it has defeated the enemy in melee or become ungrappled.

ENEMY AMMO/FIRE				
DR	Range			
	1	2	3	4-10
0	--	--	--	--
1	R[H]	R[H]	R[H]	R[H]
2	R[R]	R[H]	R[R]	R[R]
3	R[H]	R[R]	R[H]	R[H]
4	CH[R]	R[H]	R[R]	R[R]
5	GP[H]	CH[R]	R[H]	R[H]
6	DS[H]	R[H]	CH[R]	R[R]
7	DS[R]	CH[R]	CH[R]	R[H]

DRM:
 +1 if EL or CR enemy crew.
 -1 if GR or PR enemy crew.
 +1 if rake.
 -3 if both broadsides fired last turn.

NOTES:
 If initial broadside by firing ship, the shot takes place *only* if the dr (with modifiers) is greater than or equal to the range.
 If ships are grappled, *all* shots are fired at hull.
 If firing ship is British, all CH results are considered "R".

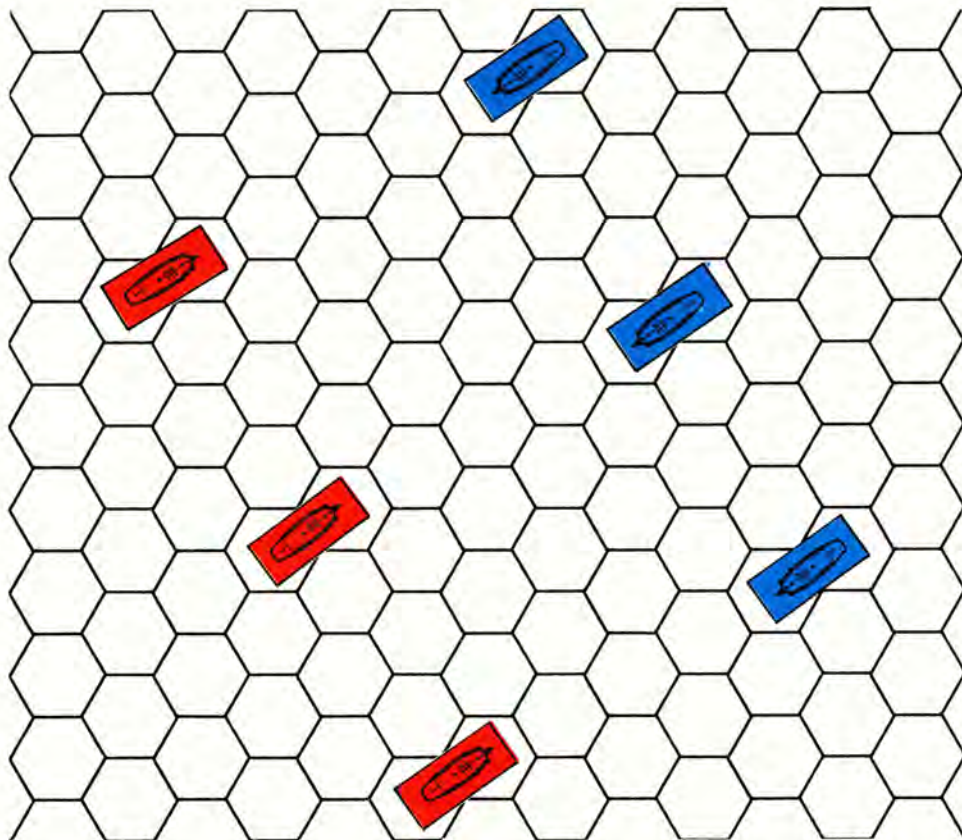


Figure 2: Initial Set-Up

MELEE

Anytime ships are grappled or fouled together, melee *must* occur. In the solitaire game, however, there is no boarding party determination involved in resolving the melee. Melee always involves all crew squares of both ships. Melee is conducted by adding up the total crew squares and multiplying them by the "crew melee strength factors", then rolling on the "Melee Resolution" table as in the published game. Both sides do this simultaneously. If, after three rounds, no conclusion is reached, melee must continue the next turn. If melee involves more than one ship on a side (such as two friendly ships grappled to one enemy ship), the melee strength points are simply added together. Remember, once melee begins, grappling to a friendly ship is not automatic. The "Grappling Status" table must be consulted.

If, during melee, one side's crew is completely eliminated, then the other side is considered to have captured the ship. If a friendly crew is victorious in melee, you may choose the number of crew squares to move onto the enemy ship to become the "prize crew". The prize crew now operates the ship under your command. If an enemy crew is victorious in melee, *half* (rounded down) of all remaining crew squares are moved onto the captured ship and becomes the prize crew. It now functions as an enemy ship.

SCENARIO SET-UP

Use the "Design Your Own Scenarios" section of the rules to create your engagements. "Buy" ships from either the Revolutionary Period or Napoleonic Period charts utilizing the point system given. If you are a veteran *WS&M* player, you may make the battle even

more challenging by allowing the enemy ship side a point value advantage in purchasing ships. Also interesting is to play the same engagement twice, changing sides.

To begin the scenario, utilize Figure 2 to set up the ships on the mapboard. This pattern can be extended or reduced depending upon the number of ships in the engagement. To determine wind direction, after set-up roll one die and place the wind direction arrow in the wind direction hex in the appropriate attitude.

[NOTE: For your initial engagement, it is suggested that you utilize one ship on a side for quick mastering of the solitaire rules.]

SOLITAIRE VARIANT

To recreate even more realistic battle conditions, you may allow the solitaire system to control *all* ships (with the lone exception of the one you command). This change has great impact by not allowing you an omnipresence in ship deployment and coordination of movement. Historically, limited communication was possible between ships at close distance; so, whenever friendly ships are within a range of six hexes (and not "screened") you may attempt to communicate with one friendly ship per turn. Communication is established by the roll of one die. If the die roll is \geq the distance to the friendly ship, communication is established and you can control its movement for one Movement Phase. However, if the die roll is \leq the distance to the friendly ship, its movement is still controlled by the solitaire game system and all rules above apply to it. Communication must be re-established at the beginning of each Movement Phase.

