WOODEN SHIPS & IRON MEN
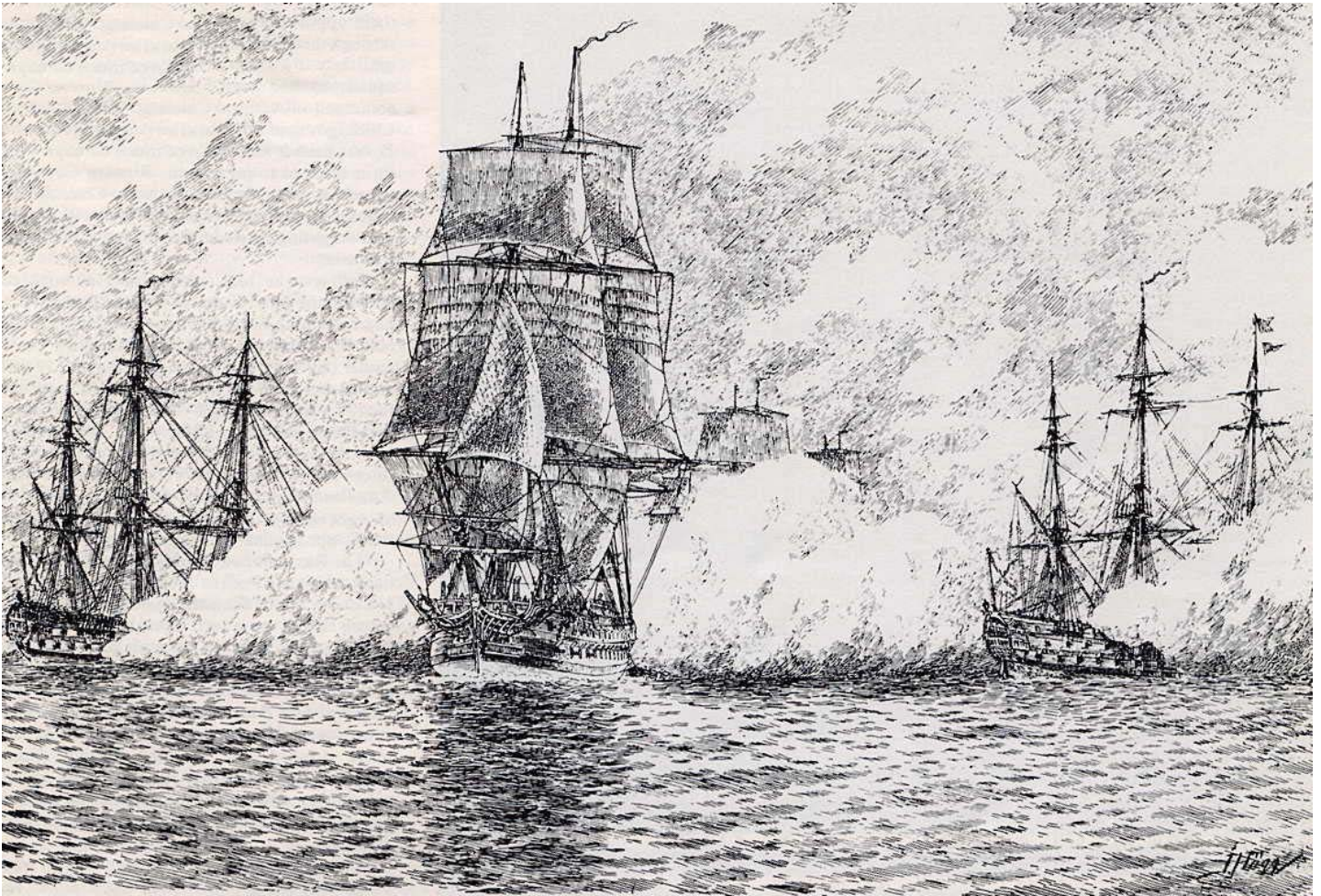
TOURNAMENT EDITION RULES
VERSION 1.2b

WOODEN SHIPS & IRON MEN

THE AVALON HILL GAME COMPANY'S TRADEMARK FOR ITS FIGHTING SAIL GAME

TOURNAMENT EDITION RULES

RULES REVISION –VERSION 1.2b

COMPLETED BY TIMOTHY HITCHINGS AND WILLIAM ROHRBECK

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WHAT'S NEW?

For the purposes of Tournament Play, we have revised the WS&IM, 2nd Edition Rules. All changes are in italics and underlined. Some changes involve no actual revision but simply move the rule from the Optional Rules to the Advanced Game Rules or provide further clarification or comments. The rules are set out in a progressive numbering system for easier reference. Any rule preceded by a *, for example *24.3.2.3.1, has additional information located in the Addendum. This information may be in the form of explanations, clarifications, or examples. Here are the areas that have changes made in version 1.2:

Basic Game:
> + **Fouling/Unfouling:** (see Advanced Game Tables, see also 6.0 Unfouling Phase, see also 8.3 Collisions), Changed to a two dice system with more modifiers.
> + **Grappling/Ungrappling:** (see Advanced Game Tables, see also 9.0 Grappling/Ungrappling Phase), Changed to a two dice system with more modifiers, restrictions.
> + **Boarding Parties:** (see 12.1.4) Crews transferred to another ship assume the worst crew quality of the two ships.
> + **Melee:** (see Crew Melee Strength Table) Changed DBP's point values for crew squares, now have a bonus, clarified OBPs.

Advanced Game:
> + **Wind Change:** (see 17.0 Sequence of Play; A - Wind Phase) Is now rolled every turn using two dice.
> + **Wind Numbers:** (see Changing Wind Number Chart) Changed to reflect a two dice system
> + **Wind Effects:** (see 18.2 Wind Effects) Changed to reflect limited use of modifiers/effects instead of entire Table
> + **Full Sails:** underwent a number of changes
>> + Full Sail changes must now be noted during Movement Notation (see 20.1.5.2).
>> + Damage taken against rigging at FS has been reduced (see 20.1.3).
>> + Changes in sail status now require commitment of a crew section to Men in the Rigging (see 20.1.5.3).
>> + Ships at Full Sails suffer a negative HDT modifier (see Advanced Game HDT).
> + **Movement:** (see 20.4.2) Ships may no longer begin with a turn if ending the previous Movement Phase with a turn.
> + **Repairs:** (see 20.5 – Repairs) Required to be plotted during Movement Notation, once committed to, cannot be changed
> + **Fouling/Unfouling, Grappling/Ungrappling:** addition of several modifiers reflecting Wind Effects over the Basic Game changes.
> + **Chainshot:** (see 24.2.2.1) It now has range of four.
> + **Doubleshot:** (see 24.2.3.3) Can be loaded in one turn if ship has three sections available for the task.
> + **Men in the Rigging:** (see 20.1.5.3 and 24.5 Men in the Rigging) Addition to sail status changes; use of crew section affects combat, etc.
> + **Rakes:** (see 24.4 Rakes) The optional rake determination rule from the 2nd edition Optional Rules is now the rake rule for the Advanced Game. The maximum range for a rake is now five hexes.
> + **Exploding Ships:** (see 24.3 Sink and Explode) It has been moved from the 2nd edition Optional Rules to Advanced Game Rules
> + **Critical Hits Table:** It is now a two dice system (see Critical Hit Table, see Addendum, A – Critical Hit Table). Some changes to "what is" and "is not" a result from the original.
> + **Anchors**: (see 20.3.8) Ships now have two anchor cables
> + **Reload Phase:** (see 26.1.1) Crew fatigue and powder usage now have an affect.

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Addendum: An addendum has been added. The Addendum contains explanations, clarifications and examples pertaining to various sections of rules. The Addendum follows the same numbering scheme as the rules preceded by the letter A, for example 24.3.2.3.1 dealing with exploding ships is in the addendum as A-24.3.2.3.1.

Addendum – Part 2: Has the Master Ship Specification Sheets for all known ship types for the various nations. The sheets have been adjusted to reflect the Advanced Game, ie. the hull, crew and guns have been increased from the Basic Game numbers. New to the list from past tournaments are the Portuguese. Also new are several 74 gun SOLs the Americans could/should (you as the leader of the Americans would certainly have had them completed) have had done during the War of 1812. Take a look, they're awesome. Also, a revised Ship's Log sheet is provided. Players may opt to use it in place of the one provided with the game.

Appendices: The Appendices contains a wealth of information. First, they contains copies of every known article from the General (Avalon Hill's Magazine). Second, they contain copies of the section of the 2nd edition rules not covered by the revision, ie. the historic scenarios.

Charts and Tables: There are two Advanced Game Charts containing all charts and tables needed to play the game (revised or not). As noted in the section above, several of the charts contain revisions to reflect new changes in the rules.

Changes from version 1.2 to 1.2a: There were no actual rule changes made in the 1.2a version of the rules. The 1.2a version of the rules corrected a number of typos, misprints and spellings.

Changes from version 1.2a to 1.2b:
> **+ Fouling/Unfouling:** (see Advanced Game Tables, see also 6.0 Unfouling Phase, see also 8.3 Collisions), Changed modifier for ship's crew to be cumulative instead of for just either ship.
> **+ Grapeshot:** Changed to allow the firing of a roundshot load as grapeshot if stated prior to firing.
> **+ 38.2.2.1:** Added amplifying note to reflect the permanent nature of gun losses taken attempting to refloat when running aground.

Addendum Changes:
> **+ A-12.1.4:** Added amplifying note pertaining to prize crews.
> **+ A-24.1 Reduced Fields of Fire:** Added amplifying remark pertaining to blocked ships and requests for allowing them stern or bow shots.
> **+ A-24.2.4.5 Grapeshot:** This is a new addition, remarks pertaining to the change made allowing a roundshot load to be fired as grapeshot.

Ship's Log:
> + Only change made was the addition of a box for reporting the depth for use in games where shoals are present. Change was made to the Ship's Log and to the corresponding diagram and schematic description found in the Addendum, Part 2.

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INTRODUCTION TO RULES

1.0 INTRODUCTION

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

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

2.0   COMPONENTS
2.1 Game Equipment:
a. Mapboard consisting of two sections which can be joined together in a variety of ways to allow more freedom of movement.
b. Set of die-cut counters.
c. Advanced Tables Card.
d. Rules of play and scenario manual.
e. A "log" pad.
f. One die.

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

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

Wind Direction

Full Sail

Strike

Explosion

Sinking

2.31 Ship Classes: Each ship overview on the counter represents a class of ship. Classes denote

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different sizes and types of ships. NOTE: Care must be used to match the proper class counter for each ship being played. The size of the ship is indicated by the size of the class overview. *Ship classes range from the highest class of 1 down to 7.*

Privateer (P) Class varies

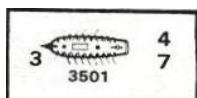Nr. 1 Ship-of-the-line (S.O.L.)
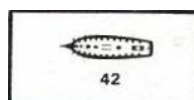
Merchantmen (M) Class varies

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

Fireship (FI) Class varies

Nr. 3 Frigate (F)
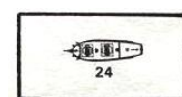
Bomb Ketch (B) (no provision for use in rules)

Nr. 4 Frigate (F) or Corvette (C)

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

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

Nr. 7 Gunboat (GB)
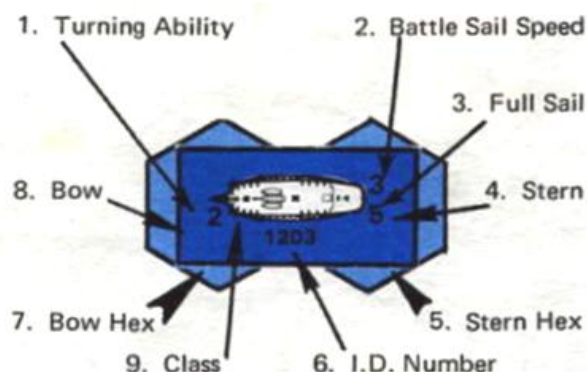
2.31.1 Turning Ability: The maximum number of 60 degree turns which that ship can make during the course of the Movement Execution Phase.

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

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

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

2.31.5 Stern Hex: The hex that the stern and rear halve of the ship occupies.

2.31.6 Identification Number: Each counter has a four digit number which is used to identify it with the ship it represents. The first digit refers to the nationality of the vessel. The second number refers to the class of the ship (see below). The last two digits serve to identify the counter as separate from any other.

Nationality:

1 (red) = British
2 (White) = French
3 (Gold) = Spanish
   (Gold) = Venetian
4 (Light Blue) = American
  5 (Light Orange) = Batavians (Dutch)
  6 (Violet) = Danish
  7 (Gray) = Ottoman Empire
  8 (Green) = Russians
  9 (Yellow) = Swedes
  0 (Pink) = Portuguese
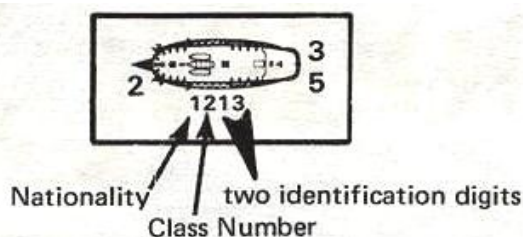
2.31.7 Bow: The bow of a ship is its front. This is the pointed end of the ship diagram on the counter. The bow always points in the direction in which the ship is sailing.

2.31.8 Bow Hex: The hex that the bow and the forward halve of the ship occupies.

2.4 Basic Game And Advanced/Optional Tables:

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

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

2.5 Log Sheet Pad:

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

3.0 PREPARE TO PLAY
3.1 Mapboard Set Up:

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

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

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

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

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

3.2 Log Sheet:

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

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

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

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

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

3.2.4 On lines 4, 5, 6 and 7 place movement allowance for each attitude to the wind. This information can be found in the Movement section of the Basic Game (7.0). Ignore the parenthesis for the Basic Game as these spaces are intended for full-sail movement in the Advanced Game.

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

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

3.2.7 The number of crew squares allotted to each ship is placed in section 10. All crew squares are divided into sections. In the Order of Battle, the number of sections and number of crew squares per section will be given. Each crew section has a corresponding numbered row in the "log". Squares not being used should be marked out.

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

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

3.2.10 Section 13 is the Rigging section. Each line of squares represent one battle sail speed factor. The number of rigging squares per battle sail speed factor is given in the Order of Battle. Squares not used are marked out.

3.2.11 On the movement column (14) of the ship's log, there is a load section. It is composed of two spaces, one marked L for left broadside; the other marked R for right broadside. In these spaces the type of shot for each broadside is marked. There

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are four types of shot to be used; roundshot, chainshot, grapeshot and doubleshot. Each has advantages and disadvantages to be discussed later. You can load each broadside with one type of shot although both broadsides need not have the same type. The spaces in the load column are marked; R for roundshot, C for chainshot, G for grapeshot and D for doubleshot. For the Basic Game only roundshot is used.

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

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

BASIC GAME RULES

4.0 INTRODUCTION

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

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

5.0 SEQUENCE OF PLAY

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

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

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

C. Movement Execution Phase: When both players have completed their log notations, all simultaneously move exactly as their movement

was written in the log. Retrace any possible collisions one hex at a time. If any collisions occur, check for fouling.

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

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

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

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

H. Load Phase: Load broadsides.

6.0 UNFOULING PHASE

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

If after the completion of all unfouling attempts, any ship still remains fouled to one or more enemy

ships; it must wait until next turn to attempt to unfoul.

Successful Unfouling is noted by writing a circled letter F in the notes section of the log.

6.1 *Players may add one to the Unfouling dice roll by marking off one rigging square for the rolling ship. Only one rigging square may be marked off per attempt in this fashion.*

7.0 MOVEMENT NOTATION PHASE

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

7.1 Movement and Turning Allowance:

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

7.1.2 The battle sail speed of each ship is printed on the counter adjacent to the stern of the ship diagram (see 2.31.2). All ships have a battle sail speed of either 3 or 4.

7.1.3 Along with the battle sail speed, the attitude of the ship to the wind must be determined. There are four attitudes to the wind for each ship, labeled A, B, C and D. Each letter represents a different position of the ship in relation to the direction that the wind is blowing. See diagram:
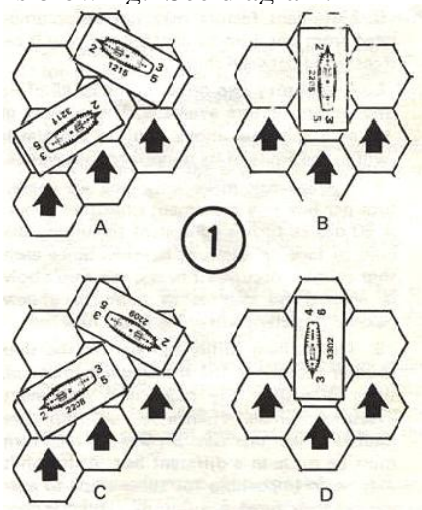
Diagram No. 1 compares the different ship positions to wind.
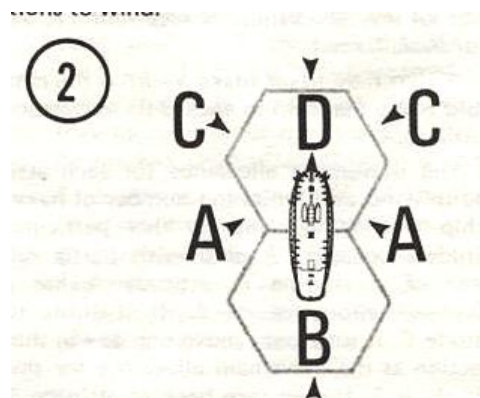
Diagram No. 2 compares the different wind directions to the ship position.

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

Examples:

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

b. A ship with a battle sail speed of 4 starts the Movement Notation Phase in attitude A in relation to the wind direction. Its movement allowance is determined to be 4.

7.1.5 The movement allowance is the maximum number of hexes a ship may move in a movement phase. A ship may only move into a hex toward which its bow is pointing; i.e., a ship can not move

sideways or backwards. (Exception: Drifting, 8.2) Each hex a ship's bow enters costs one movement factor of its allowance. Once a ship has used all of its factors, it must stop.

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

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

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

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

7.1.10 Each individual turn costs one movement factor of its allowance. (Exception: 7.1.15)

7.1.11 A ship may never make a turn if the cost would cost that ship to exceed its movement allowance. (Exception: 7.1.15)

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

7.1.13 Rule 7.1.12 does not work both ways. A ship with battle sail speed of 3 starting her movement in Attitude B has a maximum movement

allowance of 2, even if it moves to Attitude A later in the movement phase.

7.1.14 Rule 7.1.12 does not limit the number of turns in attitude (other than the limit of 1 hex per hex transversed), just the number of hexes which the ship may move.

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

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

7.1.17 A ship's movement allowance may never be reduced below 0.

7.2 Log Notations:

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

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

7.2.3 Any turns made by the ship are written as an "R" for a right-hand turn of 60 degrees or an "L" for a left-hand turn of 60 degrees.

Example: The ship is at Attitude A to the wind and
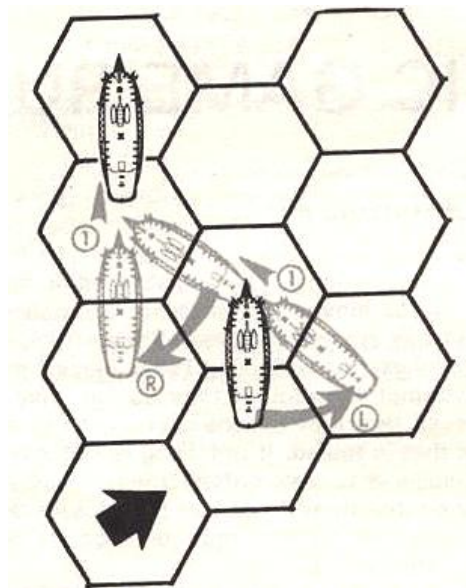
has a battle sail speed of 4…its movement allowance is determined to be 4. The move notation in the "log" reads left turn 60 degrees, forward 1

hex, right turn 60 degrees, forward 1 hex. This has completed the ship's full allowance. It would read in the log as "L1R1".   After its first turn into Attitude C, the maximum distance the ship could move in that direction was one hex. If it wished to remain in Attitude C, it would have ended its move at that point, "L1".

7.2.4 Notation must be specific and in the same order in which the ship will be moved.

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

7.2.6 Orders must be written for each ship. If a player does not wish a ship to move, an "0" will be used as notation.

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

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

8.0 MOVEMENT EXECUTION PHASE
8.1 Movement:
8.1.1 All players move their ships simultaneously on the board.

8.1.2 Ships which are scheduled to enter, enter and move this turn.

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

8.2.1 Whenever the bow hex of a ship does not change or is not plotted to change for two consecutive Movement Execution Phases, during the second phase the ship will drift one hex in the direction the wind is blowing. Both the bow and stern halves must be moved in this direction. This applies also to ships which are fouled or grappled together, if both or all are on at least their second consecutive Movement Execution Phase without moving into another hex. Ships may turn in place and still fulfill drifting obligations (see 7.1.15).

8.2.2 Ship-of-the-line class vessels (Classes 1-2) will drift one hex every other turn while drifting. Frigate and smaller class ships (Classes 3-7) will drift one hex per turn while drifting. They will continue at these rates until they voluntarily move at least one hex.

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

8.2.3.1 Where ships of different classes are fouled or grappled together, they drift at the speed of the highest class ship (8.2.2).

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

8.2.5 Ships which have lost all rigging squares (become dismasted) drift with a special turning allowance.

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

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

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

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

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

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

8.3.2 Only one ship can actually remain in the collision hex. If the bow or stern of one ship is in the hex at the same point in movement when one or more other ships attempt to enter the hex, the ship

occupying the hex remains. The other ship(s) move back to the hex(es) they occupied just prior to the collision. If the stern of a ship enters a hex in a turning maneuver at the same in the movement phase as the bow of another ship, the bow enters the hex. The turning ship moves back to its previous position. In all other cases that might occur, roll a die for each ship involved, and let high man decide which ship must occupy the contested hex.

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

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

8.3.5 When a collision occurs, the rigging of the involved ships may entangle and be fouled, locking the ships together. For each collision, one of the involved players must roll two dice. The result is found on the Fouling Table, and is implemented immediately. If the result is "ships are not fouled", they may continue to move normally the next movement phase. *The Fouling Table can be modified as follows:*

8.3.5.1 *-1 For each ship with a crack crew.*
8.3.5.2 *-2 For each ship with an elite crew.*
8.3.5.3 *+1 For each ship with a green crew.*
8.3.5.4 *+2 For each ship with a poor crew.*
8.3.5.5 *–1 If both ships are friendly.*
8.3.5.6 *-4 If one of the colliding ships was motionless or drifting.*
8.3.5.7 *+1 If either ship was noted to move 3 or more movement points.*
8.3.5.8 *+1 per ship at full sails.*
8.3.5.9 *Unmodified rolls of twelve always foul.*

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

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

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

9.0 GRAPPLING AND UNGRAPPLING PHASE

At the end of the Movement Execution Phase, any ship that occupies a hex adjacent to a hex occupied by another ship (friendly or enemy), fouled or unfouled, may attempt to grapple.

9.1 Grappling:

9.1.1 One or both ships may attempt to grapple.

9.1.2 A ship may attempt to grapple, once per turn, each ship to which it is adjacent.

9.1.3 If the involved ships are friendly, *grappling must be rolled for consulting the Grappling Table and applying the proper modifier*s and ungrappling is performed automatically without rolling the dice.

9.1.4 If the adjacent ship is unfriendly, an attempt to grapple is made by rolling two dice and consulting the Grappling Table and applying the proper modifiers.

9.1.4.1 *+/- 1 Per crew quality differential (applies only to unfriendly grapples, otherwise use +1 if crack and +2 if elite crew).*
9.1.4.2 *+4 If both ships grappling are friendly.*
9.1.4.3 *+1 If one of the ships was motionless during the movement phase. Note: Motionless is defined as not have plotted the bow to enter a new hex (drifting is considered as motionless).*
9.1.4.4 *+2 If both ships were motionless during the movement phase. Note: Motionless is defined as not have plotted the bow to enter a new hex (drifting is considered as motionless).*
9.1.4.5 *-1 For each movement point noted for the target ship above 1.*
9.1.4.6 *Rolls of twelve (unmodified) always grapple regardless of modifiers.*

9.1.5 Grappling attempts on the same ship can be made each turn even if previously grappled.

9.1.5.1 *There is no limit to the number of grapples that can be applied to a ship. This can be by done by a single ship or by different ships.*

9.1.6 As with fouled ships, grappled ships cannot move or turn in place. They can only drift.

9.1.7 Boarding parties can be formed and boarding actions fought between grappled ships.

9.1.8 The fact that a ship is grappled is indicated by writing a "G" in the notes section of the ship's log for each successful grapple (this is noted for both of the ships involved).

9.1.9 Ships that are grappled may fire during the Combat Phase.

9.1.10 Ships making grapple attempts must have a crew section available (i.e., not involved in a melee, assigned to water line damage, etc. If no crew is available, an attempt cannot be made.

9.2 Ungrappling:

9.2.1 After all attempts at grappling have been made in this phase, any ship which has been successfully grappled may attempt to ungrapple by rolling two dice and consulting the Ungrappling Table and applying the proper modifiers. *Note: friendly ships may automatically ungrapple.*

9.2.1.1 +1 If crew quality is crack

9.2.1.2 +2 If crew quality is elite.

9.2.1.3 +1 If there is no melee in progress.

9.2.1.4 -6 If melee is in progress.

9.2.1.5 A roll of twelve (unmodified) always succeeds regardless of modifiers.

9.2.2 A successful ungrapple negates all effects of the grappling. Each ungrappled ship may move normally the next turn.

9.2.3 On each turn that a ship is in a grappled state, it may attempt to ungrapple. If a ship is grappled more than once, it must ungrapple every successful grapple before it is free.

9.2.4 A ship may attempt to ungrapple once per turn each successful grapple.

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

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

10.0 BOARDING PREPARATION PHASE

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

10.1 Boarding Party Formation:

10.1.1 All boarding parties are formed by crew sections.   All available crew squares in a crew section must be used.

10.1.2 From one to all sections may be delegated as a boarding party or parties as long as the following procedure is maintained.

10.1.2.1 The lowest numbered crew section with at least one undestroyed crew square *(not otherwise assigned, ie. men in rigging)* must be used first.

10.1.2.2 Any remaining crew sections desired as boarding parties must be chosen in order. A player may never skip a lower numbered crew section as a boarding party to choose a higher numbered crew section as a boarding party unless all lower numbered sections have already been chosen as such.

10.2 Boarding Preparation Procedure:

10.2.1 Players secretly write down which crew sections are to be used for boarding in the notes section for all ships fouled and/or grappled. If the player does not desire to form any boarding parties, "NBP" is written.

10.2.2 There are three types of boarding parties which may be formed: An offensive boarding party written as "OBP", a defensive boarding party written as "DBP", and a transfer boarding party written as "TBP". (these abbreviations will be used to denote the boarding party types hereafter in the rules). An "OBP" must melee in the Melee Phase. A "DBP" will melee only if attacked by an opposing "OBP". A "TBP" is used only for transfer of crews between friendly ships.

Please Note: The selection of an "OBP" commits you to that action for the length of the melee, not just this turn's three rounds. If the melee this turn cannot be resolved in three rounds, the ships are considered locked in battle. If in the subsequent turn the ships remain adjacent (and grappled or fouled), the melee continues and all ships previously having "OBP's" must continue their previously formed "OBP's". "OBPs" are dual-edged sword, you may capture the opposing ship, but if the battle

begins to go against you, you cannot reform as a "DBP" or discontinue the melee (unless you successfully ungrapple/unfoul or by mutual consent) in later turns (you are forewarned).

10.2.3 To form a boarding party, the abbreviation for the type boarding party desired is written in the notes section plus each crew section number involved. More than one type of boarding party may be formed per ship.

10.2.4 If there are several ships to which a boarding party could board at the same time, the log notation should also indicate the ship(s) to be boarded.

10.2.5 If all crew sections of a ship are used for boarding parties, that ship may not fire at all in the Combat Phase, or move in the next Movement Phase.

10.2.6 Transfer of crews is allowed to any friendly adjacent ship, not necessarily one fouled or grappled.

10.2.7 Transferred crew may not be used for melee or other purposes until the turn following the transfer. This applies even when the ship they are transferred to is engaged in melee during the turn of transfer.

10.2.8 "TBP's" may be formed to board ships which one thinks will surrender. If, for any reason the ship does not surrender, no transfer is made and the crew section(s) involved may not be used in any other function for that turn.

11.0 COMBAT PHASE

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

*(It is suggested that players mark the square with a "/" for damage that occurs during this turn as it happens. Then upon completion of all firing mark all squares with a "/" with a "\" to form an "X" in the square indicating damage that affects next turn's combat firing.)

11.1 Fire Determination:

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

Left (Port)   Right (Starboard)
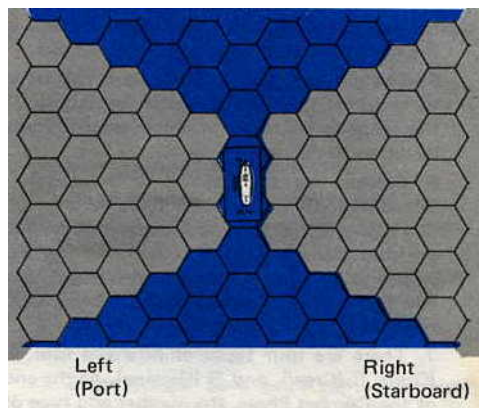
11.1.2 Each ship also has two fields of fire; one for each broadside. Any blocking of one field has no effect, whatsoever, on the other field of fire.

11.1.3 The field of fire of each broadside is the area covered by the play of the broadside up to the limit of the ten hex firing range.

11.1.4 A ship may fire at a single enemy ship in a broadside's field of fire subject to two conditions:

11.1.4.1 The ship being fired upon must be the closest in number of hexes to the firing ship of all ships in the field of fire;

11.1.4.2 If the "closest ship" happens to be a land hex, friendly ship, surrendered or captured ship, or a hulk, the field of fire is blocked and the ship may not fire that broadside in that turn.

11.1.5 If there is more than one ship or obstacle which qualifies as "closest ship", the attacker may choose which is the closest and fire at that ship.

11.1.6 Firing is noted on the log by drawing a slant line "/" through the last loading notation on the broadside fired.

11.1.7 As firing is considered simultaneous, it may be carried out in any order. Hits will not be marked until all firing is completed.

11.1.8 A ship may fire both broadsides during the same Combat Phase, if both broadsides are loaded.

11.1.9 Carronades are a special type of gun. They can only fired at ships within a two hex range. Carronade gun squares are added to the regular broadside capability when used.

11.2 Fire Procedure:

11.2.1 Count the number of hexes to the target by the shortest possible route. It may be to either the bow or stern hex, whichever is the closest. This is the range.

11.2.2 In the gun section of the firing ship's log, count the number of gun squares on the broadside firing. Do not include damaged gun squares in this count. Also do not include Carronades unless the range is two hexes or less.

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

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

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

11.2.6 Consult the correct Hit Table, as determined in 11.23 and 11,24, in either the Hull or Rigging Effects Section, depending on the decision made in 11.25, then roll one die. Crossgrid the number rolled with the proper Hit Table. The result gives the number and types of hits scored on the target.

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

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

11.3 Hit Table Modifiers:

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

*11.3.2 Raking: Raking (i.e. when one ship is in position to fire down the length of another one), will increase the BHT as shown on the HDT, depending on the number of gun squares firing. A ship is in a raking position anytime an opposing ship lies within the play of its broadside but lies outside the play of the opposing broadside. *Exception: When at a one hex range the opposing ship has only its bow or stern section pointing to the adjacent firing ship, the firing ship has a rake even though the opposing ship can return fire.*

11.3.3 Crew Losses: For each complete crew section wiped out or used for boarding, the Hit Table is decreased by one. If no crew sections are available for firing, the guns may not be fired. *Exception: Captured Ships, see 11.35.*

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

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

11.4 Marking Hits and the Effects of Damage:

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

11.4.1 Hull Hits ("H"):

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

11.4.1.2 When all of a ship's hull squares have been marked off, that ship will "surrender by striking her colors". The ship is considered to be in such danger of sinking that it cannot be sailed or guns worked for the remainder of the game (even

by a prize crew). None of the original crew can be removed from the ship (all are required to keep the ship afloat). Neither side is allowed to fire on a "struck" ship, although it can be boarded. Excess hull hits are treated as "misses". The crew of a "surrender by striking" ship cannot participate in melees even if boarding parties have been formed. Place a strike marker on a ship which has "struck".

11.4.2 Crew Hits ("C"):
11.42.1 Mark off one crew square per crew hit called for on the Hit Tables. All crew hits must be taken out of the first section until all of its crew squares are gone, then from the second section and finally from the third section.
11.4.2.2 When all of the crew squares on a ship are marked off, the ship cannot be moved or be used in combat until more crew squares are put on board. Excess crew hits are treated as "misses".

11.4.3 Gun Hits ("G"):
11.4.3.1 Mark off one gun square per gun hit called for on the Hit Tables. When a gun hit is called for, and the ship has carronade squares available, the commander of the hit ship can mark off whichever type he chooses. Hits must be marked off the side closest to the firing ship, although if gun squares on the closer side are all marked off, gun squares on the opposite side are marked off. If, as in a rake, both sides on the target ship are equidistant to the firing ship, the target ship chooses which gun squares to mark off.
11.4.3.2 If all the gun squares are marked off, and no friendly ship of the same or larger class as the firing ship is within ten hexes distance, the ship will surrender to the first enemy ship that can move into an adjacent hex and fire a broadside into it. The ten hex range is determined at the moment the broadside is fired. This is known as "surrender by fire-power". Excess gun hits are treated as hull hits.

11.4.4 Rigging Hits ("R"):
11.4.4.1 Mark off one rigging square for each rigging hit called for on the Hit Tables. The rigging squares are divided into either three sections (for ships with a battle sail speed of 3) or four sections (for ships with a battle sail speed of 4). All rigging hits are taken out of the first section until all the

rigging squares are gone there, then out of the second section, etc. Each complete rigging section marked off drops the ship's movement allowance by one hex in all attitudes to the wind. When all rigging sections are gone, the ship cannot move.
11.4.4.2 If all rigging squares are marked off, and no friendly ship of the same or larger class as the firing ship is within ten hexes distance, the ship will surrender to the first enemy ship which can rake its hull. This is known as "surrender by immobility". Excess rigging hits are treated as "misses".
11.4.5 If at any time a ship which has surrendered other by striking is within five hexes (inclusive) of a friendly ship at the beginning of the turn, it ceases to be surrendered and may begin normal functions the next turn. It does not lose any of its damage though. It is still subject to surrender if the necessary conditions occur again.

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

12.1 Transfer Procedure:
12.1.1 Crew sections designated as "TBP" during the Boarding Preparation Phase may now transfer as ordered to any friendly adjacent ship.
12.1.2 Cross off the transferred crew sections on the log as if they were casualties, and make a note on a separate sheet of paper of the strengths of the transferred crew sections and their present locations. Friendly crews ordered to transfer to ships which have "surrendered" in the Combat Phase may not transfer.
12.1.3 If crew sections are transferring to ships which have lost crew squares, they may permanently transfer by erasing one crew square for each square being transferred. Start with the most recent crew square casualty and work back.

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

12.2 Boarding Procedure:

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

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

12.2.3 If one of the opposing ships has ordered a "DBP", melee occurs if she is attacked by an "OBP". *If both ships have a "DBP", "TBP", or "NBP", then no melee occurs.*

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

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

12.2.6 If an "OBP" is ordered to board a ship which has ordered both an "OBP" and a "DBP", the two "OBP's" must melee first *(Only if the OBP's are against each other. If it was against another enemy ship, the "OBP would attack the "DBP" with the attack by the remaining "OBP" against the other enemy ship being resolved separately.).* If victorious, the "OBP" must continue the melee with the "DBP".

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

*12.3 Melee Procedure:

*12.3.1 *Each crew square involved in a melee is worth a certain number of melee factors dependent on the ship's quality and type of boarding party. The number of melee factors each crew square is* *worth is given on the Crew Melee Strength Table. Each side multiples the number of crew squares in the melee times the number of melee factors per crew square to find the Total Melee Strength (TMS) in the melee.*

12.3.2 Melee is conducted simultaneously, each player rolling one die and consulting the Melee Resolution Table. The number rolled on the die is cross-gridded with the player's TMS. The result is the number of enemy crew squares to be marked off on the lowest crew section of the boarding party.

12.3.3 Melee once initiated must continue until one ship surrenders, ships become ungrappled or unfouled, or both sides disengage by mutual consent.   If after three rounds no conclusion is reached, the melee must continue the next turn.

12.3.4 Crew sections already engaged in melee may not quit until one of the conditions in 12.3.3 has been met. New crew sections may be added to the melee each turn, if available.

12.3.5 A victorious "DBP" has the option of boarding the opposing ship.   When the "DBP" boards it automatically changes its status to "OBP" and must continue melee for the remaining rounds if necessary. *Note: When the "DBP" changes to a "OBP" it will lose the modifier it enjoyed as a "DBP" and its TMS must be recalculated.*

12.3.6 *If 2 different crews are combined in melee, losses are to be taken as evenly as possible between the crews involved..*

12.4 Capturing Procedure:

12.4.1 Any ship which surrenders in any of the four ways, either by "striking", "firepower", "melee" or "immobility" may be captured.

12.4.2 A ship which surrenders by melee is automatically captured by the victorious boarding party which is considered to be on the deck of the ship the enemy boarding party came from. It now becomes the prize crew.

12.4.3 A ship which surrenders by any other means is captured when either a "TBP" or "OBP" is placed aboard. The boarding party becomes the prize crew (See 10.28)

12.4.4 Surrendered ships may not fire their guns, melee, or move as long as they are surrendered. *(If*

surrendered by "striking", "firepower", or "immobility".)

12.4.5 A prize crew runs *captured* ships normally while on board. They can sail the ship, engage in melees and fire and load the guns (but at two tables less than normal).

12.4.6 Once a ship is captured, the victorious player opens a new column on his log sheet for the captured ship, copying all information (including damage) from the old enemy log.

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

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

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

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

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

13.0 RELOAD PHASE
Ships must have their broadsides loaded in the beginning of the scenario (Exception, see 13.5). Reloading of fired broadsides takes place in the last phase of the turn.

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

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

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

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

13.5 In Design Your Own (DYO) scenarios where the ships enter from the corners (or where noted by scenario instructions), players may defer loading their guns until the Reload Phase of turn 1 without effect to their initial broadsides.

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

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

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

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

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

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

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

14.2.1 Each ship has a point value written in the order of battle.

14.2.2 Ships which strike, give the opposing player that ship's point value.

14.2.3 Ships which have been captured count its value to the opposing player.

14.2.4 At the end of the scenario, all points are counted and the player with the highest amount is declared the winner.

15.0 MISCELLANEOUS

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

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

WOODEN SHIPS & IRON MEN
THE AVALON HILL GAME COMPANY'S TRADEMARK FOR ITS FIGHTING SAIL GAME
TOURNAMENT EDITION RULES 1.2b

ADVANCED GAME RULES

16.0 INTRODUCTION

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

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

16.1 Advanced Game Tables:

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

16.1.1 HDT Modifications:

16.1.1.1 Rake: If a ship is raking, cross-index the range of the target with the number of guns firing on the range table. The number in the parenthesis determines which Hit Table is to be used.

16.1.1.2 Stern Rake: A bonus of +1 is added to a rake any time it is fired at a ship's stern.

16.1.2 Hit Tables:

16.1.2.1 The number of Hit Tables has been increased by two to Hit Table 10 in both hull and rigging sections. If a firing ship's Hit Table has been modified to a value greater than ten, resolve the attack as separate die rolls. Each die roll must be made on the highest possible table. (Example: The greatest modification for a firing ship is 20. This would allow the ship to fire twice on Hit Table 10 only and not in other combination. _Thus modified 11's would be a Table 10 plus a Table 1; 12's a Table 10 plus a Table 2 and so forth.)_

16.1.2.2 In each Hit Table, the 6 results are marked with an asterisk. These indicate a possible critical hit.

16.1.2.2.1 If a 6 is rolled on any Hit Table, _roll two dice and_ index this value with the aspect (either hull or rigging), on the Critical Hit Table.

*16.1.2.2.2 Any Critical Hit damage acquired is applied after all other damage has been recorded at the end of the Combat Phase.

16.1.2.2.3 All critical hit damage is cumulative.

16.1.2.2.4 Some of the results are a function of one or more of the Optional rules. Those players not using the appropriate Optional Rule must ignore the result, taking a "no effect" instead.

**16.1.2.3** Low Powder: Ships having used all of their available loads (See Reload Phase, 26.0) are considered to under a condition called Low Powder.

**16.1.2.3.1** Ships firing while at low powder suffer a die roll modification found on the HDT under the column marked Low Powder.

***16.1.2.3.2** Also when firing under Low Powder conditions, anytime the combat die roll is a one, there is the possibility of a fire breaking out. To determine whether a fire does in fact break out; roll two dice, on a roll of twelve, a fire breaks out and the player resolves the 2H Critical Hit as found on the Critical Hit Table.

16.2 Log Modifications:

16.2.1 The number of hull squares is increased to one and a half times the Basic Game value (rounded up). Gun, carronade, and crew values are twice as large as the Basic Game values. These changes are made while completing the log. _Note the Ship Specification Sheets in the Addendum-Part 2 are already modified. This will still need to be done for any historical scenarios from the 2nd Edition Rules or any of the General Articles in the Appendices._
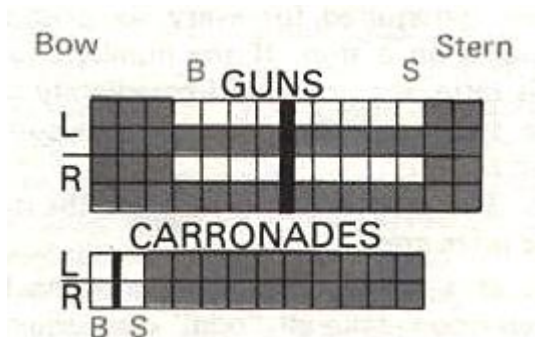
16.2.2 Each broadside and carronade section is sub-divided equally in to a bow and stern section.

17.0 SEQUENCE OF PLAY
The expanded sequence of play is presented and must be followed in exact order. Each turn is composed of ten phases of play.

A. Wind Phase:
Roll two dice to determine wind change, and if so, how it will change. This is done every turn.

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

C. Movement Notation Phase:
Movement and/or Repair is plotted secretly by all players on their ships logs (move column). Anchoring, up-anchoring, cutting anchors and sail status orders are written in the Notes section of the log.

D. Movement Execution Phase:
Each ship is moved exactly as ordered in the log. Retrace any possible collisions one hex at a time. Check for fouling.

E. Grappling and Ungrappling Phase:
Attempt to grapple, avoid grappling, or ungrapple.

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

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

H. Melee Phase:
Resolve melees.

I. Reload Phase:
Reload broadsides – a variety of ammunition may now be used. Erase any applicable squares if repairs are completed.

J. Full Sail Phase:
Place or remove full sail counters on ships as indicated by the notations made.

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

18.1 Wind Numbers:
Each scenario lists an initial wind direction number that indicates the direction in which the wind is blowing at the start of the game, a wind velocity number that represents the strength at which the wind is blowing, and a wind change number that determines any possible shift in wind direction and/or velocity.

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

18.1.2 The wind velocity is determined by checking the wind velocity number and indexing it with the proper velocity. There are eight types of wind velocity; each with a corresponding wind velocity number: (0) becalmed, (1) light breeze, (2) moderate breeze, (3) normal breeze, (4) heavy breeze, (5) gale, (6) storm, and (7) hurricane.

18.1.3 Wind change is determined in the Wind Phase of each turn by rolling two dice. If the result equals the wind change number, the wind changes as follows:

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

18.1.3.2 A die is rolled and Wind Velocity Changes Table is consulted. The velocity is then shifted as directed by this table.

Note: For any of the historical scenarios which are printed with the original wind change numbers,

consult the Wind Change Conversion Table for use with these rules.

18.2 Wind Effects:
18.2.1 Wind Direction: Same effect as in the Basic Game.

18.2.2 Wind Velocity: Effects are as follows: (Please note for the full range of Wind Velocity using the Wind Effects Table, consult Optional Rules)

18.2.2.1 If the wind velocity should increase a step from gale to storm, all ships may no longer use full sails. Ships at full sail at the time of the wind change suffer rigging damage and must mark out rigging squares equal to half (rounded up) of the roll of one die.

18.2.2.2 If the velocity should increase a step from storm force to hurricane force, the game ends immediately. The player ahead on points is declared the winner, otherwise it is a draw.

18.2.2.3 If the wind velocity drops a step from light breeze to becalmed, no movement other than turning is allowed until the wind velocity increases. Velocity cannot be reduced to less than (0).

18.2.2.4 *At wind velocity 5 (gale), ship classes 1, 5 and 6 subtract one form the Hit Table.*

18.2.2.5 *At wind velocity 6 (storm), ship classes 1 and 4 subtract 2 from the Hit Table. Ship classes 2 and 3 subtract one from the Hit Table.*

19.0 UNFOULING
This phase remains the same as in the Basic Game *with the following modifiers now available.*
19.1 -1 For each ship which is at full sails.

20.0 MOVEMENT NOTATION PHASE
There are several additions and changes to this phase.

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

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

Full Sail Speed 5   Full Sail Speed 6   Full Sail Speed 7
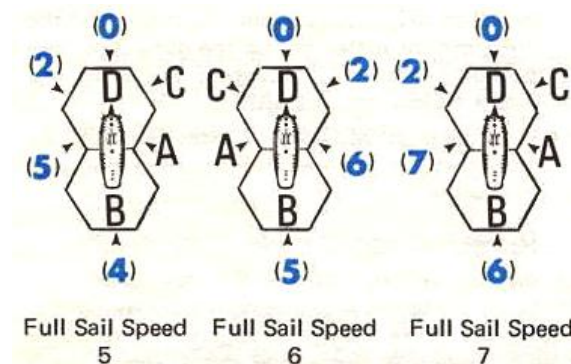
20.1.2 Note in each ship's log each full sail movement allowance per attitude.

*20.1.3 All shots directed at the rigging on full sail ships add the results in parentheses on the Hit Table to the normal result. **Example**: A Hit Table number 4 shot at the rigging of an enemy ship with full sails; upon a die roll of 3 would result in 2R-C-G (taken from the normal result) of damage and have an additional R being taken for being at full sails for a total of 3R-C-G.*

20.1.4 Any ship which loses its entire first section of rigging, immediately removes his ship from full sail status. It may not use full sails for the remainder of the game unless it repairs its rigging so as regain at least one rigging square in the first section (see 20.5, Repairs).

20.1.5 A ship sets sail to full sail speed by placing a full sail marker on his ship. The procedure for placing and removing full sail counters is as follows:

20.1.5.1 Players may freely determine their full sail status at the beginning of the game.

20.1.5.2 Once the initial sail status has been selected and the game is underway, any changes that a player wishes to make to a ship's sail status (i.e. move from full sail to battle sail; or battle sail to full sail) must be plotted as part of the Movement Notation Phase. The actual change will occur as plotted during the Full Sail Phase. The notation is

made in the Notes section as "FS", full sails and "BS", battle sails. If no notation is made, sail status does not change from its current status.
20.1.5.3 To effect a change in sail status requires the assigning of a crew section to the task ie. Men in the Rigging. This is always the lowest numbered crew section with at least one undestroyed crew square. Having Men in the Rigging affects Combat and Boarding Parties. See 24.5, Combat Phase and 23.0 Boarding Preparation Phase

20.2 Backing Sails
Ships that wish to stay in place for part of the Movement Execution Phase, may use the notation "B" (for "backing sails") in the moves column of the log. The use of backing sails is important when trying to avoid collisions. Backing sails may be used in part of the movement plot. For each movement factor of the movement allowance that a ship expends staying in place, a "B" must be written. Example: Ships A and B have both been noted to move into the same hex:
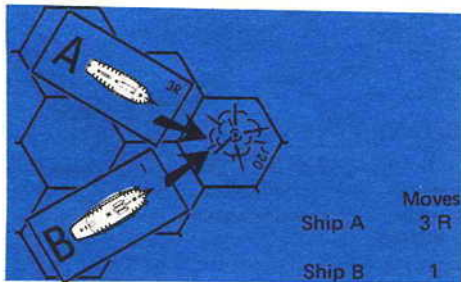
A collision would occur in hex J20. If ship B had used the backing sails rule it could amend its movement plot to "BBB1". Thus it would enter hex J20 on the last move of the phase thereby avoiding ship A which by that time has already passed through the hex. Note that each B written is equivalent to one movement factor expended.
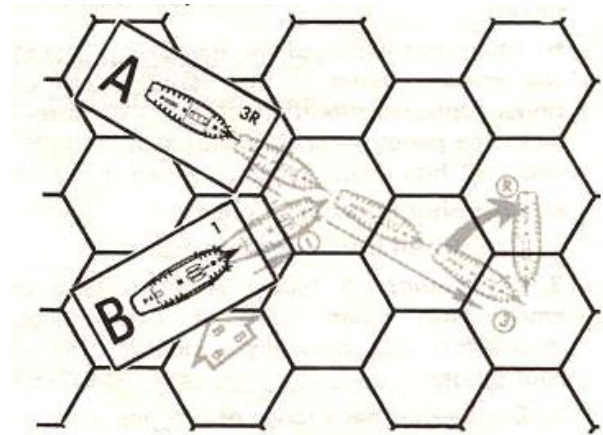
20.3 Anchors:
During the Movement Notation Phase, players may decide to anchor their ships by making the appropriate notation in the notes column of the ship's log. The advantage to anchoring is that it improves the firing accuracy as a result of the steadier fire maintained from a more stable position. This rule may only be used in certain scenarios which are so designated.

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

20.3.2 Anchoring does not go into effect the turn of noting it on the log, but the following turn. Ships may write their movement plot and continue operating normally the turn they decide to anchor. The following turn though, the ship must stop at anchor.

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

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

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20.3.4.1 Ships on springs can be turned up to 120 degrees left or right during the Movement Execution Phase. *The turn and degree amount (60 or 120) must be noted in the moves column during the Movement Notation Phase.*

20.3.4.2 Ships being turned on springs cannot reload, or fire during that turn, although repairs can be made and melees fought.

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

20.3.6 A ship can up-anchor by writing the circled letter "A" in the notes column of the log for two consecutive turns. On the turn following the completion of this, the ship resume normal maneuvering.

20.3.6.1 During the two turns that a ship is up-anchoring, she cannot load or fire her guns, make repairs or engage in melees.

20.3.6.2 A ship is not considered anchored while up-anchoring.

20.3.7 A ship can cut anchors by writing "a" in the notes column of the log. The turn following this notation, the ship can resume normal maneuvering.

20.3.7.1 Once a ship has cut its anchors, it cannot be anchored again. *Note: If using the Revised Ship's Log Sheet, both anchors boxes must be checked.*

***20.3.8** Ships are considered to have two anchors. If a ship suffers the loss of one anchor due to a critical hit, the following results:*

20.3.8.1 *The ship loses the anchored modification on the HDT.*

20.3.8.2 *If the ship was anchored by springs, it may no longer turn.*

20.3.8.3 *Once it has suffered this result twice, it may no longer anchor during the scenario.*

Note: The ship is still considered to be anchored for the purposes of moving/drifting, it simply loses the benefits while anchored by only one anchor. The Revised Ship's Log Sheet has two boxes to reflect both anchors.   Ships not at anchor with only one remaining anchor square, may still anchor.

20.4 Turning:

20.4.1 Ships which do not move from their bow hex during the previous Movement Execution Phase are limited in their movement by the following restrictions:

20.4.1.1 They must move at least one hex straight ahead before they may turn; or they can turn in place 60 degrees but cannot make no other movement.

20.4.1.2 They lose one turning factor of their turning allowance for the phase.

20.4.1.3 They may increase sail from battle sail to full sails only if they move at least one hex in a straight line in the Movement Execution Phase. No turning is allowed at any time during the move. *(There is no effect for going from full sails to battle sails).*

***20.4.2** Ships which end a previous Movement Execution Phase with a turn, cannot begin notation with a turn for this turn unless the turn is the only move for the phase. Ships must move ahead one hex before making another turn.*

***Example:** On turn 5, a ship plots a move of "L1R". On turn 6, if the player wishes to plot any forward movement for the turn, it must first move forward one hex for ending turn 5 in a turn, thus it could plot "1L1". Plotting another "L1R" maneuver is illegal.*

20.4.2.1 *In the event an illegal move is plotted, only the portion of the move which is legal is taken. In the case ending one movement phase with a turn and beginning a following phase with a turn without first moving ahead one hex, only the turn portion of the second turn is accepted with the rest of the notation voided.*

***Example:** If on turn 5 a movement plot of "L1R" is noted and then on turn 6 another "L1R" is plotted, illegal for not noting a movement ahead one hex, only the turn "L" is allowed and the rest of the movement, in this case the "1R" is voided.*

20.5 Repairs:

20.5.1 *Ships desiring to make repairs during this turn, must make a notation along with their move in the moves column.*

20.5.2 Next to the ship's move, the player indicates the type of repair to be underway by writing "RH" for hull repairs; "RG" for gun repairs; and "RR" for rigging repairs.

20.5.3 Making the notation commits the ship to making the type repair indicated. A ship indicating that it is attempting repairs may not fire during the Combat Phase.

20.5.4 Ships attempting repairs may not expend any of its movement allowance to making a turn during its movement. Ships illegally noting a turn and the attempt to repair have the repair voided and still are not allowed to fire during the Combat Phase. The turn is taken as written.

20.5.5 Ships attempting repairs may not note a change of sail status nor may attempt to anchor or up-anchor. Ships illegally noting a sail status change, anchoring, or up-anchoring have the repair voided as well as the attempt to change sail status, anchor or up-anchor voided. Ships are still not allowed to fire during the Combat Phase.

20.5.6 Ships with repairs underway may not form "OBPs" but may form "DBPs" in defense of their ship. If a "DBP" is formed this voids the repair underway.

20.5.7 Ships may only make repairs to areas of the ship to which it has suffered damage. Only one type of repairs may be made per turn.

21.0 MOVEMENT EXECUTION PHASE
This phase is identical to that of the Basic Game.

22.0 GRAPPLING AND UNGRAPPLING PHASE
This phase is identical to that of the Basic Game except for the additional modifiers:

22.1 Grappling:
22.1.1 +1 If the wind velocity number is 1.
22.1.2 -1 If the wind velocity number is 5.
22.1.3 -2 If the wind velocity number is 6.
22.2 Ungrappling:
22.2.1 +1 If wind velocity number is 6.

23.0 BOARDING PREPARATION PHASE
This phase is identical to that of the Basic Game except as follows:.

Note: Having men in the rigging (having plotted a change in sail status) limits the lowest numbered crew section's (having one undestroyed crew square) availability for boarding parties. The section in the rigging is not available for either "OBPs" or "TBPs". It is available for a "DBP" which if assigned negates the plotted change in sail status.

See also 20.5.6, Repairs

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

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

24.1.1 The play of guns is divided into five fields, numbered 1 through 5:
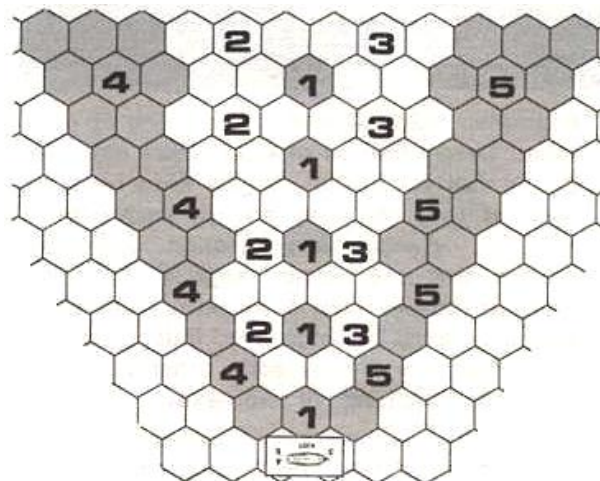
24.1.2 Fields 1, 2, and 3 cover hexes that can be hit by the entire broadside. Field 4 can be fired at only by the guns in the stern section. Field 5 can be fired

at only by the guns in the bow section. (see 16.2.2, Log Modifications)

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

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

24.1.5 Blocked Fields of Fire:

24.1.5.1 If a ship fires at a target that lies within the field of the entire broadside (Fields 1, 2, or 3), the ship must fire at the closest target as explained in the basic game.

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

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

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

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

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

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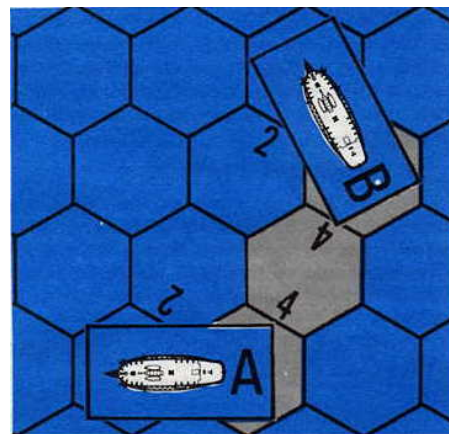
Example: Ships A and B are firing at each other. Determination of fields of fire indicates that a full broadside may be fired by both ships as they mutually occupy each other's field 3. Range determination indicates, though, that the closest range is two hexes counted through field 4. As both field of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

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

Please Note: This section of rules causes the largest number of problems in properly interpreting the rules and the original rules are bereft of any examples that might guide correct play. Attached is an addendum in which are a large number of examples and written clarifications rather than include it here.

Types of Ammunition:

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

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

24.2.1.1 The range of roundshot is still ten hexes.

24.2.1.2 Roundshot does not modify the Hit Table.

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

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

24.2.2.1 Chainshot has a maximum range of four hexes.

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

24.2.2.3 Chainshot is loaded in one turn.

*24.2.2.4 The British may never fire chainshot.

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

24.2.3.1 Doubleshot has a maximum range of just one hex.

24.2.3.2 Doubleshot increases the Hit Table number by the amount found in the Optional modifier section of the HDT.

24.2.3.3 Ships with three available crew sections (sections need not be full sections) may load doubleshot in one turn. If there is less than three crew sections available doubleshot takes two turns to load. "D" is marked in the load section of the ship's log for two consecutive turns. On the turn following this, the doubleshot may be fired. The other broadside may not be loaded during either of the two turns. Once doubleshot has begun being loaded, the ship is committed to firing it.

*24.2.3.4 To reflect the loading of the second ball as late as possible, those loading with doubleshot, may fire the broadside as roundshot for ranges beyond one hex. Remember however that it still cost you the two reload squares. This may not be done if at low powder.

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

24.2.4.1 Grapeshot has a maximum range of one hex.

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

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

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

*24.2.4.5 Prior to firing a broadside loaded with roundshot, a player may choose to have the broadside fired as grapeshot instead of the roundshot.

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

Exception: See 24.2.4.5 above.

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

24.2.7 If the target ship has a boarding party, it receives an additional crew square loss over and above the normal crew loss.

24.3 Sink and Explode:

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

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

24.3.2.1 If the result indicates the ship "surrendered by striking", handle as in the Basic Game.

24.3.2.2 If the result indicates that the "surrendered" ship will sink, the ship does not sink immediately. Continue to roll the die once for that

ship on each succeeding turn during the Unfouling Phase until a six is rolled. At that time the ship

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sinks and is removed from the mapboard. Place a sink marker on a ship about to sink.

24.3.2.3 If the result indicates that the "surrendered" ship will explode, it does not do so immediately. Continue to roll the die once for that ship on each succeeding turn during the Unfouling Phase until a six is rolled. At that time the ships explodes, and is removed from the mapboard.

*__*24.3.2.3.1 As damage caused by exploding ships was a function of the ship's size, a variable damage effect is herein incorporated. A ship exploding will cause damage to any adjacent ship on the rigging effects section of the Hit Table number double to her one hex rake bonus, but in no case to exceed Table 10. In addition Number 2H of the Critical Hits Table must be checked for fire damage. Ships at full sails take damage based on being at full sail. Roll for each ship separately. Mark this damage on each adjacent ship or ships. Place a explode marker on ships about to explode.__*

For Example: An exploding British Large Class 74 would use Hit Table #10; 74's have 18 guns plus 4 carronades for a total of 22 guns in a broadside; 22 guns have a one hex rake bonus of eight, doubled is sixteen, but because the maximum allowed is a Table Ten die roll, all adjacent ships would undergo a Table Ten shot at their rigging.

Note: In determining the table used, the exploding ship's initial guns are used and losses do not reduce the table used. Thus even if the above British Large Class 74 had suffered 4 gun hits to the port broadside and 5 gun hits to the starboard broadside, its full broadside 22 guns is used.

Note: Any ships which roll a six, suffer a critical hit, same as if she had been fired upon.

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

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

24.4 Rakes:

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

24.4.2 A ship which occupies the hex directly in front of the target ship's bow or directly behind the target ship's stern and which may bring all its guns to bear, may fire a rake even if return fire is possible (Note: This means it is at a one hex range only.)

24.4.3 A bonus of +1 is added to any rake which is fired into the target ship's stern.

*__*24.4.4 Ships can only be raked within a five hex range__*.

*__*24.5 Men in the Rigging:__*

24.5.1 If in the same turn a ship makes a notation for a sail status change (from full to battle or from battle to full) and fires her guns; she has men in the rigging. As such she is considered to be a crew section down when using the Hit Determination Table. For Example:, a French Crack 80 firing her full broadside of 22 guns at a range of three would result in a Hit Table #3 shot (range in hexes gets a table 3 increased to table 5 for having a crack crew (+2), reduced to 3 for being one crew section down(-2))

25.0 MELEE PHASE
This phase is identical to that of the Basic Game.

26.0 RELOAD PHASE

*26.1 Loads: One broadside per side may be reloaded with "R" (roundshot), "D" (doubleshot), "C" (chainshot) or "G" (grapeshot).

26.1.1 Each ship has 30 reloads. Mark off one square each time you reload a broadside with roundshot, chainshot or grapeshot and two squares if loading doubleshot.

26.1.2 When all reload squares are marked off, the ships may continue to fire; however at a condition of low powder. Ships firing at low powder use the modifier as shown on the HDT under the column, low powder.

26.2 Repairs: Ships which did not load or fire guns, engage in melee, become involved in a

collision, up-anchor, change their sail status, or expend any factors of its movement allowance to turn and made a repair notation (20.5) during the Movement Notation Phase; may make repairs provided that there at least two crew sections available. (The second section need not be complete).

26.2.1 *If a ship meets the above conditions, the player may make a notation of the repairs underway as noted during the Movement Notation Phase in the Notes Column .*

26.2.2 *All repairs take three turns to complete (not necessarily in sequence).*

26.2.3 *After completion of the third set of repairs of the same type, a player may erase two squares of damage of the same type as the repairs.*

27.0 FULL SAIL PHASE

Place or remove full sail counters on ships as indicated by the notations made during the Movement Notation Phase as shown in the Notes Section. If a ship was plotted to change from battle sail to full sail and due to losses incurred during the Combat Phase, no longer have the rigging necessary for full sail capability, it remains at battle sails.

Note: Crew sections which due to combat results during the turn lose their last remaining square(s), are still considered to have completed their assigned task. Thus a two square crew section assigned to change Full Sails, does so, even if during combat a "2C" result is suffered eliminating the two squares left in its section.

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OPTIONAL RULES

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

30.0 TIMED MOVES
To make the game flow more quickly, use a timer to limit the writing of movement. Allow one minute to write for single ship actions, two minutes for up to three ships per side, and an additional three minutes for each additional six ships per side. Ships whose orders do not get written, move on a straight course their full movement allowance.

31.0 MULTI-PLAYER COMMUNICATION
During the age of sail, flags were used to communicate tactics to the ships of a fleet. This system was inefficient for three major reasons:
1. It took time to set up the coded message to be sent, delaying implementation of important tactics.
2. In the smoky haze of battle, it was often difficult, if not impossible for ships to discern the flags.
3. This system limited the number and variety of messages which could be sent.

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

31.1 Messages between ships of the same fleet may be sent in writing only. This is done during the Movement Notation Phase.

31.2 Only one message per ship may be sent to the other ships of the fleet in that phase.

31.3 This option should be used with the "timed moves" option.

31.4 Players may also wish to forbid any communications between players commanding different squadrons of different nationalities, to simulate their difficulties in reading each other's flag signaling system.

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

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

32.1 A player must select a ship as his flag ship and divide the fleet into squadrons of six or less ships.

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

32.3 The player writes the moves for the ships in other squadrons three turns in advance. Thus, at the start of the game, the player would write movement orders for these ships for turns one, two and three. After turn one was completed, he would write the movement orders for these ships for turn four, etc.

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

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

32.4.2 Ships which find themselves over ten hexes from the flag ship, and which have had their previous movement marked from turn to turn, must have their marked three turns in advance, the next Movement Notation Phase.

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

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

33.0 CHANGING WIND NUMBER
When changing wind direction and wind velocity, a player may roll the die a fourth time *and consult the Changing Wind Number Chart.* This new number represents the new wind change number. It may not be rolled if the wind does not change in velocity or direction.

34.0 VARIABLE WIND DIRECTION AND VELOCITY
At the start of any scenario, a player may, instead of accepting the historical wind factors, roll a die 3 times for a new wind direction, wind velocity and wind change number. The new direction will correspond to the die roll compared to the wind direction hex on the mapboard. The wind velocity would be the match of the second die roll with the die roll column of the Wind Velocity Table (Wind Effects Table). *The wind change number would be the match of the third die roll with die roll column of the Changing Wind Number Chart.*

35.0 TOWING
35.1 A ship may tow another friendly ship.
35.2 Ships towing a ship of equal or inferior gun rating, lose one hex of speed in all wind attitudes. Ships towing a ship of superior gun rating lose two hexes of speed in all wind attitudes.
35.3 A ship towing another ship in zero movement allowance attitude may still turn in place as in the basic game.
35.4 Towing Procedure
35.4.1 Maneuver the towing ship so that its stern is in the hex to which the bow of the ship to be towed is pointing. Indicate in the "log", that the ships are to be grappled.
35.4.2 The two ships can be maneuvered together on succeeding turns, the ship being towed moving directly in the wake of the other ship. Only one movement plot need be written.
35.4.3 Ungrappling notations in the "log" will end the tow.

35.4.3.1   A ship may become involuntarily ungrappled if either ship suffers a 5H critical hit, anchor cable severed. Roll one die, on even numbers the ship suffers the cutting of the anchor cable; however on odd numbers, the ship has its grapple cut instead.
35.4.4   Towing can only be done or maintained under wind conditions (2) Moderate Breeze, (3) Normal Breeze and (4) Heavy Breeze. Ships which began towing under the above wind conditions but have a wind change to an unsatisfactory wind condition, lose the grapple.

36.0 LOSS OF RIGGING
Although the rigging sections do not correspond exactly on a one-to-one basis with the masts of a ship, there is a positive correlation between the fact that a rigging section is lost and the actual material loss of a mast or part of same. Loss of masts upset the trim of a ship and caused a less stable firing platform. If a mast fell but did not break cleanly, the ship would be heeled to an extent that both broadsides were useless. The following rules allow for masts to effect the play of the game:
36.1 A ship with all rigging sections destroyed is –1HT when firing for ships having up to 6 gun squares and –2HT when firing for ships with 7 or more gun squares.
36.2   In a phase in which a ship loses one or more entire rigging sections (*when a numbered section's squares are all marked off and the last one in the section is marked off),* a die is immediately rolled for each section lost and the following table is consulted:

DIE NUMBER	RESULTS
1	Mast hangs over the side*
2-6	Mast falls free

*Additional Die Roll is made to see which side it falls: 1, 3, 5 – left broadside
2, 4, 6 – right broadside
36.2.1 If the mast falls free, the results of the mast loss are the same as the loss of a rigging section.

36.2.2 If the mast hangs over the side, the ship cannot fire until it has been cut loose. The Unfouling Table is used, and one die roll per Unfouling Phase is allowed for attempts to cut the mast loose. The ship's speed is reduced by one *(this is in addition to any loss of speed from the loss of rigging section(s))* and may not turn until it is cut loose. Any adjacent ship within the play of the broadside over which the mast hangs must roll for fouling. *Note: Should an adjacent ship become fouled, any resulting unfouling does not help cut the mast loose, it merely frees the adjacent ship. The ship with the mast over its side must still roll to cut the mast free. As with normal unfouling, both ships are entitled to make unfouling rolls, thus the ship with the mast over its side could make two unfouling rolls, one to unfoul with the adjacent ship and one to cut the mast loose.*

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

37.1 If the ship blocking the wind is under full sails, the movement allowance of the ship blocked is cut by two hexes, for that turn. If the ship blocking the wind is under battle sails and has at least half of its rigging squares left, the movement allowance of the ship blocked is cut by one hex for that turn.

37.2 A smaller ship could not block the wind of a larger ship as effectively as one of the same size.

37.2.1 If a ship blocks the wind to a ship mounting 30 plus guns less than the blocking ship, the loss of speed, as described in 37.1 is increased by one, for that turn *(FS loss would be 3 and BS loss 2)*.

37.2.2 If a ship blocks the wind to a ship mounting 30 plus guns more than the blocking ship, the loss of speed, as described in 37.1 is reduced by one, for that turn *(FS loss would be 1 and the BS loss 0).*

37.2.3 If a ship blocks the wind to a ship mounting 60 plus guns less than the blocking ship, the loss of speed, as described in 37.1 is increased by two, for that turn *(FS loss would be 4 and BS loss 3*.

37.2.4 If a ship blocks the wind to a ship mounting 60 plus guns more than the blocking ship, the loss of speed, as described in 37.1 is reduced by two, for that turn *(It would have no effect for either FS or BS).*

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

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

38.2 Immediately roll one die. The resulting number indicates the relative difficulty of refloating the ship.

38.2.1 On each succeeding turn during the Reload Phase, the die is rolled to see if the ship can be refloated. The die roll must exceed the number initially rolled or the ship remains aground for another turn.

38.2.2 If a six had been rolled initially, this would indicate that the ship cannot be refloated by ordinary means.

38.2.2.1 Ship captains willing to throw guns overboard to lighten the load can do so to gain a modifier to their refloat roll. Scratching out two gun squares (one from each broadside) will gain a player +1 to his refloat roll (to a maximum of +1). Gun squares for this purpose can only scratched out one per turn, note the loss in the ship's log.

Please Note: Guns lost in this fashion are permanently destroyed and cannot be later repaired.

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

38.4 While aground, ships can not conduct repairs, nor change their sail status.

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38.5 Ships cannot fire their guns while aground.

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

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

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

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

40.0 FORE AND AFT RIGGING
Allow ships which have fore and aft rigging (ships which are rigged with the type sails used by modern sailboats as opposed to the square sails in general use by warships in this period) to move one hex every second turn in wind attitude "D". This rule takes into account the improved weatherliness of fore-and-aft sails. Ships which carry this special type of rigging will be stated as such in the scenario instructions. The Full Sail Hit Tables are not used in determining rigging hits against a fore-and-aft rigged ship at full sails.

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

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

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

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

42.0 BOMB KETCHES
As already noted, one of the counters included with the game is an overview of a bomb-ketch. As these vessels were used to reduce forts and other land structures, they must be used in conjunction with amphibious operations.

Bomb-ketches as a general definition were ships which carried mortars, ie. guns which fired explosive shells on a high trajectory in order to hit objects behind breastworks or walls. Bomb-ketches were not very effective nor they ever designed to do battle with other warships. Their main function was to reduce the defensive capability of forts and/or entrenchments so that amphibious units could land and capture the position.

There are three types of bomb-ketches (more accurately termed bombs) which are available in the game.

> *Single Mortar*
> *Two Mortars*
> *Mortar Vessels*

Note the Two Mortar bombs were superior to the other two vessels in every respect. This should not limit the players to using this model exclusively. Mortar vessels were used during the French Revolutionary Wars and were not popular which led to their abandonment.

These ships also carried regular cannon as well as mortar(s).

42.1   Bombs may only fire their mortars while anchored.

42.2 The line of fire for the mortars may never be blocked. They fired over, not through, obstacles.

42.3 Fire with broadside guns is normal.

42.3.1 Broadside guns may not load or fire in the same turn the mortars load or fire.

42.4 For the single mortar bombs , a mortar's field of fire is 270 degrees (bow field) which encompasses both left and right broadside fields and the field between the two toward the bow. In other words you may not fire through the stern.

42.4.1 For two mortar bombs, the second mortar may fire in either the left or right broadside but may not fire across the bow or stern.

42.5   It takes four turns to load mortar(s) (not necessarily in sequence). This noted in the load section by marking M in the R section for the bow mortar or in the L section for the second mortar of the two mortar bombs.

42.6 Players filling out the log sheet should mark the mortar(s) hit boxes in the carronade section.

42.7 Mortars may only be fired at fixed targets on shore or at motionless ships (ie. ships at anchor or aground), not at ships drifting, no matter how slowly.

42.8 Mortars have a maximum range of 10 hexes and a minimum range of three hexes.

42.8.1   Mortars may not fire at targets less than three hexes away.

42.9 Mortars have a base of Hit Table 2 for ranges 3-10.

42.9.1 The base Hit Table can be modified only by crew quality, crew section lost, and captured ship.

42.9.2 Mortars may only fire at hull and can due so for entire range, 3-10.

42.9.3 All hits scored by mortars are tripled.

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A-2.3 Unit Counters
There have been several informational counters added that players may use to assist play (these are not shown in the rules). A counter has been added to indicate a ship has Men in the Rigging (MIR). Counters have been added to show ships currently on fire, grappled, fouled or with waterline damage.

A-2.31.6 Seven new nationalities have been added, Batavians (Dutch), Danish, Ottoman Empire, Portuguese, Russians and Swedes. Counters are available for each. New counters for the United States 74's are also available. Ships available for all nationalities are shown on the accompanying Ship Specification Sheets in the Addendum – Part 2.

A-6.1 This is a new rule to aid unfouling by allowing a modifier if a player is willing to lose a rigging square. This is to clarify that for each ship rolling during an Unfouling Phase, a maximum of one rigging square may be lost in this fashion with a maximum gain of +1. Players may not mark off two rigging squares to gain a +2, etc.. Note if the two ships fouled together both roll for unfouling, both may take this option. However it must be taken separately. Friendly ships fouled together cannot decide to have one ship take two rigging squares lost and gain +2 with the remaining ship rolling normally.

A-7.1.12 Basically because movement is essentially two parts; how many movement points you can move in a turn and how many movement points you can move in any attitude to the wind, there is some confusion as to how this is applied. Your starting position for the turn dictates how much movement you have for the turn. This is the momentum your ship has based on its position and attitude to the wind. Thus frigates in Attitude A at the start of the turn can move up to 4 hexes in a turn at battle sails. This comprises the first part of movement, the total hexes you have due to its momentum. Your plotting of movement introduces the second part of movement. Having determined

the total movement points one has at one's disposal, one must decide how they are spent. Each attitude has a movement factor that not only serves to determine total movement points allowed (in the first part of movement), it dictates the maximum movement one can move in any one attitude (the second part). The confusion usually occurs when moving from a high movement attitude such as A (factor of 4) to a low movement attitude such as C (factor of 1) due to the differences in movement allowed. Again, a frigate at battle sails starting the turn in Attitude A has a movement of 4, can turn into Attitude C, move forward 1 hex, turn back out of Attitude C and continue moving 1 hex. Turns do not count against the movement in an attitude, so the fact that the ship made two turns involving Attitude C does not count towards the limit the ship has for a one hex movement in Attitude C. Moving ahead one hex while in Attitude C does not use up all its remaining movement, thus it does not force the ship to end its movement. The ship at that point has a choice, to move no further as it has reached the limit allowed in that attitude or to turn and continue using any of its remaining movement points in another attitude.

A-8.3.5 Collisions / Fouling
Collisions/Fouling has adapted a two dice system. When a collision occurs and players check for fouling, two dice are rolled. Additionally there are a number of modifiers which can affect the outcome. On the whole, it is slightly tougher to become fouled than before. The decision to make these changes were based: 1.) To conform with the two dice systems being made to Unfouling and Grappling/Ungrappling. 2.) That it was actually much harder to foul than in the game. The WS&IM computer game has a much wider range of movement possibilities because it is not limited by hexes. Yet it is much harder to foul ships than in the board game (I would have expected the reverse as the limitation imposed by hexes would require some abstraction which should have been reflected in the Fouling Table that would not be needed with the wider range of movement). I tried on any

number of occasions to purposely foul by ramming enemy ships and could not foul. Additionally, ships attempting to enter the same hex can be anywhere from 1-99 yards from each other within the collision hex. The original table does not seem to take into account for this possible gap in distance in addition to the actual odds of the ships of becoming entangled, ie. fouled, if they did collide. A one-third chance seems way too high.

A-9.1 Grappling

Grappling in the game is far too easy given the difficulty of throwing a grapple from the deck of a pitching ship. Additionally, the use of 100 yards to a hex as the measure of distance makes it is possible for adjacent ships to be anywhere from 1-199 yards apart. Thus for a good part of the distance, a ship is not reachable by grapple. Grappling and ungrappling are now based on a roll of two dice, with a number of modifiers that either improve or hinder one's effort to grapple/ungrapple. It is harder to grapple, and, once grappled, it is tougher to ungrapple.

A-10.0 Boarding Party Preparation Phase

DBPs have been reworked to be a viable selection over a OBP. DBPs now have a defensive bonus of +2 per crew square (+1 if being raked). A further detailed explanation is located in A-12.3 Melees below.

Crews plotted to conduct repairs during the game turn are restricted to having a DBP, negating the repair underway.

Crews plotted for a sail status change with MIR, can plot using the crew section involved in the sail status change, but only as a DBP which if done negates the sail change. Players can plot an OBP using the two free sections not involved in the sail change, only the section involved in the sail change must be a DBP if used.

A-11.3.2 Raking:
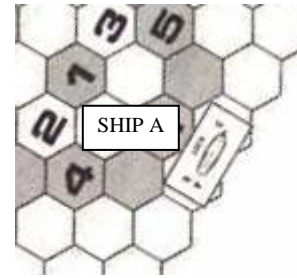
This example shows the exception to the rule. Ship A even though it is in a position to return fire with a bow or stern section broadside, finds itself being raked by the opposing ship.

A-12.1.4 Crew quality was achieved over a period of intense training under firm leadership. The notion that one can place a green crew with little if any training on board with an elite crew in the middle of a battle and it can suddenly become its equal is an oversimplification. Now the transferring of crews will result in the overall crew quality becoming that of the worst crew quality of the two. One can argue that this is too harsh a remedy. However the old rule left too big a loophole. Historically, transfers of crew were to effect replacements of lost and injured crew and it is upon this assumption the rule is based. Too many times this is used to create large crews with which to melee. Combine a green crew with a crack or elite crew and go crack some heads. Within the timeframe of most games, the historic use of transfers would simply not occur, let alone the type typically seen in games, thus the change.

Please Note: Prize crews retain their quality separate from that of the captured to which they are assigned. Thus prizes will have two crew qualities, one for the captured crew and one for the prize crew. This rule does come into play if additional crew is added to a prize with a crew quality different from the quality already on the prize.

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A-12.3 Melees

Melees along with the reduced fields of fire cause the largest number of headaches at tournament time. It is far too easy to melee in the game compared to historic realities. Historically few SOL's were lost by melee. Yet it is all too frequently the preferred method of gaining victory points. Hence along with changes being made to grappling and fouling, there are a number of changes being made to melees.

1. DBP's in the original game were worth the same as OBP's. With the ability to capture a ship, why have anything but a OBP? This led to many melees as both players chose OBPs because there was no viable alternative. There is now a viable alternative in the DBP. DBPs gain a crew a +2 point per square advantage over an OBP of the same quality (this is reduced to +1 if the target ship is being raked). Now with a DBP, players can hold back a crew section and fire while holding on to his ship, something virtually impossible before unless there was a very wide difference in the number of crew squares.

2. Interpretation of OBPs (based on the original rules and not on any changes made in the revision): OBPs once formed must continue until successful, failure or the ships become ungrappled/unfouled. One cannot attempt to capture a ship by forming an OBP, see the battle turning against him and on the next turn change to a DBP. With the changes made to ungrappling, ships grappled for the purpose of meleeing will most likely remain so. Melees were fought to conclusion and were not interrupted by becoming unfouled or ungrappled.

Example: A British Crack 74, Large Class, is grappled by an Average French 80 (side by side). Neither ship has taken any crew hits up to this point. The British 74 has crew sections of 10-8-8. The French 80 has crew sections of 12-12-10. The French seeing an opportunity in numbers form a OBP while the British form a DBP. Let's look at the numbers for Total Melee Strength (TMS):

British DBP
26 crew squares @ 6 pts. = 156 pts.
Total: = 156 TMS

French OBP
34 crew squares @ 3 pts. = 102 pts.
Total: = 102TMS

156 to 102, both are the 81+ column. Now there are three rounds of melee.

Round One: The British roll a 3 with the French losing four crew squares. The French roll a 1 and return the favor, the British lose four crew squares. Each player then recalculates his TMS.

End of Round One:
British DBP
22 crew squares @ 6 pts. = 132 TMS
French OBP
30 crew squares @ 3 pts. = 90 TMS

Neither player has a 3-1 advantage in TMS, so the melee continues to round two. Note the 3-1 advantage is based on the TMS and not the number of crew squares. Both are still on the 81+ column.

Round Two: The British roll a 5 inflicting two crew squares of damage to the French. The French roll a 4, again causing four crew squares of damage to the British. So the players look like this:

End of Round Two:
British DBP
18 crew squares @ 6 pts. = 108 TMS

French OBP
28 crew squares @ 3 pts. = 84 TMS

Neither player has a 3-1 advantage in TMS, so the melee continues to round three. Both are still on the 81+ column.

Round Three: The British roll a 6 inflicting two crew squares of damage to the French. The French roll a 2, again causing four crew squares of damage to the British. So the players look like this:

End of Round Three:
British DBP
14 crew squares @ 6 pts. = 84 TMS

French OBP
26 crew squares @ 3 pts. = 78 TMS

Neither player has a 3-1 advantage in TMS, so the melee end for this turn and will continue the next game turn. Because the ships are grappled, neither can plot during the Movement Notation Phase. Either player can attempt to ungrapple during the Grappling and Ungrappling Phase. However please note that due there being a melee in progress, all attempts to ungrapple suffer a –6 dice roll modifier, meaning in all likelihood, the melee will continue. The French having things their way the last turn do not attempt to ungrapple. The British do and fail their roll. Note that because the French had an OBP last turn, it must continue this turn as an OBP, so boarding party preparation for the French is a no brainer. The British can still decide between the DBP and the OBP. Considering how things went last turn, they continue with the DBP. Both calculate their TMS which is unchanged since last turn's melee rounds. Remember to always recalculate and not just rely on the last totals as ships in multiple ship games may take damage to their crew during the Combat Phase which precedes the Melee Phase.

Round Four: The British start on the 81+ column while the French have dropped to the 71-80 column, The British roll a 3 with the French losing four crew squares. The French roll a 6 and cause the British to lose two crew squares.

End of Round Four:
British DBP
12 crew squares @ 6 pts. = 72 TMS

French OBP
22 crew squares @ 3 pts. = 66 TMS

Neither player has a 3-1 advantage in TMS, so the melee continues to round three. Both are still on the 81+ column.

Round Five: The British roll a 2 with the French losing four crew squares. The French roll a 4 and return fire, the British lose two crew squares.

End of Round Five:
British DBP
10 crew squares @ 6 pts. = 60 TMS

French OBP
18 crew squares @ 3 pts. = 54 TMS

Neither player has a 3-1 advantage in TMS, so the melee continues to round six. The British drop tp the 51-60 column as do the French.

Round Six: The British roll a 5 with the French losing one crew squares. The French roll a one and the British lose three crew squares.

End of Round Six:
British DBP
7 crew squares @ 6 pts. = 42 TMS

French OBP
17 crew squares @ 3 pts. = 51 TMS
Neither player has a 3-1 advantage in TMS, so the melee continues to round seven which will start the Melee Phase of the next game turn. The British is drop to the 41-50 column while the French remain on the 51-60 column.

Again neither ship can plot movement, so they will drift this turn. Both players may attempt to ungrapple during the Grappling/Ungrappling Phase. Again the French decline and the British try and fail. So the Melee Phase brings back to where we ended last turn with TMS totals of 42 for the British and 51 for the French.

Round Seven: The British roll a 2 with the French losing just two crew squares. The French roll a 1 and the British lose three crew squares. Both players are beginning to suffer diminishing returns from the Melee Table.

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End of Round Seven:
British DBP
4 crew squares @ 6 pts. = 24TMS

French OBP
15 crew squares @ 3 pts. = 45 TMS

Neither player has a 3-1 advantage in TMS, so the melee continues to round eight. The British drop to the 21-30 column while the French drop to the 41-50 column.

Round Eight: The British roll another 1 with the French losing two crew squares. The French roll a 2 and the British lose three crew squares.

End of Round Eight:
British DBP
1 crew squares @ 6 pts. = 6 pts.

French OBP
13 crew squares @ 3 pts. = 39 pts.
The French finally gain a 3-1 ratio in TMS, 39-6 resulting in the capture of the British ship and the demotion of both captains for allowing such a bloodbath.

Example:
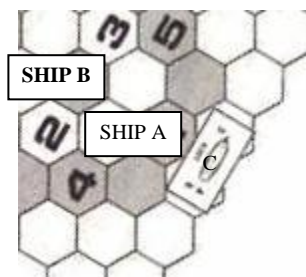
The original situation for this example has Ship A colliding with enemy Ship C on turn 18. Due to the resultant fouling of the ships, they found themselves engaged in a melee which was not resolved. Ship C had plotted for a DBP while Ship A had written an OBP. This meant for the start of turn 19, neither ship could move and were locked in melee. Ship C on the short end of the melee with Ship A during turn 18, attempts to unfoul but fails due to the modifier for a melee being progress. During the Movement Execution Phase, Ship C's brother in arms, Ship B moves adjacent to Ship A and successfully grapples. This is the situated represented in the diagram. Ship A having plotted an OBP on the previous turn against Ship C's DBP is locked into an OBP this turn as well. Ship B plots an OBP which will result in the automatic capture of Ship A. Whoa, wait a minute. Why can't Ship A seeing Ship B organizing a boarding party change to a DBP? It wouldn't leave a ship undefended goes the argument. Well, hindsight has 20/10 vision.   If Ship A had such vision to anticipate Ship B's move, it wouldn't have plotted an OBP on turn 18, instead it would have plotted a DBP. It basically gambled it could capture Ship C before Ship B could move adjacent and manage to grapple, it lost. The reason Ship A cannot revert to a DBP is, its crew is on the decks of Ship C locked in battle. Well, what if both Ship A and Ship C had written for OBPs, wouldn't the battle be on both ships and couldn't Ship A revert to a DBP then? No. While the battle may be on both ships, the problem is that the crew is locked in battle and cannot in the middle of a battle move to take up defensive positions. Its stuck with its OBP. In this situation, Ship B's OBP would not result in the automatic capture of Ship A, some of A's crew would move to intercept it. Instead, the TMS for both Ships B and C are combined to form one total TMS which is used against the TMS of Ship A which will likely result in the capture of A. Whether this is fair or not is not as much the problem as our all too frequent use of melees.

There are always questions involving TBPs. Why can't a TBP see the OBP trying to board the same ship they are and join in? Think of the logistics of each and what purpose each are designed to achieve. Crews were largely armed with hand weapons (eg. Cutlasses) which were stored in buckets and placed out for use during the battle preparation.   Crew members simply grabbed a weapon and they were ready to board (OBP). An

OBP could be formed quickly when grappled/fouled to an enemy ship. A TBP was more involved. Crew members were being transferred and as such carried their belongings with them. Not anticipating a fight, they were not armed. Friendly ships involved in a TBP are not even required to be grappled, simply be adjacent. This involves the lowering of the ship's boats to effect the transfer. And TBP's are formed very slowly. A ship's captain would receive a signal to effect a transfer, the ship would then have to position itself next to the ship due to receive the transfer. The men would have to gathered with their belongings to complete the transfer by ship's boat. In a three minute game turn, the scope of what's involved is much different for there to be the ability to change from TBP to OBP within a single game turn without foreknowledge. Well, couldn't I form an OBP to my ship having a DBP to assist it in dealing with any enemy OBP? Without a melee actually taking place on board, no. Again within the context of a three minute game turn, how would the captain know the ship was in danger? Historically, ships frequently fought at very close quarters without any threat of a melee. It is only in the context of the game where virtually every such close contact results in a melee is it possible to have such foresight. Only in the game turn after a DBP is engaged by an enemy OBP can friendly adjacent ships come to its aid by a OBP to the DBP ship. What happens to my TBP to a friendly ship having a DBP which becomes engaged with an OBP and surrenders? The TBP surrenders along with the rest of the ship. Remember in the context of a game turn, the TBP is arriving over the course of the Melee Phase and is considered to be on the new ship by the end of phase where it finds itself faced with an active armed enemy while it is unarmed. It is incapable of posing a defense until it has time to organize and arm itself (ie. the next game turn). Thus it suffers the same fate as the ship. Can a ship having a DBP, being victorious against the OBP and after boarding and capturing the enemy ship use crew from a TBP as prize crew? No, not directly, but indirectly the effect would be same. The

victorious crew would become the prize crew with the TBP crew replacing the crew which left to become the prize crew. The distinction is important because the crew quality of the two crews may vary.
A-12.4.11 Clarification: Losses to the prize crew are based on the consecutive running total, not on a game turn basis. Thus if a ship suffers 1 crew loss on turn 26 and 1 crew loss on turn 27, both the prize crew and the captured crew would have each suffered a loss. The loss suffered on turn 27 is considered the second loss and hence even, not as another odd numbered loss against the prize crew.

A-16.1.2.2.2 This has been misapplied in most games. Players frequency take the loss immediately and not at the end of the Combat Phase. The distinction is important, particularly as it regards rigging sections. Players frequently marked out a rigging section when the critical was rolled and then take further damage from other firing ships. If the critical is properly applied at the end of the Combat Phase, some cases will result in less overall damage as the other firing ships will cause damage to a rigging section which will then be marked out when applying the critical instead of being applied to the next section. Other cases will result in more damage, as the other firing ships may take out the last squares in a section resulting in the section being marked out being another entire section. Crews which have suffered a demoralization result and have not fired yet this Combat Phase, still get to fire one last time at their old crew quality. Note this is a clarification of the original rules and should be followed even when mutually agreeing to use the original Critical Hit Table.

A-20.1 Full Sails
Three main changes have been introduced here:
1. Rigging hits at ships at FS are no longer doubled but instead gain additional rigging hits as indicated on the Hit Tables (R results inside ( ) are added to the normal result when the ship is at full sail). Losses are now roughly 50% greater instead of 100%.

2.   Players must now plot changes in sail status during the Movement Notation Phase. This will require placing Men in the Rigging (MIR) which will affect combat, boarding parties and any tasks requiring the availability of all three crew sections.

3. Ships at FS will suffer a Hit Table modifier to reflect the less stable nature as a firing platform.

These changes, in combination with changes made to the rake rule, should mean that ships will retain more   mobility than in past tournaments.   The counter to this better mobility is the cost in modifiers for crew devoted to changing sail and the less stable nature of FS over BS ships. Players who are constantly changing sail status may find themselves losing not because of board position, but due to the constant –1 and –2 modifiers they are inflicting on themselves, giving their opponents an edge in gunnery.

Example: A crack British 74, Large Class, at full sail, fires at a target located three hexes away firing a full broadside of 18 guns. Looking at the HDT, the ship receives +2 for range and +2 for crew quality, total of +4. However, due to the ship being at FS, the ship receives a further modifier of –1, reducing the Hit Table from Table 4 to Table 3. The same ship firing at a range of two would have had +3 for range, +2 for crew quality and –2 for FS, meaning its Table 5 shot became a Table 3 shot because of FS.

Example: Looking at the same ship, a crack British 74, Large Class, at full sail, but it now has MIR to change sail status to BS.   It fires at a target located three hexes away firing a full broadside of 18 guns. Looking at the HDT, the ship receives +2 for range and +2 for crew quality, total of +4. However, due to the ship being at FS, the ship receives a further modifier of –1 which is further reduced by –1 for being a crew section down as the MIR requires the assignment of a crew section to the task of changing the sail status; reducing the Hit Table from Table 4 to Table 2.   The same ship firing at a range of two would have had +3 for range, +2 for crew quality, –2 for FS and –2 for being a crew section down, meaning its Table 5 shot became a Table 1 shot because of FS and having MIR.

Example: Finally**,** looking at the same ship, a crack British 74, Large Class, but it is no longer at FS, its at BS.   However, it has MIR to change sail status to FS. It fires at a target located three hexes away firing a full broadside of 18 guns. Looking at the HDT, the ship receives +2 for range and +2 for crew quality, total of +4.   However, due to the ship having MIR, the ship receives a modifier of –1 for being a crew section down as the MIR requires the assignment of a crew section to the task of changing the sail status; reducing the Hit Table from Table 4 to Table 3. Note that even though it has plotted to change its sail status from BS to FS, it does not suffer the FS penalty. The same ship firing at a range of two would have had +3 for range, +2 for crew quality, and –2 for being a crew section down, meaning its Table 5 shot became a Table 3 shot because of MIR.

A-20.3.8   Ships of the period actually had two anchors and the game simplified this to a single anchor cable. It was easier to keep track of a single anchor in the Notations than two.   Ships now have two anchors. With the revision of the Ship's Log, each anchor is represented by its own square for recordkeeping.   Note the loss of a single anchor does not take away a ship's ability to anchor, but it does remove the benefits it received for firing and moving on springs.   This is more realistic and explains why it took so long to up-anchor in the game, it was really two anchors being up-anchored.

A-20.4.2 I have always believed the ability to plot "L1R" for two more consecutive game turns had more to do with rakes than any belief that ships could make two such turns consecutively. Some players have always argued that the original rules were unrealistic, ships could not make two such turns.   But games sometimes have to sacrifice realism for the sake of game play.   It this case, I believe that the rules were written this way because ships would be subject to rakes too frequently otherwise.   The Advanced Game rake rules was only an approximation due to the limitation imposed by using hexagons to represent movement,

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firing, etc. Corresponding, movement was too an approximation. With the moving of the Optional Rake Determination to the Advanced Game Rules and the reduction in the range at which a rake is possible, rakes will be tougher to get and ships will no longer need the protection the original approximation afforded. Thus, ships may no longer plot two consecutive turns across two game turns.

A-20.5 Repairs
The game simplifies the task of making repairs. Too often, repairs are an afterthought born from not being able to do anything else that turn, eg. firing guns. This greatly diminishes the work involved. Remember, game turns are only three minutes in real time. Rarely were repairs attempted during battle conditions. Hence the following changes have been added to making repairs:
1. Repair notations must be made during the Movement Notation Phase.
2. Only the threat of melee can cancel the repair once the notation has been made. Ships in a position to be boarded may form DBPs voiding the repair.

This means players will no longer be able to decide to make repairs because they can do nothing else that turn. And once committed to the repair, they cannot decide to take that juicy shot that just presented itself.

A-24.1 Reduced Field-of-Fire
This is one of the least understood sections of the rules and creates the largest number of headaches during tournaments (outside of maybe melees). The original rules are devoid of suitable examples to guide proper play. Hope to remedy that situation now.

Example #1
The example shows (see diagram next column) one of the more frustrating situations encountered. We have a situation in which Ships A & B are attacking Ship C. What ships have shots against which ships? Ship C has the best of all worlds in this example. Ship C can fire at either Ship A or Ship B. Ship A

can return fire at Ship C. However Ship B has no shot. Let's look closer. Ship C has Ship A in its field 4 which means it can only fire its stern guns, a half broadside shot. Ship B is in its full field of fire (fields 1, 2, or 3). Wouldn't Ship A block Ship C's field of fire? In this case, no, because it does not
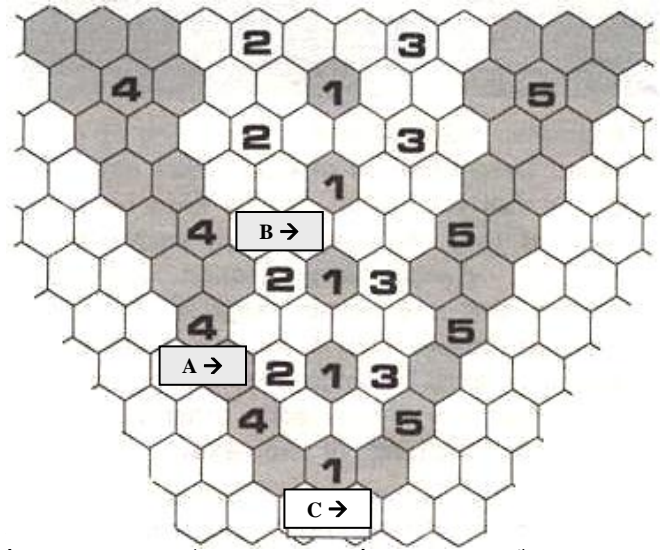
extend into any other field of fire, it does not become a factor. It would only be a factor for other ships in field 4. Ship C thus can decide to take a stern broadside only at Ship A at a range of 2 or take a full broadside shot at Ship B at a range of five. Ship A can return fire with the same half broadside (a bow broadside) shot as Ship C has on it. The real trouble is Ship B. This is where players have problems. How in the world can Ship C have a full broadside at Ship B and Ship B not return fire? Its problem is Ship A straddles its field 4 as well as its full field of 1,2 and 3. When determining a shot, a player must determine if any ships lie closer than the target. For this purpose Ship A is considered to be both in field 4 for any ships also in field 4, and in field 2 for any ships in the full fields of fire 1,2 or3. Since Ship C lies in Ship B's full field of fire, for the purposes of determining a shot, Ship A is considered to be in Field 2. As Ship A is closer than Ship C, Ship B is prohibited from firing because it must fire at the closest ship in the full field (fields 1, 2 and 3). Think of the broadside as a

shotgun blast. As the shot leaves the barrel of the gun, the shot pellets expand outward in a pattern. In a full broadside this pattern is represented by fields 1, 2 and 3. The fact that some of his broadside might hit Ship A instead of Ship B wouldn't deter Ship C from firing at Ship B. However the possibility that part of broadside fired from Ship B might hit Ship A would impact on his decision to not fire. If Ship C had been closer than Ship A, then it would absorb the broadside before it could reach Ship A allaying fears on striking the wrong ship. Well couldn't Ship B fire only its bow guns at Ship C? In this case, no. Ship B could only fire its bow guns if Ship C straddled both fields 5 and 3 and thus for the purposes of making a bow section broadside could be considered in field 5. Despite appearances to the contrary, Ship A is simply too close to Ship B for that captain to chance firing.

Example #2
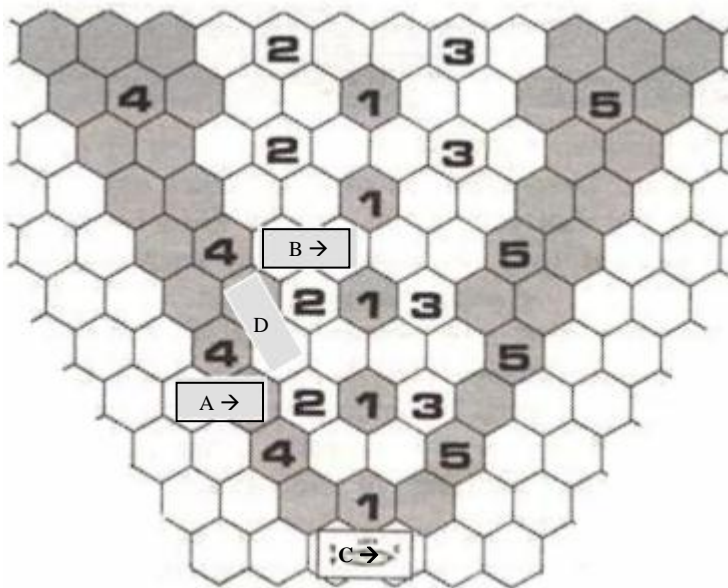
In this example, we have added another ship to the mix. How does this change firing from the previous example? The only change is the relation between Ships B and C. While B remains in C's full field of fire, it is now no longer the closer ship in that field. Ship D now assumes that honor. For purposes of line of sight, Ship D is assumed to occupy both

fields 2 and 4. Thus, Ship C can no longer fire at Ship B. Well, if Ship C can no longer fire at Ship B, can it still fire its full broadside at Ship D now that its closer? Unfortunately, no. Ship D straddles two fields, 2 and 4. For the purposes of determining fire, it is assumed to occupy the lowest numbered field. Okay, so far, it's a full field, why no full broadside? Because there are two exceptions to this rule. The exception applied to this case is when a ship straddles fields 2 and 4, it may not fire its stern section if there is another ship closer in field 4. Looking at the example again, that is the case here. Ship A is in field 4 and is closer than D to Ship C. Ship C is reduced to a bow section shot if it desires to take advantage of the rake its been presented. It still retains the ability to take a stern shot at Ship A. Note, Ship C cannot split his fire; firing his stern at Ship A and his bow at Ship D even though this does not involve firing any section more than once and is the equal to a full broadside.

Amplifying Remarks: I feel compelled to make a few comments in defense of the current system for Fields of Fire in light of the growing clamor for changes, in particular involving fields 4 and 5 and blocked ships. Many believe it is unrealistic and unreasonable that a ship in the full field can block a target in either 4 and 5, wanting instead the ability to be able to fire a bow or stern section shot at the offending ship. There are a number of "house rules" that use some variation of this theme, which if both players are willing to use, I have no problems per se. However, I feel this trend is neither realistic or reasonable. As has been stated a number of times, many aspects of game design are an abstraction of real life and this area is certainly no exception. I think that the abstraction that comes into play here is both from a real life perspective and the fighting orders of the day. Unstated in many of the complaints about the blocked ships is the fact that it is frequently their own ship doing the blocking. It is the nature of today's cardboard admirals to send individual ships in various directions from the main force to seek some advantage that leads to these situations. Situations

their counterparts some 200 years ago would have found appalling. Even Nelson maintained some sort ship formation that took into account the fields of fire of the ships to the enemy. One of the most important reasons for maintaining some sort of formation was, one knew where one's own ships were limiting friendly fire incidents. In today's world of perfect intelligence it's easy to forget that once the firing begin, the field of battle was going to be covered by a huge blanket of smoke, greatly hindering one's ability to see. Formations allowed captains to rightly foresee their lines as opposed to the enemy's. Captains darting off out of formation would have done so at their peril as it may have been impossible to determine whether a ship was friend or foe. The further claim that one could fire a stern or bow shot safely I feel defies the realities of the day. First, the guns of the period were not rifled meaning the term aim meant direction and not as in bull's-eye target practice. It was not a rifle shot, a broadside was akin to firing a sawed-off shotgun, the shot pattern was very wide and only good for a short distance (effective range verses its maximum range), particularly when fired from a pitching ship. The game only allows for shots out to a distance of 10 hexes or a thousand yards. The guns of the period actually had ranges out to 2500 yards. Even carronades of the period had ranges from 800-1100 yards. The game does not use these distances I believe largely because the ability to hit and target at such ranges with enough weight of shot to register damage was not possible with enough frequency for game purposes. Particularly a damage system predicated on the use of a six sided die. I also believe based on my readings, that the stern and bow shots allowed in the game are an abstraction of a full shot. The guns of the period actually had a remarkable degree of rotation and ships in fields 4 and 5 could be brought to bear under a full broadside. However due to the shot pattern and the fact that from fields 4 and 5, ships present a smaller target due to the angle to the firing ship, the effectiveness of the full broadside was about halve, hence the use of stern and bow halve shots in the game. But this means that the pattern is

actually larger that players believe and there is less margin of safety in their broadside also hitting the blocked ship. I just don't think that any captain of the day would risk such a shot if the ship was friendly or would pass up a shot if it was not, to fire at a ship at a greater distance and from a more difficult angle even if they could see it through the smoke. Now I'm not arguing that one must maintain a formation or follow the old fighting instruction method of battle. But I am saying that if one chooses to use what would have been very unorthodox tactics even for Nelson, the occasional problem with blocked ships is the price you pay.

A-24.2.2.4 Chainshot

The prohibition against British use of chainshot is one rule often done away with by players. One of the things odd about this is, though players want the British to be able to use chainshot, it is seldom used by any player, let alone British players. The reason for this being in the original rules is simple: the British disdained shooting at the rigging. They had as much access to chainshot as anyone else. They simply felt it was shot wasted that could/should have been fired at hull and sinking or otherwise disabling the enemy ship. All British tactics and training were based on this devotion to firing at the hull. The British frequently were loaded with, and fired doubleshot, for example. The British wanted to batter his enemy and deny its navy ships in which to carry on the war. The French on the other hand were the mirror opposite of the British. They disdained firing at hull. Their objective was to maintain a fleet in being and, hence, tie up British resources. They fired almost exclusively at the rigging to deny the British the ability to impose their superior seamanship by severely limiting their mobility. It was better to knock down the British rigging and sail off to fight another day than risk the loss of ships unless in a vastly superior position. These different philosophies account for their corresponding arrangement of their navies. The British with their focus on the hull, made greater use of carronades; devastating in close but with limited range. The French and their focus on

rigging made greater use of the long guns for firing at rigging out of range of the British carronades and chainshot for its ability to bring down rigging. Because of this, British ships are slightly cheaper to build and in game terms are cheaper in victory points than the French. A player, particularly if he plans on using French ships is giving away his "advantage" to allow British ships use of chainshot. Be that as it may, players may still mutually agree to allow the British use of chainshot, but it remains in the rules.

A-24.2.3 Doubleshot
Doubleshot was the simple adding an additional ball shot to the gun loaded with a regular load. It did not require any additional powder, hence its shortness in range; the same powder charge had to push out two shot instead of the usual one. Because this shouldn't take a full three minutes longer in game time to effect, doubleshot now only takes one turn to load if you're at full crew. Ships of the period used doubleshot far more frequently than it is ever used in the game. This can be attributed to the its short range and the fact it takes two turns to load. This eliminates one of those impediments. Further, it was the frequent practice to be loaded with a normal round and then when conditions presented itself, add another shot to double the load just prior to firing. To affect this in game terms, players may load with doubleshot and should the target not be within range of doubleshot, fire the load as normal roundshot (to simulate not loading the extra shot). Granting this flexibility comes at a price, players expend two reloads for the initial loading of doubleshot regardless of what is later fired.

A-24.2.4.5 Grapeshot
Currently grapeshot is virtually never used in the game. This can be largely attributed to the short range and the uniqueness of the conditions under which it is the most beneficial. The normal practice of the period was to place a grapeshot canister or charge in on top of a roundshot load. This allowed the use of grapeshot when conditions indicated its

use by simply placing the grapeshot load in with whatever was already being loaded. To reflect this in game terms, this rule will allow a player prior to the firing of a broadside loaded with roundshot to fire grapeshot instead if the conditions warrant. Damage is either taken as a roundshot load or as a grapeshot load. You do not enjoy the benefit of both as they would have, but that is the price for the flexibility being given.

A-24.3.2.3.1 Exploding Ships
The only real change here is the insertion of this rule as part of the Advanced Game Rules from its position as an Optional Rule in the 2nd Edition. The rule has been updated to reflect the new Critical Hit Table for ships catching fire. Fires are no longer known quantities as to their duration. Players roll each turn to determine if they have managed to put out the fire. Also, fires now cause damage when previously fires could rage for up to five turns and you suffered no damage. To check for fires, roll one die. If you roll equal to or lower than the Hit Table fired on, the ship's on fire. To check to see if the fire is out of control, roll one die and if a six, the fire is out of control. Place an exploding ship marker on the ship, otherwise a fire starts. Players may immediately assign crew sections to fight the fire or assign them during the Boarding Party Preparation Phase. During each Unfouling Phase, players roll one die. If it is equal to or lower than the number of crew sections assigned to fight the fire, the fire is put out. Any other result and the fire continues, the player marks out one rigging and one hull square.

A-24.4 Rakes
Two main changes have been made: 1.) The insertion of the Optional Rake Determination method from the Optional Rules to the Advanced Game rules. 2.) The range for a rake has been reduced to five hexes.

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A-24.5 Men in the Rigging
Ships of the period tended to enter battle at what the game refers to as battle sails. There is only one major battle in which any of the combatants entered in what the game refers to as full sails, Trafalgar. Ships also tended to remain at the sail status they entered battle. One reason for this was the quantity of men needed to change sail status. Fully a third of the crew was involved to make a sail change. Secondly, a ship was a more stable firing platform at battle sails. Thirdly, it reduced damage taken by the rigging (sails). The game greatly simplifies this, allowing one to make changes much more than any captain would have thought of doing historically. To more accurately reflect conditions involved in changing sail status, several changes have been made.
1. Players must now plot their sail changes during the Movement Notation Phase. This is called Men in the Rigging (MIR).
2. Having MIR involves the devotion of one crew section to the task of changing sails from either BS to FS or FS to BS.
3. The result of using a crew section is the reduction in firing, the inability to up-anchor or repair at the same time and its affect on boarding parties.

Players are free to continue to make sail changes as frequently as they want. However, now there is a cost for doing so.

A-26.1 Loads
A-26.1.1 Ships of the period carried large quantities of shot and powder, sufficient quantities to extend firing beyond that to which is normal in the game. For example, the HMS. Victory carried 120 tons of shot. She fired a broadside weighting half a ton. This translates to 240 broadsides. With a broadsides on average every 90 seconds, this translates to a 120 game turns of firing. That's a lot of broadsides. The powder was stored in the magazine in kegs. The gun master and his mates would fill silk (and later flannel) sacks called cartridges with the powder to form the proper

charge used. Only a portion of the powder would put into cartridges. In action, once the cartridges were used up, the crews serving the guns would be forced to ladle the powder directly into the gun. This would slow down the rate of fire at which the gun could be fired. Additionally the longer the action, the more fatigued the crew became. The standard gun crew of the day was 6-14 crew members, each assigned a number for ease of being heard in battle. The crew was drilled to service the gun "by the numbers", meaning each crew member in turn would perform his task. Then they collectively would manhandle the gun weighting about 3.5 tons into position (remember this is all in 90 seconds). Crew fatigue would mean a slower rate of fire. This rule was added to reflect both crew fatigue and the limitation on the number of cartridges. Thus each ship is assigned 30 reloads which are spent to reload broadsides during the Reload Phase. Once a ship is out of reloads, it suffers a Hit Table reduction due exhaustion of both men and cartridges for the rest of the action. For game purposes this condition is being called "Low Powder".

A – Critical Hit Table
The Critical Hit Table has undergone a major revision. The original Critical Hit Table (CHT) was based on the roll of one die plus the Hit Table fired on. This had the effect of placing certain damage results off-limits depending on the Hit Table used. While certain results were clearly more likely to happen on the higher Hit Tables, (eg. Magazine may Explode) in real life, they're always possible. To reflect the possibility of fate's intervention, the CHT has been revised using a two dice system so that all the results are available regardless of Hit Table. The more severe results, while now possible to be received from a Hit Table 1 shot, require a qualifying die roll (roll one die and if its equal or less than the Hit Table fired on, you get the result) weighted to be more likely at the higher Hit Tables. Note, the nature of the qualifying roll means while Hit Table 0 does have access to results it did not in

the original, it does not have access to the severe results (this is intentional).

A - Fouling Table

The Fouling Table has undergone a major revision. In addition to a conversion to a two dice system; it is tougher to become fouled and there are a broader range of modifiers to affect the outcome. More emphasis is now being placed on speed (ie. motionless ships are easier to avoid, faster ships have less time to avoid collisions) and crew quality (ie. the better the crew the more capable they are to avoid a collision). There is a broader discussion of fouling in A-8.3.5 Collisions/Fouling above.

A - Grappling Table

The Grappling Table has undergone a major revision. In addition to a conversion to a two dice system; it is tougher to grapple and there are a broader range of modifiers to affect the outcome. Emphasis is on crew quality (the difference between crews), speed (motionless ships are easier to grapple, ships moving fast are harder to grapple) and weather conditions (light conditions make it easier, heavy conditions make it harder). Note friendly ships must now roll to grapple (this to account for weather conditions and speed making it tougher to grapple even when both ships desire it).

A - Unfouling Table

The Unfouling Table has undergone a major revision. In addition to a conversion to a two dice system; it is tougher to unfoul and there are a broader range of modifiers to affect the outcome.

A - Ungrappling Table

The Ungrappling Table has undergone a major revision. In addition to a conversion to a two dice system; it is tougher to ungrapple and there are a broader range of modifiers to affect the outcome.

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DIAGRAM OF REVISED SHIP'S LOG

MOVEMENT BY WIND ATTITUDE

SHIP'S NAME:

(1)

IDENTIFICATION NUMBER:

(2)

SHIP'S CREW QUALITY:

(3)

SHIP'S CLASS:

(4)

CURRENT WIND CHANGE NUMBER:

(9)

CURRENT WIND DIRCETION:

(10)

RIGGING SECTIONS:

(11) (12) (13) (14)

CREW SECTIONS:

(15) (16) (17)

STARBOARD BROADSIDE:

(18) (19) (20) (21)

STERN BOW G

TURNS AVAIL (22)

HULL (23) (24) (25)

W

ANCHOR CABLES

DEPTH (FT.) (31)

PORT BROADSIDE:

(26) (27) (28) (29)

STERN BOW G

RELOADS (30)

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SCHEMATIC OF REVISED SHIP'S LOG

The revised Ship's Log Sheet is organized differently but is otherwise little changed from the original. There are a few new features designed to provide more information as well as be visually more appealing. On the schematic, each section of the log sheet is numbered and detailed below.

1. Place the Ship's Name in this box. Now there's plenty of room for those well-crafted names you could never fit into the original.

2. Place the Ship's Identification Number in this box. This is the number shown on the counter representing this ship. This is always a four digit number.

3. Place the ship's crew quality in this box as provided by the scenario or the Ship Specification Sheets in the case of Design-Your-Own. There's plenty of room so you might want to place the victory points for the ship here too for easy reference later. For example; "Crack - 29pts."

4. Place the ship's class rating in this box as provided by the scenario or the ship Specification Sheets. Again there's plenty of room for the ship's gun rating too. For example; " SOL 1 – 120 guns".

5. On the line place the ship's battle sail movement capability in wind attitude A. In the parenthesis place the ship's full sail movement capability in wind attitude A. These numbers can be found in the rules at 7.1.4 and 20.1.1.

6. On the line place the ship's battle sail movement capability in wind attitude B. In the parenthesis place the ship's full sail movement capability in wind attitude B. These numbers can be found in the rules at 7.1.4 and 20.1.1.

7. On the line place the ship's battle sail movement capability in wind attitude C. In the parenthesis place the ship's full sail movement capability in wind attitude C. These numbers can be found in the rules at 7.1.4 and 20.1.1.

8. On the line place the ship's battle sail movement capability in wind attitude D. In the parenthesis place the ship's full sail movement capability in wind attitude D. These numbers can be found in the rules at 7.1.4 and 20.1.1.

9. Put the current Wind Change Number in this box. This provides an easy reference and can be changed if the Wind Change Number changes.

10. Put the current wind direction in this box. This can provide an easy reference when you're writing your move.

11. These squares represent section one of the ship's rigging. Each square has the number 1 inside as a reference. Rigging losses are always taken from the highest numbered section first. The actual number of squares the ship has for this rigging section is provided by the scenario or Ship Specification Sheets. Mark out all squares not used. Example: There are 10 squares to the rigging section. A British 74, Large Class, has 7 squares to each of its rigging sections. You would mark out three squares so only the seven it starts with are unmarked.

12. These squares represent section two of the ship's rigging. Each square has the number 2 inside as a reference. This section is completed in the same fashion as in number 11 above.

13. These squares represent section three of the ship's rigging. Each square has the number 3 inside as a reference. This section is completed in the same fashion as in number 11 above.

14. These squares represent section four of the ship's rigging. Each square has the number 4 inside as a reference. This section is completed in the same fashion as in number 11 above. Note only ship classes numbered 3-5 have a fourth section of rigging.

15. These squares represent the first crew section. Each square has the number 1 inside as a reference. Crew losses are always taken from the lowest

numbered crew section first. The actual number of squares in this crew section are supplied by the scenario or Ship Specification Sheets with all squares not used being marked out.
Example: A British 74, Large Class, has ten crew squares in the first section.   As the section is provided with 16 squares, six are not needed and are marked out.

16.   These squares represent the second crew section. Each square has the number 2 inside as a reference. This section is completed in the same fashion as in number 15 above.

17. These squares represent the third crew section. Each square has the number 3 inside as a reference. This section is completed in the same fashion as in number 15 above.

18.   These squares represent the stern section of carronades for the starboard (right) broadside. Note the squares are made of dotted lines to distinguish them from regular guns having solid lines.   The squares are numbered sequentially for easy reference when counting up guns during combat. The number of carronades are shown in the scenario or Ship Specification Sheets.
Example: The British 74, Large Class has four carronades per broadside, two in the stern and two in the bow.   You would mark out the squares numbered 3-6.

19.   These squares represent the stern section of guns for the starboard (right) broadside. Note the squares are made of solid lines to distinguish them from carronades having dotted lines. The squares are numbered sequentially for easy reference when counting up guns during combat. The number of guns are shown in the scenario or Ship Specification Sheets.
Example: The British 74, Large Class has 18 guns per broadside, 9 in the stern and 9 in the bow. You would mark out the squares numbered 10-14.

20.   These squares represent the bow section of guns for the starboard (right) broadside. Note the squares are made of solid lines to distinguish them from carronades having dotted lines. The squares are numbered sequentially for easy reference when

counting up guns during combat. This section is completed in the same fashion as number 19 above.

21.   These squares represent the bow section of carronades for the starboard (right) broadside. Note the squares are made of dotted lines to distinguish them from regular guns having solid lines.   The squares are numbered sequentially for easy reference when counting up guns during combat. This section is completed in the same fashion as number 18 above.

22. These squares represent the turning ability for the ship. The starting turning ability of the ship is shown on the counter. Mark out any extra turns. During the course of the battle, if the ship takes critical hits to its turning ability, the loss can be reflected here.

23. These squares represent the hull of the ship. The squares are numbered sequentially for easy reference. The number of hull squares is shown in the scenario or Ship Specification Sheets. Mark out the numbered squares not used.
Example: The British 74, Large Class, has 21 hull squares.   You would mark out the squares numbered 21-30.

24.   This circle (and the letter W) represents waterline damage. Placing an "X" in the circle indicates the ship has suffered waterline damage.

25.   These squares are the anchor cables for the ship. Mark out one square for each anchor cut.

26.   These squares represent the stern section of carronades for the port (left) broadside. Note the squares are made of dotted lines to distinguish them from regular guns having solid lines. The squares are numbered sequentially for easy reference when counting up guns during combat. This section is completed in the same fashion as number 18 above.

27.   These squares represent the stern section of guns for the port (left) broadside. Note the squares are made of solid lines to distinguish them from carronades having dotted lines. The squares are numbered sequentially for easy reference when

counting up guns during combat. This section is completed in the same fashion as number 19 above.

28.   These squares represent the bow section of guns for the port (left) broadside. Note the squares are made of solid lines to distinguish them from carronades having dotted lines. The squares are numbered sequentially for easy reference when counting up guns during combat. This section is completed in the same fashion as number 19 above.

29.   These squares represent the bow section of carronades for the port (left) broadside. Note the squares are made of dotted lines to distinguish them from regular guns having solid lines. The squares are numbered sequentially for easy reference when counting up guns during combat. This section is completed in the same fashion as number 18 above.

30. These squares represent the number of reloads that a ship has remaining. All ships start out with 30 reloads. The squares are numbered sequentially. As a broadside is reloaded after firing, its reloading is reflected by marking off the highest remaining numbered square. Once all squares are marked off, the ship fires under low powder conditions.

31. Place the displacement (depth rating) of the ship as indicated by the scenario under Depth (ft.) in this box. This is important for scenarios having shoals or other areas of shallow water where running aground is possible (rule section 38.0).

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SHIP SPECIFICATION CHART - BRITAIN

GUN RATING	SHIP'S CLASS #	HULL	CREW	GUNS		CARRONADES		RIGGING				POINT VALUES					DEPTH (FT.)	NOTES
				L	R	L	R	1	2	3	4	EL	CR	AV	GR	PR		
120	SOL 1	27	12-12-12	28	28	4	4	9	9	9	-	43	40	32	30	27	24	
110	SOL 1	27	12-12-10	24	24	2	2	9	9	9	-	38	35	28	26	23	24	
100	SOL 1	26	12-12-10	22	22	2	2	8	8	8	-	35	32	26	24	22	23	
98	SOL 1	24	10-10-10	20	20	2	2	8	8	8	-	33	30	24	23	20	22	
90	SOL 2	21	10-10-10	16	16	2	2	8	8	8	-	31	28	22	21	18	21	
84	SOL 2	24	10-10-10	20	20	4	4	8	8	8	-	34	32	25	24	21	21	
80	SOL 2	24	10-10-8	20	20	2	2	8	8	8	-	34	31	24	23	21	21	
74	SOL 2	21	10-8-8	18	18	4	4	7	7	7	-	30	29	23	21	19	21	Large Class
74	SOL 2	21	8-8-8	16	16	4	4	7	7	7	-	29	27	22	20	18	20	Common Class
67	SOL 2	18	8-8-6	14	14	2	2	7	7	7	-	25	23	20	18	16	19	
64	SOL 2	17	8-6-6	12	12	2	2	7	7	7	-	22	20	17	15	13	19	
54	SOL 2	14	6-4-4	8	8	4	4	6	6	6	-	20	18	15	12	10	17	
50	SOL 2	13	6-6-4	10	10	10	10	7	7	7	-	22	20	18	16	14	20	Razee
50	SOL 2	12	6-4-4	8	8	2	2	6	6	6	-	20	17	13	11	9	17	Two Decker
50	F 3	18	6-4-4	8	8	8	8	6	6	6	6	22	20	18	16	14	19	
46	F 3	17	6-4-4	8	8	6	6	6	6	6	6	20	18	15	12	10	17	
44	F 3	11	4-4-4	4	4	2	2	5	5	5	5	14	12	10	9	8	17	Two Decker
44	F 3	17	6-4-4	10	10	2	2	6	6	6	6	20	18	15	12	10	18	Razee
40	F 3	15	6-4-4	8	8	6	6	5	5	5	5	19	17	15	14	12	17	
38	F 3	14	6-4-4	6	6	6	6	5	5	5	5	17	15	13	12	11	17	
36	F 3	12	4-4-4	6	6	2	2	5	5	5	5	16	14	12	11	10	16	
36	F 3	11	4-4-2	4	4	2	2	5	5	5	5	13	11	10	9	8	15	
32	F 3	9	4-4-2	6	6	2	2	5	5	5	5	14	12	11	10	9	15	
32	F 3	8	4-2-2	4	4	2	2	5	5	5	5	12	10	9	8	7	14	
28	B 5	8	4-2-2	4	4	-	-	4	4	4	4	11	9	8	7	6	13	
24	S 5	6	4-2-2	-	-	10	10	4	4	4	4	12	11	10	9	8	12	
22	F 3	6	2-2-2	-	-	8	8	4	4	4	4	11	9	8	7	6	12	
20	S 5	6	2-2-2	-	-	8	8	4	4	4	4	12	10	9	8	7	12	
19	B 5	6	2-2-2	2	2	-	-	4	4	4	4	9	7	6	5	4	12	
18	S 5	8	4-4-4	6	6	-	-	4	4	4	4	11	9	8	7	6	11	
16	S 5	5	2-2-2	-	-	4	4	4	4	4	4	9	7	6	5	4	11	

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SHIP SPECIFICATION CHART – OTHER MAJOR NATIONS

GUN RATING	SHIP'S CLASS #	HULL	CREW	GUNS L	GUNS R	CARRON-ADES L	CARRON-ADES R	RIGGING 1	RIGGING 2	RIGGING 3	RIGGING 4	EL	CR	AV	GR	PR	DEPTH (FT.)	NOTES
FRANCE:																		
120	SOL 1	27	16-14-14	28	28	2	2	9	9	9	-	43	40	33	30	27	24	
110	SOL 1	27	14-14-14	26	26	2	2	9	9	9	-	39	36	31	27	25	24	
80	SOL 2	24	12-12-10	22	22	2	2	7	7	7	-	36	33	27	25	23	23	
74	SOL 2	21	10-10-8	20	20	2	2	7	7	7	-	32	29	24	22	20	21	
60	SOL 2	18	8-6-6	12	12	2	2	7	7	7	-	21	19	16	14	12	20	
44	F 3	17	10-8-8	10	5	2	2	6	6	6	6	22	20	17	15	13	19	
40	F 3	15	6-6-4	8	8	2	2	5	5	5	5	19	17	15	12	11	18	
38	F 3	14	6-6-4	8	8	2	2	5	5	5	5	19	17	14	12	10	18	
36	F 3	12	6-4-4	4	4	2	2	5	5	5	5	17	15	13	12	10	17	
32	F 3	11	4-4-4	4	4	-	-	5	5	5	5	13	11	10	9	8	15	
28	F 3	9	4-4-2	6	6	-	-	5	5	5	5	12	10	9	8	7	14	
SPAIN:																		
130	SOL 1	30	16-14-14	26	26	-	-	10	10	10	-	42	38	32	30	27	25	
112	SOL 1	27	12-12-12	24	24	-	-	9	9	9	-	38	35	29	27	25	23	
100	SOL 1	24	12-12-10	20	20	-	-	8	8	8	-	34	31	24	23	21	22	
84	SOL 2	23	10-10-10	20	20	2	2	7	7	7	-	35	32	25	24	22	22	
80	SOL 2	23	10-10-8	20	20	-	-	7	7	7	-	33	30	22	20	18	22	
74	SOL 2	21	10-8-8	16	16	4	4	7	7	7	-	29	26	22	20	18	22	Large Class
74	SOL 2	13	8-8-8	16	16	-	-	7	7	7	-	28	25	20	18	16	21	Small Class
64	SOL 2	11	8-6-6	12	12	-	-	7	7	7	-	23	21	17	15	13	20	
40	F 3	9	6-6-4	6	6	4	4	5	5	5	5	19	17	15	14	12	17	
34	F 3	9	4-4-4	4	4	-	-	5	5	5	5	14	12	11	10	9	14	
UNITED STATES:																		
74	SOL 2	27	12-12-10	22	22	8	8	8	8	8	-	39	37	29	27	24	24	First Class
74	SOL 2	24	12-10-10	18	18	6	6	7	7	7	-	34	32	25	23	20	23	Second Class
44	F 4	18	8-6-6	8	8	8	8	6	6	6	6	24	21	17	15	13	19	
38	F 4	14	6-6-4	6	6	6	6	5	5	5	5	18	16	14	13	11	17	
36	F 4	12	6-6-4	6	6	4	4	5	5	5	5	17	15	13	12	10	16	
32	F 4	11	6-4-4	-	-	12	12	5	5	5	5	15	13	12	11	9	15	
24	B 5	8	6-4-4	4	4	2	2	4	4	4	4	13	11	9	8	7	13	
20	S 5	6	4-2-2	-	-	6	6	4	4	4	4	12	10	8	7	6	12	

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SHIP SPECIFICATION CHART – MINOR NATIONS

GUN RATING	SHIP'S CLASS #	HULL	CREW	GUNS		CARRON-ADES		RIGGING				POINT VALUES					DEPTH (FT.)	NOTES
				L	R	L	R	1	2	3	4	EL	CR	AV	GR	PR		
BATAVIA:	(DUTCH)																	
76	SOL 2	21	10-8-8	16	16	4	4	7	7	7	-	33	28	24			17	
74	SOL 2	21	8-8-8	16	16	4	4	7	7	7	-	32	27	23			17	
68	SOL 2	18	8-8-6	14	14	2	2	7	7	7	-	25	22	20			16	
64	SOL 2	17	8-6-6	12	12	2	2	7	7	7	-	22	20	18			16	
56	SOL 2	15	6-6-6	10	10	2	2	7	7	7	-	20	17	14			14	
50	SOL 2	12	6-6-6	8	8	-	-	7	7	7	-	19	16	13			21	
44	F 3	12	6-6-4	6	6	2	2	5	5	5	-	15	13	10			15	
32	F 3	11	4-4-4	6	6	-	-	5	5	5	-	13	11	8			13	
24	C 3	8	4-4-2	4	4	-	-	4	4	4	-	12	10	7			12	
18	B 5	5	2-2-2	-	-	4	4	4	4	4	-	9	7	5			11	
DENMARK:																		
74	SOL 2	21	8-8-8	18	18	2	2	7	7	7	-	31	26	22			17	
70	SOL 2	21	8-8-8	18	18	-	-	7	7	7	-	29	24	20			17	
64	SOL 2	17	8-8-6	12	12	2	2	7	7	7	-	25	20	17			16	
60	SOL 2	17	8-8-6	12	12	-	-	7	7	7	-	23	18	16			15	
56	SOL 2	17	8-6-6	10	10	2	2	7	7	7	-	22	18	15			15	
48	SOL 2	14	6-6-4	8	8	2	2	7	7	7	-	22	18	14			14	
40	F 3	14	6-6-4	8	8	-	-	5	5	5	5	22	18	14			15	
26	F 3	11	6-4-4	6	6	2	2	5	5	5	5	16	13	11			12	
26	F 3	9	6-4-4	6	6	-	-	5	5	5	5	14	11	9			12	
20	B 5	9	4-4-4	4	4	2	2	3	3	3	3	13	10	8			11	
18	B 5	8	4-4-2	2	2	-	-	3	3	3	3	11	8	6			11	

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SHIP SPECIFICATION CHART – MINOR NATIONS

GUN RATING	SHIP'S CLASS #	HULL	CREW	GUNS		CARRON-ADES		RIGGING				POINT VALUES					DEPTH (FT.)	NOTES
				L	R	L	R	1	2	3	4	EL	CR	AV	GR	PR		
RUSSIA:																		
110	SOL 1	26	12-12-10	24	24	-	-	9	9	9	-	36	31	27			22	
100	SOL 1	23	10-10-8	20	20	4	4	8	8	8	-	35	30	26			21	
84	SOL 2	23	10-8-8	18	18	4	4	7	7	7	-	32	27	24			19	
74	SOL 2	21	10-8-8	16	16	4	4	7	7	7	-	30	25	22			17	Large Class
74	SOL 2	18	8-8-8	16	16	-	-	7	7	7	-	28	23	20			17	Common Class
66	SOL 2	15	8-6-6	12	12	-	-	7	7	7	-	23	19	16			16	
50	SOL 2	18	6-4-4	12	12	-	-	6	6	6	6	24	20	17			15	
44	F 3	15	6-4-4	8	8	2	2	5	5	5	5	19	16	14			16	
38	F 3	9	4-4-2	6	6	-	-	5	5	5	5	16	13	11			14	
32	F 3	9	4-2-2	4	4	-	-	5	5	5	5	15	12	10			12	
28	C 4	8	2-2-2	4	4	-	-	4	4	4	4	14	11	9			12	
TURKEY:	(OTTOMAN EMPIRE)																	
120	SOL 1	27	14-14-14	26	26	-	-	9	9	9	-	41	36	32			24	
100	SOL 1	24	12-10-10	22	22	-	-	8	8	8	-	35	30	26			24	
84	SOL 2	23	10-10-8	18	18	4	4	7	7	7	-	32	28	24			23	
74	SOL 2	21	10-8-8	16	16	4	4	7	7	7	-	30	26	22			21	
64	SOL 2	15	8-8-6	12	12	2	2	7	7	7	-	24	20	16			21	
60	SOL 2	15	8-6-6	12	12	-	-	7	7	7	-	23	19	15			21	
56	SOL 2	14	6-6-6	10	10	2	2	6	6	6	-	20	17	14			21	
50	SOL 2	12	6-6-6	10	10	-	-	6	6	6	-	18	15	12			21	
50	F 3	18	6-4-4	12	12	-	-	6	6	6	6	23	20	17			20	
44	F 3	14	6-4-4	8	8	2	2	5	5	5	5	19	16	13			19	
40	F 3	12	6-6-4	6	6	2	2	5	5	5	5	18	15	12			18	
34	F 3	11	4-2-2	6	6	-	-	5	5	5	5	17	14	11			14	

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SHIP SPECIFICATION CHART – MINOR NATIONS

GUN RATING	SHIP'S CLASS #	HULL	CREW	GUNS		CARRON-ADES		RIGGING				POINT VALUES					DEPTH (FT.)	NOTES
				L	R	L	R	1	2	3	4	EL	CR	AV	GR	PR		
SWEDEN:																		
74	SOL 2	18	10-8-8	16	16	2	2	7	7	7	-	29	25	21			17	
70	SOL 2	18	10-8-8	16	16	2	2	7	7	7	-	28	24	20			17	
64	SOL 2	15	8-8-8	12	12	2	2	7	7	7	-	22	18	15			16	
60	SOL 2	14	8-6-6	10	10	2	2	7	7	7	-	20	16	13			15	
44	F 3	12	6-6-4	8	8	2	2	5	5	5	5	19	16	13			16	
40	F 3	11	6-4-4	8	8	-	-	5	5	5	5	17	14	11			15	
32	F 3	9	4-2-2	4	4	2	2	4	4	4	4	16	13	10			12	
PORTUGAL:																		
84	SOL 2	24	10-10-8	20	20	4	4	7	7	7	-	37	35	28	25	22	22	
74	SOL 2	20	8-8-8	16	16	2	2	7	7	7	-	30	28	22	20	18	19	
64	SOL 2	15	8-6-6	12	12	2	2	7	7	7	-	25	24	19	17	15	18	
44	F 3	12	6-4-4	6	6	2	2	5	5	5	5	18	17	13	12	11	16	
36	F 3	11	4-4-2	6	6	-	-	5	5	5	5	16	15	12	11	10	15	
32	F 3	9	4-4-2	4	4	2	2	5	5	5	5	15	14	11	10	9	14	

WOODEN SHIPS & IRON MEN
THE AVALON HILL GAME COMPANY'S TRADEMARK FOR ITS FIGHTING SAIL GAME
TOURNAMENT EDITION RULES 1.2b

ADVANCED GAME TABLES

ADVANCED GAME SEQUENCE OF PLAY

A. WIND PHASE:
+ Roll two dice each turn to determine if the wind changes, and if so, how it will change.

B. UNFOULING PHASE:
+ Make attempts to unfoul ships fouled on previous moves
+ Roll for sinking or exploding ships
+ Roll for ships on fire

C. MOVEMENT NOTATION PHASE:
+ Plot movement
+ Plot repairs
+ Plot anchoring or up-anchoring, cutting of anchor cables
+ Plot changes in sail status (from FS to BS or from BS to FS)

D. MOVEMENT EXECUTION PHASE:
+ Each ship is moved exactly as ordered in the log
+ After all ships with movement have been moved, ships due to drift, drift
+ Resolve all collisions, check for fouling
+ Place a MIR marker on any ships changing sail status

E. GRAPPLING AND UNGRAPPLING PHASE:
+ Make all attempts to grapple
+ Make all attempts to avoid grappling
+ Make all attempts to ungrapple ships grapple on previous turns

F. BOARDING PREPARATION PHASE:
+ Write any boarding parties in the logs of any ships involved
+ Assign crew sections to fight fires

G. COMBAT PHASE:
+ Resolve all firing, and mark all hits in the logs (remember firing is simultaneous)
+ Resolve all critical hits
+ Determine status of any ship due to surrender (by striking, immobility or firepower), place any appropriate markers

H. MELEE PHASE:
+ Resolve all melees

I. RELOAD PHASE:
+ Reload any one empty broadside, mark off one reload square (two if loading with doubleshot)
+ Announce any completed repairs and erase any applicable squares of damage

J. FULL SAIL PHASE:
+ Place or remove full sail markers based on notations made during Movement Notation
+ Remove MIR marker

WOODEN SHIPS & IRON MEN
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TOURNAMENT EDITION RULES 1.2b
ADVANCED GAME TABLES

CRITICAL HIT TABLE

2R	Roll one die. If equal of less than Hit Table of firing ship, mast falls, mark out rest of rigging section.
2H	Roll one die. If equal of less than Hit Table of firing ship, fire breaks out. If fire breaks out, roll one die, if a six, fire is out of control, place an Exploding Ship Marker on the ship. If a five or less, crew sections may be assigned immediately or during the Boarding Party Preparation Phase to fight the fire. Roll one die during each Unfouling Phase. The fire is extinguished on rolls equal or less to number of crew sections assigned to fight it. Any other roll results in the fire continuing and one hull and one rigging square being marked off.
3R	Crew is demoralized. Roll one die, add crew quality strength points, subtract the number of lost crew sections. If the result is six or less, crew drops one rate in quality.
3H	Crew is demoralized. Roll one die, add crew quality strength points, subtract the number of lost crew sections. If the result is six or less, crew drops one rate in quality.
4R	No Effect
4H	Helm destroyed. Ship cannot turn in the next Movement Phase.
5R	Fallen rigging obscures a gunnery section in the left broadside. Mark out two rigging squares. Reduce Hit Table by one in left broadside for the next three turns.
5H	Towing grapple is shot away. New grapple required for towing to resume.
6R	No Effect
6H	No Effect
7R	No Effect
7H	No Effect
8R	Take one crew hit if ship is plotted to change sail status or repair rigging this turn.
8H	Anchor cable severed. Mark off one anchor cable square.
9R	Fallen rigging obscures a gunnery section in the right broadside. Mark out two rigging squares. Reduce Hit Table by one in right broadside for the next three turns.
9H	Rudder destroyed (No Effect if firing broadside was a bow rake). Ship cannot turn in next Movement Phase. Turning ability is permanently reduced by one.
10R	Rake causes double rigging hits.
10H	Roll one die. If equal or less than Hit Table of firing ship, waterline damage occurs. Assign one crew section to keep ship afloat for remainder of game.
11R	If target is at full sails, double rigging hits.
11H	Crew is demoralized. Roll one die, add crew quality strength pts., subtract the # of lost crew sections. If the result is six or less, crew drops one rate in quality
12R	Roll one die. If equal or less than Hit Table of firing ship, mast falls, mark out rest of rigging section.
12H	Roll one die. If equal or less than Hit Table of firing ship, magazine may explode. Roll one die and add range in hexes. If the result is four or less, ship explodes, otherwise, ship is on fire as in 2H.

Results of Critical Hit Table are determined at the end of the Combat Phase after all regular damage has been recorded. All results are cumulative.

WOODEN SHIPS & IRON MEN

THE AVALON HILL GAME COMPANY'S TRADEMARK FOR ITS FIGHTING SAIL GAME

TOURNAMENT EDITION RULES 1.2b

ADVANCED GAME TABLES

FOULING TABLE	
10+	SHIPS ARE FOULED
2-9	SHIPS ARE NOT FOULED

MODIFIERS:

-1 EACH SHIP WITH A CRACK CREW
-2 EACH SHIP WITH AN ELITE CREW
+1 EACH SHIP WITH A GREEN CREW
+2 EACH SHIP WITH A POOR CREW
-1 BOTH SHIPS ARE FRIENDLY

-4 IF EITHER SHIP IS MOTIONLESS

+1 EITHER SHIP NOTED TO MOVE 3 OR MORE MOVEMENT POINTS

+1 PER SHIP AT FULL SAILS

ROLLS OF "12" ALWAYS FOUL

UNFOULING TABLE	
10+	SHIPS ARE UNFOULED
2-9	SHIPS REMAIN FOULED

MODIFIERS:

+1 CREW QUALITY IS CRACK

+2 CREW QUALITY IS ELITE

+1 BY MARKING OFF ONE RIGGING SQUARE PER UNFOULING ATTEMPT

-1 PER SHIP AT FULL SAILS

-6 IF MELEE IS IN PROGRESS

ROLLS OF "12" ALWAYS UNFOUL

GRAPPLING TABLE	
10+	GRAPPLING SUCCEEDS
2-9	ATTEMPT FAILS

MODIFIERS:

+/- 1 PER CREW QUALITY DIFFERENCE ATTEMPTS VS ENEMY SHIP

+4 BOTH SHIPS ARE FRIENDLY

+1 PER MOTIONLESS SHIP

+1 IF WIND VELOICTY NUMBER IS 1

-1 PER MOVEMENT POINT NOTED FOR TARGET SHIP ABOVE 1

-1 IF WIND VELOCITY NUMBER IS 5

-2 IF WIND VELOCITY NUMBER IS 6

ROLLS OF "12" ALWAYS GRAPPLE

UNGRAPPLING TABLE	
10+	UNGRAPPLING SUCESSES
2-9	ATTEMPT FAILS

MODIFIERS:

+1 IF CREW QUALITY IS CRACK

+2 IF CREW QUALITY IS ELITE

+1 IF NO MELEE IS IN PROGRESS

+1 IF WIND VELOCITY NUMBER IS 6

-6 IF MELEE IS IN PROGRESS

ROLLS OF "12" ALWAYS UNGRAPPLE

IF BOTH SHIPS ARE FRIENDLY, AUTOMATICALLY UNGRAPPLE

WIND CHANGE TABLE	
1	WIND SHIFTS BACK TO INITIAL DIR
2	NO CHANGE
3	WIND SHIFTS 60 DEGREES CLOCKWISE
4	WIND SHIFTS 60 DEGREES COUNTERCLOCKWISE
5	WIND SHIFTS 120 DEGREES CLOCKWISE
6	WIND SHIFTS 120 DEGREES COUNTERCLOCKWISE

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

CHANGING WIND NUMBER CHART	
1	NEW WIND CHANGE NUMBER IS 7 OR 9 OR 11
2	NEW WIND CHANGE NUMBER IS 7 OR 9
3	NEW WIND CHANGE NUMBER IS 7 OR 11
4	NEW WIND CHANGE NUMBER IS 7
5	NEW WIND CHANGE NUMBER IS 9
6	NEW WIND CHANGE NUMBER IS 11

CREW MELEE STRENGTH TABLE			
CREW QUALITY	OBP	DBP*	DBP
ELITE CREW SQUARE	5	6	7
CRACK CREW SQUARE	4	5	6
AVERAGE CREW SQUARE	3	4	5
GREEN CREW SQUARE	2	3	4
POOR CREW SQUARE	1	2	3

DBP* - IF SHIP WITH DBP IS BEING RAKED

MELEE RESOLUTION TABLE

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

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

* The ship will explode or sink when a "6" is the result of the subsequent roll, see Rule Section 24.3

WOODEN SHIPS & IRON MEN

THE AVALON HILL GAME COMPANY'S TRADEMARK FOR ITS FIGHTING SAIL GAME

TOURNAMENT EDITION RULES 1.2b
ADVANCED GAME TABLES

HIT DETERMINATION TABLE (HDT)

| NUMBER OF GUNS FIRING | RANGE IN HEXES | | | | | | STERN RAKE | CREW QUALITY | | | | | CREW SECT. LOSS | INITIAL BRDSDE | CAPT. SHIP | AMMUNITION TYPE USED | | | | ALL ANCHOR | AT FULL SAIL | LOW POWDER |
	1	2	3	4	5, 6	7-10		EL	CR	AV	GR	PR				GP	CH	DS	RS			
1-3	1 (2)	0 (1)	-1 (0)	-2 (-1)	-3 (-2)	-4 (-3)	+1	+1	+1	0	0	-1	-1	+1	-1	-1	+1	+1	0	+1	-1	-1
4-6	1 (2)	1 (2)	0 (1)	-1 (0)	-2 (-1)	-3 (-2)	+1	+1	+1	0	0	-1	-1	+1	-1	-1	+1	+1	0	+1	-1	-1
7-9	2 (3)	1 (2)	0 (1)	-1 (0)	-2 (-1)	-3 (-2)	+1	+2	+1	0	0	-1	-1	+1	-2	-2	+1	+1	0	+1	-1	-1
10-12	2 (4)	2 (3)	1 (2)	0 (1)	-1 (0)	-2 (-1)	+1	+2	+1	0	0	-1	-1	+1	-2	-2	+1	+1	0	+1	-1	-1
13-15	3 (5)	2 (4)	1 (3)	0 (2)	-1 (1)	-2 (0)	+1	+2	+2	0	0	-1	-1	+2	-2	-3	+2	+2	0	+1	-1	-1
16-18	3 (6)	3 (5)	2 (4)	1 (3)	0 (2)	-1 (1)	+1	+2	+2	0	-1	-1	-1	+2	-2	-3	+2	+2	0	+1	-1	-1
19-21	4 (7)	3 (6)	2 (5)	1 (4)	0 (3)	-1 (2)	+1	+2	+2	0	-1	-2	-2	+2	-2	-4	+2	+2	0	+2	-2	-1
22-24	4 (8)	4 (7)	3 (6)	2 (5)	1 (4)	0 (3)	+1	+2	+2	0	-1	-2	-2	+2	-2	-4	+2	+2	0	+2	-2	-2
25+	5 (9)	4 (8)	3 (7)	2 (6)	1 (5)	0 (4)	+1	+3	+2	0	-1	-2	-2	+2	-2	-4	+2	+2	0	+2	-2	-2

HIT TABLES

NUMBER 0			NUMBER 1			NUMBER 2			NUMBER 3			NUMBER 4			NUMBER 5	
HULL	RIGGING		HULL	RIGGING		HULL	RIGGING		HULL	RIGGING		HULL	RIGGING		HULL	RIGGING
0	0	1	0	0	1	G	0 (R)	1	G-C	0 (R)	G-C (R)	R-G (R)	1	H-G-C (R)	R-C (R)
0	0	2	0	0 (R)	2	H	R	2	H (R)	R-C	H-R	R-H (R)	2	H-2C-R	2R-G (R)
0	C	3	G	R	3	H-G	R-C	3	H-G-C	R-G	2H-G-R	2R-C (R)	3	2H-G-C	3R-H (R)
C	0 (R)	4	H-G	C (R)	4	H-C	R-G	4	2H-R	2R (R)	2H-G-C	2R-G-C (R)	4	2H-2G-C	3R-G-C (2R)
H	R	5	H-C	HR	5	H-C-R	R-G (R)	5	2H-C	2R-G (R)	3H-C	3R-G (R)	5	3H-G-R	4R-H (2R)
G*	C*	6	H-C-R*	R-C-G*	6	2H-G*	2R-H-C* (R)	6	2H-2G*	2R-H-C* (R)	3H-G*	4R-H-C* (2R)	6	3H-G-C*	4R-H-G-C* (2R)

NUMBER 6			NUMBER 7			NUMBER 8			NUMBER 9			NUMBER 10			MUNITION RANGE TABLE	
HULL	RIGGING		HULL	RIGGING		HULL	RIGGING		HULL	RIGGING		HULL	RIGGING		WEAPON OR TYPE OF AMMO	MAXIMUM RANGE IN HEXES
H-G-2C	2R-C (R)	1	2H-G-C	2R-C (R)	2H-G-2C (R)	3R-G (R)	1	2H-3G-C (R)	4R-H-G (2R)	1	2H-2G-4C (R)	5R-H-C (2R)	1	CARRONADE	2
2H-C-R	2R-G-C (R)	2	2H-G-R	3R-G (2R)	3H-G-C-R	3R-H-G (2R)	2	3H-2G-2C (R)	4R-H-C (2R)	2	3H-3G-C-R	5R-2G (3R)	2	ROUND SHOT	10
2H-2G-R	3R-H-G (R)	3	3H-2G (R)	3R-H-G (2R)	3H-2G-2C	4R-H-G (2R)	3	3H-2G-2C-R	5R-2H (2R)	3	4H-2G-C-R	6R-H-2G (3R)	3	CHAIN SHOT	4
2H-2G-C	4R-G (R)	4	3H-2G-2C	4R-H-2C (2R)	4H-2G-C	4R-H-G (2R)	4	4H-2G-2C	5R-2G-C (3R)	4	5H-G-2R	6R-G-C (3R)	4	GRAPE SHOT	1
3H-G-C (R)	4R-H (2R)	5	4H-2G-C	5R-2G-C (2R)	4H-G-2R	5R-G-C (3R)	5	4H-G-3R	6R-2G-C (3R)	5	5H-G-2C-R	6R-2H-2C (3R)	5	DOUBLE SHOT	1
4H-2G-C*	5R-H-C* (3R)	6	4H-2G-C-R*	5R-2H-G* (2R)	4H-2G-2C*	6R-H-2C* (3R)	6	5H-G-2C*	7R-2G* (4R)	6	6H-2G-2C* (R)	7R-H-G-2C* (4R)	6		

WS&IM REVISED SHIP'S LOG

TOURNAMENT EDITION v1.2b

MOVEMENT BY WIND ATTITUDE

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      __ ( )
C      D      C    __ ( )
      A      A
__ ( )              __ ( )
      B
         __ ( )
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CURRENT WIND CHANGE NUMBER:

CURRENT WIND DIRECTION:

RIGGING SECTIONS:

1	1	1	1	1
1	1	1	1	1

2	2	2	2	2
2	2	2	2	2

3	3	3	3	3
3	3	3	3	3

4	4	4	4	4
4	4	4	4	4

CREW SECTIONS:

1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1

2	2	2	2	2	2	2	2
2	2	2	2	2	2	2	2

3	3	3	3	3	3	3	3	3
3	3	3	3	3	3	3	3	3

STARBOARD BROADSIDE:

3	2	1
6	5	4

STERN GUNS
7	6	5	4	3	2	1
14	13	12	11	10	9	8

BOW GUNS
1	2	3	4	5	6	7
8	9	10	11	12	13	14

1	2	3
4	5	6

TURNS AVAILABLE:

3
2
1

HULL
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

(W)

ANCHOR CABLES
1	2

DEPTH (FT.)

PORT BROADSIDE:

3	2	1
6	5	4

STERN GUNS
7	6	5	4	3	2	1
14	13	12	11	10	9	8

BOW GUNS
1	2	3	4	5	6	7
8	9	10	11	12	13	14

1	2	3
4	5	6

RELOADS
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

SHIP'S NAME:

IDENTIFICATION NUMBER:

SHIP'S CREW QUALITY:

SHIP'S CLASS:

	LOAD		MOVE	NOTES
	L	R		
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