DBAaaaaaarrrrrrgggggghhhhh!

Gather Round Me Hearties an' I'll tell ye a tale of 'ow we, like, "amended**"**

"Galleys and Galleons"

To play with ships based for DBR with twenty simple rules.

(29th March Anno Domini 2016 New Style)

Rule the First

Always remember that these rules be subject to the Pirate Code: that being that they are more what you'd call "guidelines" than actual rules. The page numbers refer to the "Galleys and Galleons" rules.

Rule the Second: The Weather Gauge, pp 2-3.

The Devil take ye unnecessary complications! There be only 8 points used on the wind compass, not 16. So each point on the table edge represents two points in the rules.

The wind is either blowing direct from one side of ye table straight across to the opposite side, or direct from one corner diagonally across to the opposite corner. That be easy to remember and relate to ships on the table an' needs no special wind gauge on the table.

Rule the Third: Measuring Sticks, pp 3-4.

Vessels for DBR be based on 80mm x 40mm bases. Therefore:

Short Distance = 80mm

Medium Distance= 120mm

Long Distance= 200mm

So bring ye all ye DBR measuring sticks me likely lads! These distances are Short = 2 Base Widths (BW,) Medium = 3BW and Long = 5BW. (Any pirate with a long 20cm be a happy man.) This makes extreme range 40 cm which be a very handy distance.

Rule the Fourth: Combat n' Quality, pp 6-7.

As freeborn men we take no truck with arbitrary limitations that a ship's Combat value may never be greater than 1 more than its Quality... refer to Rule the First. Crew qualities are:

Q5: Poor quality crews suffering from a combination of lack of pay, lack of food, lack of clothes and lack of training, as was often the case in all the major navies of the period; and undermanned crews such as prize crews or those reduced by scurvy or a "sickly season."

Q4: The great bulk of average crews.

Q3: Very experienced and well trained crews, an' volunteers like fireship crews.

Q2: Jack Sparrow on steroids.

<u>Rule the Fifth: Activations, pp 12-13.</u>

Amend: **Reduce Sails.**

"The first time you think of reducing sail you should…. When you think you are ready to take out a reef, have a cup of tea first. *(Old seafarer's adage.)*

If a ship reduces sails it continues to move at reduced speed until it spends an action to **"Make Sail"** and take out the reefs in the reduced sails. The "reduce sail" and "make sail" action can be executed before movement, affecting the distance moved in this and following turns, or at the end of movement, affecting the distance moved in future turns. Feel free to have as many cups of tea as you like. *[Commentary: This requires a bit of memory work or markers to remember which vessels are at reduced sail but the overall effect is worth it.]*

Add: **Anchoring.** At the start of the game designate areas where vessels may anchor. In addition to these areas vessels may anchor in shallow water, or within 1 medium of shallow water or coastline. For one action a ship may anchor by the head. Ships anchoring by the head swing around the front of their base by the shortest distance until they are in irons. For two actions a ship may anchor fore and aft… in "Bristol Fashion." In doing so the ship may stop the swinging towards being in irons at any point. This allows ships to anchor near dangerous shallows or coast and also to keep their guns bearing on the enemy… they be a happy hooker! Anchored ships do not move unless the wind shifts, in which case those anchored by the head swing in their own activation, or at the end of their faction's turn if there is a turnover, to be in irons again.

Add**: Weigh Anchor!** Sing out a hearty shanty and man the capstan you blaggards! Weighing the anchor takes two activations. These may be conducted over two or more turns, representing a ship shortening lines in one turn and weighing later.

Add: **Cut Loose!** Anchors may be cut as part of any other activation but this represents a serious financial, and potentially dangerous, loss for the ship. Ships that cut their anchors may not anchor again in the same battle and award 5% of their points cost, to the enemy, with a minimum of 1VP per ship.

Add: **Tow:** Towing can be used to pull ships with rigging damage out of danger, or, as was quite common in the Mediterranean, to move becalmed sailing ships with galleys providing the muscle power. The towing vessel cannot have a C factor of 4 or more less than the ship being towed unless the towing vessel is boats in which case it is assumed that multiple boats are towing. (That is: a C3 can tow a C6, a C2 cannot.) It takes one action to rig a tow in the same manner as grappling a ship. (The free grapple for swashbucklers does not apply here.) The towing vessel then moves one short on its next activation and the towed vessel will be pulled so that its front base edge is touching and aligned with the towing vessel's rear base edge. They then remain in that formation until the tow is parted. Thereafter boats and galleys tow at one short distance per activation, and sailing vessels tow at one less distance than their normal speed in that wind aspect. Both vessels may activate in the normal manner except only the towing vessel may use activations to come about and both vessels only move on the towing vessel's activation or turnover. Towing and towed vessels are both

sluggish and they may not attempt to grapple or board enemy. Tows may be parted voluntarily at the beginning of a turn before either vessel throws for activations. Tows will be parted involuntarily if either vessel suffers a hull damage special effect.

Add: **Ship's Boats and Fustas:** Uncrippled, non-galley vessels of C2 or greater may launch ship's boats to tow themselves or tackle enemy fireships. Each vessel may only launch ship's boats once. It takes one action to launch boats and in doing so the mother ship receives one temporary crew casualty hit. The boats, with a value of C1 and swashbucklers special rule are placed on either of the mother ship's beams at the end of its movement and in subsequent turns dice for their own activations. Ship's boats can be recovered for one activation by the mother ship if they are in contact with any point of a mother ship before the mother ship moves. On recovering the boats the mother ship removes the temporary crew casualty hit.

In galley warfare fustas and similar small rowing vessels were often used to provide a floating reserve of manpower to reinforce larger galleys involved in a prolonged boarding action. Fustas are not ship's boats so cannot be launched from a mother ship and must be paid for at the start of the battle in the normal composition of the fleet. If at the beginning of a vessel's activation a friendly fusta is in contact with it, the vessel may transfer crew from the fusta for one of the receiving vessel's activations. The receiving vessel removes one existing crew casualty hit and the fusta receives two crew casualty hits. A fusta cannot transfer crew if it has already suffered two or more hits of any kind. Crew can be transferred back from a vessel to a fusta in contact for one action by the vessel, which will receive one crew casualty hit, whist the fusta removes two crew casualty hits.

<u>Rule the Sixth: The Wind, p 14.</u>

[Commentary: In the RAW the wind changes by 1/16th of the weather gauge every time a double is thrown. This has the advantage of integrating wind changes directly into the game without separate dice throws but it has several disadvantages:

- *Wind changes are very frequent. There is a 17% chance of a double if two actions are attempted, or a 46% chance of a double or triple if three actions are attempted.*
- *Wind changes are a function of the number of vessels. The more vessels you have, the more activations you attempt, the more wind changes you will get.*
- *The wind oscillates back and forth rather than remaining steady for lengthy periods, or veering or backing in a constant direction.*
- *Players can "game" the wind gauge by choosing only to attempt single activations when the present direction is favourable for them, or attempting multiple activations even though they do not need them, if they wish to change the wind direction.*

On balance then, I believe a separate wind dice throw can provide a better representation of the vagaries of the wind and the effect is worth the slightly additional effort.]

At the beginning of each player's turn they throw a "wind change" dice, if there are more than two players in a game only the first two that activate each turn throw a wind change dice. On a score of 6 the wind will change direction. Throw another "wind direction" dice:

- 6 = the wind shifts 45° clockwise and is veering. Add +1 to the next wind direction dice throw.

- 5 = the wind shifts 45° clockwise.
- 4 = the wind shifts 45° clockwise and is steady. Ignore the next wind direction dice throw.
- 3 = the wind shifts 45° anti-clockwise and is steady. Ignore the next wind direction dice throw.
- 2 = the wind shifts 45° anti-clockwise.
- 1 = the wind shifts 45° anti-clockwise and is backing. Deduct -1 from the next wind direction dice throw.

Little "veering", "backing" and "steady" markers will serve as useful reminders. Place them down on the wind direction of the weather gauge when they are caused, and remove them after they have affected the next wind direction dice throw.

Wind Strength Optional Campaign Rule, *[optional because too much, or not enough, wind makes for dull one-off table top games when you only have a limited time to play]*:

At the start of the game throw a dice. On a score of 6 there is a high wind. On a score of 1, or 1 or 2 in the Mediterranean, there are light airs.

In light airs all sailing vessels move 1 short less.

In high winds:

- All rowed vessels may only move by oars once per turn.
- Ships of C3 and less move 1 short less.
- English built ships of CF 4 or more, and all ships of C5 or C6, that are broad reaching or close hauled suffer a -1 penalty when firing their leeward broadsides because of the difficulty in using their lower tier of gun ports.

If both players throw a 6 for wind change in the same turn, as well as the direction of the wind changing its strength will change. If the result of the two changes is that the wind has moved 90^0 the wind is rising, a storm may be blowing in from that quadrant. If the result of the two changes is that the wind has returned to its original heading the variable winds indicate that a calm may be descending and the wind drops. If the wind changed 45^0 and then settled, (i.e. the second wind direction dice throw was ignored,) there is no change in the wind strength.

A normal wind drops to light airs. If the wind drops again when there is already light airs a flat calm descends. Sailing ships may not move and be well advised not to shoot albatrosses with crossbows.

A normal wind rises to high wind. If the wind rises again when there is already high wind a storm breaks. The battle ends and each faction has one turn to move or anchor with the normal rules for turnover and the high wind restrictions applying. After all factions have completed their turns, all boats that are not aground are sunk, and any ships that are not anchored dice.

- Deduct 1 from the dice if the ship is within 2 long of protective land to windward.
- Deduct 1 if its crew quality is 2 or 3.
- Add 1 if it is within 2 long of a shore or shallows to leeward.
- Add 1 if its crew quality is 5.

A ship has a seaworthiness value equal to its combat value up to a maximum of four, *[large ships in this period were nowhere near as seaworthy as the "far-distant, storm-beaten ships" of the Napoleonic Wars and for this reason rarely ventured forth in winter or heavy weather.]* If the adjusted score is equal to the ship's seaworthiness value it suffers one hit. If it is greater than the seaworthiness value it suffers the difference in hits. If a ship is crippled any additional damage sinks it.

Rule the Seventh: Movement and the Ship's Heading, pp 14-16.

Add: Lanteen rigged ships may sail up to the wind, but not into it. That is they are close hauled up to 90^0 to the wind as opposed to 45^0 for other ships.

Add: In campaign games Lanternas, Galleys and Galliots can move under sail. They take one action to raise sails, and one action to lower sails. They cannot move under sail and oars in the same turn unless in light airs. They are lanteen rigged, but because of their low freeboard and oar ports they cannot heel or they will be swamped, and so cannot sail close hauled. They must lower their sails if they wish to row close hauled.

Add: Turkish and Venetian galleys, and galliots of all nations, make one of their two "row" actions in a turn at up to 1 x long speed. This move must be straight ahead with no come about.

Rule the Eighth: Coming about, p 18.

There be an error, there be, when it says that sluggish ships spend two actions to come about. In fact, as explained on page 45, they may only turn a maximum of one point, not two.

Add: All oar powered vessels, including those using the "sweeps" special rule, come about in the same manner as boats, i.e. they may change their heading by up to two points and then move directly forward at the cost of one activation.

Rule the Ninth: Critical Damage, p24.

[Commentary: In the RAW the chances of structural damage to the hull (44%), and damage below the waterline (11%) are exaggerated compared to rigging damage (11%). This is especially important when firing at crippled ships as any hit will result in a critical damage giving a 44% chance of sinking the ship, or 55% if it has already suffered an underwater hit. Likewise the chance of an explosion is the same as that of a fire (8%). The net result is that too many ships sink or blow up and not enough are immobilised through rigging damage or burn. The following adjustments correct this. I accept that ships blowing up and sinking all over the place can be fun, (well, not so much for the chap whose ships they are,)but a closer historical accuracy brings its own pleasures too.]

Revise the Critical Damage table as follows:

Result	**Critical Damage**
2 or 3	Captain Hit!
4	Taking on Water
5	Rudder Struck
6 or 8	Hull Damage
7 or 9	Rigging Damage
10 or 11	Fire!

12	Magazine Explodes

Rule the Tenth: Collisions, p25.

[Commentary: On DBA bases most ships occupy between four and six times as much space as the models themselves, (and this does not take into account any difference between the model scale and the ground scale.) Therefore the following rules decide what happens when vessels come to close quarters without grappling.]

If the bases of vessels touch with no overlap they are not in collision. This allows the formation of a line of battle; and also allows for ships in collision last turn but not grappled, or pulling out of line, to move past in a free move without collision.

Vessels of combat value of 2 or less, may move through the bases of friendly vessels with no risk of collision providing that they have sufficient movement to clear the friendly base. If they do not have enough movement they halt where the bases overlap. Likewise friendly ships can move through small friends which are presumed to get out of the way. Naturally ignited fire ships would be ill-advised to attempt to move through friendly ships.

If there is an overlap and no grappling the moving player tests to see if there is a collision. First the mover declares if he intends to run afoul the enemy, then the non-mover does the same.

If the non-mover did not move in its previous activation and the mover is a fire ship or intends to foul a collision automatically occurs. In other circumstances the mover throws a dice to see if a collision occurs. This is adjusted as follows:

- For each vessel that is yare, or of C2 or less, (this being an analogy for size,) +1 if they intend to foul, -1 if they do not.
- For each vessel that has a crew of Q2 or Q3, +1 if they intend to foul, -1 if they do not.
- For each vessel that is C4 or more, +1.
- If the mover is a fireship, or intends to foul, +1.
- If the non-mover did not move in its previous activation and the mover is not a fire ship, or does not intend to foul, or -2.
- If both are friendly, -2.

Now compare the final score to the angle of impact indicated by the first point where the moving vessel's base contacts the non-moving base. When adjudicating the "stern half" of the beam if the mover hits at right angles and covers parts of both the bow half and the stern half the beam the contact is taken as being on the bow half.

- On the stern edge or corner, or the stern half of the bow edge a collision occurs on a score of 6.
- On the bow half of beam edge, a collision occurs on a score of 5 or 6.
- On the bow edge or corner, a collision occurs on a score of 4, 5 or 6.

If a collision occurs damage is inflicted using the table on page 25. Add I to the dice score if the vessel collided with a smaller combat value vessel that is not boats. Vessels of C4 and greater may only receive 1 hit of damage from each collision.

If no collision occurs determine the end location of the moving vessel:

- If the mover does not have enough movement to clear the non-movers base it stops at the overlap point and can fire as appropriate, with the free turn for whoever activates first in still applying. If the non-mover in the collision activates first it may rake the previous mover if the rake angle is appropriate and it has sufficient activations.
- If the mover has enough movement to completely clear the non-mover's base, move it appropriately. If it has a fire action and has not yet fired it may declare a rake on one target as it passes through the base. This is adjudicated then and there.

In the, rather unlikely but still possible, event of a vessel potentially colliding at right angles with two enemy vessels touching in line astern, so that the mover contacts both of the enemies simultaneously, calculate the collision score required for both of the non-moving vessels and test for the highest score, i.e. the one most likely to result in a collision, first. If this test does not result in a collision then test for the second vessel. If the scores are equal the moving vessel decides which enemy it will test to collide with first.

Rule the Eleventh: Damage and Excess Damage to Crippled Vessels, pp 21-23.

Use different coloured dice to designate hits on crew only, caused by small arms fire, boarding actions, or deletions for prize crews; and hits that cause both structural and crew damage resulting from all other causes. A vessel is crippled in the usual manner by having suffered three damage of any type. However a crippled ship will only sink below the waves if it has already suffered three structural damage hits. Once a ship has received three hits of any colour subsequent structural hits are recorded by replacing any existing crew casualty hits with the appropriate structural hit dice.

Rule the Twelfth : Terrain, p 26.

Add: Any vessel that suffers damage running into shallows is aground. It halts in the middle of the shallows, or at the end of its move if it would not reach the middle of the shallows, and moves no further this turn.

At the beginning of its next activation, or the turnover of the next turn if it does not activate, throw a dice, add 1 if the crews' quality is 2 or 3, subtract one if the quality is 5. If the result is equal to or more than the vessel's combat value, (this being an analogue for size,) the vessel floats free and may move one short distance and come about to try and clear the shallows for one activation or its turnover move. It does not test for grounding again in this turn. If it still remains in the shallows at the beginning of its next activation or turnover it tests again in the normal manner. (Note that a pilot does not help you in trying to float free a vessel… if you have one it was the pilot who ran you aground in the first place, but he continues to help in the normal manner on any further quality checks for moving over shallows.)

If a vessel does not float free after two attempts it is stuck fast and will remain there for the remainder of the game. In a campaign game the vessel is assumed to be lifted off by the tide or towed free after the battle has ended by the side which has the highest total combat value of vessels within 1 medium of the grounded vessel at the end of the game. In this case the grounded vessel will be taken as a prize or restored to the fleet depending on whether enemy or friends re-float her.

Rule the Thirteenth : Gunnery, p 27-28.

Bow and stern gunnery arcs be 45^0 from the front and rear corners of the base. Everything in between be a broadside arc, aye.

To cause a special effect on a dice throw of 6, the target must be within 1 Long and the attacker's final score must equal or exceed the defender's final score.

Rule the Fourteenth: Raking Fire, p 28.

Add: Raking fire does not require a full broadside. When firing with a full broadside use the -2 at short and -1 at medium range factors in the rules. When firing a normal broadside count a -1 on the target ship for stern rakes at both medium and short range. For bow rakes count a -1 on the target ship at short range only.

The arc of fire for rakes is more restrictive than for normal fire as the guns would have to "fire as she bears" on a smaller target with even less traverse than was normally possible. To determine if a vessel is raked extend imaginary lines along the beam edges of the target vessel's base fore or aft to the firing vessel. Now extend imaginary lines from the corners of the firing vessel's firing base edge at right angles to that base edge. The target is raked if:

- At least one front or rear corner of the target is within the right angle lines from the firer's firing base edge; and
- Both of the lines from the target cross the firer's firing base edge.

Add: **Raking and a Really Bad Day.** *[Commentary: The raking of a vessel was often a sign that something was seriously wrong with it and it would be unable to prevent further rakes to which it could not reply effectively. In these circumstances a captain and crew could well consider striking to prevent useless effusion of blood. This rule covers that possibility.] Each time* a vessel receives a hit from raking fire and it is aground; or it is on fire; or it has already suffered two rigging hits; or it is already crippled, it may strike. Throw a dice and if the result is less than its crew quality, (including any adjustment for a flagship,) and the vessel meets the conditions specified for "Strike Colours?" on page 22 of the rules, (i.e. the closest vessel to it is an enemy,) it will strike.

Rule the Fifteenth: Boarding Actions, pp. 35-36

Add: Galleys and boats attempting to board a vessel that is not a galley or boat with a combat value of two or more receive a -1 modifier on their first attempt. This reflects the difficulties they had boarding substantial "roundships" and galleasses. This modifier is cumulative with all other modifiers such as the +1 for galleys and the -1 for high towers

Rule the Sixteenth: Special Rules

Fireships, p 40.

[Commentary: Fireships did not have a "pilot fire" like an old fashioned gas stove, but usually had a quite sophisticated ignition system designed to be set off at the last moment, once the fireship had grappled its target. But of course they could be set off before contact, as a result of enemy fire or

indecisiveness by the fireship's crew. They were, literally, a "hit or miss" weapon but their effect was as much psychological as physical since the approach of fireships was a matter of great concern to anyone on a ship made of wood, tar and oakum and carrying up to 30 tons of gunpowder. This rule reflects these factors.]

Fireships do not have to spend an action to keep the "pilot fire" under control. Instead they have to expend one action to set fire to the trains and abandon ship. Having done so the fireship will burn from then on, testing for critical damage before either side moves as per the fireship rule. If it is not grappled to another vessel it will then move to run before the wind in its own side's turnover movement.

If a fireship which is not burning receives a critical damage, test on critical damage table with a +3.

Any vessel, (of both sides,) except boats, receives a -1 to its activation Quality Roll if it has a burning fireship within 1 x medium and within 45^0 of upwind of it.

A vessel which is grappled by a fireship may cut the grapples as part of its mandatory fire-fighting activation attempt.

A burning fireship which has collided with a target, or has grappled a target and has then had its grapples cut, remains stationary. It cannot move as its crew has abandoned it and its sails and rigging are in flames.

Boats may grapple burning fireships in the normal manner. If they grapple they do not catch fire themselves and prevent the fireship from moving whilst it remains grappled. They may not board a burning fireship but may attempt to board an unburning fireship in the normal manner. If the fireship explodes the boats do test to see if they catch fire too.

Flagship, p 41.

Amend: Ignore the automatic activation success for a flagship. The +1 to activation rolls within 1 long of the flagship applies to the flagship as well.

Add**: Historical Admirals.** See Annex A for a list of the characteristics of historical admirals.

Add: **Squadron Moves.**

"Whence, as regards Generals at Sea, it is better for them to watch rather their friends rather than their enemies in the time of battle; contenting themselves with being the cause of the successes of their men,-as also they are of the errors when they do not apply thereto the remedy that they ought." *(Dom Francisco Manuel after having been beaten in a disorganised Spanish fleet by a much smaller organised Dutch fleet.)*

[Commentary: Ships had been formed into squadrons for as long as naval warfare had existed, but even when formed into squadrons most ships still fought as individuals, and coordinating the actions of those ships to give the squadron a synergy of effect that amounted to more than just the sum of the individual ships was a difficult matter. However, by the middle of the 17th Century the combination of using a tight line ahead as the basic fighting formation for sailing ships, coupled with the introduction of uniform doctrine in the form of fighting instructions, (which in the Dutch context were usually personal instructions from Admirals such as the elder Tromp and De Ruyter who could

command the respect of the herd of cats from five Admiralties that made up Dutch fleets, whilst in the British context they were more formally codified,) and rudimentary signalling methods, made much greater command, control and co-ordination possible. Thus this rule distinguishes squadron moves before and after this watershed in the development of naval tactics and uses the phrase "fighting instructions" as shorthand for this development.

Fleets with fighting instructions are:

- *Dutch under Tromp in the 80 Years War.*
- *British from the First Anglo-Dutch War, (the Dutch seem to have "lost the plot" a bit in this war with their merchant based fleet and were less disciplined than before or later, but if you do not subscribe to this view let Dutch under Tromp have fighting instructions too.)*
- *Dutch after the battle of Lowestoft in the Second Anglo-Dutch War.*
- *Other powers after the Second Anglo-Dutch War.*

The overall effect of this rule means that sailing vessels in line abreast cannot manoeuvre without breaking up their squadron; that galleys can manoeuvre in line abreast because they can adjust their speed to wheel; and that squadrons quickly fall apart as damage mounts. This is a reasonable representation of the limitations of command and signalling in the period.]

A flagship can command a squadron of galleys, or of naval ships, disciplined privateer squadrons such as Barbary Corsairs, or of merchantmen or Indiamen with trained gun crews, (that special rule being an analogue for the training and drill of the captain and crew in general;) and have them all respond to, limited, orders issued by the flagship. For a squadron to be eligible all the ships must be:

a) Of a crew quality equal to or better than their flagship, (including the +1 bonus to their quality for the flagship.) This means that a Q4 flagship could include Q5 ships in its squadron provided that they are within 1 x long of the flagship to receive the bonus.
b) In whole base front edge to base rear edge contact, or in whole base side edge contact: a line ahead or line abreast.
c) They must be of the same sail type as the flagship, or of a type capable of an equal or higher speed on that wind heading.

The flagship must specify which ships the squadron orders will apply to before rolling its own activation. These ships will execute the same orders as the flagship without testing for their own activation and nominated ships may not test separately that turn.

If a ship is damaged and it receives more orders than it has white dice, throw the appropriate additional number of coloured damaged dice. If any of these are failures the opponent choses which of the Admiral's squadron orders the ship will not obey. If ones are thrown on a coloured dice apply "All at Sea" in the normal manner.

Providing the formation is intact all ships in the formation may be subject to squadron orders even though they are more than 1 long of the flagship. However note that ships beyond this distance do not receive the quality bonus for proximity to the Flagship… this reflects the basic signalling methods of the day.

A flagship in a fleet with fighting instructions may execute the following orders as squadron moves: **Move, Reduce Sails** or **Make Sails, Come About, Row, Back, Fire** and **Full Broadside**.

A flagship in a fleet without fighting instructions may execute the following orders as squadron moves: Move, Come About, Row, Back, and Fire.

A squadron moves at the pace of the ship flagship on that wind heading. Faster vessels on that wind heading are allowed to slow down to the flagship's speed. Slower vessels will move at their own pace, thus breaking up the squadron.

A "Come About" squadron order may be executed in two ways. The squadron may turn together, i.e. they all turn at the same time and move out of line ahead to port or starboard; or turn in succession, i.e. they turn when they reach the point where the leading ship turned and remain in line ahead. Ships at the back of a squadron turning in succession may take several moves to reach the turn point, they still make the turn without requiring further orders providing that the original formation remains unbroken. Likewise if a squadron turns onto a faster or slower wind heading the speed of the whole squadron will be the same as the lead ship without further orders being necessary.

Ships firing in a squadron move still do so as individuals. Several ships may fire at the same target but one-by- one, with the closest ships firing before those further away.

Ships may join a squadron only by taking up position at the front or the rear. New ships may join only after the squadron itself has moved using a simplified manoeuvre procedure. To join they must activate and come about, if they have sufficient movement to bring them into some part of edge contact with the squadron, (rear edge of a front joining ship with the front edge of the squadron, or front edge of a rear joining ship with the rear edge of the squadron,) they may join up without moving the full distance required by the wind heading and without testing for collision if their move overlaps the side edge of the squadron.

If the lead ship in a squadron in line ahead contains a pilot all following ships in the squadron receive the benefit of the +1 for avoiding shallows but each ship still tests separately. If one ship fails all other ships following her no longer receive the bonus unless they happen to have their own pilots.

If the lead ship in a sailing squadron cannot make a full move due to a collision or running aground only the second ship in the line tests to see if it collides with the first ship, the others in the line are assumed to stop in time. They then halt for the remainder of their activation. In subsequent activations the following ships may activate and drop out of the line moving parallel to either side of the stopped ship for free to allow them to move away without risk of a second collision. This manoeuvre cannot be made as a squadron move, but if several ships including the flagship activate successfully they will then form a new squadron after passing the stopped ship.

Each flagship may have up to two "bijstanders," usually small frigates, yachts or fireships of C3 or less to stand by her. These must be designated at the beginning of the game. They are not part of the squadron line and must start the game on the disengaged side of the line within 1 x medium of the flagship. They move when the flagship moves and may manoeuvre freely within their characteristics of razée and yare if applicable providing they retain their station on the disengaged their station and do not need to activate to do so. They may be deployed by one action from the

flagship allowing either or both of bijstanders to pass through the line onto the engaged side to attack the enemy or parry an enemy attack. Thereafter the bijstanders activate themselves in the normal manner. They can return to bijstander status if, at the beginning of a turn, they have returned to their station within 1 x medium of the flagship's disengaged side.

Add: **Yachts, Pinnaces, Avisos and Boats.** With signalling in its infancy it was common to use fast manoeuvrable vessels to deliver an admiral's instructions by voice or hand, but this method was more suited to issuing orders to one ship than to a squadron. For game purposes consider any vessel with a combat value of 1 and the razée and yare special rules to be a yacht, pinnace or aviso. If a yacht, pinnace, aviso or boat is within 1 x long of a flagship it may transmit the flagship's +1 to any one vessel within 1 x medium of itself if it is a yacht, pinnace or aviso or 1 x short of itself if it is a boat. The "order" is transmitted at the beginning of the receiving vessel's activation. The yacht pinnace, aviso or boat concerned does not have to be activated to transmit such an "order" but may only transmit one "order" to one vessel per turn.

Add: **Transferring the Flag.** If a flagship was crippled or immobilised it was not unusual for admirals to transfer their flag to another ship. *[Commentary: This was not a universal expedient and much depended upon the personality of the commander and the circumstances. For example during the Four Days' Battle Cornelis Tromp changed his flagship every day, and several times on some days; whilst Rupert and De Ruyter declined to transfer their flags even when their flagships were incapacitated; and Albemarle was probably too corpulent and infirm to transfer his flag in any emergency.]* To transfer a flag an admiral uses the actions of his flagship but cannot issue any squadron orders that turn. It takes one action to transfer the flag to a friendly ship within 1 x short distance or two actions to transfer the flag to a friendly ship within 1 x long distance. Having successfully transferred the flag the admiral can issue squadron orders from the beginning of the following turn.

<u>Master Gunner p. 43.</u>

This is better read as "Heavy Guns." Only ships with Cannon, (42 pdrs,) or Demi-Cannon (32-36 pdrs,) may use this rule. Ships with Culverins (18-24 pdrs,) Demi-Culverins, (9-12 pdrs,) or Sakers, (4-8 pdrs,) may not use this rule no matter how many guns they have.

Bar and chain shot was not used with heavy guns so ships firing Chain Shot, page 30 do not receive the Master Gunner benefit.

<u>Trained Gun Crews p 46.</u>

Only naval ships, Indiamen, and experienced pirates may have trained gun crews.

<u>Rule the Seventeenth: Parley!</u>

Once per game the captain of each pirate ship may call upon another pirate ship to Obey the Pirate Code and engage in a parley! The pirate calling for parley may do so at any point in an enemy activation providing the ship is within 1 medium distance. Both sides dice, add +1 if the captain is a dread pirate. If the active pirate rolls equal to or less than the pirate calling for parley then he must talk, not fight, and cannot shoot at, grapple or board the pirate seeking parley that turn. Instead they engage in sly flattery, mutual recriminations, veiled and not so veiled threats, complicated plot making and binge drinking.

Rule the Eighteenth: Galley Slave Uprisings

If a vessel that is rowed by galley slaves throws a 1 for an "All At Sea" test, check in the usual manner to see if it strikes. If it does not strike there is a chance that a galley slave uprising takes place and they attempt to overpower the crew. Throw a dice and deduct 1 if the crew includes drilled soldiers. If the result is less than the C value of the ship nothing happens… the few slaves who knew the score of Les Mis were summarily dealt with, and the ship may use any successful activations it has thrown this turn. If the result is equal to or more than the C value of the ship the revolt is successful. The opposing player takes over command of the ship and it loses any successful activations it may have thrown that turn, but this does not count as a turnover and the previous owner retains the initiative. It may now activate in the new owner's turn in the usual manner. Liberated vessels may not fire, grapple or board, but they will fight in self-defence if boarded by the enemy. They will not strike due to All At Sea or taking one excess damage in a boarding action as they would be put to the sword. Instead if they suffer two excess damage from boarding, the crew are assumed to go down fighting.

Rule the Nineteenth: A Point of Honour

"Our birth obliges us to die for our country, our duty for the Common Weal, and our honour for our own sake." *(Tromp before engaging a Spanish fleet five times bigger than his.)*

[Commentary: This section contains an alternative method of setting up one-off games that are points based but do not have to be of equal points. Many of the greatest admirals of this period had no qualms about taking on a much stronger foe as, to use Frank L. Fox's description of one, Albemarle, they were "…driven…by the fundamental elements of …[their] character: an exaggerated sense of honour, a fear of being thought a coward, …fatalism…, and sheer fighting spirit. To someone unafraid of death, a battle against long odds brings a special kind of glory, and defeat no shame." If you are such a character and want to walk with these giants this section is for you. The idea of the asymmetric points system is taken from the "Wings at War" system published by Tumbling Dice which are acknowledged.]

Game Set-up Sequence

1. Agree the maximum number of points that can be used and the length of the game. As a rule of thumb one hour for each 100 points a side works quite well but your mileage may vary depending upon your playing style, gregariousness and grog consumption.
2. Players decide their fleet lists. Points may be spent on vessels, (including the cost of flagships for squadrons,) and wind gauge manoeuvring actions. Players do not have to use all their points. Each wind gauge manoeuvring action costs 20 points and represents the skill and effort that the commander puts in to seizing the wind gauge.
3. When flagships are used designate the vessels in each flagship's squadron and specify which admiral is the fleet commander: the General-at-Sea. Not all vessels have to start the game in squadrons. Both players then declare how many admirals they have and dice for their characters in the normal manner unless these characters are already known.
4. Sit on opposite sides of the table and designate a notional "north" on a side or a corner.
5. Throw for the initial location of the weather gauge. Both players throw a dice and compare the total score on the table below. *[Note that there is about a 14% chance each that the wind will blow from a cardinal point, about an 8% chance each that it will blow from NE or SW, and*

about a 5% chance each that it will blow from the NW or SE. These differences in chance do not favour one player over the other.]

6. Players now "manoeuvre" to seize the weather gauge. Each declare their number of weather gauge manoeuvring actions and add 2 actions if their General-at-Sea is dashing, add 1 if he is swaggering, subtract 1 if he is a political appointee and subtract 2 if he is a landlubber. This could result in a negative number. Now compare the difference in actions between each side. The player with the highest number of actions can move the location of north 45^0 from its initial location for each difference in the total of actions. After the weather gauge has been moved if a player has the wind blowing from his side of the table, or from one of the corners on that side he "holds the weather gauge" and is called the "first player," and the other is the "second player." If the wind is blowing from either of the two sides of the table where the players are not sitting, then neither holds the weather gauge. In this case each throw a dice and the highest is the first player.

[Example: Peter and Paul are sitting opposite each other and they designate north as the side of the table to Peter's left. They both throw a dice for the initial wind location and score a total of 8, so the wind is initially blowing from the east, directly behind Paul. In the struggle for the wind gauge Peter has 2 actions and Paul has -1 action so the difference is 3 actions and Peter can move the notional location of north in 45^0 increments up to 135^0. He takes advantage of this and moves north to the right hand corner of his side. This in turn moves east to the left hand corner of his side. Peter now holds the weather gauge. He has a considerable advantage in the initial deployment of the battle, and becomes the first player.]

Initial Weather Gauge Location Table

2 x D6 Score	Wind Initially Blowing From
2 or 5	**N**
6	**S**
8	**E**
9 or 12	**W**
7	**Throw again until a non 7 result occurs. If using the optional wind strength rules on the first 7 throw another dice: on a 1, 2 or 3 there are light airs, and 4, 5 or 6 there are high winds. If the next dice throw is also a 7 normal winds are restored, and so on for any other consecutive 7s.**
4	**NE**
3	**SE**
10	**SW**
11	**NW**

Deployment Sequence

1. Starting with the second player, the players alternate in deploying one squadron at a time.
2. The vessels of the squadron must all start in a legitimate squadron formation, including any bijstanders. No vessels in a squadron can be placed within 1 x long of the table centreline. If a squadron is in line ahead vessels at the rear of the line can be left off table with their order noted. They will automatically arrive in the stated order when the line moves forward to make space for them on the table.

3. Once a player has deployed all of his squadrons he continues to alternate deploying one individual vessel, which is not part of a squadron, at a time. It may well be that one player is still deploying squadrons whilst the other is now deploying individual vessels. The largest (in terms of combat value,) individual vessels must be deployed first. If a fleet contains several vessels of the same combat factor the player decides in which order to deploy them, but all must be deployed before any smaller vessels can be deployed.
4. Individual vessels cannot be placed within 1 x medium of another vessel or within 1 x long of the table centre line. Individual vessels cannot be left of the table.
5. Once a player has deployed all his vessels the other player deploys all his remaining vessels using the same location and size requirements as above.
6. The first player then has the choice of being the first or second side to activate, and play commences.

Victory

The game is played until the agreed time limit is reached and both sides have had an equal number of turns. Victory is determined by the amount of damage a fleet inflicts on the enemy as a proportion of its own strength. Thus a smaller fleet has to inflict less damage to win than a larger fleet.

Victory point as are awarded at the end of every other turn, (so that both sides have had the same number of turns,) as a percentage of an enemy vessels' points value as follows:

- Crippled, or suffered two mast damage effects: 50%
- Sunk or struck: 100%
- On fire at the end of the game: 100%
- Taken with a prize crew on board and no enemy within 1 x short: 150%
- Add an additional 50%, (e.g. so that 50% becomes 100%) if any of the above are inflicted on an enemy flagship.
- Double the value of a laden merchant taken with a prize crew aboard and no enemy within 1 x short (i.e. so that 150% becomes 300%.)

Note that as vessels are repaired using the "Carpenters and surgeons" actions, or as vessels manoeuvre to retake prizes, these totals can go down.

A fleet wins an initial victory if at the end of any victory point turn the number of points inflicted on the enemy exceeds 50% of its own starting points, including vessels' point values and weather gauge actions, and exceeds the damage it has suffered.

Play now continues until the time limit is reached or until all ships of one side have left the table, (to allow a, presumably smaller, side to break off a winning action whilst it is still ahead.) Then determine the final result:

- If the side that won the initial victory still has inflicted more points than it has suffered it wins a Famous Victory.
- If the side that won the initial victory has now lost more points than it inflicted the result is a draw.

- If neither side won an initial victory the side that has now inflicted the most points damage wins a marginal victory.
- Whatever the result shake hands, splice the mainbrace, and take to yarning as ‘ow your dice were ‘orrible. If victory smiled on you be grateful, if she spurned you repeat after me:

Yet like an English general will I die,

And all the ocean make my spacious grave:

Women and cowards on the land may lie;

The sea’s a tomb that’s proper for the brave.

(John Dryden Annus Mirabilis Stanza 101)

[Example: Peter deployed 260 points of vessels and two wind gauge actions for a total of 300 points. Paul deployed 400 points worth of vessels, (and, as we have seen above, discovered to his chagrin that his General-at-Sea was a political appointee.) For Peter to win an initial victory he must inflict 151 points of damage and more than he has suffered. Paul must inflict 201 points.]

An’ Last, but Not Ye Least, Rule the Twentieth: Have Fun

That be all for now. Remember: Always be yourself, unless you can be a pirate, then always be a pirate!

Annex A

Historical Admirals

Here be me own opinions on some of ye leading nautical lights of the times… ye own opinion may differ so feel free to amend. The "Squadron Move" rule makes an admiral's ability to activate more important as he can affect many ships, so I have taken "Dashing" as the acme of naval performance, aye. The dates given reflect the approximate periods that ye may find these gents in squadron or fleet command.

BRITISH

Sir George Ayscue (1648-1672): Appointed General at Sea by Parliament for preventing some of the mutinying fleet passing to the Royalists, he failed to control his squadron at the battle of Plymouth and lost to an outnumbered and outgunned De Ruyter. He went on to serve Charles and ran his flagship aground at the Four Days Battle obeying Monck's orders although other ships crossed or managed to get off the same dangerous shoal. When threatened with fireships he lost control of his crew and had to strike his flag, becoming the last British admiral to be captured by the enemy. Again other outnumbered English commanders had not flinched when threatened by fireships in the same battle. Despite this he was not judged harshly by many and he retained the King's favour who returned him to Flag rank in the 3rd Anglo-Dutch War. He could possibly be rated as a middling seaman if you just think he was unlucky but rating as a **Political Appointment** seems more appropriate**,** with an additional -1 on his quality dice rolls for crossing shallows.

John Benbow (1693-1702) He distinguished himself as an inshore specialist but despite having many pubs named after him Benbow's performance in flag rank was less than stellar, ending with a debacle involving his own mortal injury and the Courts Martial of his captains. He was always a brave fighter, perhaps a little too brave for his subordinates. Overall he probably rates as a **Middling Seaman** and a pilot.

Robert Blake (1649-1657): The Commonwealth's best Admiral and, arguably, Britain's best until Nelson. **Dashing.**

Edward Cecil, 1st Viscount Wimbledon (1625): A favourite of Charles I's favourite the Duke of Buckingham, Cecil was an experienced soldier who was quite lost at sea. He mismanaged the Cadiz expedition and was known as "Viscount Sit-Still" to his men. **Landlubber.**

Arthur Herbert, 1st Earl of Torrington (1675-1690): Much loved in the fleet, he was a chap of dissolute habits who resented being lectured on honour by those who lived in glass houses. He failed to intercept Monmouth's landing, fell out with James over the Test Acts, defected to, and was made Lord High Admiral by, William who then blamed by him for the defeat at Beachy Head where he did not want to fight but was ordered to do so by the Council of Nine. Either a **Landlubber** if you think that he only had himself to blame, or a **Middling Seaman** if you think he was a political scapegoat.

Sir Robert Holmes (1660-1672): A faithful Royalist, acolyte of Prince Rupert but not rated by Charles and the Duke of York, Holmes was instrumental in starting both the Second and Third Anglo-Dutch Wars, jumping the gun on the formal declaration of hostilities on both occasions. He did well in the Four Days Battle and was responsible for his eponymous "Bonfire**,**" the destruction of the Dutch

merchant fleet and the burning of Terschelling. He rates **Swaggering** in Africa and the Second Anglo-Dutch War and **Middling Seaman** for his less impressive performance in the Third.

Sir Robert Mansell (1602-1621): Did well at the Battle of the Narrow Seas, against perhaps an easy opponent, but after a prolonged stint as Treasurer of the Navy, mostly spent lining his own pockets, he badly mismanaged the campaign against Algiers in1621. Probably rates as a **Middling Seaman** at the beginning of his career and **Landlubber** at the end.

George Monck, 1st Duke of Albemarle (1652-1670): "Victor sine sanguine," the cornerstone of the late Commonwealth and early Restoration and a successful General, and General-at-Sea under both. He was Charles' "go to" man to clear up messes like the Great Plague, the Great Fire and the Medway debacle. A good leader and firm disciplinarian on land and sea. **Swaggering.**

Edward Montagu, 1st Earl of Sandwich (1656-1672): A very likeable survivor who commanded under both the Commonwealth and under Charles and was loyal to both. As Pepys' patron history has been kind to him. He did well at Lowestoft but bungled the Bergen operation and was accused of corruption over prizes. He refused to surrender his flagship at Solebay and she, and him succumbed to fireships. A **Middling Seaman.**

Sir Christopher Myngs (1658-1666): A "tarpaulin" commander of humble, (or perhaps middle-class,) birth, He made a name for himself in the First Anglo-Dutch War, and then sailing out of Jamaica Myngs, or Mings, was the scourge of the Spanish Main under the Commonwealth and the Restoration. A humanitarian he was adored by his men who would follow him anywhere, and certainly from ship to ship . Myngs served well in the Second Dutch War and died after being shot by a sharpshooter on the deck of his flagship, HMS Victory… not a bad way for a British Admiral to go. Even then he had to be shot twice before allowing himself to be taken below. Having buried him members of his crew volunteered for fireship duty so they could seek revenge against the Dutch, a gesture that brought a tear even to Pepys's blasé eye. **Swaggering.**

Sir William Penn (1648-1670): Adept at political navigation Penn served both the Commonwealth and Charles well. A **Middling Seaman.**

Sir George Rooke (1690-1705): Experienced both successes and failures. A **Middling Seaman.**

Prince Rupert of the Rhine (1648-1679): Experienced and persistent. Usually **Swaggering** he had definite off-days at the battles of Schooneveld, where he should be rated as a **landlubber.**

Sir Edward Spragge (1666-1673): See page 41 of rules. With apprenticeships as an Algerian slave, a Dutch privateer fighting against the Commonwealth, and a Dunkirk pirate, Spragge knew how to fight. He had a personal grudge against Cornelis Tromp after his humilating defeat in the St. James' Day Battle of 1666 and sought him out for personal combat. **Swaggering.** If facing a fleet including Tromp's flagship after St. James' Day he must end every turn closer to Tromp's ship than he started the turn.

Sir Cloudesley Shovell (1690-1707): Apart from having a great name Shovell distinguished himself at Bantry Bay and Barfleur. A fighting admiral he went on to become Admiral of the Fleet but met his end on the rocks at Scilly. **Swaggering** with a -1 on his quality dice rolls for crossing shallows.

William Rainsborough (1628-1640): The poster boy for Ship Money, one of the causes of discontent that led to the Civil War, a rather odd position for a man of a staunchly Parliamentarian and Leveler family. A determined fighter as a captain, as an Admiral he efficiently conducted the blockade and land campaign that temporarily knocked back the Corsair Republic of Salé. **Swaggering.**

Edward Russell, 1st Earl of Orford (1689-1699): Commander-in-Chief and later First Lord of the Admiralty, Russell's naval career was fraught with political complications. But difficult times breed interesting men and when he was suspected of Jacobite sympathies he encouraged the sailors to throw overboard any commander who played false… not excepting himself! Russell's determined performance at La Hogue justifies a characterization of **Swaggering**.

James Stuart Duke of York (1648-1672): Lord High Admiral, led the fleet at Lowestoft and Solebay which were both inconclusive, but he was either shell-shocked or restrained from pursuing and delivering a fatal blow to the Dutch in the first battle, so probably rates as **Middling Seaman** rather than Swaggering.

DUTCH

Jan Pieterszoon Coen (1613-1629): The architect of VOC supremacy in the Indies. A **Middling Seaman.**

Johan Evertsen (1637-1666): A fighting admiral from a family of fighting admirals whose career was a mixture of successes and failures. He was unfairly scapegoated for the debacle at Lowestoft, rejoined the fleet after his brother was killed in the Four Days Battle and was himself killed at the St James' Day battle. A **Middling Seaman** who cannot serve with de With.

Johan Evertsen de Liefde (1652-1673): A solid commander who fought well in all three Anglo-Dutch Wars and against the Swedes and Portuguese too. **Swaggering.**

Pieter Pietersen Hein (1623-1629): Commander of the Dutch West Indies Company fleet he fought the Portuguese at Salvador and Luanda and took half of the Spanish treasure flota in 1628. A mentor to both de With and Tromp. **Swaggering.**

Egbert Bartholomeuszoon Kortenaer (1653-1665): Thought by the British to be one of the best Dutch commanders. As a flag captain he stepped into the shoes of both Tromp and Obdam when they were killed or incapacitated respectively. Rating him as a **Middling Seaman** makes him better than Obdam but not as good as Tromp, which seems like a fair assessment.

Jacob van Wassenaer Obdam (1654-1665): Known as "Foggy" to his own sailors and British opponents, his Fabian tactics led many on his own side to doubt his courage. Although he was an experienced sailor his reluctance to get stuck in makes **Landlubber** the best defining characteristic.

Cornelis Matelief de Jonge (1605-1608): Commander of the VOC's attempt to prise Malacca from Potuguese control. He was defeated by superior numbers at the Battle of Cape Rachado, but his determination leading to return when the odds were more equal and decisive victory at the Second Battle of Malacca probably justifies classification as **Swaggering.**

Michiel Adriaenszoon de Ruyter (1641-1676): Much loved and inherited Tromp's "Bestevaer" title as "Grandfather" to his fleet. He is perhaps second only to the elder Tromp in the Dutch naval pantheon. **Dashing.**

Cornelis Maartenszoon Tromp (1653-1679): Son of Maarten and not his equal, although he was a good drinker, talker and fighter. Had ideas above his station and often refused to cooperate with those he considered inferior to his innate ability and rank in society. **Swaggering**, except at the St. James' Day Fight, when his disinclination to get involved will characterize him as a **Landlubber**. This led to his dismissal from the fleet until his re-instatement by William in 1673 after which he grudgingly served under De Ruyter, (counting as **Swaggering** again,) and also successfully commanded the Danes and Brandenburgers.

Maarten Harpertszoon Tromp (1630-1653) "Bestevaer," the best father and best sailor in the fleet. Born of burgher stock and enslaved twice by pirates before he was 24, Tromp finally took down Spanish naval power and held the growing naval might of Britain in check for a generation. He introduced the line of battle and was a consummate seaman who knew the Channel like the back of his hand. Tromp, like Nelson, fell to a sharpshooter. His flag captain concealed his death from the fleet to prevent a morale collapse. **Dashing** and also counts as a pilot. The RAW have no rules for demoralizing a fleet on the Admiral's death and it was standard Ductch practice to keep an admiral's flag flying if he was incapacitated, but in Tromp's case the effect may have been decisive. If Tromp suffers a "Captain Hit" result throw a dice: on a 4,5 or 6 the flag captain conceals the death, continue the battle with the Flagship now counting as a Middling Seaman; on a 1,2, or 3 the bad news leaks out, all ships take a -1 on their shooting and offensive boarding action rolls.

Witte Corneliszoon de With (1637-1658): The elder Tromp's great rival and a very prickly character. Insubordinate to his superiors but a very strict disciplinarian to his men, which made him feared and sometimes despised in the fleet. His personal courage was never in doubt and he refused to surrender despite being mortally wounded. This mix of characteristics is best modelled by making him a **Middling Seaman** with a +1 fighting defensive boarding actions.

FRENCH

Anne Hilarion de Costentin, comte de Tourville (1677-1700): One of France's best Admirals. **Dashing.**

Abraham Duquesne (1636-1684): Very experienced and a hard fighter. **Swaggering.**

Jean II d'Estrées (1668-1680): Not popular with his fleet and unlucky around reefs. A **Middling Seaman** with a -1 on his quality dice rolls for crossing shallows.

Jean Armand de Maillé-Brézé, Duke of Fronsac, Marquis of Brézé(1636-1646): Although he got the job of Grand-maître de la navigation at the age of 17 because his uncle was Cardinal Richelieu, Brézé turned out to be no mere political appointment. As commander of the French Levantine Fleet he beat the Spanish in four battles, including two convincing victories, only to be cut in two by one of the closing shots of the last one at the age of 27. **Swaggering.**

François Louis de Rousselet, marquis de Châteaurenault (1673-1702): A fighter who experienced wins and losses in about equal measure. A **Middling Seaman**.

Henri d'Escoubleau de Sourdis (1635-1641): Although his day job was Archbishop of Bordeaux, de Sourdis did a reasonable job in naval command. After initial setbacks in the Mediterranean, caused by divided command, de Sordis went on the win victories at Getaria in 1638 and at Tarragona in 1641, where he commanded from his bed, but when the Spanish came back in greater number he was obliged to withdraw and was dismissed by Richelieu. A **Middling Seaman**.

SPANISH

Don Alonso del Compo y Espinosa (1667-1668): Commander of the Armada de Barlovento and Morgan's opponent. Brave, but usually outmaneuvered. A **Middling Seaman.**

Lope de Hoces (1619-1639): Commanded with some success against the Dutch and the French in the Caribbean and the Channel, was ordered into an untenable position at Getaria but failed to anticipate the French use of fireships there. He eventually went down fighting at the Battle of the Downs in 1639. A **Middling Seaman**.

Miguel de Horna (1635-1648): One of Spain's more successful admirals in the Channel, he even fought Maarten Tromp to a standstill and broke the blockade of Dunkirk. **Swaggering.**

Antonio de Oquendo (1604-1639): One of Spain's most significant admirals in the 80 Years War he had several successes against the Dutch, but did not perform well at his last, and most significant battle, at the Downs. Still Tromp concluded that with Oquendo on board a ship it was invincible A **Middling Seaman** with a +1 to defensive boarding actions.

Lorenzo Ugalde de Orellana (? -1646) Commanded the Spanish squadron at the first three battles of Navas de Manila and did good job against three larger Dutch squadrons. He might have been helped by Our Lady the Most Holy Virgin of the Rosary but he and his flagship were usually in the thick of things so he rates as **Swaggering.**

Federico Spinola (1598-1603): A Genoese in the service of Spain Spinola came up with the idea of playing to Spain's strength, galley warfare, by attempting to introduce it to the English Channel. English and Dutch squadrons showed him that this idea was a non-starter but he handled his squadrons well in three unequal battles and went down with his ship. His remaining galleys did good work supporting the Siege of Ostend. A **Middling Seaman.**

Fadrique de Toledo, 1st Marquis of Villanueva de Valdueza (1610-1634): Defeated the Dutch and the Moors in Europe, recovered Brazil from the Dutch, successfully led the counter-offensive after the disaster at Matanzas, defeating the Dutch at Tenerife and recovering the Leeward Islands from the English and French. An aristocrat through and through he baulked at taking orders from the King's Chief Minister and was wont to ignore those he disagreed with, especially when these concerned operational matters or the welfare of his sailors. Eventually he was cashiered for disobedience but "…when he crossed the line between respectful noncompliance and open insubordination, it is perhaps fairer to say that he was pushed." **Dashing.**

García de Toledo Osorio, 6th Marquis of Villafranca (1623-1649): Captain General of the Galleys of Spain and advisor to Philip IV he was a competent commander with several important, but not usually decisive, victories to his credit. A **Middling Seaman**.

BARBARY CORSAIR, PRIVATEER and PIRATE ADMIRALS

Jean Bart (1675-1697): A Dunkirker through-and-through, Bart proved himself as a leader of light forces, first as a privateer commander, and later with regular rank. **Swaggering.**

Ali Bitchin (c1590-1645): See page 10 of rules. A Venetian slave raised as a privateer, who became Grand Admiral of Algiers**. Dashing**.

Siemen Danziger, or **Simon de Danser,** or **Simon Re'is,** or **Deli-Reis (1605-1616):** Dutch privateer who took up with the French and then the Pasha of Algiers. He may have been instrumental in introducing round ships into Barbary service and he led considerable corsair fleets in the Mediterranean and out into the Atlantic. He defected back to the French and was executed by his own ex-boss when he returned to Algiers. Possibly dashing, but since "Deli-Reis" means "Captain Crazy" I opt for **Swaggering.**

Peter Easton or **Il Corsaro Inglese (1603-1615):** A pirate success story. As a privateer squadron commander he was left without a job when James I made peace with Spain so he turned pirate, leading fleets out of bases in Newfoundland and Algiers, resupplying out of Ireland, to raid the North Atlantic, the Caribbean and the Mediterranean, including a blockade of the Bristol Channel. Rather humiliatingly for the King his agents pursued Easton over the seas with offers of pardon, which he snubbed. Unlike most pirates Easton got out whilst the going was good. After making his fortune he retired to a comfortable life with a good woman on the Riviera. **Dashing.**

Laurens Cornelis Boudewijn de Graaf (1676-1704): A Dutchman who was enslaved by the Spanish as a child, (other sources say he was a free man who served on the Spanish plate fleet,) and then fought for the French against the Spanish and the English although he did consider joining the latter. Although Sabatini freely borrowed from Henry Morgan's actions, the character of Peter Blood has much more in common with the handsome, well-read and cultured de Graaf. Often commanding sizable squadrons de Graaf was one of the more humane and romantic pirate leaders, a consummate seaman, and an expert gunner to boot. His second wife was straight out of central casting too. If all of this wasn't cool enough his sacking of Veracruz in1683 is still commemorated in the song "La Bamba!" **Swaggering**, and a ship he captains is considered to be yare and may fire simultaneous port and starboard broadsides, (or full broadsides if it has the actions.) but may only reload one broadside for free, the other requiring an action. If the targets fire back from the same position use the rule for firing into a boarding action: they fire at both de Graaf's ship and the other friendly ship that was de Graaf's target, counting a -1C against both.

Michel, Chevalier de Grammont(1675-1686): French privateer who initially fought against the Dutch, he led the privateer squadron of d'Estrées' ill-fated 1678 fleet and then went on to attack the Spanish and become the greatest of the flibustier commanders. Later allied with de Graaf they fell out over de Grammont's murder of hostages. A **Middling Seaman.**

Jan Janszoon van Haarlem, also known as **Murat Reis the Younger (1619-1641):** Dutch privateer who was captured by the Barbary pirates, adopted Islam, and became admiral of Salé. He raided as

far north as Lundy Island, Ireland and Iceland! This must have taken considerable organization. **Dashing.**

Edward Mansvelt or **Mansfield (1659-1666):** Either of Dutch or English origin, he replaced Myngs and was then elected the first Admiral of The Brethren of the Coast. Not universally successful he was "…an excellent coaster [i.e. navigator], which is his chief, if not only virtue…." A **Middling Seaman** and a pilot.

Sir Henry Mainwaring (1612-1651): Being born with a silver spoon in his mouth, and having an Oxbridge legal education proved no bar to Henry's chosen career path. After a short spell pirate hunting he turned pirate, allied with Morocco and Tunis and led fleets against Spanish, Portuguese and French shipping on both sides of the Atlantic. Then the poacher turned gamekeeper and, after accepting the King's Pardon, he advised the King that the only way to deal with pirates was to hang 'em high or send them to the galleys. Returning to pirate hunting he rose through the ranks of the Royal Navy and in the Civil War evacuated Prince Charles from Scilly. Very much a professional seaman he wrote a treatise on piracy and a treatise on naval command. **Swaggering.**

Sir Henry Morgan (1665-1681): Cardiff boyo makes good in the colonies… what's not to like? Well, as one biographer puts it: "…quite clearly he was a great soldier but an extremely poor seaman…. [Who] rarely went to sea without losing his ship." So **Swaggering** with a -1 on his quality dice rolls for crossing shallows seems to sum him up.

François l'Olonnais (1665-1668): In a brief career marked by some successful and some unsuccessful raids l'Olonnais gained a reputation for cruelty, ferocity and, perhaps, cannibalism, that gave pirates a bad name. He met his comeuppance by being ripped apart, burnt and possibly eaten by the natives of Darien. A **Middling Seaman.**

Jack "Birdy" Ward, also known as **Yusuf Reis (1605-1622):** Ward was considered by the Venetians to be "beyond a doubt the greatest scoundrel that ever sailed from England," and by the British as "lewd and ill-disposed." A former English privateer captain, he led a mutiny from the Royal Navy and turned pirate. He went on to organise and command considerable corsair fleets operating out of Tunis, Algiers and Ireland. To do this he needed to be "a very skilled seaman, a great commander and a true friend to the men under his command." Having been refused a pardon by James I he adopted Islam and retired to enjoy his ill-gotten gains. **Dashing.**

Annex B

Alternative Points System

This system separates crew quality and crew characteristics from ship characteristics. It equates the Galleys and Galleons Q4 "Man-O-War" to a 17th Century 3rd Rate and uses this as the reference point, (62 points in the rules as written, 60 here,) to give values for other ships on a comparative basis. Essentially this means that smaller, less effective, ships become cheaper as the special rules for their characteristics do not have to be paid for separately, thus, for example a very small vessel does not have to pay additional points for being of shallow draft… it just is.

A vessel's point cost is determined as follows:

1. Choose the vessel type from the list below.
2. Take any additional costs for crew special rules: Derring-do(+1), Dread Pirate (+4), Fire Ship (+5), Flagship (+20), Intimidating (+4) or (+1) if Intimidating are replacing drilled soldiers already included in the vessel's characteristics… for example Janissaries on Barbary corsairs, Pilot (+2) unless included in a historical admiral, and Swashbucklers (+4); and multiply this cost by 150%.
3. Add the vessel type points cost to any crew special rules cost and this gives you the cost of a Q4 vessel.
4. For a Q5 vessel multiply the total at stage 3 by 66%; for a Q3 multiply 133%; or for a Q2 by 166%.

If you wish to further customize your own vessels the characteristics of Master Gunner, Shallow Draft, Sluggish, Razée, Merchantman, Trained Gun Crews, Unarmed, Veteran NCOs and Yare can be used or deleted with points added or subtracted multiplied by 150%.

Vessel Characteristics

VESSEL TYPE	C	PTS	INCLUDED SPECIAL RULES	NOTES RAW PTS
Vessels of the 17th Century				
1st /2nd Rate	6	75	Chaser Guns, Drilled Soldiers, High Castles, Master Gunner, Square Rigged, Trained Gun Crews, Veteran NCOs	74
3rd Rate	5	60	Chaser Guns, Drilled Soldiers, Master Gunner, Square Rigged, Trained Gun Crews, Veteran NCOs	-6 PTS if no master gunner 62
4th Rate	4	45	Chaser Guns, Drilled Soldiers, Square Rigged, Trained Gun Crews, Veteran NCOs	+6 PTS if has master gunner 48
4th Rate "Frigate"	4	50	Chaser Guns, Drilled Soldiers, Razée, Square Rigged,	56

			Trained Gun Crews, Veteran NCOs	
Large Indiaman	4	30	Chaser Guns, Merchantman, Square Rigged, Veteran NCOs	32
5th Rate	3	25	Chaser Guns, Drilled Soldiers, Square Rigged, Trained Gun Crews,	29
5th Rate Frigate	3	30	Chaser Guns, Drilled Soldiers, Razée, Square Rigged, Trained Gun Crews	36
Galley Frigate	3	35	Chaser Guns, Drilled Soldiers, Razée, Square Rigged, Sweeps, Trained Gun Crews	41
Armed Merchantman	3	15	Merchantman, Square Rigged	15
6th Rate	2	15	Square Rigged, Trained Gun Crews	20
6th Rate Frigate, heavily armed sloop/ brigantine	2	20	Razée, Square Rigged, Trained Gun Crews Brigantine = Galleon Rigged, Sloop= Lanteen Rigged	27/35
Later "Dunkirker" Fragatas Dobles	2	25	Razée, Square Rigged, Shallow Draft, Sweeps, Trained Gun Crews	36
Fireship	2	15	Fireship, Shallow Draft, Unarmed Crew Quality 3. (12 points if Quality 4) Boarding Value =1	20 (15)
Fireship (Frigate Conversion)	2	20	Fireship, Razée, Unarmed Crew Quality 3. (15 points if Quality 4) Boarding Value =1	24 (18)
Fluyt	2	10	Merchantman, Shallow draft, Square Rigged	12
Merchant	2	8	Merchantman, Square Rigged	8
Early Flanders Frigate or "Dunkirker"	1	20	Razée, Square Rigged, Shallow Draft, Sweeps, Trained Gun Crews	29
Yachts/Pinaces	1	10	Lanteen Rigged, Razée, Shallow Draft, Yare	15
Havana Fragata	1	15	Chaser guns, Razée, Shallow Draft, Square Rigged, Yare	23
Pinagas agaleotad	1	15	Razée, Shallow Draft, Square Rigged, Sweeps, Yare	27
Merchant Brig/Sloop	1	10	Merchantman, Razée, Shallow Draft Brigantine = Galleon Rigged Sloop= Lanteen Rigged	23/15
Barcalongas, double shalloops, cutters	1	7	Boats, Lanteen Rigged,	No Guns 8

Longboats	1	3	Boats	No Guns 3
Pirate Cutters	1	10	Boats, Derring Do, Swashbucklers	No Guns 11
Vessels of the 16th Century				
Royal Galleon	4	45	Chaser Guns, Drilled Soldiers, Galleon Rigged, High Castles, Reinforced Hull, Veteran NCOs	60
Treasure Galleon	3	25	Chaser Guns, Drilled Soldiers, Galleon Rigged, High Castles, Veteran NCOs	48
Race Built Galleon	3	30	Chaser Guns, Drilled Soldiers, Galleon Rigged, Razée, Trained Gun Crews,	English 56
Small Galleon	2	15	Drilled Soldiers, Galleon Rigged	27
Merchant Galleon	2	10	Galleon Rigged, Merchantman	15
Nao	4	25	High Castles, Merchantman, Reinforced Hull, Sluggish, Square Rigged	Shoots guns as 2 27
Large Carrack	3	20	High Castles, Merchantman, Reinforced Hull, Sluggish, Square Rigged	20
Small Carrack	2	10	Merchantman, Reinforced Hull, Sluggish, Square Rigged	12
Birlinn	2	10	Shallow Draft, Square Rigged, Sweeps	No guns 12
Large Cromster	2	20	Galleon Rigged, Shallow Draft, Yare	30
Small Cromster	1	15	Galleon Rigged, Shallow Draft, Yare	23
Caravel	1	5	Lanteen Rigged, Merchantman, Shallow Draft	5
Vessels of the Mediterranean				
Lanterna	3	25	Drilled Soldiers, Galley, Lanteen Rigged, Master Gunner, Swashbucklers (if Spanish, Knights or Barbary,) Veteran NCOs. 30 if Spanish, Knights or Barbary	Shoots guns in front arc only as 1 38 (44)
Galleass	3	25	Chaser Guns, Drilled Soldiers, Lanteen or Square Rigged, Sluggish under Sail, Sweeps, Veteran NCOs	41

Later Venetian Galleass	3	30	Chaser Guns, Drilled Soldiers, Galley, Lanteen or Square Rigged, Veteran NCOs Venetian galleass from the end of 16th Century when five oarsmen used per oar.	36
Xebec	2	20	Drilled Soldiers, Lanteen Rigged, Razée, Swashbucklers (if Barbary,) Sweeps, Yare 25 points if Barbary	35 (41)
Galley	2	15	Drilled Soldiers (not if Venetian), Galley, Lanteen Rigged, Master Gunner (if Venetian,) Swashbucklers (if Spanish, Knights or Barbary.) 20 points if Spanish, Knights or Barbary	Shoots guns in front arc only as 1 20 (21) (26)
Merchant Galley	2	8	Galley, Lanteen Rigged, Merchantman	No Guns 8
Galliot	1	10	Galley, Lanteen Rigged, Shallow Draft, Swashbucklers (if Barbary.) 15 if Barbary	Shoots guns in front arc only as 0 12 (18)
Fusta	1	3	Boats, Lanteen Rigged. See "Ship's Boats and Fustas" Special Rule.	No Guns 3
Barbary Fusta	1	10	Boats, Swashbucklers	No Guns 11
Vessels of the Orient				
Red Seal Ship	2	15	Drilled Soldiers, Lanteen Rigged	20
Zheng Zhilong's 36 Gun Junks	3	25	Lanteen Rigged, Reinforced Hull, Yare	30
War Junk	2	15	Lanteen Rigged, Reinforced Hull, Yare	23
Merchant Junk	1	7	Lanteen Rigged, Merchantman Reinforced Hull, Yare	15
Small Junk	1	10	Lanteen Rigged, Shallow Draft, Reinforced Hull, Yare	20
Lorcha	2	15	Lanteen Rigged, Razée, Yare	26
Mother and Child Boat	1	10	Boat, Fireship	11
Atakebune	3	20	Chaser Guns, Drilled Soldiers, Galley, Lanteen Rigged, Sluggish under sail, Square Rigged.	Shoots guns as 1 Lightly Built.

				+2 to storm damage throw
Turtle Ship	3	25	Chaser Guns, Drilled Soldiers, Galley, Lanteen Rigged, Reinforced Hull, Trained Gunners Toxic Smoke: May be used once per game. -1 to next Q dice of any vessel, friend or foe, within 1 short downwind of turtle ship's bow.	Shoots and fights as 2. Enemy boarders count-2
Panokseon	3	30	Chaser Guns, Drilled Soldiers, High Castles, Galley, Lanteen Rigged, Trained Gunners	41
Dhow	2	10	Lanteen Rigged, Merchantmen, Shallow Draft	12
Kora-Kora	1	6	Boats, Swashbucklers	No Guns 9
VOC Kora-Kora	1	10	Boats, Drilled Soldiers, Swashbucklers,	No Guns 14