The Age of Sail Battle Game
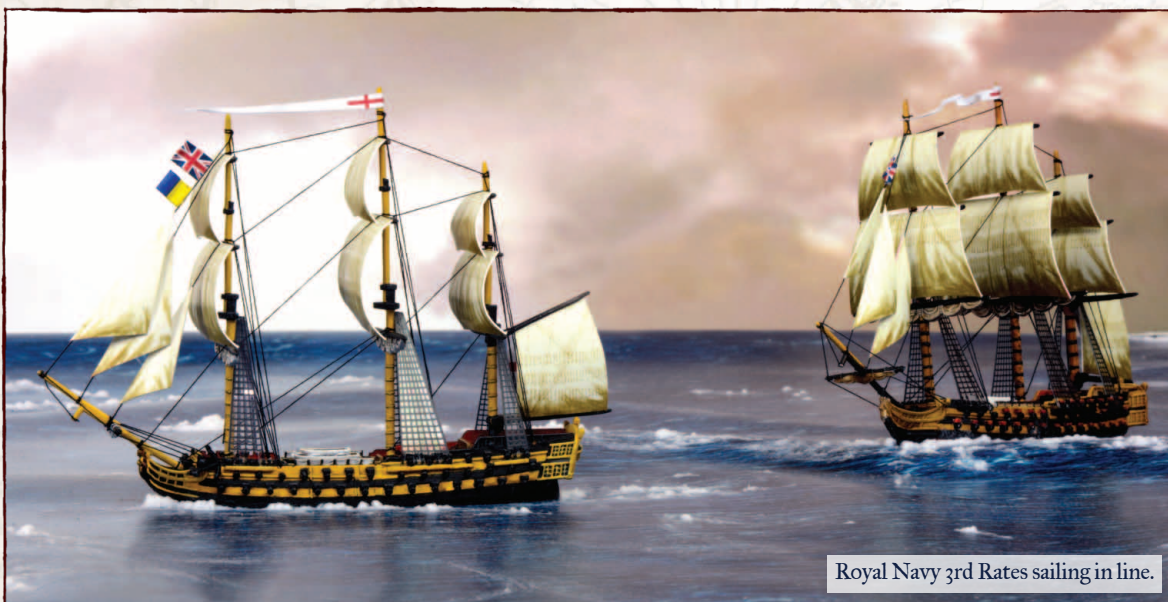
BLACK SEAS

1770-1830

Rulebook

WARLORD GAMES

BLACK POWDER

A small French fleet ventures into an archipelago.

Royal Navy 3rd Rates sailing in line.

Two columns of Royal Navy ships prepare to cut through the Franco-Spanish lines at Trafalgar.

BLACK SEAS

THE AGE OF SAIL BATTLE GAME

by Gabrio Tolentino

Contents

CORE RULES

What follows in this section are the fundamental rules you will need to learn to play games of *Black Seas*. Once you have mastered these core rules you will be ready to introduce Advanced Rules should you so wish for an additional level of detail and flavour of the period (see page 32).

Ship Sizing

The world's navies had a challenging and bewildering array of types and classes of vessels, and still do to this day! Rather than adopt the Admiralty chart of any particular nation, *Black Seas* reduces this complexity to five sizes of ship:

French
gunboats

Tiny: Sloops, cutters, luggers, gunboats, gun yawls, gunbrigs, cannon sloops.

Spanish
brig

US frigate

Small: Brigs, schooners, barques, bomb ketches, oared frigates, prams, xebecs, small galleys.

Medium: Large galleys, 4th, 5th and 6th rates (also known as frigates) and small merchant vessels.

"Partial firing continued until 4.30 when, a victory having been reported to the Right Hon. Lord Viscount Nelson, K.B., and Commander-in-Chief, he then died of his wounds."

The log of the Victory

Large: Small and large 3rd rates, some US frigates and large merchant vessels.

British 3rd rate

Extra Large: 1st rates and 2nd rates.

HMS *Victory*, British 1st rate

For thousands of years ships have been used as engines of war – the earliest recorded naval action occurring around 1210 BC when the Hittites defeated and burned a fleet from Cyprus. However, it is the Age of Sail nearly two thousand years later that we focus in *Black Seas*.

During this period of maritime warfare ships were beautiful and deadly machines of war, capable of turning the tide of any major conflict. The brave men who crewed them would endure long periods at sea, battling against the elements and the ocean whilst also engaging with their foe – either at range with massed cannon fire or in bloody boarding actions with cutlass and pistol.

Black Seas focuses on the latter part of the golden age of sail – known as the 'carronade era' – which encompasses the period between 1770 and 1830. At this time sailing ships reached their peak of technological advancement, both in terms of speed and armament, and tactics employed became extremely refined and daring. HMS *Victory*, USS *Constitution*, *Santissima Trinidad* and Admiral Lord Nelson are amongst the leading protagonists of this era – legends of naval warfare.

These rules are designed for a fast-paced and fun game, rather than to give a completely authentic sailing simulation. They're realistic in many respects, but several of the intricacies and difficulties of battling with a fully rigged sailing ship have been simplified to avoid games becoming bogged down in unnecessary minutiae and book keeping.

Carnage on the decks of the *Redoutable* at Trafalgar, 1805, by Steve Noon © Osprey Publishing. Taken from *Warrior 97: French Warship Crews* 1789-1805.
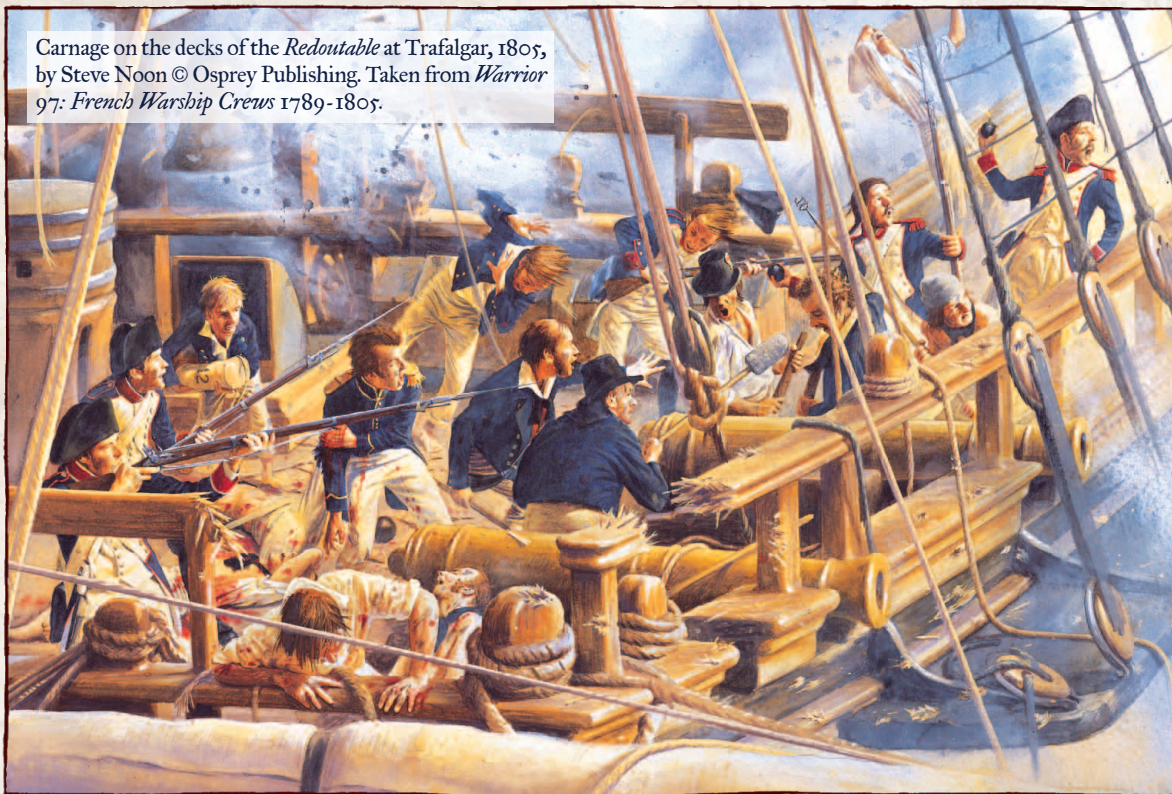
Crew Type

In *Black Seas* we have three classes of crew: Inexperienced, Regular and Veteran. A sailing ship had hundreds of crew members with a vast array of different jobs assigned to them, their level of training and discipline varied, so our classifications represent an average of the various men operating a ship.

INEXPERIENCED CREWS

Inexperienced crews are not as effective at fighting the enemy as veterans. Many tend to give up quickly and are generally not as disciplined or as effective as more experienced crews. In reality many ships had young, inexperienced captains and crews. A player taking on the challenge of an Inexperienced crew can get fabulous results with a little tactical know-how and a helping hand from Lady Luck.

REGULAR CREWS

Regular crews are seamen who know their ships and their trade competently. Most of the sailors fighting on the seas would learn the ropes of their vessel and the intricacies of sailing engagements over time, becoming more effective as a result.

VETERAN CREWS

Command of the seas in the age of sail was of extraordinary importance, so many men were well versed in the art of sailing and fighting at sea. Veteran crews punched well above their weight. These crews, who truly loved their ships and their shipmates, would do pretty much anything to get their ship home despite all the efforts of the enemy to prevent this.

Royal Navy Admiral in full dress uniform c. 1795
by Steve Noon © Osprey Publishing. Taken from *Warrior 131: Nelson's Officers & Midshipmen.*

Ship Cards

Each ship in *Black Seas* is accompanied by a ship card which details its speed, weaponry and other key information.

SHIP TURNING ANGLE

The red or yellow chevron corresponds to the same coloured line on the wake marker and indicates the maximum turn angle this ship can make (see page 12 for more details).

ARMAMENT

This is represented by a number of D10s for each gun (and gun type) in a gun position (see the rules for shooting on page 14). We suggest the following coloured dice are attributed to these weapons so you can resolve a broadside in one roll of the dice.

Heavy cannon – blue D10

Light cannon – red D10

Carronades – black D10

Mortars – any colour D10

British frigate

RATE OF KNOTS

Each ship has its own movement rate expressed as a Rate of Knots (see page 10 for more details).

SHIP POINTS

These represent the integrity of the hull, masts and sails together with the wellbeing of the crew. The current Ship Point value can be tracked on the ship card with the red damage sliders. As your vessel is battered by enemy fire, the damage slider is moved accordingly. Once the damage slider reaches 0 your ship is taking a one-way trip to Davy Jones' Locker!

BREAK VALUE

The point at which the crew might Strike the Colours and surrender (see page 28).
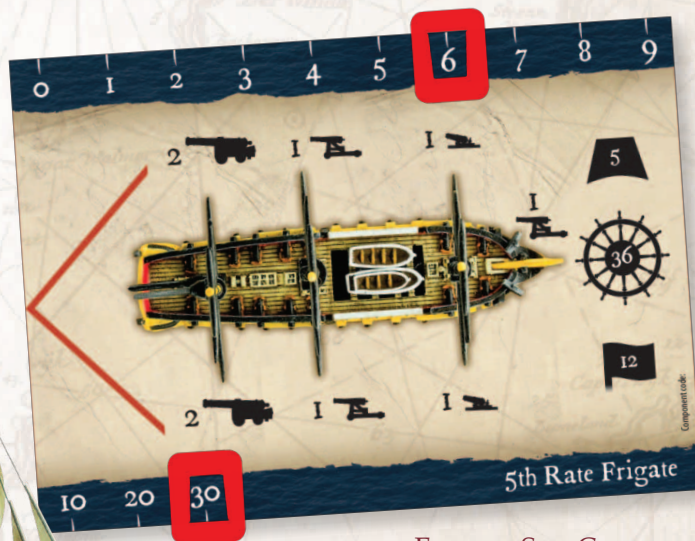
EXAMPLE SHIP CARD

"Duty is the great business of a sea officer; all private considerations must give way to it, however painful it may be."

Admiral Lord Nelson in a letter to his wife

Tokens

There are several types of tokens or markers used in games of *Black Seas*. These represent additional equipment, ammunition types and the all-important wind rose. You can find all these compnents in the *Black Seas: Master & Commander* starter set

Activation: Placed next to a ship that has been activated but did not shoot.

Ammunition: Place on a ship card when equipped with this type of special ammunition.

Grape Shot   Double Shot   Chain Shot   Red Hot Shot

Ship Identification: Place on a ship card to match the flag attached to the model of a ship.

Critical Hit: Placed next to a ship that has been critically hit.

Mast Hit   Rudder Hit   Sails Hit

Gun Deck Hit   Quarter Deck Hit   Crew Hit

Wind Rose: Indicates north and from which direction the wind is blowing (in the example above, it indicates that the wind is blowing from the east).

Loot or Troops:
A valuable cargo such as treasure or transported troops.

Loot   Troops

Upgrades:
Place on a ship card when adopting a specific upgrade.

Over Gunned   Sharpshooters

More Carronades   Streamlined Hull

Cotton Wool: White, black and fiery cotton wool is used to indicate when a ship has fired its cannons or is set on fire.

"In less than a quarter of an hour this ship was a perfect wreck, without a mast or a broadside gun to fire."

John Nicol, midshipman of the Goliath on the Battle of the Nile, 1798

Dice

A game of *Black Seas* uses 10-sided dice (D10s), six-sided dice (D6s) and three-sided dice (D3s).

If you do not have a D3, you can use a D6 and consult the table to the right to find the D3 result.

When asked to roll '2D6', roll two six-sided dice and add the results together.

D6 Score	D3 Result
1-2	1
3-4	2
5-6	3

Set Up

Either choose one of the scenarios from the *Black Seas* rulebook, or create your own.

For small or medium-sized games an area approximately 4' x 3' is recommended (the double-sided sea map included in the *Black Seas: Master & Commander* starter game (shown below) is ideal.

For larger games a playing area of 6' x 4' or more works well.

The scenario will tell you the initial wind direction, a very important element of a game with sailing ships! For your own scenarios, set the wind direction or determine it randomly before deploying your fleets.

The Turn

Games of *Black Seas* recreate the constant flow and action of a naval battle. To represent this in a manageable way we break the action down into distinct Turns and each Turn is resolved by following a number of phases as described below.

Turn Sequence

Phase 1. Roll for wind direction.

Phase 2. Determine the Weather Gage order.

Phase 3. Activate a ship as dictated by the Weather Gage order.

Phase 4. Resolve Shooting.

Phase 5. Resolve Boarding Actions.

Phase 6. Mark the activated ship.

Phase 7. Repeat phases 3 to 6 for all the ships in Weather Gage order.

Phase 8. Remove all ship activation markers.

US brig

1. Roll for Wind Direction

The wind played an important role in naval combat and using the wind to one's advantage was an art many a captain or admiral strove to perfect. *Black Seas* simplifies this difficult art to avoid slowing the pace of the game unduly.

At the start of each turn roll to see if the wind changes direction or intensity. There are eight directions the wind can come from, the four table edges and the four corners. Mark any change of wind direction on the wind rose.

Roll 2D6 and apply the following:

The eight wind sources

2D6 Score	Result
2	Becalmed! Reduce the Rate of Knots for all ships by 2 for this turn only.
3	Winds of Change. Move the arrow on the wind rose one step clockwise.
4-10	No change in wind direction this turn.
11	Winds of Change. Move the arrow on the wind rose one step anti-clockwise.
12	Wind swell. Add 1 to the Rate of Knots for all ships for this turn only.

Skill Tests

Throughout a game, there will be numerous occasions in which the skill of the crew will determine whether an action is successful or not. This is called a Skill Test. The more experienced a crew, the easier it will be to perform the various actions, so whenever a Skill Test is requested, use the above table. If you roll the specified numbers on a D6, you have passed the Skill Test. Any dice roll of 1 is always considered a failure, regardless of any modifiers to the roll.

Crew Level	Required Score
Inexperienced	6
Regular	5 or 6
Veteran	4, 5 or 6

2. DETERMINE THE WEATHER GAGE ORDER

Holding the Weather Gage (being upwind relative to other vessels), meant having a significant tactical advantage in the combat between sailing ships. To represent this in *Black Seas*, the ship closest to the point where the wind starts activates and moves first, while those ships furthest away move last. We call this 'activating in Weather Gage order'.

To find the order in which ships activate, imagine a line running perpendicular to the point of origin of the wind then move that line in the direction the wind is blowing. Ships then activate in the order that this line contacts them, first to last. Where the line contacts two or more ships at the same time, the ship with the more experienced crew goes first. If they have the same experience, decide randomly which goes first. A measuring tape or a laser line can also be used to simulate this wind front.

WEATHER GAGE ORDERS

The wind is blowing from the south-west. Therefore, the ships will be activated in the order shown in this diagram, from 1 to 6.

3. ACTIVATE A SHIP

Sequence
When activating a ship follow these steps in order:
1. Check the attitude of the wind.
2. Declare Level of Sail.
3. Move the number of times indicated by the Level of Sail.
   - At the end of each move, may make a turn.
   - At the end of each move, may fire some or all weapons.
   - At the end of the final move, may make a boarding action.

4. RESOLVE SHOOTING

See Shooting (page 14) and Damage (page 18).

5. RESOLVE BOARDING ACTIONS

See Boarding Actions on page 24.

6. MARK THE ACTIVATED SHIP

When the ship has finished its activation, mark it with white cotton wool smoke if it fired, or with an activation marker if not. (If using the Advanced Rule, Fire as She Bears (page 33), mark it with black cotton wool. Then, at the end of its activation, swap the black cotton wool for white.)

7. ACTIVATE THE NEXT SHIP

Repeat phases 3 to 6 for the next ship in the Weather Gage order, and continue until all ships have been activated.

8. REMOVE TOKENS

After every ship has activated, the Turn ends. Remove all activation tokens and cotton wool markers and start the next Turn at phase 1.

MOVEMENT

The speed and manoeuvrability of a ship is dependent on several factors including its construction, sails and the prevailing wind.

Ships in *Black Seas* move at a basic Rate of Knots that is measured in inches. Additionally, ships can adjust their speed, by slowing down or speeding up, by adding or removing sails. The more sails a ship has unfurled, the more wind it catches, and the faster it is propelled across the sea.

During a Turn, the ship will move its full Rate of Knots a number of times depending on its Level of Sail.

Be careful, as you must always move the full distance of your Rate of Knots, so make sure you have chosen the right Level of Sail.

A ship can utilise four Levels of Sail:

- **Full Sails:** Will make three separate moves.
- **Battle Sails:** Will make two separate moves.
- **Light Sails:** Will make one move.
- **Anchored:** Will make no moves; may still turn.

At the start of a ship's activation declare which Level of Sail a ship has. A ship can maintain the level it has or can increase or decrease its Level of Sail by a maximum of one level. Note that when going from Light Sails to Anchored, the ship makes one move at its Rate of Knots before stopping. No ship can make an 'instant' stop unless dictated by a specific rule.

HMS *Victory* breaks through the Franco-Spanish line at the battle of Trafalgar, 1805, by Peter Dennis © Osprey Publishing. Taken from *Command 16: Horatio Nelson.*

Presentation sword presented to Lt James Bowen by the Lloyd's Patriotic Fund (1803) © *Copyright Royal Armouries*

Wake Marker

Each vessel has its own wake marker that corresponds to the size of the vessel: a Small ship uses a small wake marker; a Medium ship uses a medium wake marker, and so on.

The wake markers are used to record which Level of Sail a vessel currently has by lengthening or shortening the marker up to the appropriate line (shorten it by sliding the wake under the vessel until it shows the correct Level of Sail). When the ship is Anchored simply remove the wake.

Full Sails

Battle Sails

Light Sails
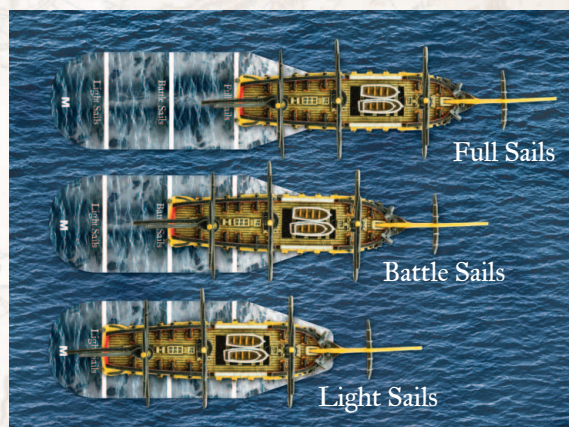
Measuring

When a ship moves, measure the distance from the bow of the ship (front of the hull) and move the model straight ahead to its new position, by an exact number of inches equal to its Rate of Knots. This same process is repeated a second time if sailing with Battle Sails and a third time if at Full Sails.

A frigate sailing with Battle Sails with a Rate of Knots of 5, is performing its first move. Measure the distance from the bow of the ship and move it 5" straight ahead.
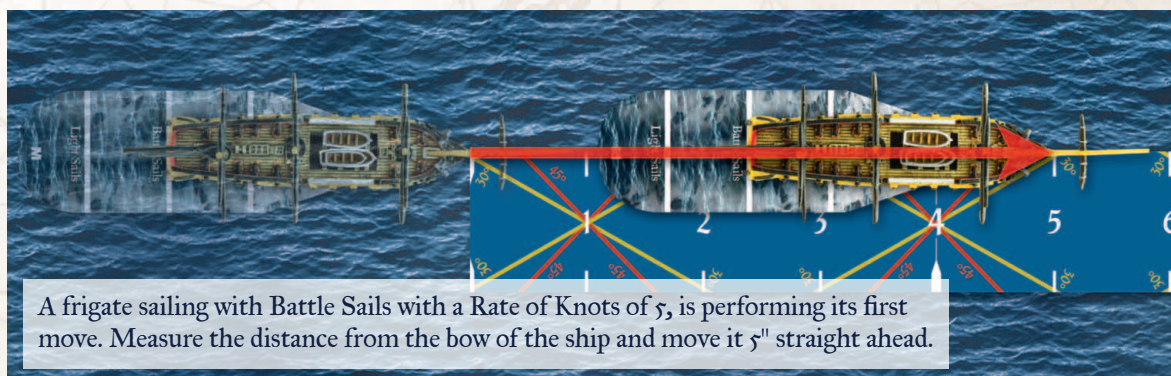
Turning

Once a ship has moved its Rate of Knots it may make a turn, in order to change its heading, depending on its Level of Sail and turn angle. If a ship has a yellow turn angle it may turn after its first and second move. However, it cannot make a turn during its third move. A ship with a red turn angle is free to turn after the end of any move.

A vessel that is already Anchored when it activates may turn up to its turn angle. However, it cannot turn in to the wind.

To turn a vessel, pivot it by holding the stern (back) of the vessel still and rotate the bow up to

After having performed its first move, the frigate turns up to its turn angle by placing the turn marker behind the ship with the white arrows pointing in the same direction as the ship, then pivoting on the stern.

the maximum angle allowed (as represented by either the red or yellow chevron on the turn marker). A vessel's turn angle is specified on the ship card.
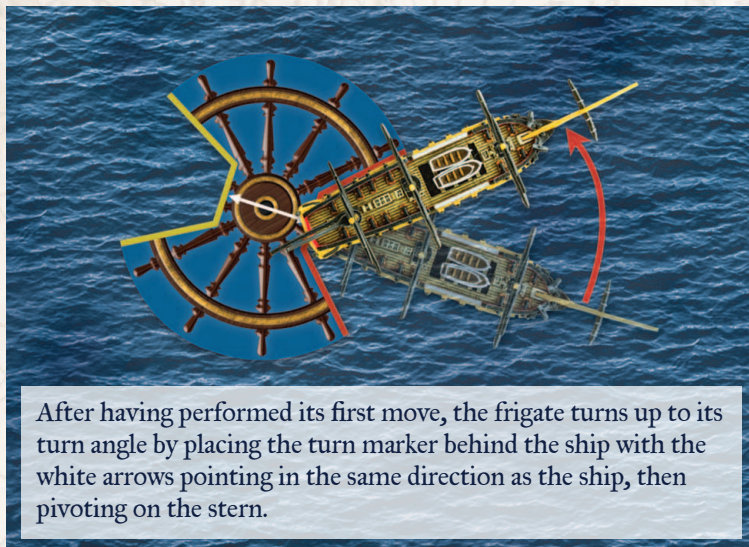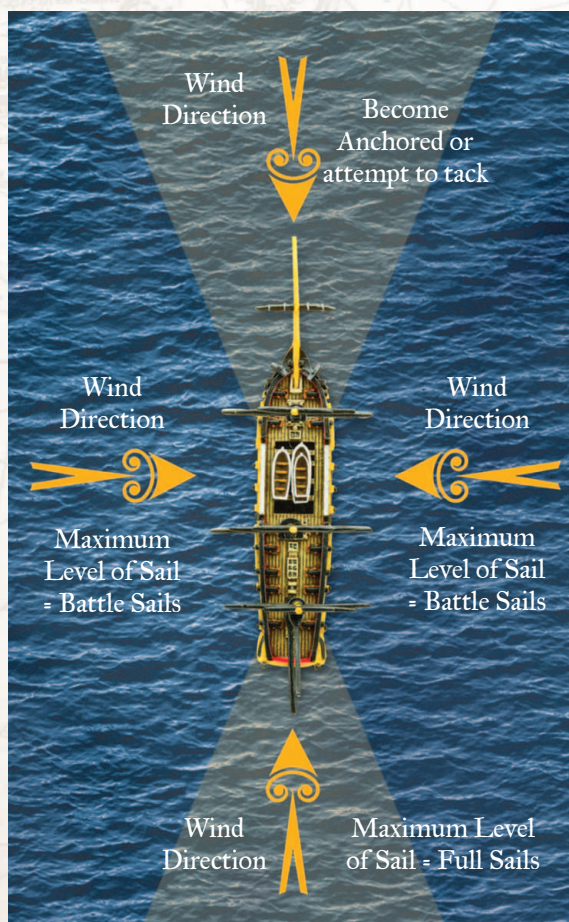
Wind Attitude

The final factor affecting a vessel's speed is the wind. Getting the most out of the wind was difficult but essential for any sailing ship and it was especially complex for square-rigged ships. How much wind a vessel can harness in its sails has a direct bearing on how fast it can go. Ships sailing into the wind find they are much slower than those sailing with the wind at their backs. *Black Seas* offers two approaches to this: a simple, yet less realistic way and a more complex, but more realistic way, of dealing with the wind. You will find the latter in the Advanced Rules section (see page 34).

The angle and direction of the wind can limit the Level of Sail of a ship. When the ship is activated, check the angle the wind is coming from in relation to the ship. Use the yellow turn angles as a guide; if the wind hits the ship outside those turn angles, it's blowing on the ship's side. If it's between those angles, then it is blowing on either the front (bow) or rear (stern) of the ship.

As soon as a ship is activated, use the diagram shown right to determine where the wind is coming from in relation to which way the ship is facing, and note the specified maximum Level of Sail it can have for that Turn. It you are currently at a higher Level of Sail than is

Wind Direction — Become Anchored or attempt to tack

Wind Direction — Maximum Level of Sail = Battle Sails

Wind Direction — Maximum Level of Sail = Battle Sails

Wind Direction — Maximum Level of Sail = Full Sails

Ship A has the wind directly behind. Ship C is sailing against the wind. Ships B, D and E have the wind on their side.

A

B

C

D

E

Wind Direction
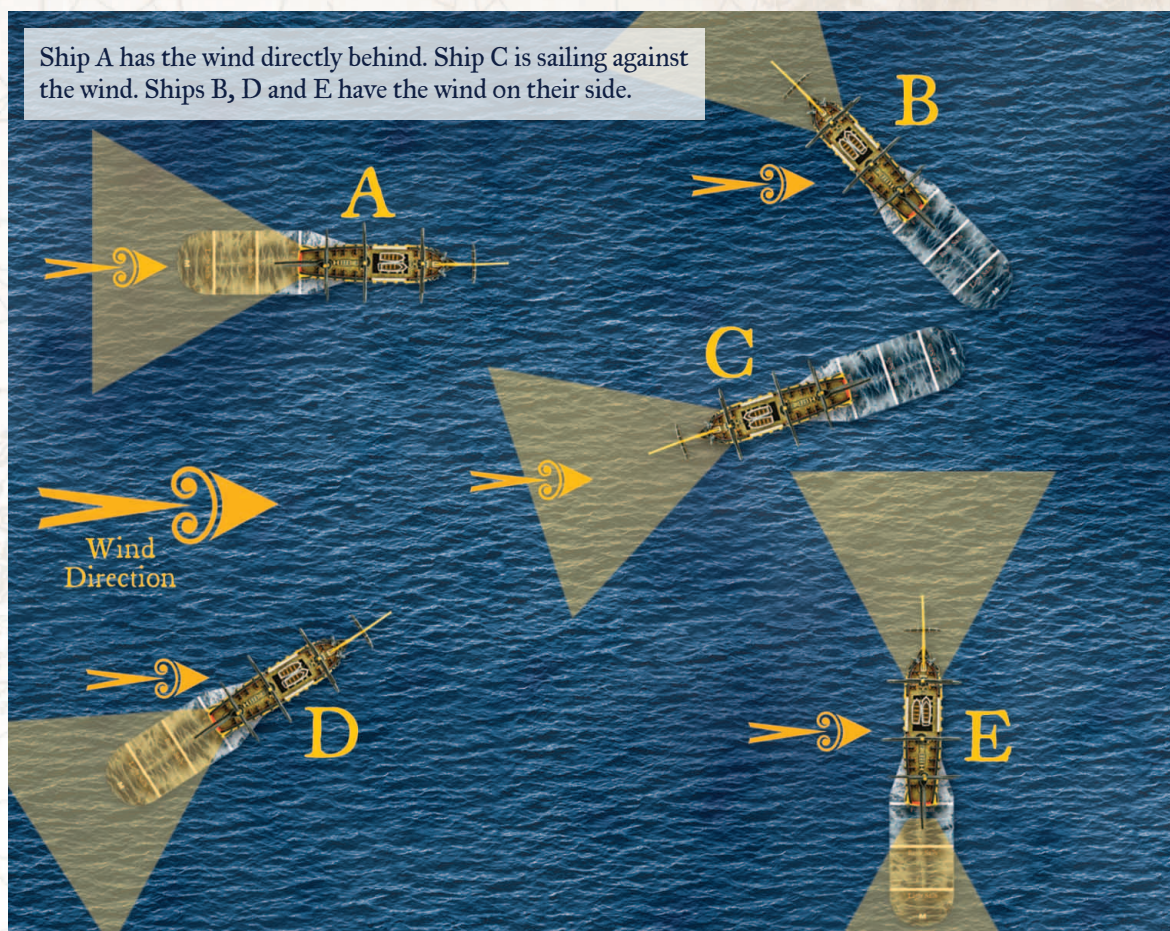
allowed then the ship immediately drops down to the level indicated and cannot further change its Level of Sail this activation.

If forced to drop two levels (from Battle Sails to Anchored or from Full Sails to Light Sails), take D3 points of damage and apply the effects of the Critical Damage result 'Sail Hit' (from Critical Table – High. See page 21). The same will happen if you are forced to drop by three levels (from Full Sails to Anchored), but you will take D6 points of damage instead of D3.

If, when activated, you are facing into the wind, and the ship was moving in the previous activation, you can either move forward your Rate of Knots and become Anchored or you can attempt to get out of the wind by 'tacking'.

To 'tack' make a Skill Test when activated. If passed, turn the ship before deciding the Level of Sail. Turn the minimum amount needed to take it just out of the wind, even if this turn exceeds the ship's turn angle. It then

continues with its activation as normal. If the test is failed, you instead move forward its Rate of Knots before becoming Anchored. Taking damage as indicated above.

Spanish 3rd rate

13
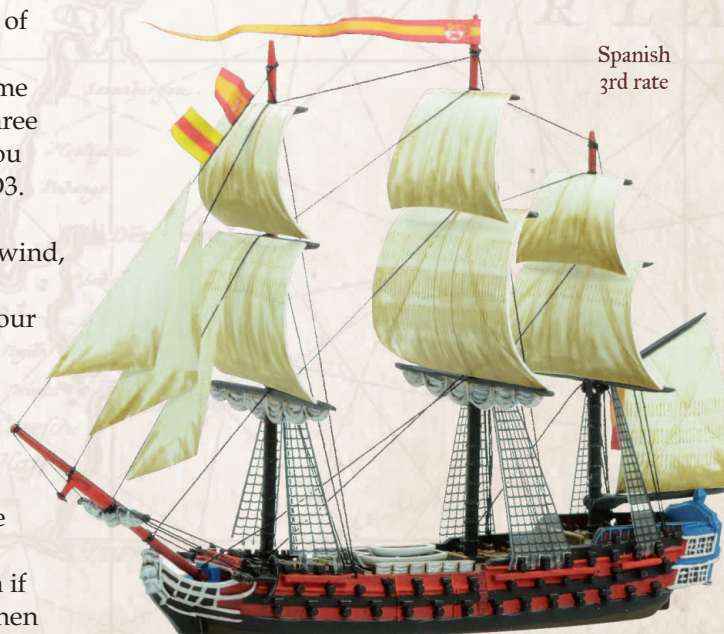
SHOOTING

Shooting in *Black Seas* is the reward gained for manoeuvring your craft into a more favourable position so that your guns can devastate the enemy.

Ships could carry an array of different sizes and types of armament. For simplicity, *Black Seas* uses four categories: heavy cannons, light cannons, carronades, and mortars.

Ships can shoot from four gun positions: left and right broadsides directly to each side and/or their bow and stern chasers in front and behind respectively. Some ships carried cannons or mortars that could swivel on the spot, giving an almost 360 degree angle of fire.

When shooting follow this procedure:

1. Each gun position chooses a target within its arc of fire. Inexperienced and Regular crews must choose the closest target to the shooting gun position. Veteran crews can choose any target, but only if they first pass a Skill Test.

2. Measure the range from the gun position to the target.

3. Determine To Hit number (see page 16).

4. Determine how many dice you will need to roll. Each of the four gun positions has a value on its ship card, indicating the number of D10s that you will need to use.

5. Roll the D10s to identify how many hits are achieved.
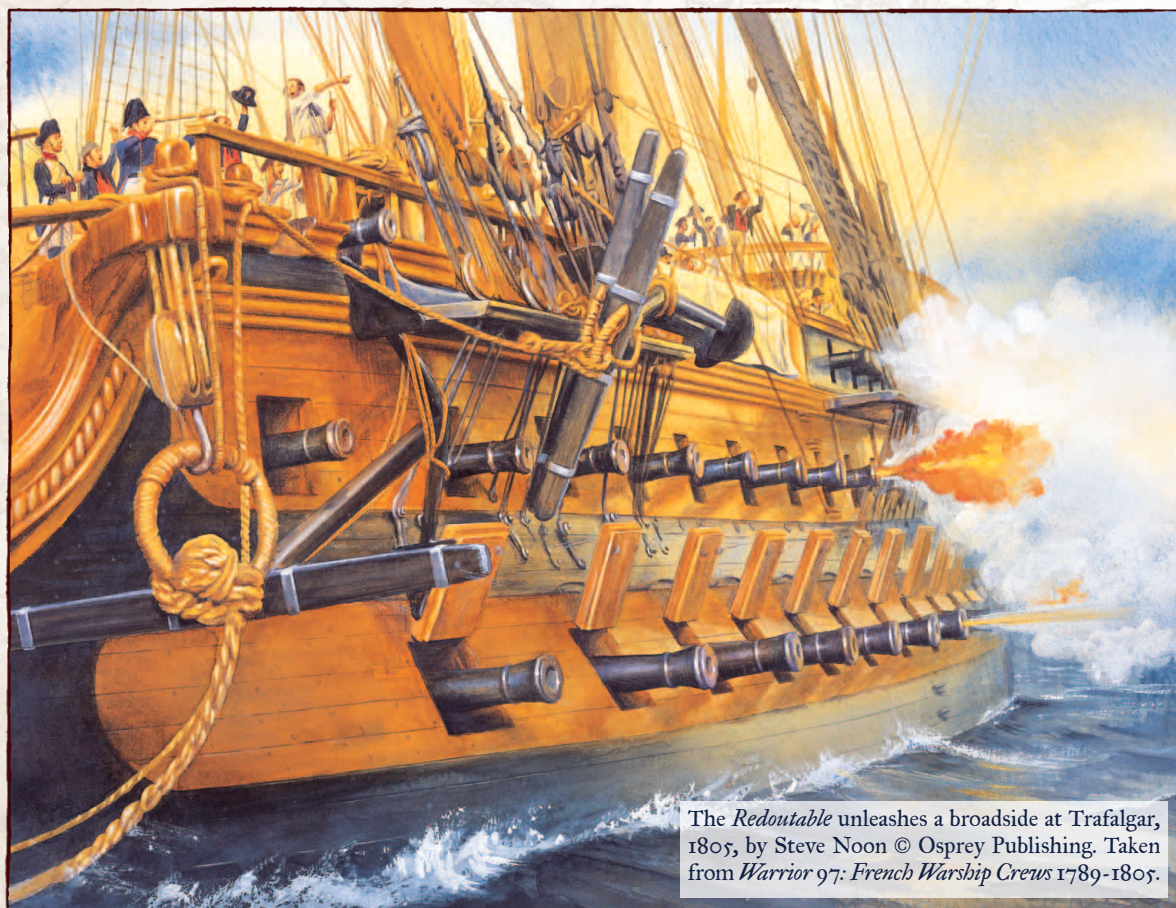
The *Redoutable* unleashes a broadside at Trafalgar, 1805, by Steve Noon © Osprey Publishing. Taken from *Warrior 97: French Warship Crews 1789-1805*.

Allocate Each Gun Position a Target

At the end of each move, or at any time if Anchored, you can chose to shoot some or all of a ship's weapons. You may shoot with as many of the four gun positions as you wish. However, each gun position may only ever shoot once per Turn. This means the activated vessel can potentially target more than one enemy ship, a different one for each of the four gun positions. For each gun position intending to fire, nominate a target.

Any part of the hull of a ship (not masts or sails) must be within one of the arcs of fire of the attacking ship (even if partially) to be a viable target. To determine a broadside's arc

trace a band spanning the length of the ship and extending outwards. For the chasers' arc of fire use the yellow turning angles.

GUN POSITIONS
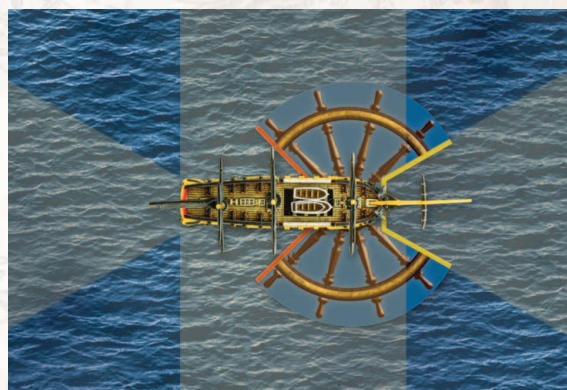
Measure the Range

The armaments on a ship often varied, so a broadside could fire a mixture of different gun types. To represent this, we use four types of guns – heavy cannon, light cannon, carronades, and mortars. Depending on the distance, one, some, or all of a ship's

gun types will be within range. When you wish to shoot, measure from the relevant gun position to the closest part of the target vessel you intend to hit. Always measure to the target's hull – ignoring any mast, yard or bowsprit.

Gun Type:	Heavy Cannon	Light Cannon	Carronade	Mortar
Maximum Range:	20"	14"	8"	22"
Dice Colour:	Blue	Red	Black	Any

Remember, vessels manned by Inexperienced and Regular crews must target the closest available enemy to each gun, whereas Veteran crews may choose any target in range if they successfully pass a Skill Test.

Determine the To Hit Number

The firing ship must be able to clearly see its target – the target may be completely blocked from view by another vessel, a wreck or an island, or it could partially fall out of its arc of fire. If you can see more than half of the target (or at least half is within the arc of fire), you may shoot at it without penalty. If you can see less than half of it (or less than half is within the arc of fire), you can fire but must apply the penalty 'Visibility Obscured/Partial Target' (see To Hit Chart opposite).

Declare if you are aiming high or not. Aiming high means that the cannons are angled toward the sails and masts of the target instead of the main hull. This is a more difficult shot but is potentially more damaging. If you elect to aim high, apply the appropriate modifier and resolve any critical damage on the Critical Table – High (page 21).

Select the appropriate number of D10s of the relevant colour (dice are not rolled for out of range guns). For each gun type in the position firing, you have a base chance of 5 or less to hit the enemy vessel. This is then modified by factors contained in the 'To Hit Chart' on the opposite page.

Modify the base chance of 5 by adding and subtracting the modifiers on the chart. The result is the number you must roll equal to or less than to successfully score a hit.

If, after applying all factors, the number you need to roll is 0 or a negative number, the shot automatically misses. Otherwise, roll to hit.

Use the same calculated target number for all the different guns in the gun position.

When rolling to hit, any result of a 10 will always be a miss even if, after all modifiers, the number needed to hit is a 10 or more.

Any result equal to or less than the modified number is a palpable hit! Additionally, for every 1 rolled on the dice, critical damage is scored (see page 20).

Example: A frigate is travelling at Full Sails and firing its left broadside at over 10" range, targeting a Tiny boat. The base to hit value of 5, -2 for over 10" range, -2 for travelling with Full Sails and -2 for a Tiny target equals a -1 needed on a D10 – there is no chance of obtaining a hit!

Later, the same frigate is firing against the same Tiny target, but this time the enemy boat is closer, within 10", and the frigate is only moving with Battle Sails. Base to hit value of 5, -2 for a Tiny target equals a 3 or less needed to hit.

Mortars

Mortars always aim high, therefore apply the usual -2 to hit modifier. Additionally, they also suffer a further -1 to hit modifier because of their inherent inaccuracy.

If a mortar misses, pay attention to the number on the dice and which direction the pointed end of the dice is pointing. The number on the dice represents the exact inches that the shot will travel (measuring from the centre of the ship) in the direction indicated by the pointed end of the D10. The mortar will now hit any ship or fortification under this new point instead.

Note that a small amount of ships were armed with rockets – these function exactly like mortars in all respects.

The mortar targeted on the frigate misses! It therefore impacts 4" away from the originally intended target in the direction of the pointy end of the D10.

To Hit Chart

BASE TO HIT: 5 OR LESS ON A D10		
SITUATION		**MODIFIER**
Firing more than one gun position in a Turn	First gun position fired	No modifier
	Second gun position fired	No modifier
	Third gun position fired	-1
	Fourth gun position fired	-2
Range	Target over 10" away	-2
	Point Blank Range – the target is within 3" of the gun position *(Not applicable for mortars)*	+2
Crew	Veteran	+2
	Inexperienced	-2
Speed	Shooting vessel is Anchored	+1
	Shooting vessel at Full Sails	-2
	Target vessel has sailed more than 10" in its previous move	-1
Target size *(Only use one size modifier)*	Tiny	-2
	Small	-1
	Large or Extra Large	+1
Visibility Obscured/Partial Target		-2
Aiming high		-2
Fire as she bears (see page 33)		-2

"Engage the enemy more closely."
Signal from the Victory at Trafalgar, 1805

24-pdr carronade and carriage (1808)
© Copyright Royal Armouries

DAMAGE

A full broadside of cannon fire can easily rip gaping holes in a wooden ship, causing devastating damage. Such destruction can quickly render a ship unseaworthy or even sink it outright. We represent this damage using the following rules.

Each dice that hits, does 1, 2, 3 or D6 points of damage depending on the gun type. The total of these scores gives the amount of damage inflicted on the enemy vessel.

Record this using the damage sliders on the target's ship card, reducing the current Ship Points accordingly.

If the target is within 3" of the shooting gun position, the gun shoots at point blank range and the total damage it inflicts is doubled (note that this is not applicable for mortars).

When a vessel's Ship Points reaches zero as a result of shooting, it has been sunk! Remove the model from play.

Gun Type:	Heavy Cannon	Light Cannon	Carronade	Mortar
Damage:	2	1	3	1D6

HMS *Temeraire* and HMS *Victory* engage *Redoutable* at Trafalgar, 1805, by Tony Bryan © Osprey Publishing. Taken from *Duel 9: Victory* vs *Redoutable*.

Crossfire! A Spanish frigate is caught between Royal Navy broadsides.

"Every man does his duty with spirit, whether his station be in the slaughterhouse or the magazine."

John Nicol, midshipman of the Goliath at the Battle of the Nile, 1798

Fire as she bears! A line of Royal Navy brigs fires at a French frigate as she crosses its path.

Critical Damage

Any unmodified D10 roll of a 1 on a successful hit will cause critical damage – a devastating event which will have dire consequences for the target vessel. For every natural 1 scored, roll 1D6 and check the resulting number on the appropriate Critical Table. There are two tables – use Critical Table – High (see opposite) when you aim high or when critical damage is caused by a mortar. Otherwise use the Critical Table – Hull (see below). The only critical damage result which accumulates is Mast Hit. For all other critical damage effects, a ship can only have a maximum of one of each type at any time.

CRITICAL TABLE – HULL

D6 Score	Result
1	**Quarter Deck Hit** The quarter deck is a ship's nerve centre, where command and control orders are given to the vessel and morale is maintained. Place a Quarter Deck Hit token next to the ship and remove it at the end of its next activation. No change of direction or Level of Sail change can be made next activation without passing a Skill Test. If failed, the ship continues to move straight at its current Level of Sail and all of its shooting suffers a penalty of -1 to hit.
2	**Gun Deck Hit** A gun position has been damaged by enemy fire, or the gun crew has been temporarily disabled. Place a Gun Deck Hit token on the ship next to the gun position affected. Remove the token at the end of the ship's next activation. The ship will fire two fewer cannons of each type (including mortars) from that gun position (to a minimum of zero).
3	**Rudder/Steering Hit** Either the helmsman has been hit or the rudder is jammed. Place a Rudder Hit token next to your ship. At the next activation, roll a D3. On a roll of 1, the ship will change its direction to the full extent of its turn arc to the left at the end of each movement. On the roll of 2, the ship cannot make any changes of direction this Turn. On a roll of 3, the ship will change its direction to the full extent of its turn arc to the right at the end of each movement. Remove the token at the end of the next activation as the crew take control of the helm again or un-jam the rudder.
4	**Crew Hit** Crews are particularly vulnerable to incoming fire of all sorts. If enough sailors are disabled or key officers wounded or killed morale and order can collapse. Place a Crew Hit token next to your ship. Until the end of the next activation, the ship will automatically fail all Skill Tests it performs. Remove the Crew Hit token at the end of the next activation, as the crew take over control of the vessel.
5	**Extra Damage to Structure** The ship's hull and superstructure take a hammering! Roll a D3 and add the result to the total damage taken.
6	**Fire on Board!** The shot has sparked a fire on board! Place a piece of fiery cotton wool on the damaged ship to represent it now being ablaze! See Ships on Fire on page 26 for the effects of this critical damage.

If you have to roll more than one Skill Test resulting from multiple critical hits on the same ship, do it in the same order as they appear on the critical tables.

CRITICAL TABLE – HIGH

D6 Score	Result
1	**Quarter Deck Hit** The quarter deck is a ship's nerve centre, where command and control orders are given to the vessel and morale is maintained. Place a Quarter Deck Hit token next to the ship and remove it at the end of its next activation. No change of direction or Level of Sail change can be made next activation without passing a Skill Test. If failed, the ship continues to move straight at its current Level of Sail and all of its shooting suffers a penalty of -1 to hit.
2	**Sails Hit** Sails are the engine of the ship, without them it drift helplessly. For its next activation the Rate of Knots for this ship is reduced by 2. Place a Sails Hit token next to the ship. Remove it at the end of its next activation.
3	**Crew Hit** Crews are particularly vulnerable to incoming fire of all sorts. If enough sailors are disabled, or key officers wounded or killed, morale and order can collapse. Place a Crew Hit token next to your ship. Until the end of the next activation, the ship will automatically fail all Skill Tests it performs. Remove the Crew Hit token at the end of the next activation, as the crew take over control of the vessel.
4	**Substantial Damage to the Upper Decks** The ship's yards and upper structure are devastated! Roll a D6 and add the result to the total damage taken.
5	**Fire on Board!** The shot has sparked a fire on board! Place a piece of fiery cotton wool on the damaged ship to represent it now being ablaze! See Ships on Fire on page 26 for the effects of this critical damage.
6	**Mast Hit** One of the masts has been critically hit, badly reducing the effects of its sails – without them you are drifting and helpless. Take additional damage equal to 25% of the original Ship Points (rounding up). The first Mast Hit reduces the current maximum Level of Sail of Small ships to Light Sails. The second hit reduces it to Anchored. For Medium or larger ships, every Mast Hit reduces the maximum Level of Sail by a by another Level of Sails, cumulatively. Place a Mast Hit token on the ship card. This cannot be repaired and remains in play for the rest of the game.

If you have to roll more than one Skill Test resulting from multiple critical hits on the same ship, do it in the same order as they appear on the critical tables.

Boarding Cutlass (1800-1870)
© Copyright Royal Armouries

COLLISIONS

Players should avoid deliberately ramming each other at all costs. However, on occasion, a newly activated ship may have no option other than to collide (for example, if its movement takes it into another ship before it can change direction). Only consider the main hull of the ships involved when checking for collisions.

Evading

There is always a chance of evading a collision; each ship executes an evading manoeuvre, where-by both ships would experience a near miss. Both vessels involved in a potential collision must make a Skill Test with a +1 to the roll. This represents the determination of the crew to evade the collision. If either ship is two or more sizes smaller than the other, add +2 to the roll of the smaller ship. If either test succeeds, the active player must move their ship past the other ship, completing their full move, finishing with their stern clear of the targeted vessel. However, if the ship does not have enough Rate of Knots to clear the other vessel it instead must stop short of actual contact with the other ship. Allow some degree of approximation when dealing with evasions. Do not worry too much about exact measurements, instead ensure the models are safely clear of one another.

You cannot evade when colliding with terrain.

Action on the lower gun deck of a Royal Navy Ship-of-the-Line by Steve Noon © Osprey Publishing. Taken from *Warrior 131: Nelson's Officers & Midshipmen.*

The Carronade

During the late 1770s a new gun appeared on the decks of ships, named after one of the main manufacturers: the Carron Ironworks. Its new design allowed for heavier shots to be fired at the same velocity as lighter shots fired by larger guns, whilst using a much reduced powder charge. This meant that carronades could inflict significant damage. However, the same design meant that their range was also much reduced. Therefore, the best tactics involved arming ships with a mixture of carronades and more traditional heavier guns for longer range shots. Because of their reduced weight, carronades were usually placed on the upper decks and were usually mounted on slides instead of a truck carriage.

Colliding

If both evading attempts fail, there is a collision. The size and speed of the two ships determines the amount of damage a ship takes. The ship which is currently activated is regarded as the attacker, the other is the target. On the Collision Chart below, find the attacker's size on the left column and then read across to the target's size to find the damage the target vessel takes.

To determine the damage the activated ship takes from the collision, regard the unactivated ship as the attacker and the activated ship as the target and repeat the process above. If the active ship travelled more than 8" in its last or current activation, add 3 to all damage. If the collision is with terrain, treat it in exactly the same way as an unactivated ship. Terrain can never take damage. All damage is applied to both ships simultaneously.

After a collision, confusion and panic ensues on a ship as the crew slowly attempt to recover from the encounter. To represent this, apply all the effects of the Quarter Deck Hit critical damage. In addition, the ship cannot shoot or initiate grapples.

Finally, complete the activated ship's movement as reasonably as possible taking into consideration the change in direction due to the collision.

COLLISION CHART

ATTACKER'S SIZE	TARGET'S SIZE				
	Extra Large	Large	Medium	Small	Tiny
Tiny	1	3	4	6	8
Small	3	4	6	8	10
Medium	5	6	10	10	10
Large	8	10	12	10	10
Extra Large	12	14	16	14	10
Terrain	30	26	20	16	10

BOARDING ACTIONS

Sometimes the enemy ship must be captured intact, either for the valuable contents of its hold or as a prize itself. In order to do this the brave crew must board the enemy ship and confront their opponents face-to-face in the vicious melee of a boarding action.

Both ships must be travelling at either Light Sails, Battle Sails, or be Anchored, and the hulls of both vessels must be within 3" of each other. The active ship makes a Skill Test – if successful, both ships come to an immediate stop and become grappled. While grappled, a ship cannot shoot. Place them side-by-side, with both turning the minimum amount possible. Now they make their deadly attacks!

Immediately after the initial grapple, and at the next activation of every grappled ship, battle rages! Divide the current remaining Ship Points of each of the two grappled ships by ten (rounding up). This gives the strength of each side, which is the number of D10s to roll for each ship involved. Both ships aim to score equal to or less than the target number on the Boarding to Hit Table (right).

On the first turn of boarding only, the currently activated ship adds +1 to the target number shown on the Boarding To Hit Table. Each successful roll reduces the enemy's Ship Points

by 2. A throw of 1 is a critical hit, reducing the enemy Ship Points by 4 instead of 2.

The ship that took the least amount of damage is considered to be the winner of this round of fighting. If the ship that took the most damage in this round is now at less than half of its initial Ship Points, it will have to pass a Skill Test or surrender. If the Ship Points go below its Break Value, it will automatically surrender without a Skill Test. If the action is a draw, nothing further happens. If the Ship Points ever reach zero as a result of a boarding action, all crew have been slain or captured. The ship is still afloat and may pose a collision threat.

Boarding To Hit Table	
Inexperienced	4 or less
Regular	5 or less
Veteran	6 or less

Shooting at Grappled Ships

When shooting at grappled ships, apply the same amount of damage to all the grappled ships. However, a roll of 1 only inflicts normal damage and never scores critical damage.

Naval boarding axe (1800-1854)
© Copyright Royal Armouries

Multiple Grapples

If more than two ships are involved in a grapple, add the Ship Points of each side together. The side with the greatest total Ship Points adds +2 to the Boarding to Hit target numbers. Then resolve all boarding actions as described above.

When attempting to board ships that are already part of a grapple, consider all grappled ships as one target, so you can attempt the grapple if you are within 3" of any ship involved in the grapple

Repel Boarders/Disengage

A grappled ship, when activated, may attempt to repel boarders by performing an attack (as describe on page 24), or it may attempt to disengage from the boarding action instead.

To disengage, a ship must pass a Skill Test which allows it to move, following all the normal rules for movement (e.g. it will only be able to move with Light Sails on the first move). However, it will not be able to shoot this turn as its crew scramble back to their action stations.

If the ship has been reduced to less than half its original Ship Points, add +2 to the Skill Test. You may move away from a surrendered ship without needing to make a Skill Test.

Weather Gage for Grappled Ships

When determining Weather Gage you may need to decide which of two grappled ships activates first. This will be the ship with the more experienced crew.

If both crews have the same experience, the ship which originated the grapple will go first.

Note that two boarding actions might be fought one after the other if both ships want to fight. When more than two ships are grappled, the vessel with the most experienced crew will go first, followed by the first ship that initiated a grapple, followed by the next ship that initiated a grapple and so on.

Repel boarders! Spanish sailors fight French marines in vicious hand-to- hand combat.

ADDITIONAL RULES

The Core Rules cover the most common actions your ships can take during combat, such as moving, manoeuvring, shooting and boarding actions. What follows are a few extra rules that add some permutations to those actions.

Ships on Fire

Ships can catch fire due to critical damage or by sailing within 1" of another ship that is already ablaze. Place a piece of fiery cotton wool on the ship as soon as it catches fire, then the ship takes D3 damage if Tiny or Small, D6 if Medium, and D10 if Large or Extra Large. This will continue until the fire is extinguished or the ship becomes a burning wreck!

At the start of every subsequent activation, the crew of a ship on fire attempts to extinguish the flames by making a Skill Test. If successful, the ship is no longer on fire. If it fails, an extra D3, D6,

or D10 damage will be taken depending on the vessel's size (as described above). Additionally, if the unmodified result of the Skill Test is a 1, the fire has reached the ammunition's magazine and the ship explodes! Remove it from play. Any ship within 4" of the explosion suffers D10 damage.

You my choose to gain a +2 modifier to the Skill Test. If you take this modifier, the ship cannot then make any change in Level of Sail, change of direction, or shooting this activation. However, as the crew are taking extra precautions, the ship will not explode on the roll of a 1.

The magazine of a French 1st Rate explodes – abandon ship!

The Big Smoke

"Smoke bursting forth from the many black iron mouths and whirling rapidly in the thick rings till it swells into hills and mountains, through which the sharp, red tongue of death darts, flash after flash, and mingling fire and smoke slowly rolls upwards like a curtain in awful beauty… And ever and anon, amid the breaks of the cannon's peal and shrieks and cries of the wounded mingling with the deep roar of the outpoured and constantly reiterated "hurra, hurra, hurra!" sweep over the sea …"

The Trafalgar Companion (Mark Adkin)

Repairs

Making repairs means all-hands-on-deck, which results in the ship being unable to shoot that Turn as all the crew are more concerned with what is happening to the ship, such as tattered sails, wounded crew or water surging through splintered timbers. The ship needs saving and saved it shall be!

When a damaged vessel is activated, declare a repair action. The vessel cannot shoot, change its Level of Sail or change direction this activation. Make a Skill Test, if successful, repair D6 worth of damage – adjust the damage slider accordingly. If the test fails, then repair just 1 point of damage.
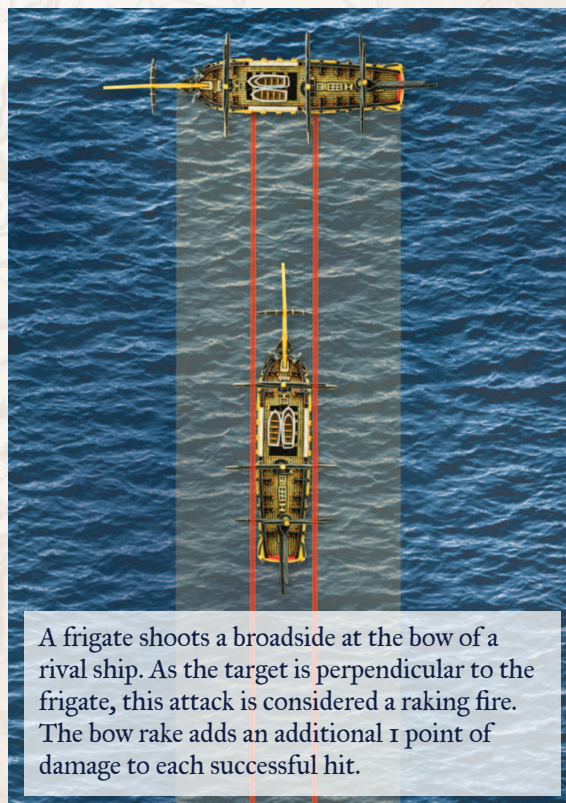
Raking Fire

Raking fire saw a ship passing directly across the less well protected fore or aft areas of an enemy vessel and unleashing a deadly broadside down the length of the target. This manoeuvre, also known as 'Crossing the T', delivered a withering fire while only presenting a small target to the enemies' chase guns.

When a ship fires a broadside at a target that is perpendicular to it (allow for a small degree of approximation), double the damage inflicted for a stern rake, or add an extra 1 point of damage for each successful hit roll for a bow rake.

If you are also shooting at point blank range treble the damage for a stern rake instead, and the additional damage for a bow rake is added after the damage is doubled if firing at point blank range. This tactic is particularly effective when used in conjunction with the Fire as She Bears Advanced Rule (see page 33).

A frigate shoots a broadside at the bow of a rival ship. As the target is perpendicular to the frigate, this attack is considered a raking fire. The bow rake adds an additional 1 point of damage to each successful hit.

32 Pounder Gun

The main broadside of a typical ship of the era was mostly made up of heavy 32 or 36 pounder guns. These impressive and heavy guns could unleash great loads at a significant distance. They could be made of bronze but were mostly made of cast iron as by this time, this had become cheap and reliable. They were positioned on a wooden gun carriage, usually wheeled. This would be used to deal with recoil and to change the elevation of the guns.

Leaving the Battle Area

If a ship finishes its move with any part of its hull over the edge of the battle area it is removed from play. After spending one full Turn off the board, the ship re-enters the battle area at the same point where it exited.

The ship returns with Light Sails – place the back of its wake marker on the edge of the battle area at the start of the Turn. The ship will then be activated as per Weather Gage and will be able to move normally.

Strike the Colours

Naval combats could be extremely bloody affairs, and it often happened that the crew's will-to-fight would falter after having taken a lot of damage, which often meant that historical engagements would end with the surrender of many ships rather than outright destruction.

As soon as a ship drops below its Break Value, for whatever reason, and every time it activates after that, make a Skill Test. If this fails, the ship will Strike the Colours and surrender immediately. The ship will slow down and become Anchored as soon as possible and do nothing else for the rest of the game.

Forts and other land fortifications use these same rules to surrender.

French boarding cutlass, 'sabre d'abordage' pattern (1802-1803)
© Copyright Royal Armouries
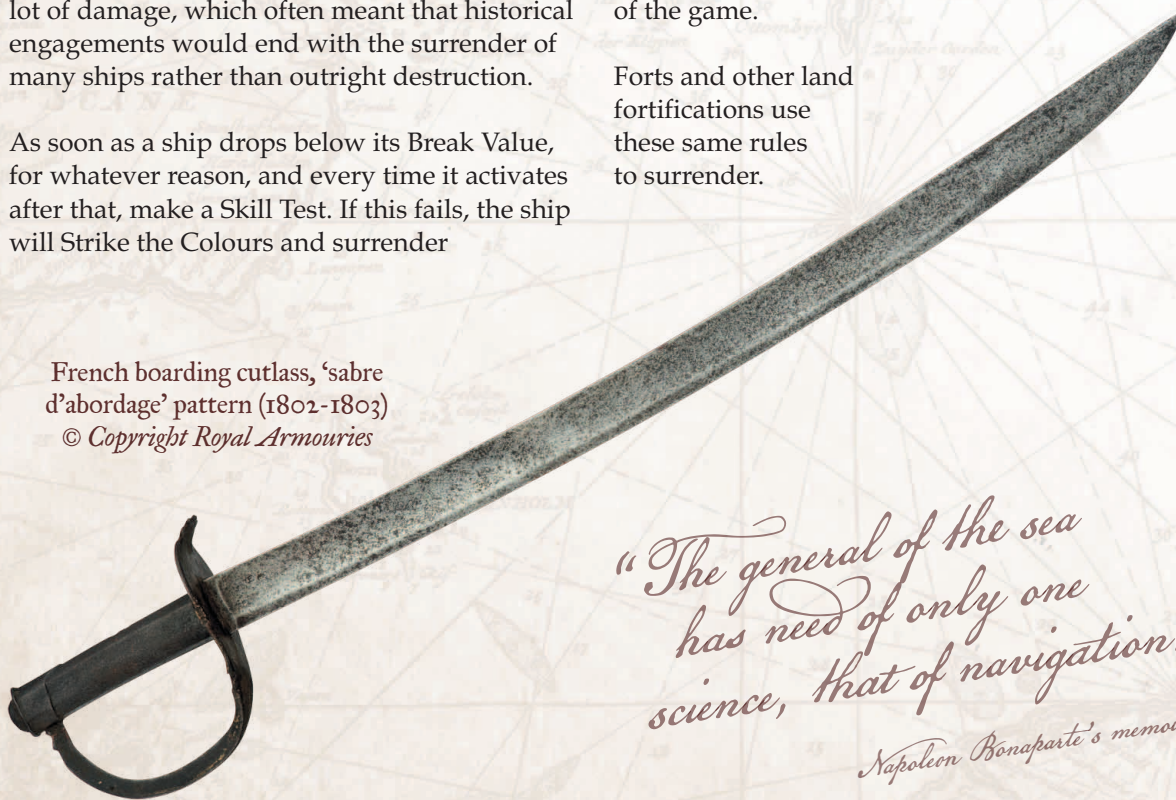
"The general of the sea has need of only one science, that of navigation."

Napoleon Bonaparte's memoirs

Ammunition Types

At the start of the game, or at the start of a ship's activation, you can change ammunition at any or all gun positions. Any gun position changing its ammunition cannot shoot during that Turn. All shots from that gun position will use the new ammunition type until changed again. Place the ammunition token at the relevant gun position on the ship card as a reminder. Note, mortars never use any of these special ammunition types.

CHAIN SHOT

Consisting of two half-balls attached to a length of chain, and used to damage masts. The modifier for aiming high is only -1 for chain shot (instead of the normal -2), and for any critical damage, roll twice on the Critical Table - High and choose which result to apply. However, the range of all guns are halved. If not aiming high chain shots have a -2 to hit.

DOUBLE SHOT

The practice of loading two balls at the same time reduced range but increased damage significantly. The range of all guns in the gun position is now 8". All shots have a -1 to hit and all successful shots do double their damage but do not inflict critical damage. This damage is tripled if also at point blank range, or quadrupled if at point blank range and the shot is a stern rake.

RED HOT SHOT

Also known as heated shot these were loaded to set fire to enemy ships. When firing with this shot, carronades cannot fire. If any critical damage is inflicted, the target is on fire in addition to the effect rolled on the Critical Table (see Ships on Fire on page 26). However, if you roll a 10 on any of the to hit roll dice, that shot has been dropped and your own ship is also on fire! Fortifications are not affected by this dropped shot rule.

GRAPE SHOT

Canisters filled with metal balls that act as a giant shotgun when fired. The range of all guns in the gun position is now 3" (in this case the point blank modifier is not applied). Each hit inflict 4 points of damage but do no critical damage. In addition, add +2 to the to hit target of the ship's first boarding action that Turn.
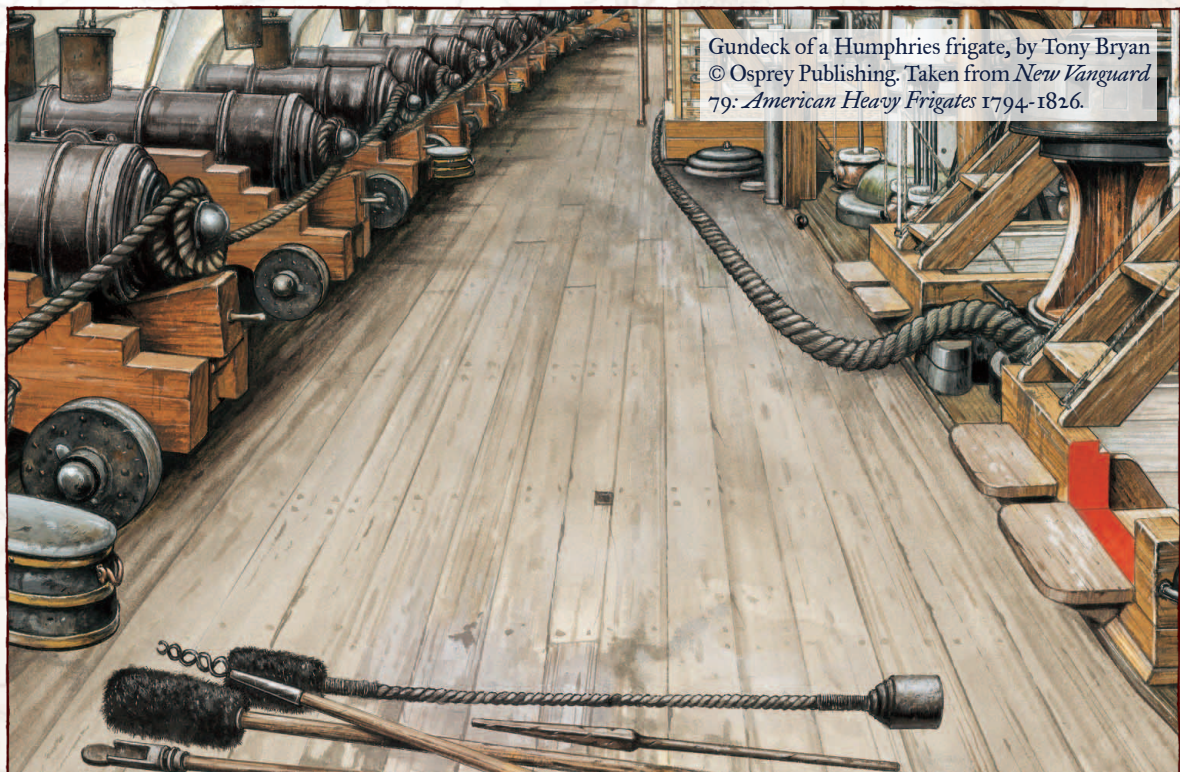
Gundeck of a Humphries frigate, by Tony Bryan © Osprey Publishing. Taken from *New Vanguard 79: American Heavy Frigates* 1794-1826.

Scenarios

A good plot can significantly enhance your games of *Black Seas*. Here we present a series of scenarios that allow you to gain your sea legs and learn to handle your ships competently. The first two scenarios are designed to introduce you step-by-step into the world of naval combat in the age of sail, concentrating only on the Core Rules of the game. Once you've mastered the basics of *Black Seas* you'll be ready to tackle the Advanced Rules later in this book (see page 32).

Scenario 1 – Out of the Fog

It is early morning. The rising sun is burning off the night fog that has enshrouded your ship, when the distinctive sound of a bell chiming four times is heard in the distance – beat to quarters!

Unsighted by the thick fog two frigates from opposing fleets nearing the end of routine patrols have sailed unawares into close proximity of one another. As the fog dissipates both ships prepare for battle. Neither is fully prepared for this unexpected encounter and so both will attempt a fighting retreat in order to fight another day.

Battle Area

This scenario is played on a 4' x 3' area, with the wind blowing from the west.

Deployment

Randomly decide who will start in which deployment zone. Then, place one 5th rate ship each in the specified areas with the back of their wake markers touching the table edge. Both ships begin sailing at Battle Sails.

Special Rules

Some scenarios have specific rules that only apply to that scenario. These need to be followed in addition to the Core Rules and any Advanced Rules you chose to adopt. For this scenario the experience of the crews for both frigates is Regular.

Victory

Each scenario will give you the conditions of victory. This is often done with victory points to help you work out the result.

For this scenario you gain 1 victory point for each point of damage caused on the opponent's ship, plus 4 victory points if you make it to the opposing table edge undamaged (or 2 victory points if you make it there but have sustained damage).

The game lasts until the first ship leaves the battle area.

If neither ship is capable of leaving the battle area the result is a hard fought draw!
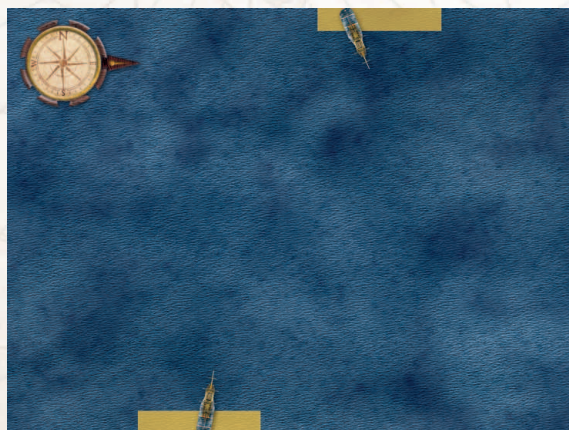
Scenario 2 – Letter of Marque

Raids against merchant shipping were one of the most common naval engagements of the age of sail. Privately owned warships, or 'privateers' as they came to be known, would attack rival merchant ships on behalf of opposing enemy nations. In this scenario, a small privateer fleet has spotted a merchant with its escort and is going in for the kill!

Battle Area

This scenario is played on an area 4' x 3'.
The wind is blowing from the south.

Deployment

Decide randomly who will be the privateers and who the defender.

Defender

Place one merchant ship (you can use a spare 5th rate ship to represent it) in the red deployment zone with its wake touching the easterly edge of the table. Immediately move the merchant its Rate of Knots dead ahead. Then place one 5th rate ship anywhere in the red deployment zone.

The merchant ship has an Inexperienced crew whilst the crew of the 5th rate ship is Regular. Both vessels start with Battle Sails.
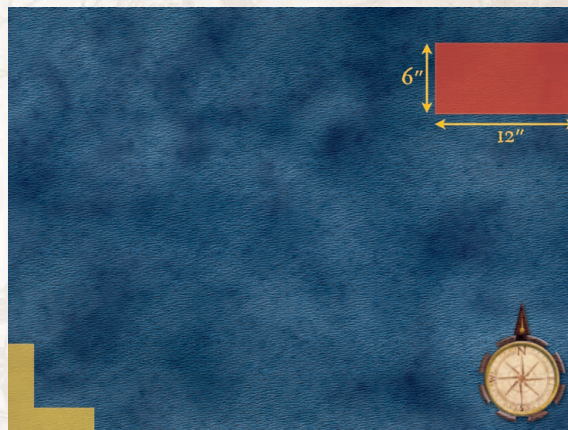
Privateers

Place three brigs in the south-west corner of the gaming area sailing with Battle Sails, with their wake markers touching the edge of the board. All three brigs have Regular crews.

Special Rules

Once the merchant's Ship Points drop below half of its original value, it must pass a Skill Test every time it is activated or Strike the Colours (this test is in addition to any tests induced by boarding actions).

Having already preyed on a few ships the privateers are classed as having a Regular crew. Furthermore, privateers had a fearsome reputation, intimidating less experienced crews. As a result they have a +2 to the target for grappling and will roll 2 extra D10s, with a +2 modifier to their Boarding To Hit target numbers against the merchant ship only.

Place three loot tokens on the merchant's ship card. If the privateers win a boarding action against the merchant, they will collect one loot token (take it from the merchant ship and place it on the ship card of the privateer brig involved in the action).

If the merchant ship Strikes the Colours, the privateers can collect all remaining loot tokens on their next boarding action against the merchant – they simply declare the action and take the tokens with no further need of rolling dice. Place the looted tokens on the successful privateer brig's ship card.

Victory

The game ends once either the merchant ship moves off the western edge with two or more loot counters or if the privateer fleet exits the gaming area holding two or more loot counters.

Defender's Objective

Survive the privateers' onslaught and take home your precious cargo.

Privateers' Objective

Seize the loot and escape the attentions of the merchant's escort.

ADVANCED RULES

These optional rules add extra flavour and detail to your game of *Black Seas* but also introduce a degree of complexity. Feel free to use any or all of them in your games – with the agreement of your opponent before the game starts.

Damaged Ships

Damaged vessels quickly see their fighting capabilities compromised. When the Ship Points of a vessel drop below half of its initial value, reduce the number of guns of each type at each gun position by half, rounding up. Additionally, the ship can no longer be at Full Sails. This lasts until the end of the game or until the ship is repaired back above half of its Ship Points.

Entanglement

Any ship within 1" of another vessel at the end of any of its movement, may risk becoming entangled. Each ship involved must make a Skill Test with a +2 modifier to the roll. If either test is failed then both ships become entangled. entangled ships are considered 'grappled' (see the rules for boarding actions on page 24). When activated, unless the subject of a collision, entangled ships may initiate boarding actions or attempt to disengage. Furthermore, entangled ships have a -1 penalty to any Skill Tests to disengage.

Zut alors! The French column engages the enemy.

Grog

A typical drink given to the crew of a ship named after the nickname of the man who invented it, Admiral Vernon, called 'Old Grogram' because he often wore a waterproof coat made of grogram (a rough material mix of wool and silk). It was made up of three or four parts water and one part each of rum and lemon juice and brown sugar. There were very specific measures assigned to sailors and usually these could not be traded or shared. Even if it posed a risk of encouraging drunkenness, grog heightened spirits and the lemon juice was a good deterrent against scurvy (a typical tall ship illness caused by a deficiency of vitamin C).

Fire as She Bears

As ships pass each other in the maelstrom of battle there are opportunities for a ship to unleash a broadside upon an enemy vessel, known as 'firing as she bears'.

DURING YOUR SHIP'S ACTIVATION

If you want to shoot at a target at any point during one of your moves, first measure the whole move and mark where your ship would end up.

Begin to move your ship, stopping at the point you wish to fire upon an enemy vessel. At this point measure, roll to hit and resolve damage as normal. Then complete the move up to the pre-measured marker. It is only at this point that you can make a turn during this activation.

You may not fire as she bears when evading a collision.

DURING OPPONENT'S ACTIVATION

If a ship has not yet activated, and an enemy vessel ends its move within one of your broadsides' fire arcs, you may fire as she bears! This happens outside the normal sequence of play, after the acting ship has resolved any of its own shooting. Roll to hit as usual and add black cotton wool next to the broadside that has just been unleashed.

During its next activation, the ship cannot shoot again from that gun position. However, remember that the modifier for firing more than one gun position in a turn still applies (see page 17). At the end of the activation, swap the black cotton wool for white to mark that the ship has been activated. Apply the results of any critical damage at the end of the target ship's activation (i.e. after it has finished the remainder of any movement or other actions).

Fire Ships

A fire ship is deliberately set ablaze as a hazard to other ships. Fire ships are activated in Weather Gage order. In each activation, they will travel directly forward, always at Battle Sails, unless affected by the wind or a collision. When a fire ship has to take a Skill Test to avoid a collision, it will always fail the test.

If 2, 3, 11 or 12 are scored when rolling for wind direction, the fire ship is out of control. Place a Rudder Hit damage token next to the ship. For this and all future activations of the fire ship apply the Rudder/Steering critical damage effect to its movement. If a fire ship comes within 2" of any ship, that ship is also set on fire – use the Ships on Fire rules on page 26.

Initial Broadside

The first time a ship shoots with either of its broadsides (not bow or stern guns) in a game, it can coordinate all its guns on one flank to shoot at the same time with possibly devastating effectiveness. In this case only one gun position can shoot in this activation phase.

Roll extra D10s as per chart below:

Ship Category:	Tiny	Small	Medium	Large	Extra Large
Number of extra D10s rolled:	N/A	1 Light Cannon	1 Light Cannon 1 Heavy Cannon	1 Light Cannon 1 Heavy Cannon 1 Carronade	1 Light Cannon 2 Heavy Cannons 1 Carronade

More Realistic Wind Effect on Movement

In order to keep the pace of the game fast and fun, we have used an abstraction of the real effect of the wind on square rigged ships.

If you want to add greater realism to your games, use the opposite diagram instead of that on page 12 of the Core Rules. All other rules still apply.

Moving Under Oars

Galleys and some smaller ships could deploy oars and, if needed, move independently of the wind. Vessels noted in the fleet lists may make use of this rule (see page 72–74). While moving under oars, these ships can move as if at Battle Sails, no matter where the wind is coming from. However, as the crew is busy rowing, the ship will shoot with an additional -2 penalty.

Any ship able to move under oars may also deploy their sails. In this case they follow all the same rules regarding wind as other sailing ships. In order to switch from sails to oars, or vice versa, a ship must spend one full Turn without shooting.

REALISTIC WIND EFFECTS

Wind Direction

Become Anchored or attempt to tack

Wind Direction

Wind Direction

Maximum Level of Sail = Light Sails

Maximum Level of Sail = Light Sails

Maximum Level of Sail = Full Sails

Maximum Level of Sail = Full Sails

Wind Direction

Wind Direction

Wind Direction

Maximum Level of Sail = Battle Sails

Squadrons

A squadron represents three Tiny vessels acting together in unison.

The values given in the fleet lists on page 73 are for the squadron as a whole, not each individual vessel. For this reason it is intended for the three models of a squadron to be mounted together on a single base, and are thus considered a single model which activates as normal.
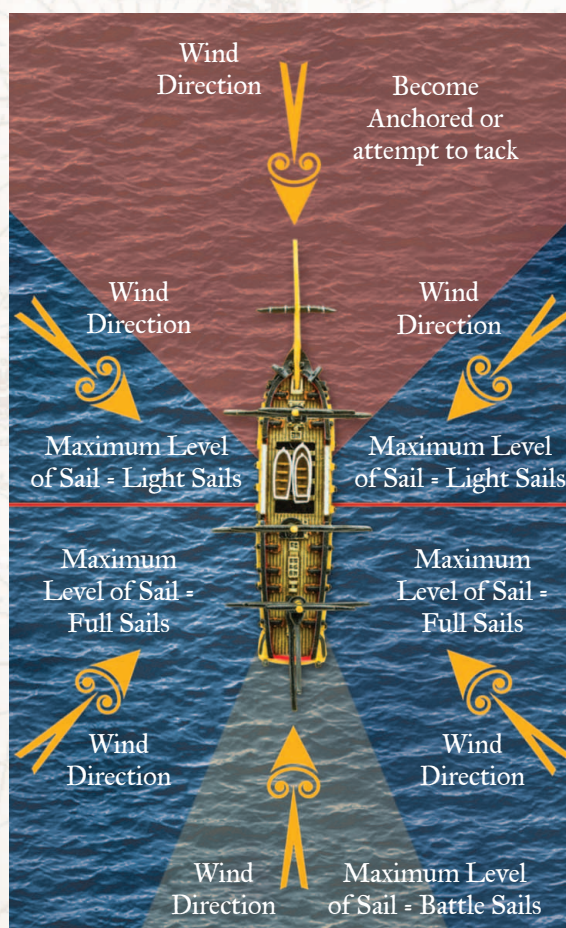
Squadrons have no wake marker and no Level of Sail; instead they may move any distance up to their full Rate of Knots. Additionally, they are much more manoeuvrable than larger ships and can turn once to face any direction at any point during their movement.

Because of their small size, squadrons: never block line of sight, never take critical damage, cannot perform a boarding action (nor can they themselves be boarded), cannot make repairs, cannot be grappled, and cannot become entangled.

Musket Fire

When a ship is shooting at point blank range, musketeers would also unleash deadly volleys and rake the decks with shot.

If a successful Skill Test is made add 3 to the final damage (after any doubling or trebling).

Rules of Engagement

There was a strict code of honour in naval doctrine, so larger ships would not attack smaller ships unless they were fired upon first. Therefore ships may not attack smaller ships without passing a Skill Test or unless attacked first. Every Turn in which a larger ship wishes to target its fire at a smaller vessel, it must pass a Skill Test, even if it has previously passed one for this purpose.

For the purpose of this rule the Extra Large and Large ships are considered the same size.

Sailing in Lines

Very often fleets would move and do battle in columns of ships also known as a 'line'.

Groups of two or more ships, all sailing with Battle Sails, will be considered in a line if the bows (fronts) are touching the wake marker of the ship in front of them at the start of a round.

When determining the Weather Gage order, lines are treated as one unit, no matter where each ship of the line is, with regard to the wind.

When moving a line, activate, move, and shoot the front ship first and then the rest in sequence, even if this would alter the normal Weather Gage order.

All ships in a line move at the same Rate of Knots as the slowest ship in the formation, even if they could normally move faster. This reflects all ships maintaining a disciplined formation.

When a ship in a line is no longer touching the wake of the ship in front at the end of its activation, it is no longer in that line.

It becomes a single unit again (or a separate line). From the next Turn it will be activated in the normal Weather Gage order.

Press Gangs

It was common practice to forcibly recruit the lower ranks of a ship's crew by what was known as 'impressments'. Teams of recruiters would scour the port's taverns in search of crewmen. Usually, gentlemen and landsmen were avoided, but not always. The victims would be forcibly brought to a ship and once on board men would be assigned duties and rewarded with a regular pay. Impressments also happened when civilian or merchant ships were met or captured on the seas.

Terrain & Weather

The sea and the enemy weren't the only hazards a ship's captain had to contend with. A first-rate crew was essential to navigate the seas, spot hazards, and still be able to bring weapons to bear at the critical moment. Use these optional rules with the agreement of your opponent.

Fog/Rain Squall

Fog and rain squalls are unpredictable in their emergence, intensity and scale and as such pose significant challenges for a fleet.

These two phenomena are either small (up to 10" x 10"), medium (up to 15" x 15"), or large (up to 20" x 20") in width. They may be of any shape, but we suggest a roughly round or oval shape.

They are deployed at the start of a game and will remain in place until the end of the game.

They block line of sight through them. Additionally, any vessel that enters one immediately becomes invisible to enemy vessels and cannot be targeted while in that area. Of course, they cannot fire at any targets themselves either!

Any vessel entering the weather feature cannot exceed Battle Sails after entry, it being too dangerous even for veteran crews to navigate blind! Once the vessel emerges from the template, it acts as normal.

Steady as she goes – a Spanish ship slowly emerges from a fog bank.

Privateers

Traditional pirates had all but vanquished by the period covered in *Black Seas* (1770 to 1830). However, during this time, privateering reached its peak of popularity and effectiveness. Privateering was the practice of raiding merchant ships of a rival-in-war nation, with the authorisation of your own nation. This was mostly done by 'Letters of Marque', which were assigned to practically anyone who would apply for one. It was a very easy and cost effective way to disrupt the enemy's supply lines, without devoting state owned resources to the effort. Therefore pirates were alive and well in the period and many merchants fell to privateering captains.

Land Fortifications

Coastal defences are nearly as old as naval warfare itself. Land fortifications and shore batteries could cause dreadful damage to passing shipping.

Shore batteries have 360° arc of fire (within reason, bearing in mind the emplacement) and are assumed to have a good idea of their range and capabilities, so always gain +1 to hit. Furthermore, their maximum range is increased by 50% due to the stability of their platforms.

All shore batteries are activated at the end of the Weather Gage order, after all ships have been activated.

If both sides have land fortifications, roll a dice to determine whose fortifications will activate first.

As with ships, fortifications may have crews with different levels of experience, and can be boarded or destroyed in the same way as ships. Use a fortification's Structure Points in the same manner as Ship Points.

Sandbanks

Sandbanks are just that: large stretches of sand that can shift with the tides and potentially ground even small craft if they are unlucky.

To cross a sandbank, a ship must pass a Skill Test, with a +2 to the roll if a Medium- or smaller-sized craft. If the test is failed, the vessel takes D3 damage if at Light Sails, 2D3 under Battle Sails and 3D3 if at Full Sails. Large and Extra Large ships will become immediately grounded and, unless the scenario dictates otherwise, cannot move for the remainder of the game. Grounded ships remain where they entered the treacherous terrain but can still shoot, so activate them as normal but don't move or turn them!

Shoals/Shoreline

Medium, Large and Extra Large ships cannot approach closer than 3" to a shoreline or shoals. If they do, by design or by misfortune, they must make a Skill Test. If failed, a collision will take place and damage will occur. The ship is now grounded (see above) and determine damage using the Collision Table (see page 23). If passed, the ship turns as little as possible to be at least 3" away from the obstacle at the end of its move.

Small Islands/Rocky Outcrops

These follow the rules for the shoals/shoreline but also block line-of-sight. Vessels cannot see over these obstructions, so cunning captains can use the terrain to stalk closer to the enemy before making their move. Islands can hold enemy positions such as shore batteries, adding a degree of tension to a scenario.

Weather Conditions

Opponents rarely fought in extreme weather conditions, having to fight a much harder battle against storm and high winds than against their adversaries. In *Black Seas*, we simplify the effects of rough seas which, in reality, have innumerable restrictions for sailing ships.

Before the start of a game either roll a D6 and consult the table below or agree with your opponent how the seas are acting. This effect will remain for the duration of the game.

At the start of each Turn a Tiny or Small ship is on the table in rough seas it takes 1 point of damage.

When in stormy seas, such vessels take D3 points of damage.

| D6 Score	Result
1	**Smooth as a glass pond** Add +1 to the to hit numbers of all gun positions.
2-4	**Calm** No modifiers apply.
5	**Rough seas** Apply a -1 to the to hit numbers of all gun positions. A successful Skill Test will be needed to go above Light Sails. No ship may travel at Full Sails.
6	**Stormy seas** Apply a -2 to the to hit numbers of all gun positions. Ships may only travel at Light Sails.

Wrecks

When a ship sinks due to gunfire it is usually removed from play but you may choose to replace it with a model of a wreck or sinking ship. In this case it will pose a danger to all vessels. As with islands and rocks, wrecks block line-of-sight and cause the same damage penalties as shorelines, rocks and islands. Consult the Collision table (see page 23), treating the wreck as terrain. When rolling for the wind, a result of 2, 3, 11 or 12 will mean that any wrecks currently in play disappear into the depths of the sea.

"Tell the men to fire faster! Don't give up the ship!"

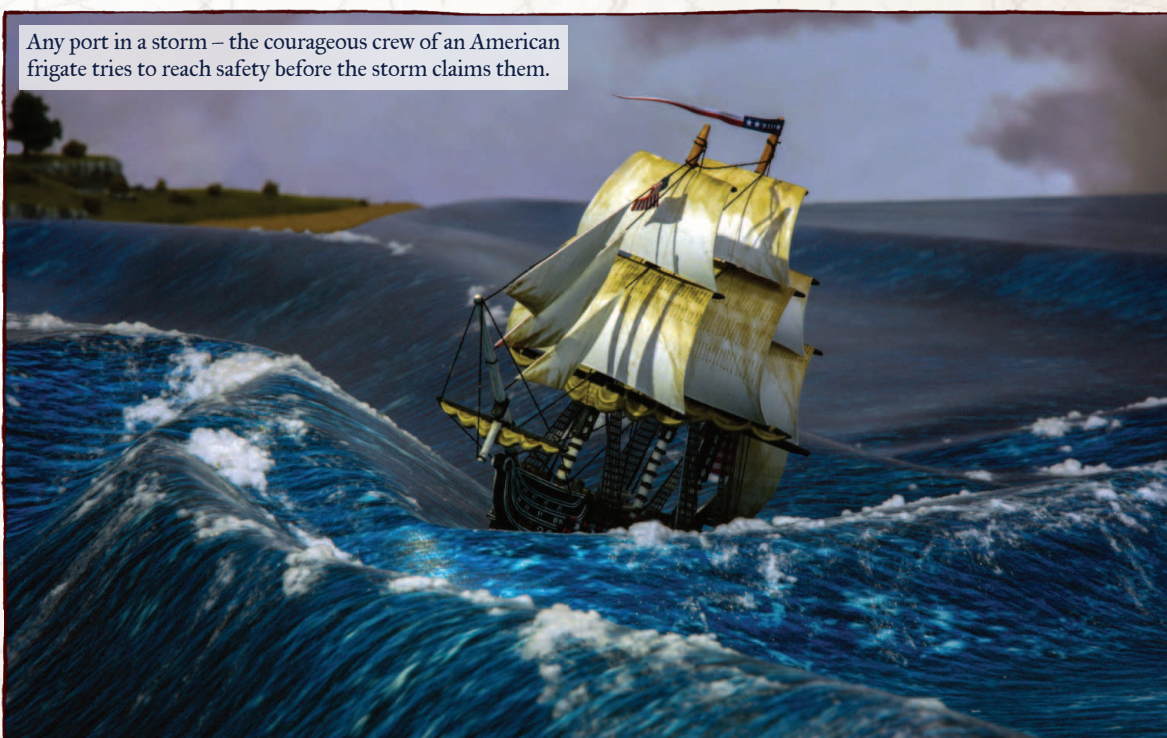*Captain James Lawrence's dying words aboard the USS Chesapeake, 1813*

A French flotilla navigates its way around treacherous shores.
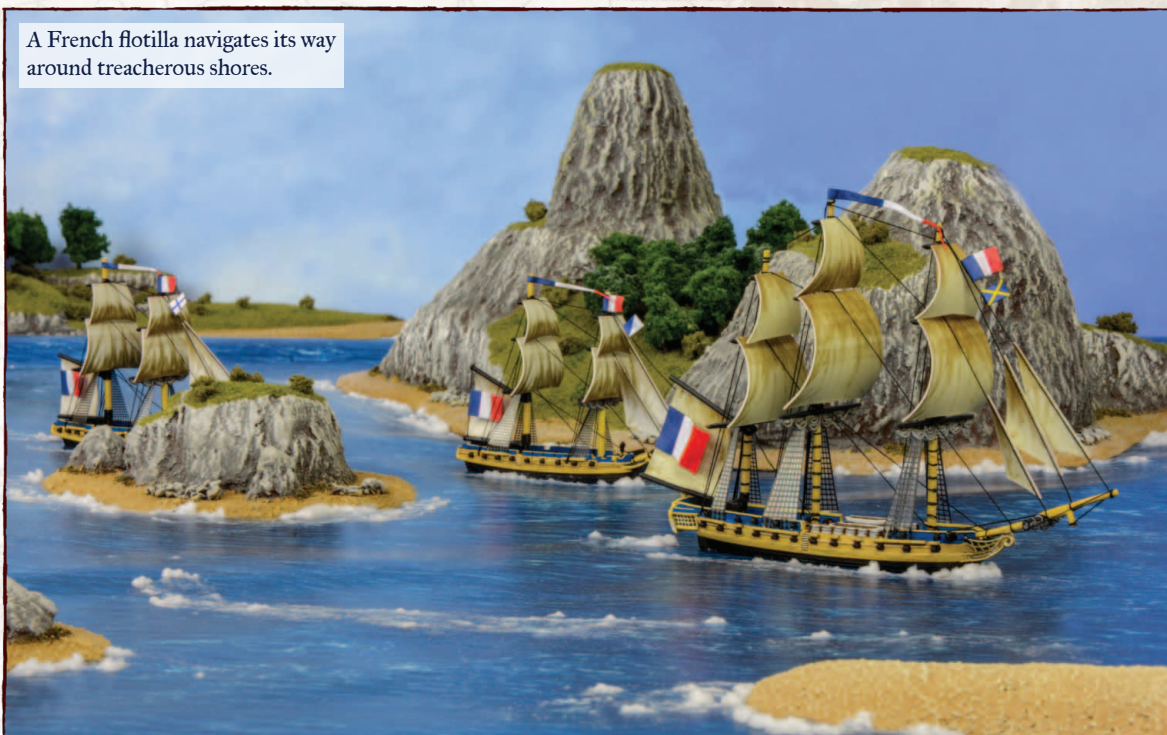
"Something must be left to chance; nothing is sure in a sea fight above all."

Admiral Lord Nelson before Trafalgar, 1805

Any port in a storm – the courageous crew of an American frigate tries to reach safety before the storm claims them.

ADDITIONAL SCENARIOS

Here we present more scenarios to add to those on pages 30-31. For scenarios 3 to 6 you will be able to use the contents of our *Black Seas: Master & Commander* starter set. The remaining scenarios require additional ships. Although each scenario recommends the size of the fleets, they are all scalable to be played with smaller or larger forces – just agree on a set level of points to use. Feel free to create your own scenarios or themed encounters. Additional scenarios can be found on the *Black Seas* website: www.black-seas.com.

SCENARIO 3 – CHANCE ENCOUNTER

Many naval battles occurred between relatively small fleets, sometimes just one frigate against another. In this scenario two small opposing forces encounter one another on the open seas.

BATTLE AREA

This scenario is best played on a 4' x 3' area.

DEPLOYMENT

Place a small number of islands, sand banks, and rocks around the battle area (alternate placing items of scenery until you are both happy with the amount).

There are two fleets, each consisting of one 5th rate frigate and three brigs. All ships begin with Battle Sails. The crews for all vessels are Regular.

Randomly decide which fleet will deploy first, then deploy it with their wake markers touching the northern edge of the table. Then deploy the opposing fleet with their wake markers touching the southern edge of the table.

Roll 1D6 to determine where the wind is coming from: 1-3, the wind blows from the west; 4-6, it gusts from the east.

SPECIAL RULES

In this scenario you can capture enemy ships. To do so, initiate a boarding action with a ship that has already Struck the Colours. That ship is then captured and can be used by its captor. Captured

ships can only travel with Light Sails and can only shoot with half the number of cannons per gun position (rounding down). Each ship may capture no more than one ship per game.

VICTORY

The game ends after 9 Turns or as soon as half the ships of one fleet have sunk or having Struck the Colours. Players receive 1 victory point for every point of damage they inflict, 5 victory points for each brig that is either sunk or captured, 5 victory points if a frigate's Ship Points drop below half, and 10 victory points if a frigate is sunk or captured. The winner is the player with most points.

Scenario 4 – Blood & Plunder!

It was not unknown for independent privateer fleets hunting the same routes to run into the same target simultaneously. In this scenario, two opposing privateer fleets meet a loaded merchant convoy and close in to snatch the plunder from under the noses of their rivals.

Battle Area

This scenario is best played on a 4' x 3' area, with the wind is coming from the west.

Deployment

Each privateer fleet is made up of three brigs. Each of which have Regular crews, and begin travelling with Battle Sails. Deploy each fleet in opposing deployment zones.

Place three merchant ships (you can use 5th rate frigate models) on the western edge of the gaming area sailing with Full Sails. The merchant ships all have Inexperienced crews.

Special Rules

Against the merchant ships, each privateer ship has a +2 to the target for grappling and will roll 2 extra D10s and receive a +2 to hit in boarding actions.

The three merchants act independently of the two privateer fleets. Each Turn, the players should alternate who controls the merchant ships. When activated by the Weather Gage order, they will travel directly ahead with the maximum Level of Sails the wind allows and shoot at all available targets. If the merchants suffer any damage, their maximum Level of Sails for the rest of the game will be Battle Sails.

Place three loot tokens on each merchant ship's card. A privateer ship can claim one loot token after every boarding action it wins, whether from a merchant or rival privateer's hold. Transfer the captured loot token onto the privateer's ship card. A ship may hold a maximum of three loot tokens at any one time.

If a ship Strikes the Colours, a privateer ship can collect all remaining loot tokens on its next boarding action against that ship (just declare the action and take the tokens – no need to roll dice).
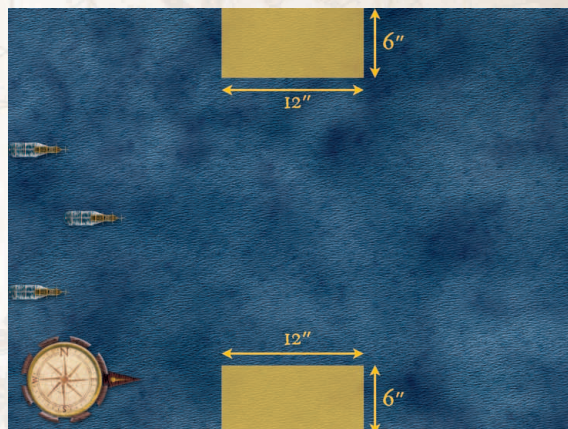
If two (or more) rival privateers' ships board the same merchant, resolve the boarding action between the rival privateers first. Only after one of the privateers disengages, surrenders, or has all its crew killed, is the boarding action against the merchant resolved.

Victory

The game lasts 8 Turns or until four loot tokens are removed from the table (privateer vessels must leave from the same area they were deployed in).

The privateer fleet with the most loot tokens wins!

British frigate

Spoils of war – a privateer fleet intercepts a British merchant convoy.

Scenario 5 – Catch the Prize

Warships are often assigned to escort important ships and defend them from hostile enemy fleets. In this scenario, a ship carrying a valuable prize (perhaps important dignitaries or secret naval plans) is about to be attacked.

Battle Area

This scenario is best played on a 4' x 3' area, with the wind is coming from the east.

Deployment

Decide who is the attacker and who is the defender. The defender controls the prize ship.

Place one 5th rate frigate in the yellow deployment zone sailing with Full Sails and its wake marker touching the edge of the gaming area: this is the prize ship.

Place the defending fleet, of one 5th rate frigate and three brigs, in the yellow deployment zone with the prize ship. They all start at Full Sails.

Place the opposing fleet, of one 5th rate frigate and three brigs, in either or both red deployment zones, with their wake markers touching the back of the battle area. They start the game at Battle Sails.

All ships in the scenario have Regular crew.

Special Rules

The prize ship is a 5th rate frigate with all her guns removed for speed. This ship will always move as if there is a wind swell (see page 8).

Once the prize ship suffers 5 points of damage it will not be able to travel at Full Sails for the duration of the game.
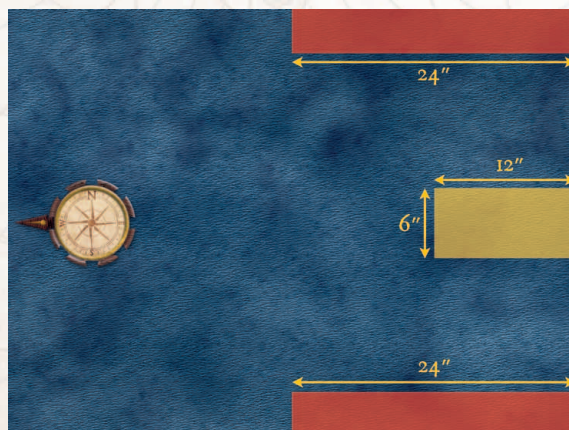
Victory

The game lasts 5 Turns or until the prize leaves the battle area. If the prize ship is sunk, the game is a draw.

Defender
To win, ensure the prize leaves the battle area by the western edge.

Attacker
To win, capture the prize, compel it to Strike the Colours or prevent it from leaving the table.

SCENARIO 6 – HASTY RETREAT

A contingent of battle-worn troops need safe passage back to their country and a small fleet has been dispatched to escort them to safety. The enemy has heard about this and want to capture the troops.

BATTLE AREA

This scenario is best played on a 4' x 3' area, with the wind blowing from the west.

DEPLOYMENT

Decide who is the attacker and who is the defender. The attacker places one frigate and three brigs on the western edge of the gaming area, sailing with Battle Sails and their wake markers touching the edge of the battle area.

The defender places one 5th rate frigate Anchored 4" off the island, and three brigs Anchored anywhere within 10" of the island.

SPECIAL RULES

The crews of all ships are Regular.

Each time the frigate is activated while Anchored, roll a Skill Test for its crew, adding +2 to the roll on its second subsequent activation and +3 for the third and all following activations. If successful, they have managed to load all the troops on board. Place a troop token on the frigate's ship card. The ship will then weigh anchor and start sailing for safety immediately.

Until the troops are loaded, the frigate cannot change its Level of Sails from Anchored but may otherwise act as normal.

The troop token can be captured in the same way as described in Scenario 4 (see page 41).

VICTORY

The game will last for 12 Turns or until the troop token leaves the battle area.

Defender

Take the troop token off the western edge of the battle area.

Attacker

Capture the troop token from the rival frigate and take it off the western edge of the battle area, or sink the whole enemy fleet.

"Our rigging being cut up and the Speedy's sails riddled with shot, I told the men that they must either take the frigate or themselves be taken."

Thomas, Lord Cochrane of the brig HMS Speedy, in a desperate fight with the much larger Spanish frigate, Gamo, 1801

SCENARIO 7 – COASTAL RAID

There were many incursions into ports and coastal towns both in the Caribbean and the coasts of Europe and the Mediterranean. In this scenario, an isolated fort is under attack, either for its strategic position or for the supplies held within.

BATTLE AREA

This scenario is best played on a 4' x 3' area, with the wind is blowing from the south.

DEPLOYMENT

Decide who is the attacker and defender.

The attacker chooses a fleet up to a limit of 1,500 points and deploys them on the western table edge with their wake markers touching the edge of the battle area.

The defender chooses a fleet up to a limit of 1,100 points, which starts Anchored within the harbour area. They also choose up to 400 points of land fortifications and deploy them anywhere on land near the harbour.

SPECIAL RULES

Land fortifications have a +2 to hit modifier when shooting at any target within the harbour area and start the game loaded with red hot ammunition (see page 29).


VICTORY

The game will last for 10 Turns or until any of the victory conditions are met.

The attacker wins if at least half of their initial fleet spends two full Turns Anchored inside the harbour area (half in points, rounding up – disabled and sunk ships do not count).

The defender wins if he makes this impossible to achieve.

Land Ho! An American frigate prepares to weigh anchor.
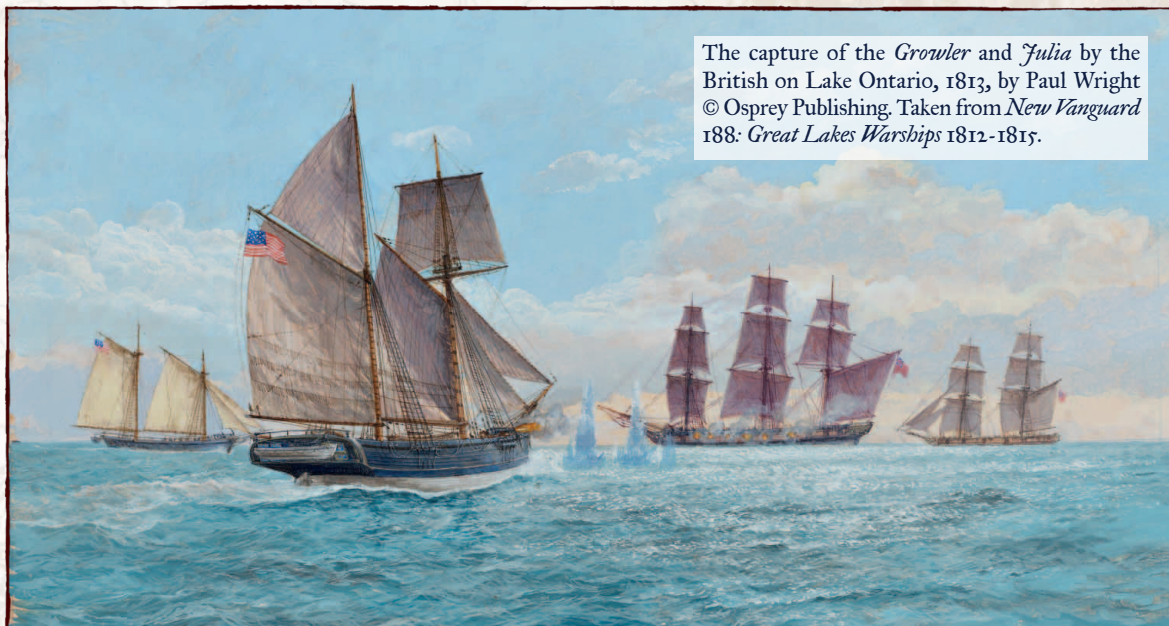
The capture of the *Growler* and *Julia* by the British on Lake Ontario, 1813, by Paul Wright © Osprey Publishing. Taken from *New Vanguard* 188: *Great Lakes Warships* 1812-1815.

SCENARIO 8 – RUN THE BLOCKADE

Many ports were blockaded by ships anchored outside an enemy port. The blockaded ships would run the gauntlet, but once freed, they could exact their revenge!

BATTLE AREA

This scenario is best played on a 4' x 3' are,with the wind blowing from the east.

DEPLOYMENT

Both fleets are chosen up to 1,000 points. Decide who is the attacker and who is the defender.

The attacker places their fleet Anchored in at least two of the three red deployment zones, facing any direction.
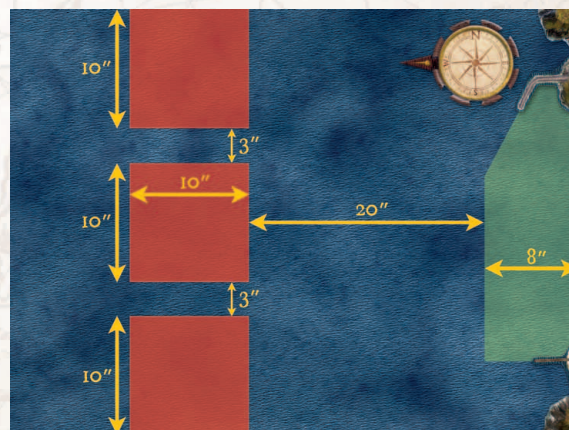
The defender starts with all of their ships Anchored in the port.

SPECIAL RULES

For the first two Turns, none of the attacker's ships can change their Level of Sails. However, they can still turn and shoot.

VICTORY

The game will last for 12 Turns or until any of the victory conditions are met.

The defender wins if at least two thirds of their total initial Ship Points exit the western side of the battle area. Otherwise the attacker wins.

British brig

Scenario 9 – Landing Expedition

When fighting on territories near or across large bodies of water, troops needed to land on enemy beaches. Protecting or thwarting these expeditions could turn the tide of a conflict.

Battle Area

This scenario is best played on a 6' x 4' area, with the wind blowing from the north.

Deployment

The attacker deploys a fleet built to 1,500 points on the western edge, in three lines, with the rear ships' wake markers touching the edge of the battle area. There must be at least three large merchant ships in the attacker's fleet (representing troop-carrying vessels).

The defender will deploy a fleet built to 1,000 points in the red deployment zone, with their wake markers touching the southern edge of the battle area. All ships begin at Battle Sails.

Special Rules

Each merchant has three troop tokens. Each Turn a merchant ship spends Anchored within 4" of the island, transfer a troop token from the merchant ship onto the island.

If a merchant is boarded it will fight boarding actions as if the crew were Veteran. Additionally, they gain 2 extra D10s and will have the Trained Marines upgrade at no extra cost (see page 75).
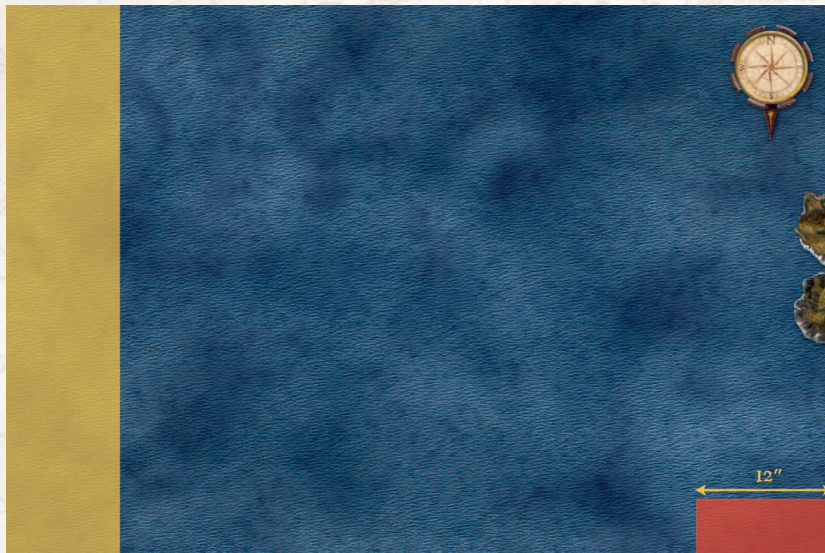
For every full 10 points of damage a merchant ship receives, one of its remaining troop tokens is removed from the game.

Victory

The game will last for 12 Turns or until either all available troop tokens are on the island or there are less than four troop tokens in total left in the battle area.

If the attacker lands five or more troops on the island they win a major victory. However, if the attacker lands three or four troops on the island they instead only win a minor victory.

If the attacker only manages to land one or two troops on the island, the defender wins a minor victory. If the defender prevents the attacker from landing any troops on the island, they win a major victory.

Naval dirk (1780-1820)
© Copyright Royal Armouries

Scenario 10 – Capture the Fort

A Martello tower of significant strategic importance has been captured by an unknown force. Both players are interested in capturing the fort for their own side although the fort will not surrender without a fight.

Battle Area

This scenario is best played on a 6' x 4' area, with the wind blowing from the north.

Deployment

Each player deploys a fleet built to 2,000 points on opposite sides of the board. All ships start at Battle Sails and must be placed wholly within their deployment zone.

Place the Martello tower on the island in the centre of the board.

Special Rules

The crew of the Martello tower is Veteran. Additionally, at the end of each Turn, it will shoot twice, once at the closest ship in each fleet, with its full compliment of guns (3H, 3L).

Ships can perform a boarding action against the tower by becoming Anchored within 3" of the rocks. The tower fights in the same way as a ship but with an extra +1 to hit modifier.

Players may not fight a boarding action against the tower simultaneously. If both players try to preform a boarding action against the tower at the same time, resolve the boarding action between the players first (even if the ships involved are at opposite sides of the island). When only one player is left, perform a boarding action against the tower. Once the tower Strikes the Colours, the player performing the next boarding action against it will capture it.

Victory

The game will last for 10 Turns or until the tower is captured or destroyed. The player who captures the tower will be the winner. If the tower is destroyed, or if no one captures it within 10 Turns, the game is a draw.

HMS *Royal Sovereign*

SCENARIO 11 – DANGEROUS WATERS

The enemy and the weather are not the only hazards ships must deal with – rocky outcrops, small islands and sand banks demand the attention of a ship's captain, lest his vessel be run aground or holed.

BATTLE AREA

This scenario is best played on a 6' x 4' area, with the wind blowing from the north-west.

DEPLOYMENT

Take turns placing the Martello Tower (abandoned) and 12 to 24 other islands, sandbanks, and rocks evenly around the battle area.

Each fleet is built to 1,500 points.

Decide who is the attacker and who is the defender. Starting with the attacker, players alternate deploying a single ship at a time until both fleets are fully deployed.

Ships begin the game travelling at Battle Sails, with the back of their wake marker touching the edge of the battle area or the bow of a friendly ship.

SPECIAL RULES

This scenario uses the rules for shorelines, sand banks and rocks (see pages 37-38).

US brig

Line-of-sight can be drawn over sand banks. However, rocks partially obscure line-of-sight (you can shoot but with a -2 modifier). Larger islands or land masses completely block line-of-sight.

VICTORY

The game lasts 15 Turns or until half of a fleet's ships have Struck the Colours or sunk.

Calculate victory points as follows.

**For each damaged ship
(i.e. less than half ship points):**
• Unrated - 1 point
• 4th, 5th or 6th rate - 2 points
• 3rd rate - 3 points
• 1st rate - 5 points

For each ship disabled or sunk
Double the above.

Winning the Game
The player with the most victory points is the winner.

Scenario 12 – Pitched Sea Battle

The awesome destructive potential of naval ships comes to realisation when large fleets engage one another in open combat. Steely-eyed crew face down the oncoming enemy's guns and bravely do their duty in the midst of such terrifying fire, smoke and fury.

Battle Area

This scenario is best played on a 6' x 4' battle area, with the initial wind direction determined randomly.

Deployment

The two fleets should be built to an equal points value. We recommend 2,000 points per side.

Each player takes turns deploying one of their ships, until all ships are deployed.

Each ship is at Battle Sails and is deployed with the back of its wake marker touching the edge of the battle area or the bow of a friendly ship.

Special Rules

After both fleets have deployed, roll 1D6 to determine from which direction the wind is blowing: on a 1-3 the wind comes from the west; 4-6 it comes from the east.

Victory

The game lasts 15 Turns or until one fleet has half the number of its ships sunk or surrendered.

Calculate victory points as follows.

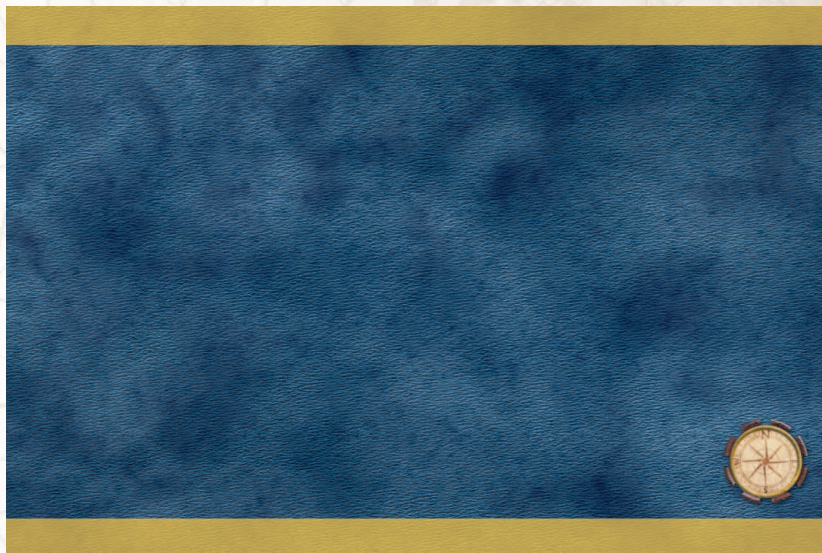**For each damaged ship
(i.e. less than half ship points):**
• Unrated - 1 point
• 4th or 6th rate - 2 points
• 3rd rate - 3 points
• 1st rate - 5 points

For each ship disabled or sunk
Double the above.

Winning the Game
The player with the most victory points is the winner.

"In less than a quarter of an hour this ship was a perfect wreck, without a mast or a broadside gun to fire."

John Nicol, midshipman of the Goliath on the Battle of the Nile, 1798

Scenario 13 – Battle of Trafalgar

The most iconic sea battle of the age, this makes for a huge game with a satisfyingly large number of ship models! A game of this size is ideal for playing at your local club with several players taking command of parts of each fleet.

After pursuing the Admiral in charge of the Franco-Spanish Fleet, Pierre-Charles Villeneuve, to the Caribbean and back, Admirals Lord Nelson and Collingwood engaged the enemy. On the 21st of October 1805, just off the southwest coast of Spain, west of Cape Trafalgar, near the town of Los Caños de Meca, the two mighty fleets finally engaged.

What followed was arguably the most famous naval battle in military history.

Battle Area

This scenario is best played on a 8' x 6' area, with the wind blowing from the west (also, see Special Rules below).

British Fleet

The British deploy in two lines:

1st Line: 2x 1st Rates, 2x 2nd Rates, 6x large 3rd Rates, 2x small 3rd Rates, 4x 5th Rates, 2x Schooners

2nd Line: 1x 1st Rate, 3x 2nd Rates, 10x large 3rd Rates, 1x small 3rd Rate.

The original lines were made up of the following ships, in order (the list specifies ship names and number of guns).

The weather line led by Nelson
Victory [104], *Téméraire* [98], *Neptune* [98], *Leviathan* [74], *Conqueror* [74], *Britannia* [100], *Agamemnon* [64], *Ajax* [74], *Orion* [74], *Minotaur* [74], *Spartiate* [74].

The lee line led by Collingwood
Royal Sovereign [100], *Belleisle* [74], *Mars* [74], *Tonnant* [80], *Bellerophon* [74], *Colossus* [74], *Achille* [74], *Revenge* [74], *Polyphemus* [64], *Swiftsure* [74], *Dreadnought* [98], *Defiance* [74], *Thunderer* [74], *Defence* [74], *Prince* [98].

The *Africa* [64], attacked the head of the enemy line. The following were attached to the main columns:

Euryalus [36], *Naiad* [38], *Phoebe* [36], *Sirius* [36], *Pickle* [8], *Entreprenante* [10].

Franco-Spanish Fleet

The combined Franco-Spanish fleet deploy in one line facing north:

4x 1st Rates (3 of which are Spanish over gunned ships), 6x 2nd Rates, 22x large 3rd Rates, 1x small 3rd Rate, 5x 5th Rates, 2x Schooners.

The following listing shows the French and Spanish ships-of-the-line by order of sailing from north to south (ship name, [number of guns], "F" for France, "S" for Spain):

Neptuno [80] S, *Scipion* [74] F, *Rayo* [100] S, *Formidable* [80] F, *Duguay Trouin* [74] F, *Mont Blanc* [74] F, *San Francisco de Asis* [74] S, *San Agustin* [74] S, *Héros* [74] F, *Nuestra Señora de la Santísima Trinidad* [136] S, *Bucentaure* [80] F, *Neptune* [80] F, *Redoutable* [74] F, *San Leandro* [64] S, *San Justo* [74] S, *Santa Ana* [112] S, *Indomptable* [103] F, *Fougueux* [74] F, *Intrépide* [74] F, *Monarca* [74] S, *Pluton* [74] F, *Bahama* [74] S, *Aigle* [74] F, *Montañés* [74] S, *Algésiras* [74] F, *Argonauta* [80] S, *Swiftsure* [74] F, *Argonaute* [74] F, *San Ildefonso* [74] S, *Achille* [74] F, *Principe de Asturias* [112] S, *Berwick* [74] F, *San Juan Nepomuceno* [74] S.

The smaller ships attached to the main fleet were all French:

Cornélie [40], *L'Hermione* [40], *Hortense* [40], *Rhin* [40], *Thémis* [40], *Furet* [18], *Argus* [16].

England Expects! The Royal Navy line of battle bears down on the Franco-Spanish column.

SPECIAL RULES

All British ships have Veteran crews.

Half of the large 3rd rates of the Franco-Spanish fleet have Regular crews, all other ships have Inexperienced crews.

The wind is consistant but very light and is always becalmed, never roll to change the wind direction in phase 1 of a Turn (see page 8).

VICTORY

The game ends when 36 ships have either Struck the Colours or have been destroyed.

Each ship that Strikes the Colours or has been destroyed is worth a number of victory points equal to its original Ship Points to the enemy player.

When the game ends, the player with the most victory points is the winner.
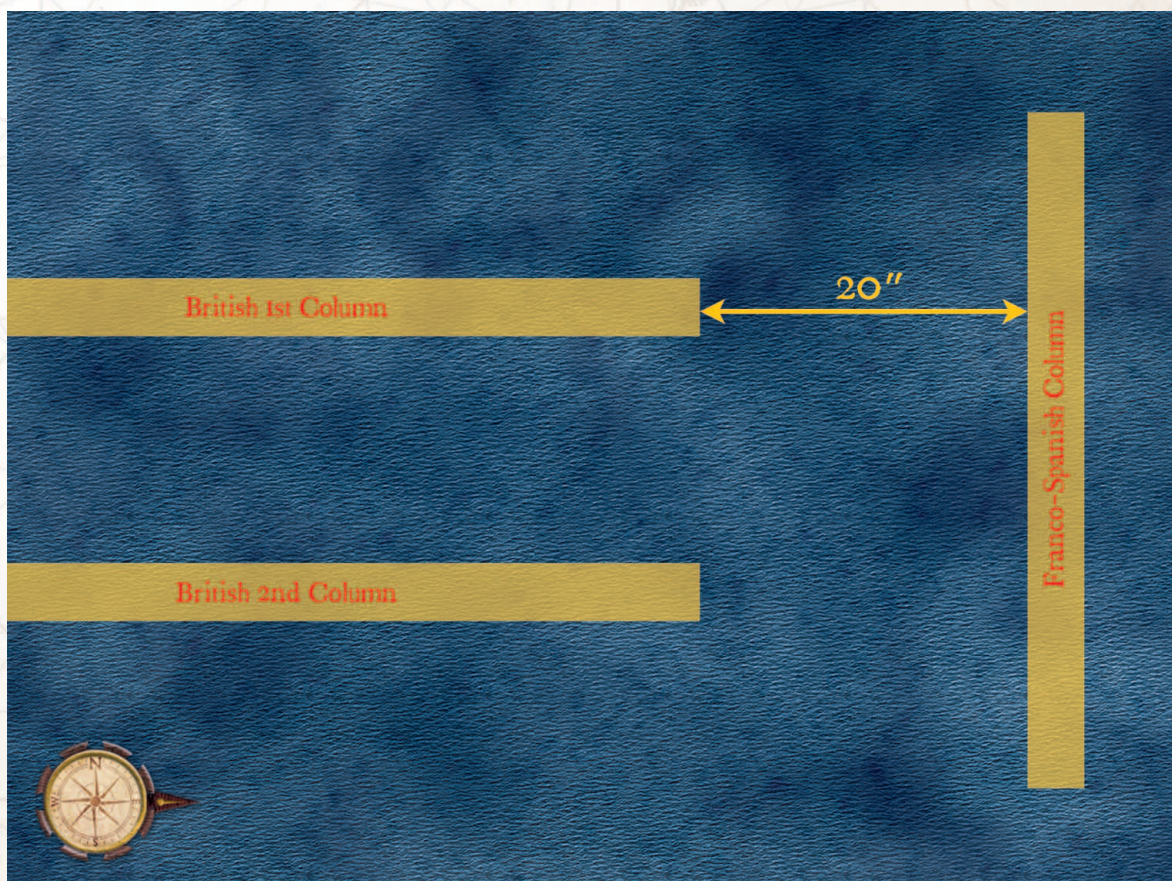
Battles
of the
Carronade Era

Ships propelled by sails have been used for thousands of years. However it wasn't until around 1770 when ships started to use carronades, that the tactics and technological advancements in ship building and sailing turned naval conflicts into a real art. Here we briefly explore the main naval conflicts of the age. Although there were several skirmishes and small fleet actions throughout the entire period, there were four main wars which featured large naval engagements.

American War of Independence (1775-83)

In July 1776 the thirteen British colonies in the Americas, angry at taxation from Britain and lack of representation in the British government, united in declaring themselves independent of British rule. The colonies were already in conflict with Britain, as the first shots of resistance had been fired by American militia at Lexington and Concord the previous year.

It seemed unlikely that the rebellious states, defended only by militia and the almost non-existent Continental Navy would survive long against the military might of Britain. The first major battle, at Bunker Hill (June 17th, 1775) during the Siege of Boston, reinforced this belief. But it also showed that conventional 18th century linear tactics were going to cost the British dearly. Similarly, the

US and British frigates clash off the coast of mainland America.

newly formed US Navy, which built thirteen frigates by March 1776, lost nearly all of them by 1781, due to the overwhelming might of the British North Atlantic fleet. American privateers, however, did account for the loss of a large amount of British commercial shipping.

Across six major land campaigns (Boston, Quebec, New York, Saratoga, Philadelphia and Yorktown) more battles were won by the British than by the US, but the victors rarely managed to turn tactical success into strategic advantage. For both sides, attrition became a major factor leading the British to use Hessian mercenaries – a move which solidified opposition against them. However, the balance of forces shifted when the French joined the war in 1778. This led to the first major naval encounter, the Battle of Ushant (July 1778), a substantial but essentially indecisive action.

The following year Spain joined France, which meant that the British navy, the largest in the world, was now outnumbered and Britain found she was fighting on several fronts, including India and the West Indies. Spain had her eyes on Gibraltar, commencing a four year siege of that rock, though it was broken at least three times by relieving fleets.

the year 1779 saw the Franco-Spanish alliance attempt to invade Britain – an enterprise wrecked by disease and contrary winds. However, their diversionary action created one of the most celebrated naval actions of the war. Captain John Paul Jones in the USS *Bonhomme Richard* led a fleet of five ships to battle off Flamborough Head in Yorkshire. Outgunned, and with his ship aflame, Jones attempted to grapple the *Richard* to HMS *Serapis*. After a struggle, he succeeded and, while his own ship sank, his crew boarded and captured the British ship, fleeing with that prize to neutral Holland.

In 1781 Lord Cornwallis's unsuccessful army retreated to Yorktown. Offshore, at the Battle of the Chesapeake, a French fleet under Vice Admiral the Comte de Grasse defeated the British relieving fleet of Admiral Sir Thomas Graves. Whilst only a minor defeat, it was sufficient to keep the relief away, and a disappointed Cornwallis duly surrendered.

Despite a subsequent British naval victory in the Battle of the Saintes in 1782 in which Admiral Sir George Rodney's 36 vessels defeated a French fleet of 33, the loss of Cornwallis's army in Yorktown was a blow from which Britain never recovered. Peace was agreed in 1783.

French Revolutionary Wars (1793-1802)

The French Revolution of 1789, resulting from discontent at increased taxes and perceived misgovernment, created turmoil in the country. Despite the revolutionary ideology of "liberty, equality and fraternity" it led to imprisonment, disunity, hatred, the guillotine and The Terror – a period where many thousands were executed. It also panicked the monarchies of other states, who feared their own populations might follow suit. Foremost amongst these was Britain.

The French Republican government, the Directory, felt military success could promote their revolutionary ideals and help forge national unity. They gave this task to a young, ambitious general, Napoleon Bonaparte. He had made his reputation in 1793, at the siege of Toulon. This key naval base was occupied by a joint Anglo-Spanish fleet until Bonaparte's artillery threatened them. The fleet withdrew, the city came back under Revolutionary control and Bonaparte's ascendancy began.

With thirteen rapid and unexpected victories demonstrating the might of revolutionary armies, Napoleon gave the Directory control of

A broadside from HMS *Nymphe* wreaks havoc on the *Cleopatre*, June 1793, by Peter Dennis © Osprey Publishing. Taken from *Duel 52: British Frigate vs French Frigate*.
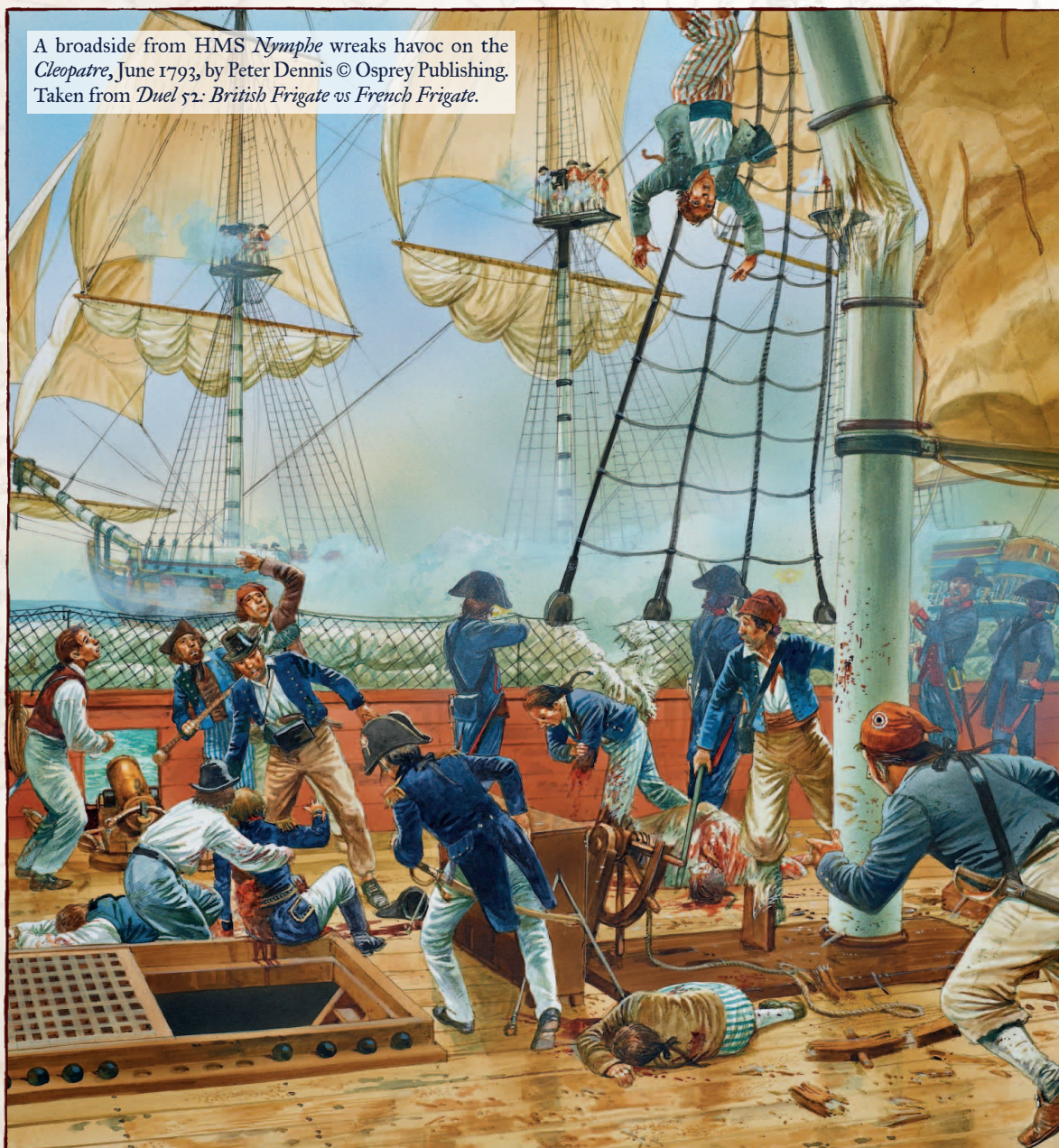
Northern Italy and the Papal states. However, his political masters worried he might seek power, so to distract him he was commanded to assemble a fleet to invade Britain.

Unfortunately, those ideals which led to success on land paradoxically weakened the French Navy. Egalitarianism undermined the absolute authority which naval efficiencies depended on. Crews refused duties, mutinies occurred and many naval commanders were lynched or guillotined. Consequently, there was a shortage of officers and seamen, inexperienced men were promoted and maintenance of the fleet had declined.

Napoleon persuaded the Directory that an invasion across the Channel was unworkable. Instead he used the fleet to invade Egypt, threatening British trade routes with India. Pursued, but not caught, by Admiral Lord Horatio Nelson, he took 33,000 troops and 17 ships of the line across the Mediterranean, first seizing Malta as a staging post, then marching into Alexandria and Cairo.

Whilst consolidating his hold on the country, his fleet lay anchored at Aboukir Bay, commanded by Admiral Brueys. Brueys moored the ships in an apparently strong position, a defensive line parallel to the shore, ideal for conventional linear tactics. On the evening of August 1st, when the British fleet arrived, French crews were ashore and did not believe they'd be attacked until the following day. However, the British came on rapidly, and rather than forming line, passed between and around the French ships, engaging their inshore

The Dutch Navy

In the earlier stages of the 18th century the Dutch Navy was at the pinnacle of its strength, both in terms of size and capability. By the end of the 18th century it had fallen under political control of Britain initially, and France later. So any action during this period was performed as an ally of the greater forces involved in the period's conflicts.

(port) sides, which were not prepared for action. Only four French ships escaped.

This disaster, the Battle of the Nile (1798), isolated Napoleon's army in Egypt. He returned to France, seizing power and defeating the Austrians again (at Marengo, in 1800). But, as the British now had effective control of the Mediterranean, his Egyptian army could not be reinforced nor resupplied, eventually surrendering to British and Turkish assaults in 1801.

It took the British eight months to recapture Malta. Meanwhile, the Baltic countries were drawn into the conflict, leading Nelson to bombard Copenhagen (technically neutral, but in British eyes disposed aggressively against them). Fortunately, peace was signed in 1802. Both sides knew, however, this was merely a pause in hostilities.

The Imperial Russian Navy

The Russians had a large fleet during the period covered by *Black Seas*, in fact it had the fourth largest navy after Great Britain, France and Spain. The Russian Navy had different flotillas for every different sea mass adjacent to the Russian Empire – the Baltic Sea, Caspian Sea, Black Sea, White Sea and the Pacific Ocean. Despite its size the fleets saw little action. Admiral Spiridov defeated the Turkish Fleet in 1771. The Navy also assisted the Russian army in capturing Derbent and Baku during the Persian Expedition of 1796. It saw some action in the Russo-Persian War of 1804–1813, helped a coalition with Britain, and France against an Ottoman/Egyptian force at the Battle of Navarino (off Greece) in 1827 and was used to great effect during the Russo-Turkish War of 1828-29.

Crew of the *Redoutable* cheers damage dealt to the masts of HMS *Victory* at Trafalgar, 1805, by Steve Noon © Osprey Publishing. Taken from *Warrior 97: French Warship Crews* 1789-1805.

The Napoleonic Wars (1803-15)

One of the most heavily studied eras of European history, the French wars which began in 1803 were effectively a continuation of those which had preceded them, involving most European countries and their colonial possessions. Naval actions in this period were worldwide: in the Mediterranean, the North Sea, the Baltic, the Atlantic and as far afield as the West and East Indies. These were, of course, mainly in support of strategies and campaigns on land, but also related to local quarrels as well as to strategic, political and trade decisions.

Soon after war was declared, French control in the West Indies was quickly eroded by a small naval squadron under Admiral Samuel Hood. First St Lucia fell, then Tobago, whilst the slaves in Hispaniola carried out their own Revolution, ousting their French slave-masters, and renaming the island Haiti. By 1804 only the islands of Guadeloupe and Martinique remained French possessions. However, Hood had insufficient resources to capture these islands. Conversely, French forces there were strong enough to make raids on British possessions, but insufficient to consolidate those successes. The war in this arena became largely a series of raids and small-scale amphibious actions, though in 1809 Britain eventually captured both Martinique and Guadeloupe.

The Portuguese Navy

By the end of the 18th century Portugal had a small but well organised fleet. It mostly saw action against Spain off South America and against France as it was often allied to Britain in the latter part of the 18th century. Portugal fought again against France during the Napoleonic wars, especially in the Mediterranean sea.

Whilst Britain, of course, remained Napoleon's obdurate opponent throughout the period, the other great powers - Austria, Prussia, Russia, Spain – found themselves at times either allied to him, or one-by-one defeated by him. His early reputation was confirmed in the masterly land battles of 1805: Ulm (a superb outflanking of sluggish Austrian forces) and Austerlitz (deception then destruction of an outnumbering Russian and Austrian army).

Whilst the French had continued success on land, in the same year she suffered defeat in the defining naval battle of the Napoleonic Wars. At Trafalgar Nelson's fleet of 33 ships defeated a combined French and Spanish fleet of 40 ships of the line commanded by Admiral Villeneuve. As at The Nile, rather than conforming line to parallel line to exchange broadsides, British ships sailed perpendicularly across and through the French line, so each British broadside was met by limited French counter-fire. Nelson captured or destroyed 22 Franco-Spanish ships, and lost none, though in the aftermath of the battle some of the prizes were destroyed and Nelson himself perished.

Trafalgar prevented Napoleon's planned invasion of Britain. Having naval dominance, in 1806 Britain now began a complete naval blockade of the French coast. In response, Napoleon instituted the Continental System, which prevented trade between French allies and Britain. Whilst Britain did not suffer greatly as a result, merely redirecting trade to other countries, many of Napoleon's European allies lost significant trade, creating further resistance to his rule. Policing these blockades, and escorting or disrupting merchant convoys, became important elements of naval strategy, while the position of Spain and Russia, at the limits of French conquest, potentially left holes in the French system.

Napoleon's further major victories, over the Prussians, at Jena-Auerstedt (1806) and the Russians at Friedland (1807) extended the impact of his Continental System, primarily through the Treaties of Tilsit (1807). Russia agreed to the Continental System, and so found itself now at war with both Britain and her ally, Sweden. The Baltic then became one of several arenas in which naval actions carried forward French interests by proxy. Several small naval engagements took place, of which the most notable was probably in the Gulf of Finland in 1809, where a joint British-Swedish fleet defeated a Russian fleet of 20 ships.

HMS *Leander* at the Battle of The Nile, 1798, by Tony Bryan © Osprey Publishing. Taken from *New Vanguard 42: British Napoleonic Ship-of-the-Line.*

Flintlock muzzle-loading pistol
– Phillipe d'Auvergne pattern
(about 1796) by Henry Nock
© Copyright Royal Armouries

After the highpoint of 1807, French fortunes varied. In 1808 Napoleon invaded Spain which revolted against French rule. This war in the Peninsula became a constant drain on French resources and saw a succession of French Marshals defeated by British, Portuguese and Spanish forces (the most renowned being Wellington's victories at Talavera in 1809, Salamanca in 1812 and Vitoria in 1813).

The year 1809 saw Napoleon's first major defeat, by the Austrians at Aspern-Essling, though he was able to reverse this loss two months later at Wagram. Thereafter, as most of mainland Europe had been subdued by France, 1810 and 1811 proved relatively peaceful in Europe, though resentment simmered in just about every conquered State and hostilities continued elsewhere in the world. In the East Indies, for example, French squadrons aimed to disrupt British trade with India. In 1810, a French frigate squadron destroyed five British ships in the Battle of Grand Port, off the coast of what is now Mauritius – the biggest naval disaster for Britain in the war. This gave France

local superiority in the Indies to harass British convoys. However, British amphibious operations eventually captured the island and followed this, in 1811, with a British fleet of 25 ships out of India capturing Java, effectively suppressing French operations in the area.

Meanwhile, Napoleon was concerned about Russia. Despite the treaties, Tsar Alexander was trading extensively with Britain through proxies. Napoleon decided to compel Alexander's compliance by invading Russia, on the pretext of protecting Poland. He assembled a Grande Armée of over 600,000 French and allies, which, in 1812, battered through Russian resistance at Borodino, but arrived at Moscow to find the city ablaze and uninhabitable.

The retreating French army was all but annihilated by guerrilla warfare and the Russian winter. France's loss of approaching 500,000 men was something Napoleon was never able to recover from. This huge failure, coupled with Wellington's successes in Spain gave heart to France's enemies who now began to mobilise against him. Over 20 battles were fought in 1813 as France's former allies turned against her, culminating in the three day battle of Leipzig in which approximately 365,000 allies (Russian, Austrian, Prussian and Swedish) fought 200,000 French. Napoleon's defeat here meant that 1814 became a series of defensive stalling battles, as embattled France was beset on all sides, until Paris was taken. In April 1814 Napoleon abdicated.

In March 1815 he was back in Paris, organising a new army that would be defeated 100 days later by Allied forces on the battlefield of Waterloo.

"I do not say the Frenchman will not come. I only say he will not come by sea."

Admiral Lord St. Vincent, 1803

War of 1812 (1812-1815)

Several linked factors led to the War of 1812. Britain was pressing US sailors into its navy to help with the war in Europe. US ships were neutral, meaning that both France and Britain suspected them. In 1807 the American frigate *Chesapeake* was attacked and boarded by HMS *Leopard*, removing four US crewmen as British deserters. The US responded with an economic embargo to pressure both Britain and France into respecting US neutrality, but this was ineffective.

These increasing tensions gave President Madison the excuse for war. However, his real reason was probably to forge national unity amongst States that were pulling in different directions, many factions being keen on US expansion into Canada.

Both countries recognised the strategic importance of Lakes Erie and Ontario, being the most convenient routes between them. Here initial aggressive moves by the US into Canada were quickly repulsed with embarrassing American defeats. Both sides felt naval domination of the lakes would win the war, building larger and larger ships there. The largest was the 112-gun HMS *St Lawrence*, whose launch in 1814 on Lake Ontario effectively ended that arms race.

Upon the lakes, small ad hoc fleets might raid enemy outposts, seize strategic bays or islands, or support the coastal advance of an army. At sea, the US Navy was primarily tasked with capturing British merchants, but more often pursued the 'honour' of attacking warships. The British Navy, on the other hand, was mainly used to blockade ports and protect merchant ships.

Most naval actions of the war were small scale, often only between single ships. Because the bulk of the British Navy was engaged in and around Europe, US frigates were generally superior to the British ships they encountered, often out-gunning and out-manning them. The USS *Constitution*, for example, in two separate encounters, captured HMS *Guerriere* and HMS *Java*. Probably the most dramatic encounter was between HMS *Shannon* and the USS *Chesapeake* in 1813. In eleven

minutes, over a quarter of the combatants fell casualty (231 men), including the commanders of both ships.

On land the war consisted largely of raids into enemy territory, with success and disaster on both sides. In August 1812 2,500 Americans in Detroit surrendered to 1,300 Anglo-Canadians. In October 1813 US forces heavily defeated a combined British and Native American army in the battle of the Thames. In November, at Chrysler's farm near Montreal, an inferior Canadian army inflicted a heavy defeat on invading US forces.

In 1814, when the apparent end of the European war released British forces for America, the success of the naval blockade led to a strategy of coastal raids, meant to deflect the US from incursions in the North. Britain attacked Washington, burning the White House, then unsuccessfully besieged Baltimore. Meanwhile, the US launched the Niagara campaign, whose most significant battle at Lundy's Lane decided nothing. Peace was signed on Dec 24th, though not communicated quickly enough to forestall a final spectacular British failure to take New Orleans.
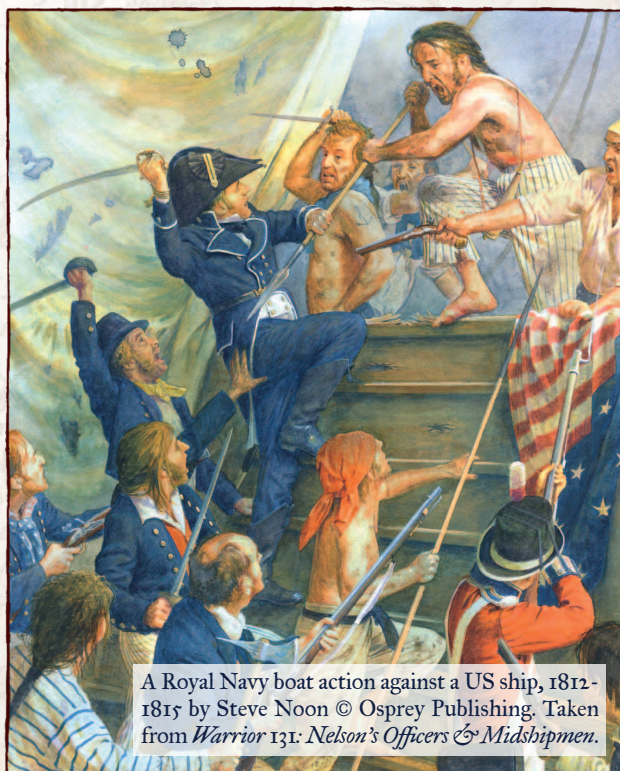
A Royal Navy boat action against a US ship, 1812-1815 by Steve Noon © Osprey Publishing. Taken from *Warrior* 131: *Nelson's Officers & Midshipmen.*

A Brief Guide to Tall Ships

As already stated, there is a bewildering array of types and sizes of ships at large in this glorious period of naval warfare. Don't know your ketch from your xebec or your sloops from your schooners? Don't worry! To aid the uninitiated and to clearly state our intentions as to which is which within *Black Seas* the following profiles have been produced.

Type of Ships

BARQUE: Typically a three-masted vessel, in which the fore mast and main mast are square-rigged and the mizzen mast is rigged fore and aft.

BRIG: A two-masted square rigged vessel, with between 10 and 18 cannons, frequently used in combat actions by various navies.

BRIGANTINE: Very similar to a brig, but slightly smaller. Often with the mizzen mast rigged fore and aft.

CANNON SLOOP: A two-masted ship with sails rigged loose footed on gaff.

CUTTER: Usually a tiny or small vessel with one mast. Designed for speed more than transport capacity, the mast has a triangular aft (behind the mast) sail rigged fore and aft (from the front to the rear) and a headsail (a triangular sail rigged in front of the mast).

FRIGATE: A small warship with a perfect balance of speed, armament and resilience that made it ideal for single ship action and privateering against merchant ships. It usually had one main gun deck as well as the guns positioned on the top decks.

GALLEY: A very low, long and slender ship that uses banks of oars as its main mode of propulsion.

GUNBOAT: A tiny vessel, with one to three mounted cannons, usually with one mast with square rigged sails.

GUN YAWL: A tiny vessel with a main mast and a smaller mizzen mast on the back of the ship. With fore and aft rigged (from front to rear) triangular sails, four to ten cannons, and also two rows of oars (one on each side).

GUNBRIG: A small two-masted vessel, typically carrying 12 guns, a cannon pointing forward, one backwards and ten (five on each side) carronades on the broadsides.

LUGGER: A tiny vessel, usually used as a fishing boat, with lug sails – square sails rigged fore and aft (from the front to the rear).

MERCHANT: A slow lumbering vessel designed to have a large capacity for transporting goods but not very manoeuvrable.

SCHOONER: A two-masted vessel with both masts having loose footed sails rigged on gaff and two or more headsails (staysails rigged in front of the fore mast).

SLOOP: A tiny vessel (although larger sloops existed) usually with only one mast and a gaff rigged aft (behind the mast) sail rigged fore and aft (from the front to the rear).
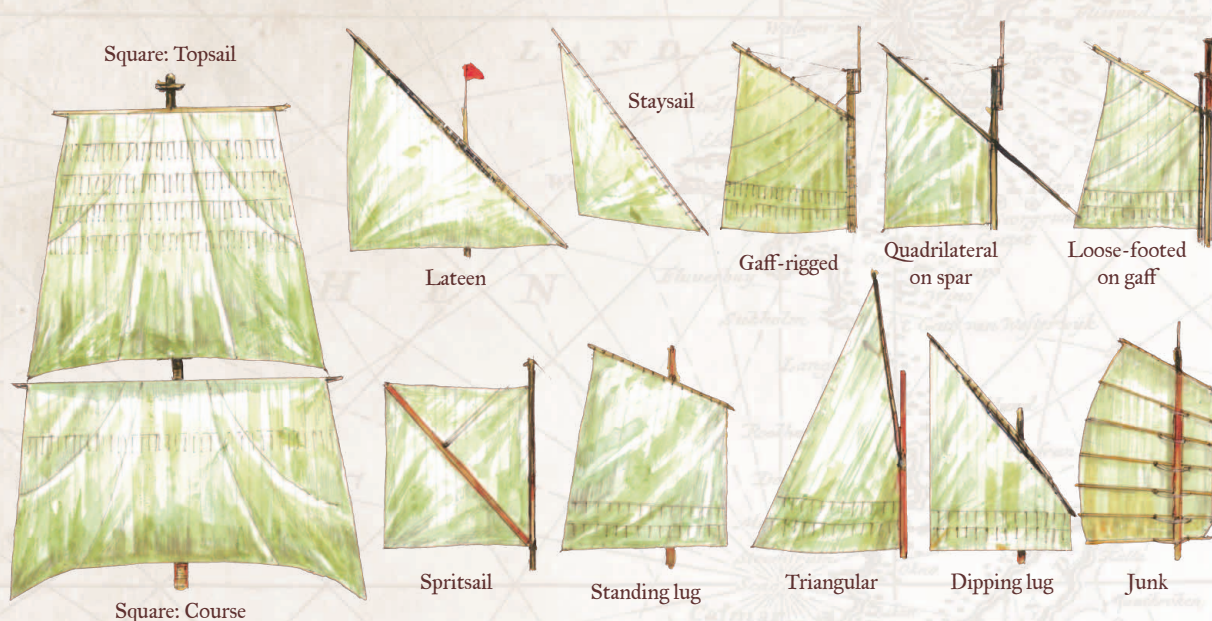
TURUMA/HEMMEMA: Shallow draft (often also oared) frigate in operation in the Baltic and Swedish archipelago.

XEBEC: A two- or three-masted vessel usually found in the Mediterranean that was used mostly for trading. It had a long overhanging bowsprit, an aft-set mizzen mast and lateen sails.
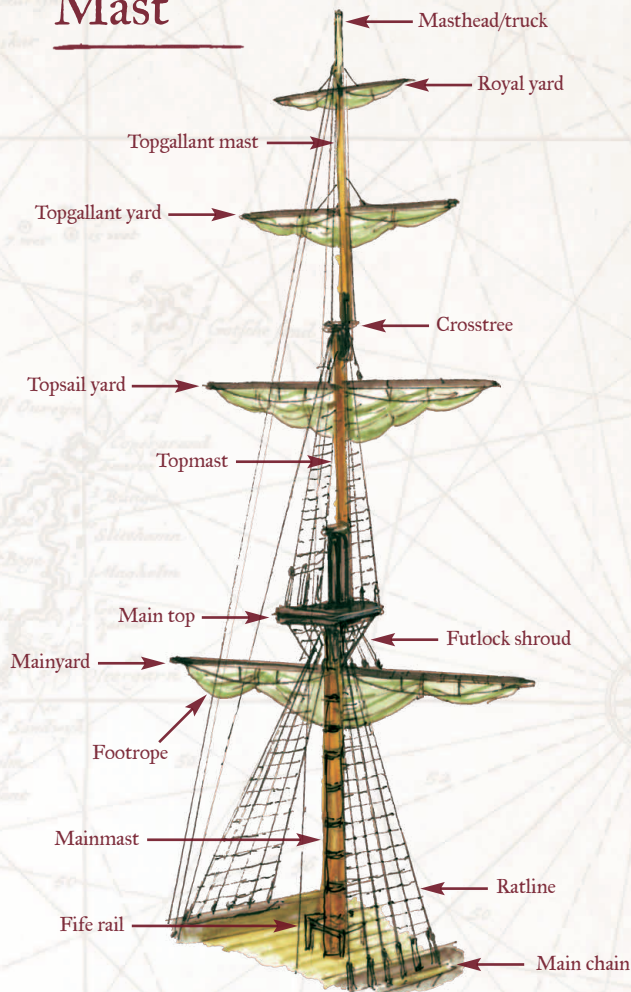
Sails

There were many different ways that sails were rigged on ships as seen below.

Square: Topsail

Staysail

Lateen

Gaff-rigged

Quadrilateral on spar

Loose-footed on gaff

Square: Course

Spritsail

Standing lug

Triangular

Dipping lug

Junk

Captain Pellew directs the action on the quarter-deck of HMS *Nymphe*, June 1793, by Peter Dennis © Osprey Publishing. Taken from *Duel 52: British Frigate vs French Frigate*.
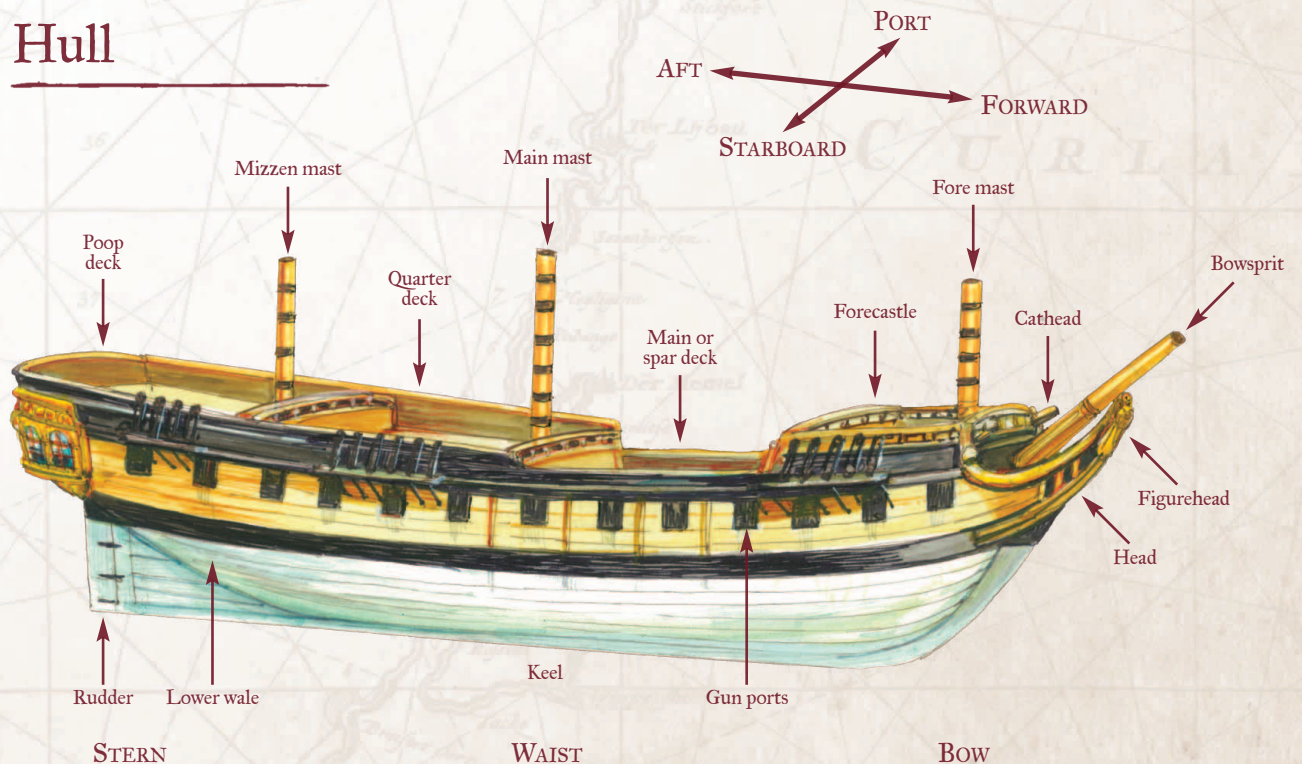
Mast

- Masthead/truck
- Royal yard
- Topgallant mast
- Topgallant yard
- Crosstree
- Topsail yard
- Topmast
- Main top
- Futlock shroud
- Mainyard
- Footrope
- Mainmast
- Ratline
- Fife rail
- Main chain

Flogging

Discipline on a navy warship was paramount because, as a very complicated machine, all its elements would have to work in unison to achieve both sailing prowess and victory in battle. The crew had to obey orders and do their duty at all times. However, on occasion, an infraction was made (stealing rations, failing to salute, avoiding work, etc). This would be usually punished by several lashes from a cat-o'-nine-tails (a brutal whip made up of nine cords attached to a stock). The standard practice was for the ship's company to assemble on the top decks and for the captain to read out the crime and the naval code describing the apt punishment. Then the flogging would take place on the bare back of the perpetrator who would have been previously lashed to a grating.

Hull

- PORT
- AFT
- FORWARD
- STARBOARD
- Mizzen mast
- Main mast
- Fore mast
- Poop deck
- Quarter deck
- Bowsprit
- Main or spar deck
- Forecastle
- Cathead
- Figurehead
- Head
- Keel
- Gun ports
- Rudder
- Lower wale
- STERN
- WAIST
- BOW

HMS *Royal Sovereign* leads a Royal Navy fleet on patrol.

The Rating System

Britain's Royal Navy introduced a system of rating the ships of its fleet based on the number of guns they carried. This rating system takes its name from the capability of ships to stand in a line of battle (Ship-of-the-Line). Initially introduced by Samuel Pepys in 1677, the rating system underwent numerous revisions until the late 1800s. After its introduction, the other nations also adopted very similar systems to categorise their ships.

• 1st rate = 100+ guns

• 2nd rate = 90-98 guns

• 3rd rate = 64-80 guns

• 4th rate = 50-60 guns

• 5th rate = 32-44 guns

• 6th rate = 20-28 guns

The largest ships were classified as 1st rate. They were capable of incredible firepower and able to withstand severe damage. They were very costly to build and to maintain, but were magnificent war machines that inspired fear and awe in the enemy.

2nd rate ships were a hybrid – larger than the more popular 3rd rates but not as big as a 1st rate. Not as many 2nd rates were built during the Carronade era.

One of the most popular size of ships for this period was the 3rd rate. They had a perfect balance between manoeuvrability, firepower and sturdiness. A large number of 3rd rates were built and employed on a wide variety of missions.

As with the 2nd rates, the 4th rates were not as popular as some of the other ship categories and so fewer were built. They were not large enough to withstand the line of battle but too big to be considered frigates.

The 5th rates were the archetypal frigates of the period. Used for single ship actions and privateering, they could make their crews very rich as a result of the share of the prize money for any captured ship.

The smallest Ship-of-the-Line was the 6th rate. It was mostly used to relay orders or take messages.

All other ships with less than 20 cannons were considered Unrated. These were not really meant to participate in large battles – that was the domain of the Ships-of-the-Line. However, they were the vessels of choice for privateers and still played a valuable role during larger battles relaying orders and messages in a similar fashion to the 6th rates.

Glossary of Naval Terms

Able Seaman: An experienced sailor.
Afore: Toward the front of the vessel.
Aft: Toward the rear of the vessel.
Aloft: Up in the rigging or masts.
Astern: Behind.
Ballast: Heavy weights, usually gravel, iron or stone, placed in the hold to help with stability.
Bar: A shallow area of water at the entrance to a harbour.
Beam: The ship's width.
Bilge: The angle between the bottom and the side of a ship's hull.
Bilges: The lowest part of ship, usually filled with waste water.
Binnacle: The locker in front of the ship's wheel, where the compass is kept.
Block: A pulley.
Boarding nets: Nets hanging from the ship's hull, designed to hamper boarders.
Boatswain (Bo'sun): The ship's officer in charge of both crew and equipment.
Boom: An extendable light spar, often used with a studding sail.
Bounty: The money gained from capturing an enemy vessel or completing a task.
Bowsprit: The spar that extends from the front of the ship.
Boxhauling: A way to recover from a failed tack. Involves backing up by sailing into the wind.
Brace: The rope that holds a sail in position.
Broadside: All the cannons on one side of the ship, or the coordinated fire of those guns.
Bulkhead: The inside, vertical part, of a vessel.
Burgoo: A porridge-like food.
Canister shot: Cannon ammunition designed to be effective against enemy crews.
Capstan: The device sailors turn in order to haul up cables.
Careen: Turning a ship on its side in order to clean or perform maintenance on it.
Carronade: Powerful, but short ranged, naval cannon.
Caulking: A way to fill gaps between hull planks with pitch and unpicked rope.
Chase guns: Guns that fire fore or aft during a chase.
Close-hauled: Sailing as close to the direction of the wind as possible.
Flag officer: An admiral entitled to fly a personalised flag when commanding.
Fireship: A ship deliberately turned into an incendiary device.
Fore: The front of the ship
Forecastle: The raised deck at the front of a ship.
Gaff: The yard supporting the top of a sail.

Halyards: The ropes that raise and lower flags, sails or yards.
Heads: The ship's toilets.
Jib: The front-most, triangular, sail.
Jollyboat: The ship's smallest boat.
Larboard: Left (port)
Lateen sail: A triangular sail.
Lee: The direction away from the wind.
Luff: Turning closer to the wind.
Lug sail: A four-sided sail.
Mast: The post that supports all the sails, yards, gaffs and spars. The three masts are called: fore, main and mizzen.
Midshipman: A junior officer.
Muster: The list of all men currently aboard ship.
Ordinary seaman: An inexperienced sailor.
Orlop deck: The lowest deck, often on the waterline.
Petty officer: A senior sailor with extra responsibilities.
Pinnace: A ship's boat.
Pipe: When a boatswain blows his pipe to indicate an order has been given.
Pitch: The rise and fall of the fore and aft of a ship
Poop: The raised deck at the rear of a ship.
Privateer: A privately funded warship given licence to attack shipping.
Quarter deck: A raised deck running from the middle of the ship to the stern.
Ratlines: A net-like series of ropes that allows access to a ship's rigging.
Royal: A type of squaresail that is beneath the topgallant mast.
Sheets: Ropes used to control a sail, attached at the bottom corners.
Ship: A square-rigged, three masted, vessel.
Shrouds: Ropes running from the sides of the ship up to the masts.
Spanker: A fore-and-aft sail, attached with gaff and boom to the aft of a ship.
Spar: A strong pole from which sails are hung.
Square-rigged: A ship rigged with horizontal squaresails.
Stays: Support ropes for masts.
Tack: To sail a ship into and through the wind.
Top/Fighting top: A low platform on the mast where men work and fight.
Topgallant: The highest spar that makes a mast.
Wardroom: The room used as the officers' mess.
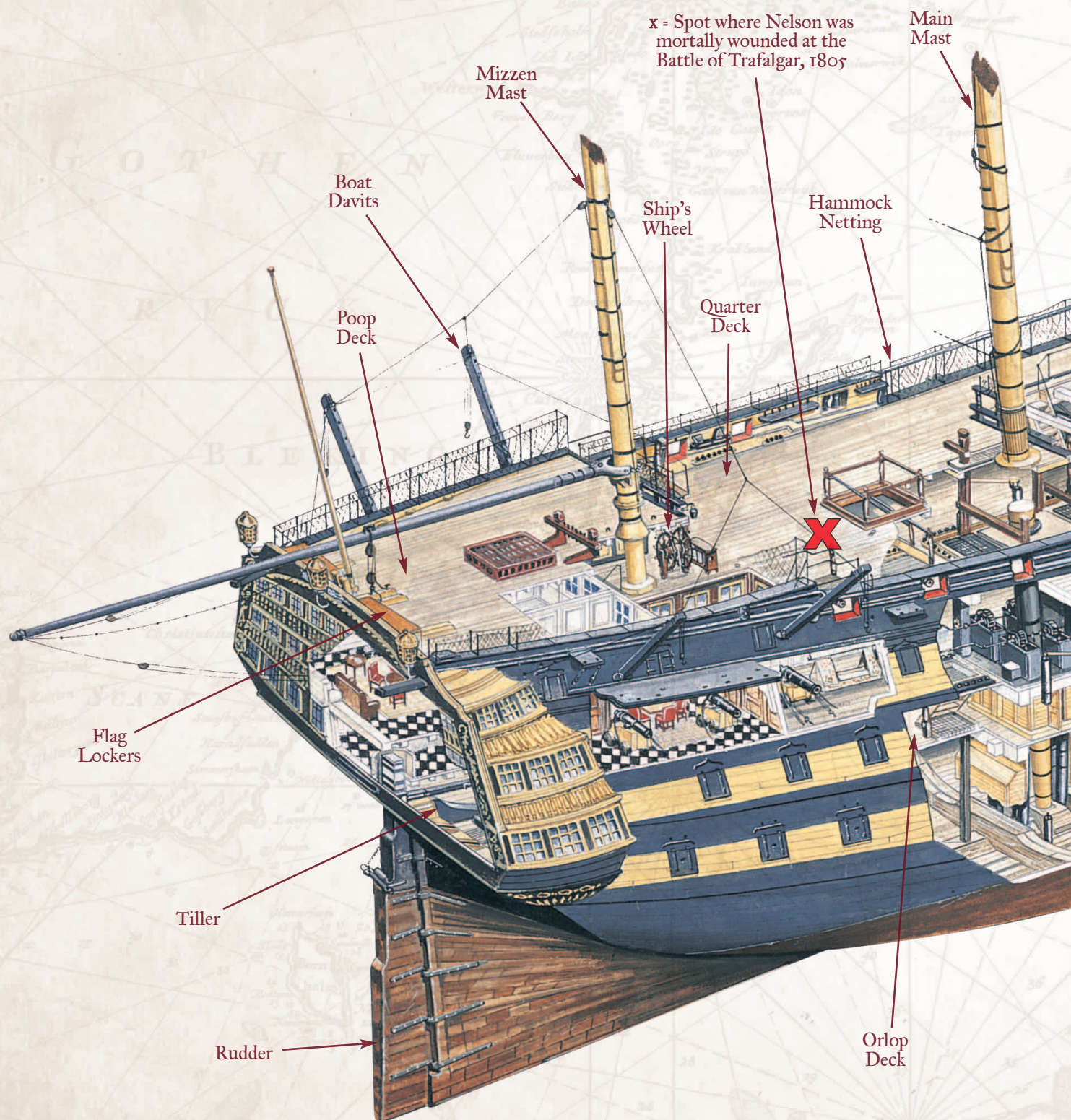**Wear:** Turning the ship by moving the bow with the wind.
Windage: How far the ship is off course due to the wind.
Windward: The direction the wind is blowing.
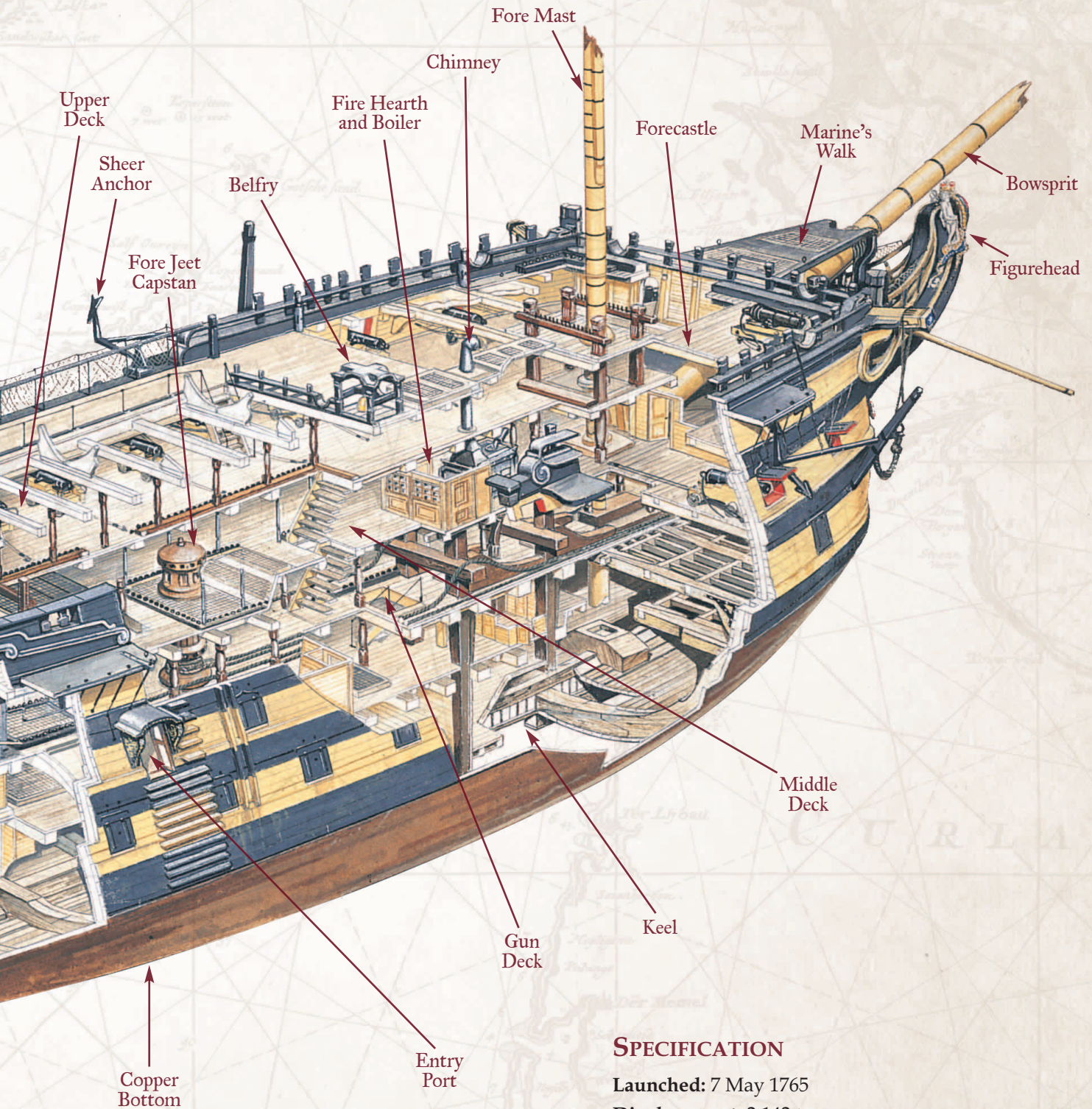**Yard:** The horizontal spar that supports the sails.
Yardarm: The outer part of a yard.

HMS *Victory*

x = Spot where Nelson was
mortally wounded at the
Battle of Trafalgar, 1805

Main
Mast

Mizzen
Mast

Boat
Davits

Ship's
Wheel

Hammock
Netting

Poop
Deck

Quarter
Deck

Flag
Lockers

Tiller

Rudder

Orlop
Deck

HMS *Victory* 1805,
by Tony Bryan © Osprey Publishing. Taken from
New Vanguard 42: British Napoleonic Ship-of-the-Line.

Fore Mast

Chimney

Fire Hearth
and Boiler

Upper
Deck

Forecastle

Marine's
Walk

Sheer
Anchor

Belfry

Bowsprit

Fore Jeet
Capstan

Figurehead

Middle
Deck

Copper
Bottom

Entry
Port

Gun
Deck

Keel

SPECIFICATION

Launched: 7 May 1765

Displacement: 2,142 tons

Length overall: 186 ft.

Keel length: 1451 ft. 4 in.

Beam: 52 ft.

Draught: 21 ft. 6 in.

Armament: 30 x 32-pdrs, 28 x 24-pdrs,
   30 x 12-pdrs, 12 x 6-pdrs.

A Ship's Crew

There were many different roles that needed to be fulfilled on a ship – the key ones are summarised here. The Royal Navy was one of the only institutions of the time in which one could rise through the ranks, starting at the very bottom, and end up holding a high-ranking position entirely through their own merit.

SEAMEN

There were broadly three categories of seamen: men with no sailing experience (most of these were "pressed" into service) who were known as Landsmen. They would do a lot of the heavy lifting and most menial jobs. Men with some sailing experience were called Ordinary Seamen. These men would still need supervision but could help in the management of the ropes and sails. After at least two years served as ordinary seamen on a ship one would advance to the rank of Able Seaman. They were expert sailors, key to the safe navigation of the ship. A seaman's pay would increase with the ranking. However, they all had to sleep in hammocks on one of the gun decks.

MARINES

Most war ships with more than 12 guns had a detachment of marines – the larger the ship, the more marines they would have, very approximately one marine per gun. When a ship was out of action, marines mostly performed guard duties or were used as supplementary muscle where needed (although not on the rigging). They also trained in combat and musketry. In preparation for action, marine drummers would 'beat to quarters' and during a fight, marines would be stationed on the top decks (and sometimes in the tops - the high platforms of the masts) firing their muskets or fighting in hand-to-hand combat, or helping the gun crews as marine artillery-men.
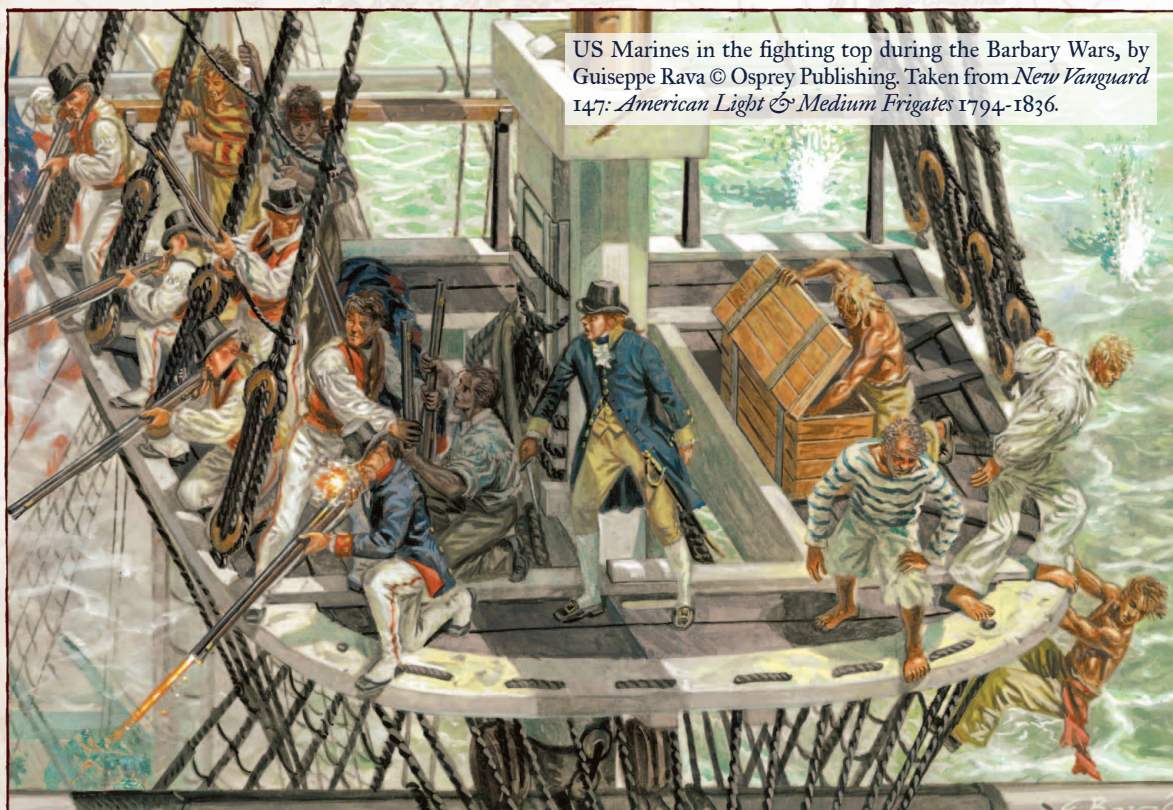
US Marines in the fighting top during the Barbary Wars, by Guiseppe Rava © Osprey Publishing. Taken from *New Vanguard* 147: *American Light & Medium Frigates* 1794-1836.

MIDSHIPMEN

Usually from the middle or upper classes (although not exclusively), young men and sometimes children, would voluntarily enter into the service on a career path to become officers. After three years at sea as a volunteer seaman, one was then eligible to become a Midshipman.

In the Royal Navy it would take a further minimum of six years before one could take the examination to pass to Lieutenant, and it was typical for the average Midshipman to fail this several times. On top of this, even if the examination was passed, positions of Lieutenant were much less in number than the people aspiring to them. Therefore, one would expect to remain Midshipman for many years. They held a minor position of authority amongst the crew and would be in charge of gun crews during action or could be on watch, and were generally expected to work the ship on top of keeping up with their learning on navigation and seamanship.

Royal Navy Midshipman c.1797
by Steve Noon © Osprey Publishing. Taken from Warrior 131: Nelson's Officers & Midshipmen

Royal Navy Midshipman c.1805
by Steve Noon © Osprey Publishing. Taken from Warrior 131: Nelson's Officers & Midshipmen.

PETTY OFFICERS

The term identifies all the roles on a ship below the rank of officer but above the rank of able seaman. Some of these roles would only exist on larger ships. Although these terms refer specifically to the Royal Navy, all other navies had the same or very similar positions:

- **Quartermaster** – in charge of steering the ship and executing the orders of the master or captain in the matter of sailing the ship.

- **Boatswain's mates** – kept discipline amongst the seamen and ensured all orders were carried out.

- **Carpenter's mate** – assisted the carpenter in any maintenance or repair of the wooden parts of a ship.

- **Caulker's mate** – assisted the caulker in the important duty of keeping the ship afloat.

- **Captain's clerk** – helped the captain in administrative tasks such as writing ledgers, journals and reports and generally assisted the captain in his duties.

- **Gunner's mate** – assisted the gunner in his duties.

- **Yeomen** – there would be several assigned to the various storages (magazine, sails, carpentry, etc.) to keep the ship's stores well-organised.

- **Armourer's mate** – assisted in looking after the small arms stored on the ship.

- **Ship's corporal** – assisted the master-at-arms in his inspections.

"Never strike the flag!"
Captain Dupetit-Thouars' dying words on the Tonnant at the Battle of the Nile, 1798

A small US flotilla heads out to sea.
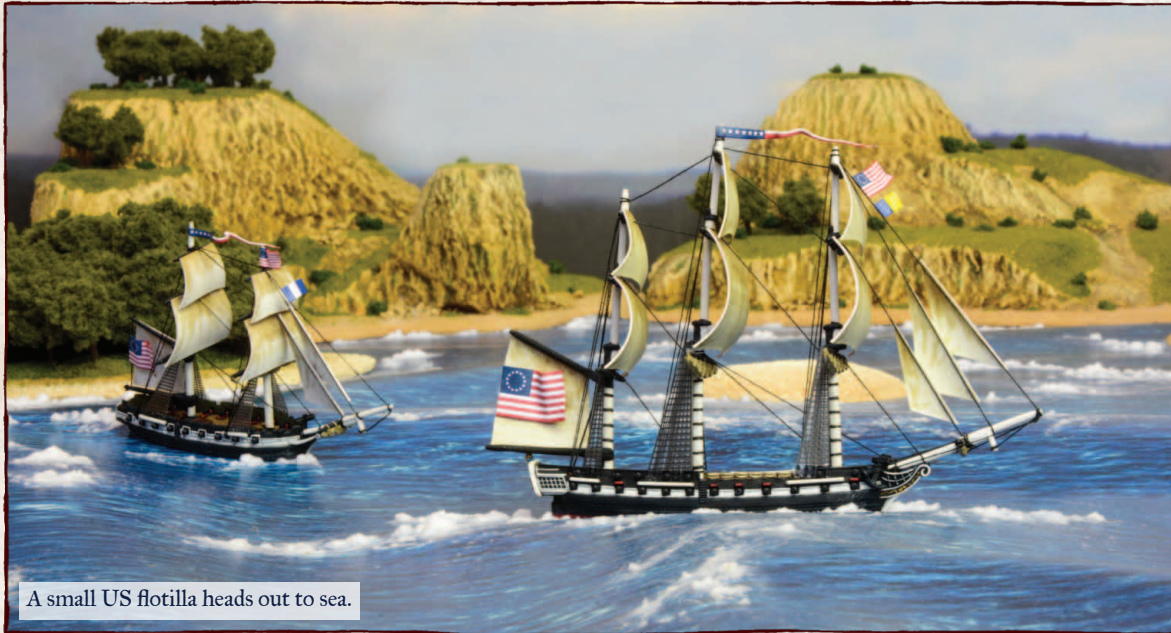
WARRANT OFFICERS

They were appointed by the Navy Board and were dedicated specialists in various fields. Although these terms refer specifically to the Royal Navy, all other navies had the same or very similar positions:

- **Master** – responsible for all matters of sailing and sea navigation of a ship. His decision on these matters sometimes surpassed even those of the captain.

- **Surgeon** – responsible for maintaining the general well-being and health of the crew; would also operate on the wounded during action.

- **Purser** – was in charge of all non-war-related stores on the ship. He was the storekeeper and shopkeeper and would distribute or sell general use items to the crew.

- **Chaplain** – celebrated mass and presided over funerals, amongst other spiritual (clergy) related functions.

- **Carpenter** – responsible for maintaining and repairing the wooden parts of a ship.

- **Gunner** – was in charge of training gun crews and supervised large teams made up of gunner's mates, quarter gunners, yeomen, armourers and, on occasion, a gunsmith. The actual gun crews were composed of a mixture of seamen, marines and landsmen and were commanded by lieutenants and midshipmen in battle.

- **Boatswain (Bo'sun)** – maintained the discipline amongst the crew, administered punishments and relayed the orders of the officers, overseeing the crew's everyday tasks.

- **Armourer** – tasked with the care and repair of all small arms.

- **Master-at-arms** – responsible for enforcing the general rules and regulation of a ship with particular care to be vigilant for any potential fire hazard.

- **Caulker** – under the direction of the carpenter was responsible for keeping the ship afloat, plugging any loose seam or leak that ships (especially the larger ones) would frequently develop. Also oversaw the maintenance of the pumps, gun ports and other openings.

- **Sailmaker** – working under the bo'sun, he maintained and repaired the sails of the ship, as well as making new ones if required.

- **Ropemaker** – also working under the bo'sun, he maintained and repaired the ropes of the ship, producing new ropes if necessary.

- **Cook** – was in charge of the galley, cooking and serving food to all the crew.

LIEUTENANTS

After passing the strict examination, a midshipman received his first lieutenant commission. The main duties of a lieutenant were to be in charge of his watch, to command a division (usually 65 to 70 men) of the crew, to be in overall charge of the gun batteries when at quarters, to be responsible for the recruitment of crew and petty officers and to draw up the crew's duty list. The First Lieutenant was the 2nd-in-command of a ship and would assist the captain on the quarterdeck in battle. He would take over command should the captain be killed or incapacitated in action.

MASTER AND COMMANDER

Before becoming a captain, the next step for a lieutenant was to become a commander on an unrated ship of 10–18 guns. The name describes the need of the commander to also fulfil the function of master (the person responsible for all matters of sailing and navigation), as the overall size of the crew would not warrant having one. On the ship, commanders acted as de facto captains and would have overall responsibility for the condition and safety of the ship as well as her crew.

POST CAPTAINS

This was the main objective of a career sailor, as it provides a certain degree of job security and wealth even in times of peace. Post captains were commissioned to command ships-of-the-line, from a 6th rate up to a 1st rate ship. The bigger the ship they commanded, the higher their pay. On his ship, a captain was king. He could rule and decide on virtually all matters and his authority was little short of absolute. However, he was also responsible for the overall condition and safety of his ship and her crew.

ADMIRALS

The next stage was to become an admiral. There were various types and sub-rankings. However, once an admiral, one would be in charge of more important decisions – either on land making war plans and presiding over matters of policy and organisation, or on the seas by being in overall command of a fleet (or in some cases, fleets) of ships. Advancement was by seniority, and therefore slow. However, the pay was good and would afford a good standard of living.

Royal Navy Lieutenant
by Steve Noon © Osprey Publishing. Taken from Warrior 131: Nelson's Officers & Midshipmen.

Royal Navy Junior Captain in dress uniform c. 1810
by Steve Noon © Osprey Publishing. Taken from Warrior 131: Nelson's Officers & Midshipmen

Royal Navy Captain in dress uniform c.1800
by Steve Noon © Osprey Publishing. Taken from Warrior 131: Nelson's Officers & Midshipmen

Royal Navy Admiral in undress uniform c. 1797
by Steve Noon © Osprey Publishing. Taken from Warrior 131: Nelson's Officers & Midshipmen

FLEET LIST

Fleets can be determined by a scenario or can be chosen within a points maximum agreed between the players using the lists here. Usually a small game will be between 500 and 1,000 points per side, whilst larger fleet actions can see 2,000 points or more on opposing sides.

If deciding to play to a points total, simply choose the ships for your fleet using the tables below. Add the points (including upgrades) until you reach the agreed total value.

For every 1,000 points spent, you can only have a maximum number of certain ship types. This is identified by (max X) next to the Ship Type below.

The armaments on the table below have been abbreviated as follows:

H=Heavy Cannon; L=Light Cannon; C=Carronade; M=Mortar.

Calculate and add/subtract the crew points only after all upgrades have been purchased.

Ships-of-the-Line

Ship Type	Size	Broadsides	Stern	Bow	Ship Points	Turn Angle	Rate of Knots	Break Value	Points
1st Rate (max 2)	XL	4H-3L-3C	1H	2H	104	Yellow	3	35	450
2nd Rate (max 1)	XL	4H-3L-2C	1L	2H	96	Yellow	3	32	400
Large 3rd Rate	L	3H-2L-2C	1L	1H	74	Red	4	25	280
Small 3rd Rate	L	3H-2L-1C	–	1H	64	Red	4	22	250
4th Rate (max 1)	M	2H-2L-1C	–	1L	44	Red	4	15	190
5th Rate	M	2H-1L-1C	–	1L	36	Red	5	12	150
6th Rate	M	1H-1L-1C	–	–	28	Red	5	10	120

Presentation sword to Vice Admiral Lord Collingwood from Corporation of the City of London (1805) © Copyright Royal Armouries

> *"It follows then, as certain as that night succeeds the day, that without a decisive naval force we can do nothing definitive, and with it, everything honourable and glorious."*
>
> *President George Washington*

Unrated Ships

Ship Type	Size	Broadsides	Stern	Bow	Ship Points	Turn Angle	Rate of Knots	Break Value	Points
Large Galley*	M	–	1L	2H	50	Red	5	17	90
Small Galley*	S	–	–	1L	35	Red	4	12	60
Large Merchant	L	2H-2L	–	–	44	Yellow	3	15	90
Small Merchant	M	1H-1L	–	–	28	Yellow	3	10	40
Brig	S	2H	–	–	20	Red	5	7	80
Bomb Ketch	S	–	–	1M	20	Red	5	7	80
Barque	S	2H	–	–	16	Red	5	6	70
Sloop	S	1H-1L	–	–	16	Red	6	6	60
Cutter	S	2L	–	–	12	Red	6	4	50
Schooner	S	1L	–	–	12	Red	5	4	40
Bomb Vessel (max 5)	S	–	–	1M	10	Red	4	4	50
Gunbrig squadron (max 3)	T	1C	–	–	12	n/a	4	4	40
Gunboat Squadron (max 6)	T	–	–	1L	12	n/a	4	4	30
Fireship (max 4)	M	–	–	–	20	Yellow	3	7	80

These ships can all use the moving under oars rules on page 34.

Land Fortifications

TYPE	Size	Broadsides	Guns	Structure Points	Break Value	Points
Shore Gun Emplacement	M	–	1H	10	4	40
Shore Mortar Emplacement	M	–	1M	10	4	50
Martello Tower	L	–	3H-3L	150	50	250
Shore Fortress	XL	–	5H-4L	200	67	400
Floating Battery	M	1H-1L	–	20	7	50

Crews

British brig

INEXPERIENCED CREW

After choosing upgrades subtract 20% of the final point cost of the ship (rounding up to the closest ten). Note, merchant ships may only ever have Inexperienced crews and cannot be upgraded to Regular or Veteran. The point cost listed already reflects this restriction.

VETERAN CREW

After choosing upgrades add 20% of the final point cost of the ship (rounding up to the closest ten).

Ship Upgrades

These may be added to ships with a maximum allowed as follows. No ship can have more than one upgrade of the same type. Fortification may never take upgrades.

Ship Size:	Extra Large	Large	Medium	Small	Tiny
Maximum Upgrades per ship	4	3	2	1	0

Ready for battle – a fully equipped British fleet engages the Spanish.

UPGRADE	EFFECT	POINTS
Boarding Nets	Opponents suffer a -1 penalty to all grappling attempts directed against this ship.	10
Grappling Hooks	Add +1 to the Skill Test to grapple an opponent.	20
Grenades	Add +1 to the target number on all boarding actions.	30
Lucky	Once per game, re-roll all the dice in a single Skill Test, shooting attack or boarding action, even successful ones. You must accept the second result.	30
Master Carpenter	+1 to the Skill Test roll to repair damage.	20
Master Caulker	When attempting to repair damage, repair an extra 2 points (even if the Skill Test is failed).	20
Master Gunner	The first time this ship shoots in the game, it can re-roll any misses.	30
Over Gunned	Add +1H, +1L, to each broadside. Not available to unrated ships (those on page 73).	100
More Carronades	Add +1C to each broadsides.	50
Privateer	+2 to grapple attempts and roll 2 extra D10s, and gain +2 to hit, in boarding actions against merchant ships.	10
Sharpshooters	When using musket fire, you may re-roll the Skill Test.	20
Ship's Surgeon	For each hit suffered during a boarding action, make a Skill Test. On a success, take no damage for that hit.	30
Streamlined Hull	Add 1" to the ship's Rate of Knots the first time it moves per activation.	30
Sturdy	Add 20 Ship Points to the current total.	60
Swivel Guns	Before the first round of a boarding action, make a successful Skill Test to inflict 4 damage on the enemy before any further action takes place.	30
Trained Marines	Add +1 to the to hit target number on all boarding actions.	30

NATIONAL SPECIAL RULES

You can elect to use the following rules to add extra character to your games, making them more thematic. You should agree their use with your opponent as they may introduce a certain degree of imbalance to the rules system.

Special Characters and Famous Ships can further enhance the gaming experience, but could also unbalance the game, so we suggest you only use them in less competitive games. The rules for the Special Characters only affect the specific ship the character takes command of, unless otherwise specified. You may only pick one of each Special Characters and Famous Ships from your nationality (e.g. you may only select Lord Nelson if you are playing a British fleet, and no other Special Characters). Furthermore, there can only be a maximum of one Special Character per ship. Famous Ships cannot be given any upgrades. However, they retain their national special rules and are considered to always have a Veteran crew (at no extra points).

Royal Navy admiral on the quarterdeck of a flagship, by Steve Noon © Osprey Publishing. Taken from *Warrior 131: Nelson's Officers & Midshipmen.*

Admiral Nelson leads his fleet to war from the decks of HMS *Victory*.

GREAT BRITAIN

By the late 1700s, Great Britain had the most prominent and powerful navy of the time. This was mostly due to the discipline and commitment of its sailors, and the quality of the training for its leadership positions.

The only way to rise through the ranks of the Royal Navy, was to prove your mettle in action and by passing gruelling exams. This was coupled with a very well managed gunnery programme that trained the men to shoot rapidly and accurately. This professionalism was at the fore as the British were victorious in many engagements during the Anglo-Spanish war. Amongst these victories a British force of 24 ships of the line decimated the Spanish fleet at the Battle of Cape St. Vincent in 1780.

Ultimately losing a number of its colonies during the American Revolutionary War (1776 - 1783), Great Britain also fought several successful naval engagements against the fledgling American Navy and their French allies. At the Battle of the Saintes in the Caribbean in 1782, in a fairly evenly matched battle, four French ships were captured or destroyed including the flagship of the fleet, the 1st rate ship *Ville de Paris*.

Great Britain had to contend with both the French and the Spanish navies during the

French revolutionary war of 1793-1802. Royal Navy fleets distinguished themselves in many battles – none more so than during the second Battle of Cape St Vincent in 1797. Admiral Jervis led a fleet of fifteen ships of the line, seven frigates and several smaller ships against 24 Spanish ships of the line, eleven frigates and smaller ships. The British captured four Spanish ships of the line and badly damaged the hulking *Santissima Trinidad*.

The French revolutionary war would also see another great British naval victory against the French – the Battle of the Nile in 1798, where daring tactics took the enemy by surprise resulting in a brilliant victory which reversed the balance of power in the Mediterranean.

It was during the Napoleonic wars that the Royal Navy achieved its most impressive victory. On the 21st October 1805 Admirals Nelson and Collingwood engaged an allied Franco-Spanish fleet near Trafalgar. Despite having fewer ships, the British fleet sailed through the enemy's lines, emerging battered but victorious, having disabled or captured 22 ships! The victory was somewhat pyrrhic however, as Admiral Lord Nelson died on HMS *Victory*, sealing his status as a national hero in perpetuity.

National Rules

DRILLED

The crew of British ships were periodically drilled in gunnery and were faster at reloading cannons than many other nations.

- British ships receive a +1 to hit modifier when shooting.

THE ADMIRALTY

British naval commanders were amongst the best in the world and commanded great respect and loyalty from their men.

- Each British ship can re-roll one failed Skill Test per game. You must accept the re-rolled result.

Special Characters

ADMIRAL LORD EDWARD PELLEW (1757-1833) .... 50 PTS

Pellew fought during the American Revolutionary, the French Revolutionary, and the Napoleonic Wars. He is remembered for his great courage and leadership, which was used as an example of the versatility and determination of Royal Navy officers during the Napoleonic Wars.

- Re-roll one Skill Test per Turn, you must accept the second result.

- The ship will never Strike the Colours no matter the circumstances.

ADMIRAL LORD HORATIO NELSON (1758-1805) .... 60 PTS

An inspirational leader renowned for his unconventional tactics, which were instrumental in victories at the Battle of the Nile and the Battle of Trafalgar, two of the greatest sea battles of the era.

- Every British ship within 20" of Nelson's ship, including his own, gains a +1 to the dice roll of every Skill Test.

- The ship will never Strike the Colours no matter the circumstances.

- Once per Turn, each gun position on the ship Nelson is commanding can re-roll one dice that fails its to hit roll.

- If the ship Nelson is commanding takes damage from musket fire from a ship with the Sharpshooters upgrade (see page 35 and 75), roll a D6. On a result of 1 or 2, Nelson dies; his special rules have no further affect on the game.

ADMIRAL CUTHBERT COLLINGWOOD (1748-1810) .... 40 PTS

Admiral of the Blue at Trafalgar, Collingwood is known for being a wise and exceptional tactician and commander yet is sometimes overlooked as being a hero of the nation.

- Every British ship within 10" of Collingwood, including his own, can re-roll the first broadside it shoots. All dice are re-rolled and the second result must be accepted.

"No captain can do very wrong if he places his ship alongside that of an enemy."

Nelson's memorandum on the eve of Trafalgar, 1805

Vice Admiral Nelson by Steve Noon © Osprey Publishing. Taken from *Warrior 131: Nelson's Officers & Midshipmen*

Famous Ships

HMS VICTORY (1765-YTD)

A 104 gun 1st rate ship of the line, HMS *Victory* was a terrible and awe-inspiring sight to both enemies and allies. It has become one of the most famous ships in the world and is still in commission in the Royal Navy to this day. She is best known for her role as Lord Nelson's flagship at the Battle of Trafalgar in 1805 upon whose decks he fell.

- HMS *Victory* and all ships within 20", gain a +1 to the dice roll of all Skill Tests.

HMS BELLEROPHON (1786-1836)

A 74-gun 3rd rate ship of the line which served during the French Revolutionary and Napoleonic Wars. Known to her sailors as the "Billy Ruffian", she fought in three fleet actions, the Glorious First of June, the Battle of the Nile and the Battle of Trafalgar, and was renowned for being able to keep going even under heavy punishment.

- For every successful hit scored against her, roll a D6. On a result of 5 or 6, *Bellerophon* takes no damage from that hit.

HMS INDEFATIGABLE (1784-1816)

Originally a 64 gun 3rd rate ship of the line, she was soon converted to a 44 gun frigate. She was very successful throughout the French Revolutionary and Napoleonic Wars when she took some 27 prizes, alone or in company.

- If a ship takes damage from HMS *Indefatigable* and is below half its original Ship Points, it must immediately take a Strike the Colours test with a -1 modifier.

Ship	Size	Broadsides	Stern	Bow	Ship Points	Turn Angle	Rate of Knots	Break Value	Points
HMS *Victory*	XL	4H-4L-3C	1H	2H	115	Yellow	3	20	550
HMS *Bellerophon*	L	3H-2L-2C	1L	1H	84	Red	4	28	360
HMS *Indefatigable*	M	2H-2L-1C	–	1L	60	Red	4	20	240

FRANCE

The French Navy has a history of highs and lows, both in terms of successes in battle and in the number and quality of its ships.

In the mid-1700s, after the defeats of the Seven Years' War, the French Navy was at a nadir. However, due to the efforts of Louis XV and later Louis XVI, France rebuilt and reinforced its fleets with well-designed and well-built ships.

French support for the American uprising against the British in 1775 saw their fleets involved in numerous actions against the Royal Navy. In the decisive and strategically important Battle of Chesapeake, 24 ships of the line, led by Admiral de Grasse, managed to defeat a British fleet ensuring a victory for the ground forces at the Battle of Yorktown.

In 1780 a combined Franco-Spanish fleet captured a large British convoy in the Atlantic, despite it being escorted by a 3rd rate ship and two frigates.

France also had successes against the British near the Indian colonies. At the Battle of

Cuddalore in 1783, a smaller fleet of 15 French ships of the line saw off a larger British fleet of 18 ships of the line.

Before the French Revolution in 1789, French discipline and gunnery training were on par with their British and Spanish counterparts. However, the executions of many highly experienced noble officers and the dissolution of the Fleet Gunners Corps during the French Revolution, badly hamstrung the overall performance of French ships for many years to come.

This culminated in the major defeat at the Battle of Trafalgar at the hands of the Royal Navy, where 11 French ships and many lives were lost.

Despite being at war with Spain at the beginning of the 19th century, there were no significant naval engagements with Spanish ships. Instead, France and Spain would often combine fleets to oppose the might of the British. It would be natural for *Black Seas* players to play with similar alliances.

National Rules

STREAMLINED
French ships were usually very fast. The Streamlined Hull upgrade only costs 20 points for French ships as a result.

DOUBLE PLANKING
Some French ships were much sturdier than their counterparts. French ships may take the Sturdy upgrade for only 40 points.

AIMING HIGH
The French tended to shoot high to disable the opponent rather than sink it. therefore they only have -1 penalty for aiming high, instead of the normal -2.

Additionally, if a Chain Shot is also loaded, the French suffer no penalty when aiming high.

French 3rd rate

Special Characters

ADMIRAL PIERRE-CHARLES-JEAN-BAPTISTE-SILVESTRE DE VILLENEUVE (1763 – 1806) ....50 PTS

An officer of the French Navy during the Napoleonic wars, he was known to be extremely lucky, managing to emerge unscathed from many major battles. Not favoured by Napoleon, he was blamed for the defeat of the Franco-Spanish fleet at Trafalgar.

- Once per Turn, the ship captained by Villeneuve can make a Skill Test when receiving critical damage. A success means the critical damage is ignored.

CAPTAIN ROBERT SURCOUF (1773 – 1827)................40 PTS

A captain, ship owner and corsair who operated in the Indian Ocean capturing over 40 prizes, while amassing a large fortune from both privateering and commerce.

- The ship captained by Robert Surcouf has the Privateer upgrade at no extra cost. Furthermore the upgrade will also affect every ship in Surcouf's fleet except those rated as between 1st and 4th rate.

Famous Ships

L' ORIENT (1793 - 1798)

A 118 gun ship of the line, she was the flagship of the French fleet at the Battle of the Nile and is best known for her spectacular destruction during that battle when her ammunition magazine exploded.

- +1 To Hit when targeting British ships.

- When the *L'Orient* is on fire, it will always explode on an unmodified roll of 1 on the Skill Test to extinguish the flames, even if takes the +2 modifier (see page 26).

BUCENTAURE (1803 - 1805)

An 80 gun ship of the line, she was considered to be one of the best ships of the time, with superb handling.

French brig

- On top of its normal change of direction, the *Bucentaure* can make an additional change of direction during any part of its move.

- A +1 modifier is added to all Skill Test rolls.

Ship	Size	Broadsides	Stern	Bow	Ship Points	Turn Angle	Rate of Knots	Break Value	Points
L'Orient	XL	4H-4L-3C	1H	2H	120	Yellow	3	40	550
Bucentaure	L	3H-3L-2C	1L	1H	84	Red	4	28	370

Spain

The history of the Spanish Navy in the Age of Sail is one of varying fortunes: involving both major successes and massive defeats.

At the beginning of the 18th century, the fleets were in a poor state and performed badly. Reforms in all areas of the fleet in the 1720s rapidly transformed it into a truly powerful force. By the 1730s the navy was able to recapture possessions in Italy that had been lost to Austria decades before.

In 1741, a small Spanish fleet won a spectacular victory against overwhelming British forces at the Battle of Cartagena de Indias in Colombia. A force of only six Spanish ships and supporting fortresses, defended by around 6,000 men, faced a British invasion of 124 ships and almost 28,000 men. In combined land and sea operations, the Royal Navy was heavily defeated, losing 50 ships and suffering 18,000 casualties.

The Spanish Navy successfully fought the British several times between 1720 and 1820. In the 1770s Spanish fleets made a major contribution to the American War of Independence. With their French and Dutch allies they were able to outnumber and outmanoeuvre the British ships to bring essential arms and supplies to the Colonial forces.

It wasn't always plain sailing for the Spanish navy though. During the Siege of Havana in 1762, after several battles, 22 ships – a fifth of the entire Spanish fleet – surrendered to the British.

Relations with Spain's European neighbours clearly fluctuated, always affecting the navy, which can make for interesting *Black Seas* scenarios, especially during the Napoleonic Wars.

At the onset of the Revolutionary Wars in the 1790s, Spain allied with her traditional enemy, Britain. However, she switched support to France in 1796, a change which then led to heavy defeats and extensive blockades by Royal Navy fleets.

At the battle of Cape St Vincent in 1797, a Spanish fleet of 36 ships was defeated by a fleet of 22 British, with the loss of four ships. The greatest Spanish reversal was, of course, at the Battle of Trafalgar in 1805, when a quarter of the Spanish fleet was captured or sunk.

The calamity at Trafalgar did not stop Spain from allying with Britain again, though, in 1808, as part of its struggle for independence from Napoleon. Almost immediately, in a small battle off Cadiz in June, 1808, Spain captured an entire squadron of six French ships, losing only four men in the process.

Spain's navy fought for the French and against them, and for the British and against them. Along the way, it allied with the Americans and the Dutch, and fought battles not only close to home in the Mediterranean, but had many successful (and also disastrous) engagements as far away as South America and the Caribbean.

National Rules

Heavily Armed
1st rate ships were sometimes armed with many more cannons than other countries' 1st rates. Spanish 1st rates may take the Over Gunned upgrade for free. However, due to the increased bulk of the ship it will need to make a Skill Test to sail with Full Sails.

Additionally, these ships may never take Veteran crews as the up-gunned vessels rarely saw action.

Out of Practice
Spanish crews were not trained very often. It will cost 30% (rather than the usual 20%) to crew a ship with a Veteran crew.

Special Characters

ADMIRAL IGNACIO MARIA DE ALAVA Y SAENZ DE NAVARRETE (1750-1817)........................30 PTS

An officer of the Spanish navy who started his career fighting pirates and privateers off the coast of North Africa. He rose through the ranks to become an Admiral.

- Every ship within 20" of Navarrete, including his own, adds +1 to hit versus privateers.

ADMIRAL JUAN DE LÁNGARA (1736-1806).................30 PTS

Entering the Spanish Navy at a young age, Lángara distinguished himself both in the Anglo-Spanish war of 1779-83 and the French Revolutionary Wars. He also made several scientific expeditions, and made several important contributions to cartography.

- You may deploy Juan de Lángara's ship after everyone else has deployed, on any edge of the battle area.

Famous Ships

LA PRINCESA (1778-1794)

A 6th rate frigate launched in 1778, she served for over three decades, playing an important role in the exploration of the Pacific Northwest as well as the routine work of provisioning other ships stationed off the coast of America. She was very sturdily built and used to take control of key land positions.

- If *La Princesa* is Anchored within 4" of a beach, for every two full turns without moving or shooting, place a shore gun emplacement on that beach within 6" of *La Princesa*.

SANTISSIMA TRINIDAD (1769-1805)

Originally built as a 118-gun ship of the line in La Habana, she was soon converted, with her armament increased first to 130 artillery pieces, then to 136 and finally to 140 artillery pieces and four decks. This resulted in her being relatively unwieldy and slow, yet she truly was a power to behold.

Spanish brig

- The *Santissima* has many guns and is extremely sturdy, however she is also very unwieldy: The *Santissima* will only ever be able to make one change of direction during her activation, no matter what Level of Sail she is travelling at. Additionally, it can only travel at Full Sails after succeeding at a Skill Test.

SHIP	Size	Broadsides	Stern	Bow	Ship Points	Turn Angle	Rate of Knots	Break Value	Points
La Princesa	M	1H-1L-1C	–	–	34	Red	5	12	150
Santissima Trinidad	XL	5H-5L-4C	2H	2H	144	Yellow	3	48	680

United States of America

In 1774, because of growing tensions with Great Britain, 13 British colonies in North America created the first Continental Congress, which would later adopt the Declaration of Independence. This would lead to the American Revolutionary War where control of the seas would be crucial.

The Continental Congress authorized the purchase of two vessels to be armed and used against British merchant ships and initiated the building of frigates. Congress also issued many letters of marque to encourage privateering.

In 1779 John Paul Jones on board the USS *Bonhomme Richard* led a small fleet. They pursued a British merchant fleet protected by the 4th rate ship HMS *Serapis* and the 22-gun HM-hired armed ship *Countess of Scarborough* and won a heroic victory. Despite a number of successful actions, the newly formed US fleet could not match the might of the Royal Navy. It took the appearance of the French fleets on the American side to disrupt British operations significantly.

After the War of Independence the US was left with a small navy and could not afford to rebuild. However, in the mid to late part of the 1790s, tensions between the US and revolutionary France increased, leading to Congress authorising the building of six frigates: USS *United States*, *President*, *Constellation*, *Chesapeake*, *Congress*, and *Constitution*.

These soured relations with France eventually developed into the Quasi-War, an undeclared war fought almost entirely at sea, mostly between privateers and merchant ships or between frigates, such as the capture of *L'Insurgente* by USS *Constellation*.

For many years, the US had been paying tribute to the North African Barbary Pirates, to avoid their commercial routes being plundered. When the tributes were stopped, Tripoli declared war on the United States beginning the First Barbary War in 1801. This led to a number of small sea battles and some daring land attacks by the newly formed American marines.

Up until 1812, the Royal Navy had the habit of pressing American sailors into their ranks. Great Britain also supported Indian tribes of the North West territories, who would then raid American settlements. This led to the US declaring war on Britain in June 1812. This conflict, known as the War of 1812, saw mostly frigate-on-frigate action or engagements with small fleets – the US navy succeeding in the main despite it being outnumbered fifty to one

When playing the USA in *Black Seas*, you might want to limit games to smaller fleet actions, as the US Navy did not build larger ships until a later period which *Black Seas* doesn't currently cover.

National Rules

Over Fitted

The US Navy had few large ships, but tended to reinforce the structure of its frigates and add many guns to them. The Over Gunned upgrade only costs 80 points instead of 100 points, and the Sturdy upgrade only costs 40 points. However, the USA cannot field 1st, 2nd or 3rd rate ships.

Drilled

The crew of US ships were periodically drilled in gunnery and were faster at reloading their cannons than many other nations. To represent this, US ships always get a +1 to hit modifier when shooting.

USS *Constitution*

Special Characters

COMMODORE STEPHEN DECATUR..........................30 PTS

An American naval officer notable for his heroism in the First and Second Barbary Wars and in the War of 1812. Decatur was the youngest man to reach the rank of captain in the history of the US Navy, and the first American celebrated as a national military hero who had not played a role in the American Revolution.

- +1 to hit modifier versus privateers and +2 to hit modifier in any boarding action against privateers.

CAPTAIN JAMES LAWRENCE ....10 PTS

An American naval hero of the War of 1812, in which he died commanding the USS *Chesapeake* during a single-ship action against HMS *Shannon*.

- A ship commanded by James Lawrence always succeeds when testing to Strike the Colours.

OLIVER HAZARD PERRY...40 PTS

An officer in the United States Navy who served in the War of 1812 and earned the nickname "Hero of Lake Erie" for leading American forces in a decisive naval victory against the Royal Navy.

- Adds +1 to hit modifier when shooting and +1 to the result needed to pass a Skill Test when fighting in any scenario agreed to be considered set on any US lake.

Famous Ships

USS CONSTITUTION

One of the American 'super-frigates, "Old Ironsides", as she was nicknamed by her crew, is most noted for her actions during the War of 1812 against the British, when she captured numerous merchant ships and defeated various Royal Navy warships.

- When hit, make a Skill Test. If successful, reduce the total damage suffered by half, rounding up.

USS ESSEX

A 36-gun frigate that participated in the Quasi-War with France, the First Barbary War, and the War of 1812. She was very successful in disrupting British whaling in the Pacific.

- +2 to hit on boarding actions.

Ship	Size	Broadside	Stern	Bow	Ship Points	Turn Angle	Rate of Knots	Break Value	Points
USS *Constitution*	L	3H-3L-1C	–	1L	60	Red	5	20	290
USS *Essex*	M	2H-1L-1C	–	1L	45	Red	5	15	190

PLAYING A CAMPAIGN

Conflicts of the period covered in this book rarely remained isolated nor were they fought only on the seas. Below we offer some guidance and suggestions for how you might link games together in *Black Seas*. We've outlined a possible structure for a campaign, with a set of appropriate rules that you may like to use, but we've also suggested other possible approaches, and a few ideas on where you might need to adapt *Black Seas* scenarios to fit a campaign context.

Campaigns Which Link *Black Seas* Games

We present two possible approaches to playing campaigns. However feel free to change them or design your own! First, it is a good idea to make sure that the players who sign up to the campaign (ideally between two and six) can all commit to play a minimum number of games in a specified time (e.g., three a week, one a month). We also suggest creating a narrative to link the games, such as a specific series of historical battles or an imaginary 'what if' situation set in any given period. You can even have alliances of nations or each player against all the others. You will need to make notes and keep records after each battle, as the same ships will fight throughout the campaign gaining experience but also accumulating damage.

MNF *Baionnaise* captures HMS *Ambuscade*, 1798, by Peter Dennis © Osprey Publishing. Taken from *Duel 52: British Frigate vs French Frigate*.

Each player starts the first game with 500 'resource' points. These resource points are spent on creating each player's initial fleet. Later, resources points can be used to repair damaged ships or purchase new ones. These points can also be used to purchase upgrades. All new ships begin with Inexperienced crews (remember to take the reduction in points into consideration). After each of games two, three and four, each player gains a further 500 resource points. From game five onwards, until the end of the campaign, each player only gains a further 200 resource points per game.

For each stage of the campaign, choose which scenario to play that best suits the narrative, or decide randomly. Where random choice leads to a scenario being played more than once by the same players, we suggest swapping their roles, so the previous attacker now becomes the defender. Alternatively, choose a different scenario.

If there are more than two players, you'll need to make sure that all the players in your campaign have an equal chance of playing each other. One way to do this is to create a simple table, like a sports league table, in which each player is scheduled to play each of the others. Obviously, as each player's fleet accumulates damage and spends points on new ships, there may be some unbalanced conflicts as the league progresses, leading to some interesting tactical challenges in later games.

In several cases, you will need to alter the scenario to suit the fleets the players have built. For example, in the case of Scenario 2, which requires a merchant, the defender will temporarily control a merchant on top of his fleet list, but only until the end of the game. Wherever possible the points needed to play each scenario should be used. However, if player's fleets don't have the required minimum amount of points, then they should deploy their entire fleet with the exception of any ship with damage below its Break Value.

Alternatively, players could be allowed to deploy any size force regardless of what the scenario says. Ignore the fleets and points totals specified in the chosen scenario, and instead use some or all of the ships a player has available. In this case, players are not required to use their entire fleet for a given scenario, if they don't wish to, and may keep their choice of ships

Powder Monkeys

In order to protect gunpowder from getting wet or from accidental exposure to naked flames, it was stored in the powder magazine deep in the hold of a ship. The youngest members of the crew, sometimes not older than 10 or 12 years, had the role of fetching the powder charges from the magazine and taking them to each gun. As they had to nimbly and quickly navigate the busy decks and ladders of a ship during an attack, they became known as 'powder monkeys'.

secret until deployment. This can lead to some surprises, and means players can protect some of their weaker ships, perhaps awaiting repair.

There are several ways you can adapt two-player scenarios to work with three or more players. The easiest is to allow players to form alliances, either permanently within the campaign, or just for a given scenario. Some scenarios can also be adapted to give a third player a role, though this may need some thought beforehand. For example, the merchants in Scenario 4 might be given an escort from a third player's fleet and scenario 6 could easily allow two attackers. More complicated, but potentially leading to interesting games, is to combine two scenarios, where different fleets have different objectives. If you're going to try this, however, it's best to have worked out the possible scenario(s) before the campaign begins.
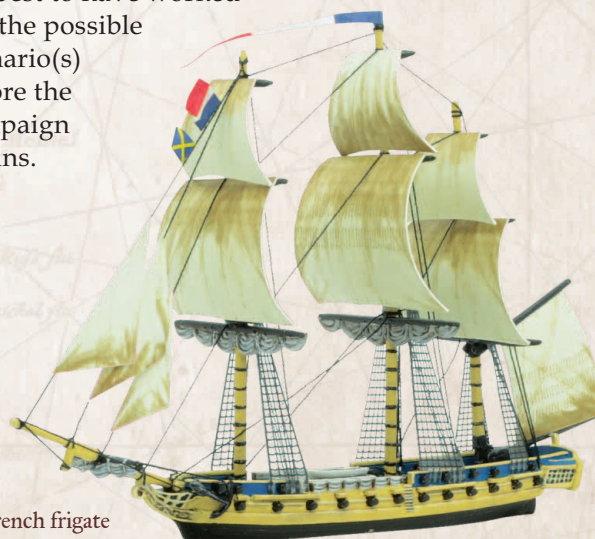
French frigate

Naval officer's bead pattern sword
(1780-1800) © *Copyright Royal Armouries*

Each ship's crew will move up a level in experience for every two games it survives with more Ship Points than its Break Value. Once a ship's crew is Veteran, if they capture or destroy at least one enemy ship during a game of equal or greater size/rate, that ship will gain one of the following upgrades: roll D10 on the table below (re-roll if the ship already has the upgrade rolled). Note: Famous Ships never make this roll.

After each game, note the final Ship Points for each ship. These will be the same Ship Points the ship starts the next game with (i.e. don't reset to the full Ship Points it began the campaign with). You can repair ships between games by spending the resource points assigned before each game. To restore 1 Ship Point you must spend 1 resource point. For

example, if a Brig, which starts with 20 Ship Points, ends a game with 12 Ship Points, you will need to spend 8 resource points to refit her back to full strength.

During a game you can capture a ship. First, you must be grappled with a ship that has Struck its Colours at the end of the game. If this happens, add the ship to your roster and the opponent will have to strike her off their roster. In the following game, the Ship Points will still be the same as when she was captured, unless they are repaired. Additionally, it will start with a new Inexperienced crew just like any other new ship.

In a campaign like this, you will often be playing with opposing forces consisting of different points values. In this case, calculate

D10	UPGRADE	EFFECT
1	Sharpshooters	When using musket fire, you may re-roll the Skill Test.
2	Boarding Nets	Opponents suffer a -1 penalty to all grappling attempts directed against this ship.
3	Grappling Hooks	Add +1 to the Skill Test to grapple an opponent.
4	Trained Marines	Add +1 to the to hit target number on all boarding actions.
5	Master Caulker	When attempting to repair damage, repair an extra 2 points (even if the Skill Test is failed).
6	Master Gunner	The first time this ship shoots in the game, it can re-roll any misses.
7	Ship's Surgeon	For each hit suffered during a boarding action, make a Skill Test. On a success, take no damage from that hit.
8	Swivel Guns	Before the first round of a boarding action, make a successful Skill Test to inflict 4 damage on the enemy before any further action takes place.
9	Master Carpenter	+1 to the Skill Test roll to repair damage.
10	Lucky	Once per game, re-roll all the dice in a single Skill Test, shooting attack or boarding action, even successful ones. You must accept the second result.

the difference in points between the two fleets. The owner of the smaller fleet will receive the difference in points at the end of the game on top of the usual resource point allocation.

However, don't do this if allowing players the option to deploy any fleet size in a scenario. Instead, allocate extra resource points at the end of the game, to the player whose fleet has the smaller points values, as follows:

If the difference is less than 10%, no additional resource points are given. If the difference is between 10% and 50% then allocate an extra 100 resource points to the smaller force. If the difference is more than 50%, the smaller force receives an additional extra 200 resource points.

Campaigns can end in several ways. A narrative campaign, based on a historical conflict, might end when a specific historical objective is reached, such as capturing a named port or island. In this case, you would probably begin by placing your scenarios in order, to end with the climactic and decisive battle. Alternatively, the campaign might be won by the first fleet to reach a certain points level (which would usually mean by gaining the

Captain's Sword

This was usually a slightly curved or straight blade, between 26 and 32 inches in length. In most cases, the grip was bone or ivory with wire bands and a steel hilt. When a ship's crew was defeated in hand-to-hand combat it was customary for the defeated captain to give up his sword and hand it to the victorious captain as a sign of respect and chivalry typical of the period.

most victories and suffering the least damage) or in a two-player campaign when one opponent has been completely destroyed. Or you may simply decide to play a set number of games. You might even set a target for total victory points by using the method given in scenario 12 to calculate Victory points. With the addition of an extra 4 points for a major victory and 2 points for a minor victory for those scenarios that include these victory conditions.

Linking *Black Seas* & *Black Powder* Games

Another interesting way to link games is to connect the outcome of a game of *Black Seas* with a game of *Black Powder* or vice versa.

Playing with a narrative greatly helps here as it allows you to choose the most appropriate scenario, and the effects of each game can be varied. For example, if you manage to successfully land troops using scenario 9 – Landing Expedition, then you will perhaps have an extra brigade to command in the next *Black Powder* game you play. Or if you win a battle of *Black Powder* fought around a fort, you can play scenario 7 – Coastal Raid and reduce the opponent's shore guns' strength or giving them -2 to hit.

Or you might play a campaign which uses *Black Powder* to resolve land battles and *Black Seas* to resolve sea battles. Such a campaign probably needs an umpire, who would have the role of working out what the impact of the two kinds of battle would be. For example,

would losing a game of *Black Seas* mean your *Black Powder* army did not get the reinforcements it was expecting by sea? Or would winning a *Black Powder* battle, mean that all ships get the Trained Marines upgrade because they managed to break through and join the fleet?

However you chose to play your games of *Black Seas*, we hope you will enjoy fighting many battles on the high seas.

Spanish brig

Rigging a Ship

The model ships included in the *Black Seas: Master & Commander* starter set are already fantastically detailed. However, if you wish, you can add an extra level of detail to your vessels by using the spool of thread included in the game to attach rigging lines to your ships. A word of caution: this process is intricate and can be fiddly; we recommend it only to the dedicated modeller.

ESSENTIAL TOOLS

You will need: a spool of black thread, small scissors, a pair of tweezers, and super glue. A tiny drop of super glue is used to seal each knot and to stiffen the end of the thread, making it easier to thread through holes. After you complete each step, cut off any loose ends.

1 Tie a piece of thread on the main mast (a). Run one side of it to the base of the fore mast (b) and the other to the base of the bowsprit (c). Next, tie a thread on the mizzen mast (d) and the other at the base of the main mast (e).
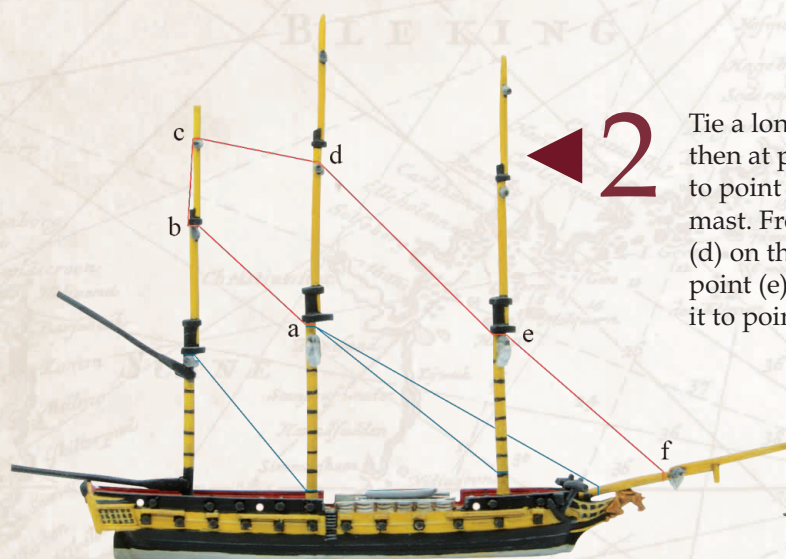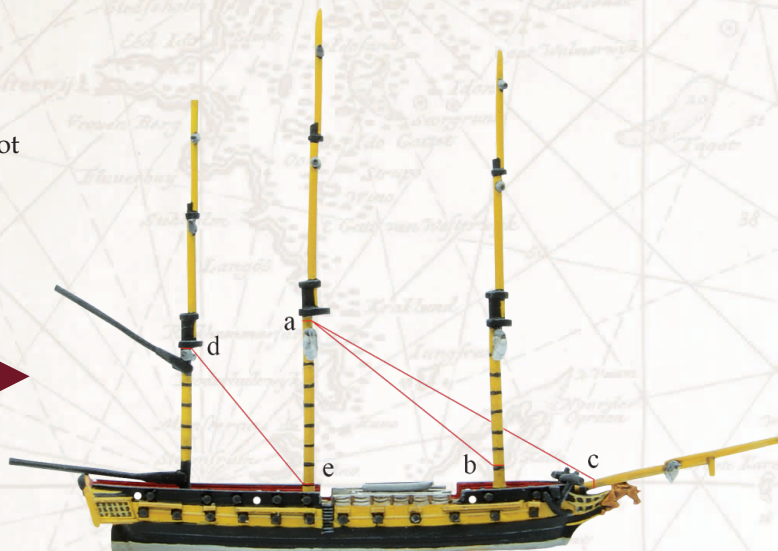
2 Tie a long piece of thread on the main mast (a), then at point (b) on the mizzen mast and run it to point (c) on the upper section of the same mast. From this point, run the thread to point (d) on the main mast, tie and run the thread to point (e) on the foremast and tie off. Finally, run it to point (f) on the bowsprit and tie off.

3 You will need to follow this step for all three masts. Tie a long piece of thread at the top of the mast (a). Run down to the right hand side; thread it through the hole (b) from the outside of the ship towards the inside. Then up to point (c), thread it between the mast and the thread used in step 2. Tie around the mast and down to the hole on the left (d), going from the inside, out. Then back up to point (a) and tie around the mast. Note, if you have a resin model you will need to drill these holes.
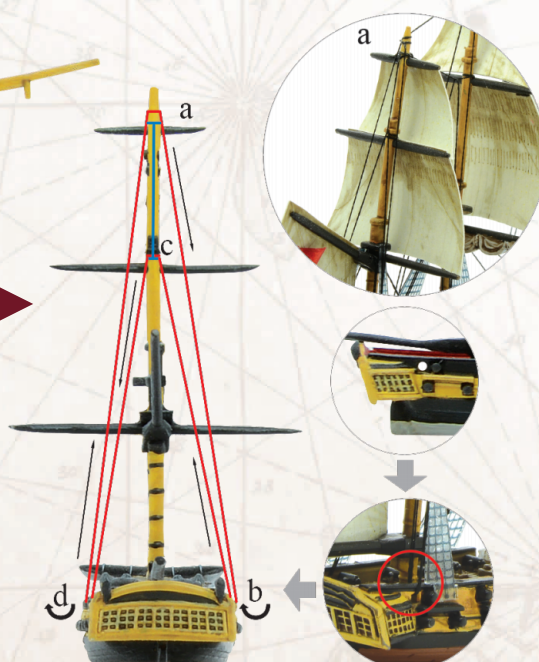
4 Tie a knot on point (a) on the mizzen mast (or use any excess thread from step 3) and run it to (b) on the main mast and tie off, then take it to (c) on the fore mast and tie. Finally, take it to point (d) on the bowsprit and tie off.
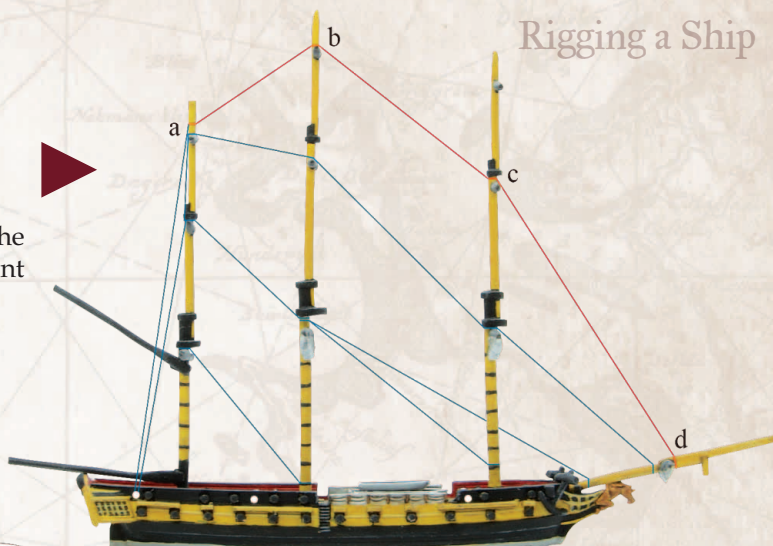
5 Tie a knot on point (a) on the main mast then carry on the thread to (b) on the fore mast and tie. Finally, run it down to (c) and tie off on the bowsprit.
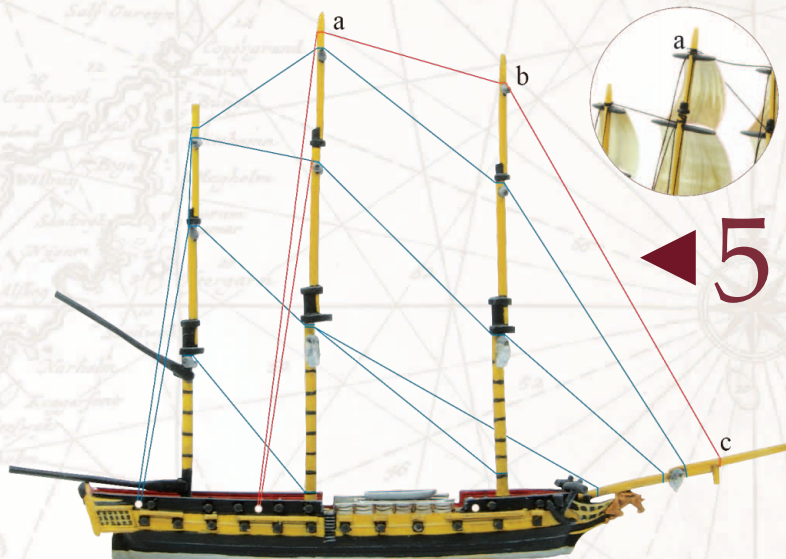
6 Tie a knot on point (a) on the fore mast and run it to point (b) on the bowsprit and tie. Finally, run it back to point (c) and tie off.
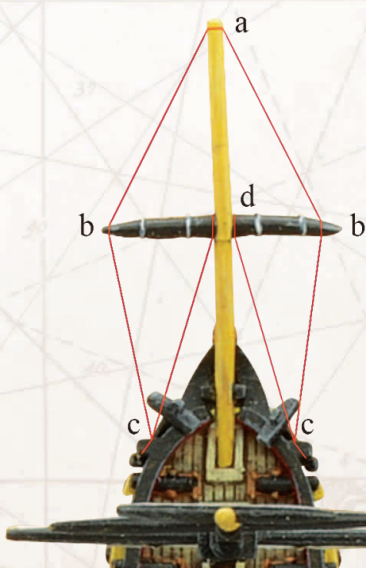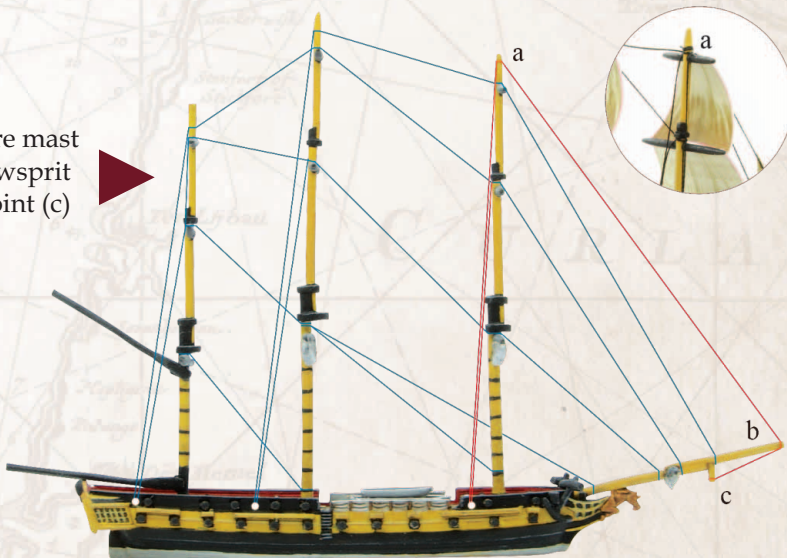
7 Tie a knot on the tip of the bowsprit (a), run one end to point (b), tie, then to point (c). Do the same on the other side and finally tie the two ends together under the bowsprit at point (d) and glue.

Painting Guide

There wasn't a defined paint scheme used consistently by specific navies, but rather a fairly limited pallet of colours that could be used in various combinations as chosen by each captain.

Captains of unrated vessels and most frigates could paint their ships in a variety of colours, such as: white, yellow ochre, red, black, or dark blue-grey. More commonly they painted the hulls black and added a coloured stripe of varying thickness in yellow, red, pale orange, white, green, or occasionally light blue. Ships of the line tended to have a more limited pallet. Here we present a few ways in which you could paint and theme your fleet.

ROYAL NAVY

The British favoured black for their hulls with one, two or three stripes painted in yellow ochre (described as "baby puke yellow" at the time), which did not necessarily run along the lines of the gun ports. In the 1790s a new chequered scheme was introduced known as the "Nelson checker". This added black to the outer part of the gun ports on the yellow stripes. Masts could be varnished wood, yellow or white with black Tops, Bands and Yards.

FRANCE

Hulls were usually yellow or red, with black stripes. Sometimes blue details were added. We have used a slightly lighter shade of yellow for our French and added an upper blue stripe on most of the ships to unify the look of the fleet. Masts were yellow with white, black or blue tops, bands and yards.

SPAIN

Spanish ships had various different, yet similar, patterns to the French and the British. However, they favoured a red or maroon hull with black stripes. They sometimes also had blue details, especially on the stern of the ships. Like the French, they could have red, white or yellow masts, with white, black or blue tops, bands and yards.

UNITED STATES

During, and immediately after, the American War of Independence, the colours of US Navy hulls would be quite generic: naked wood, white with black stripes, or would follow the British colours. Later they started adopting black hulls with white stripes, black or white masts, and wood, white or black tops, bands and yards.

OTHER DETAILS

The inside bulwarks were usually red, yellow, kaki green, blue, black, or wood. The gun carriages where red, yellow or wood. The insides of the gun ports were red, yellow, black, or wood. The decks were a lighter ash or very light wood colour. The gratings, rails, and similar containers or openings on the upper deck were black, wood, red, maroon or a darker wood colour; usually one or two different shades on the same deck.

The keel could be copper, white, black, red, blue, khaki green or wood.

The stern of the ships could be quite decorative and could be painted in either similar colours to the hull, or in a contrasting colour. With black, blue, red, white and yellow ochre being the most popular. They could also have decorations painted in gold, or painted to realistically represent whatever they were.

Figure heads were often painted to realistically match what they represented, or they could be white, gold, bronze or wood.
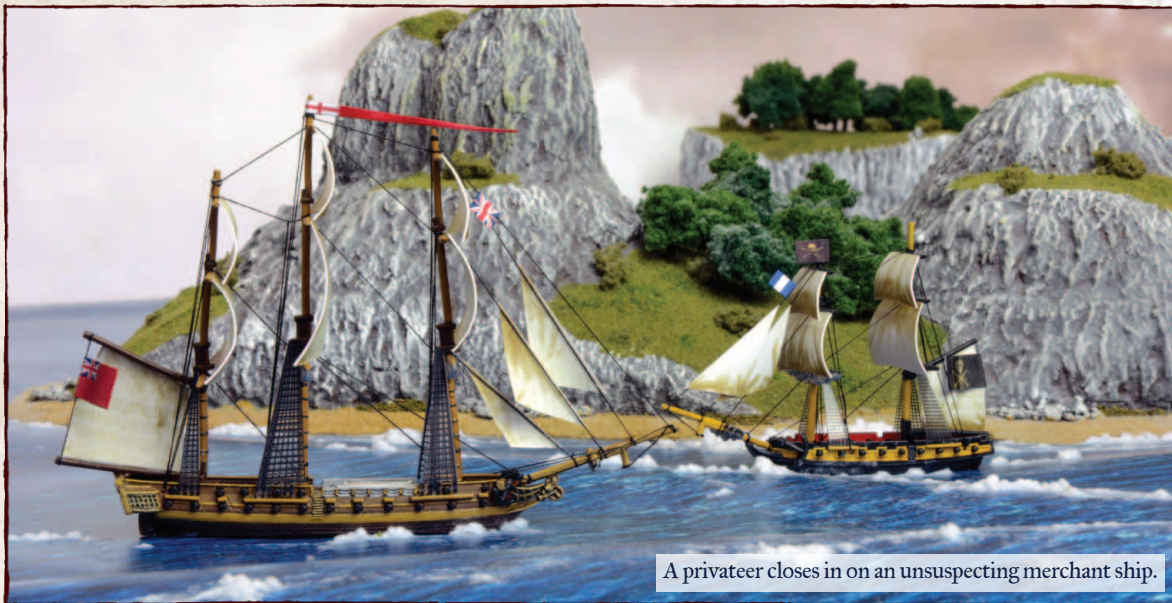
A privateer closes in on an unsuspecting merchant ship.

A French frigate under fire from two Royal Navy brigs.

Royal Navy brigs accompany a squadron of gunboats.

BIBLIOGRAPHY

Adkins, Roy and Leslie Adkins (2007) *The War for All the Oceans*, Viking

Chartrand, René (2006) *Gibraltar 1779-83: The Great Siege*, Campaign 172, Osprey

Davies, David (2002) *A Brief History of Fighting Ships*, Robinson

Forczyk, Robert (2005) *Toulon 1793: Napoleon's First Great Victory*, Campaign 153, Osprey

Fremont-Barnes, Gregory (2005) *Trafalgar 1805: Nelson's Crowning Victory*, Campaign 157, Osprey

Fremont-Barnes, Gregory (2011) *Nile 1798: Nelson's First Great Victory*, Campaign 230, Osprey

Gardiner, Robert (2006) *Frigates of the Napoleon Wars*, Naval Institute Press

Gardiner, Robert (1998) *The Naval War of 1812*, Naval Institute Press

Howard, Martin R. (2015) *Death Before Glory! The British Soldier in the West Indies*, Pen and Sword

Lambert, Andrew (2002) *War at Sea in the Age of Sail 1650-1850*, Harper Collins

Latimer, John (2009) *Niagara 1814: The Final Invasion*, Campaign 209, Osprey

Lloyd, Christopher (1973) *The Nile Campaign*, David and Charles

Regan, Geoffrey (2001) *Geoffrey Regan's Book of Naval Blunders*, Andre Deutsch

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

INDEX

French
gunboat
squadron

Quick Reference Sheet

Skill Tests

Crew Level	Required Score
Inexperienced	6
Regular	5 or 6
Veteran	4, 5 or 6

Boarding To Hit Chart

Boarding To Hit Table	
Inexperienced	4 or less
Regular	5 or less
Veteran	6 or less

Wind Direction

2D6 Score	Result
2	Reduce Rate of Knots for all ships by 2 for this turn only.
3	Move arrow on wind rose one step clockwise.
4-10	No change this turn.
11	Move arrow on wind rose one step anti-clockwise.
12	Add 1 to Rate of Knots for all ships for this turn only.

To Hit Chart

BASE TO HIT: 5 OR LESS ON A D10		
Situation		**Modifier**
Firing more than one gun position in a Turn	First gun position fired	No modifier
	Second gun position fired	No modifier
	Third gun position fired	-1
	Fourth gun position fired	-2
Range	Target over 10" away	-2
	Point Blank Range – the target is within 3" of the gun position (*Not applicable for mortars*)	+2
Crew	Veteran	+2
	Inexperienced	-2
Speed	Shooting vessel is Anchored	+1
	Shooting vessel at Full Sails	-2
	Target vessel has sailed more than 10" in its previous move	-1
Target size (*Only use one size modifier*)	Tiny	-2
	Small	-1
	Large or Extra Large	+1
Visibility Obscured/Partial Target		-2
Aiming high		-2
Fire as she bears (see page 33)		-2

Weather Conditions

D6 Score	Result
1	**Smooth as a glass pond** Add +1 to the to hit numbers of all gun positions.
2-4	**Calm:** No modifiers apply.
5	**Rough seas** Apply a -1 to the to hit numbers of all gun positions. A successful Skill Test will be needed to go above Light Sails. No ship may travel at Full Sails.
6	**Stormy seas** Apply a -2 to the to hit numbers of all gun positions. Ships may only travel at Light Sails.

Shooting

Gun Type:	Heavy Cannon	Light Cannon	Carronade	Mortar
Maximum Range:	20"	14"	8"	22"
Dice Colour:	Blue	Red	Black	Any
Damage:	2	1	3	1D6

Remember, vessels manned by Inexperienced and Regular crews must target the closest available enemy to each gun, whereas Veteran crews may choose any target in range if they successfully pass a Skill Test.

Initial Broadside

Ship Category	Number of extra D10s rolled
Tiny	N/A
Small	1 Light Cannon
Medium	1 Light Cannon 1 Heavy Cannon
Large	1 Light Cannon 1 Heavy Cannon 1 Carronade
Extra Large	1 Light Cannon 2 Heavy Cannons 1 Carronade

Colliding

Attacker's Size	Target's Size				
	Extra Large	Large	Medium	Small	Tiny
Tiny	1	3	4	6	8
Small	3	4	6	8	10
Medium	5	6	10	10	10
Large	8	10	12	10	10
Extra Large	12	14	16	14	10
Terrain	30	26	20	16	10

The Age of Sail Battle Game
BLACK SEAS
1770-1830

Black Seas focuses on the golden age of sail, which encompasses the period between 1770 and 1830. During this period of maritime warfare ships were beautiful and deadly machines of war.

This *Black Seas* rulebook allows you to recreate the thrilling naval battles of the age of sail in all their glory. Utilising a unique and innovative initiative system based around the most important factor of sail powered combat: the wind. Additional rules enable you to fight in a 'line of battle', engage shore batteries, rake your enemies with withering initial broadsides or capture vessels in heroic boarding actions. All while avoiding such hazards to navigation as fog banks, fire ships and shipwrecks.

The rules allow you to field fleets comprised of vessels ranging from the tiniest gunboats up to the true giants of the waves, the mighty 1st rate warships. Also included are rules for such famed vessels as *Bucentaure*, *Santissima Trinidad*, USS *Constitution*, and the legendary HMS *Victory*. *Black Seas* also provides national rules for the four main protagonist of the era: the French, Spanish, American and Royal Navies, including rules for such renowned commanders as Commodore Decatour, Admiral Villeneuve and the inimitable Admiral Lord Nelson.

The thirteen scenarios included range between merchant raids, running blockades and fighting pitched battles, finally culminating in the engagement that defined naval combat in the age of sail: the Battle of Trafalgar.

Find the whole *Black Seas* range at:
www.black-seas.com

WARLORD GAMES™

Product code: 799410001