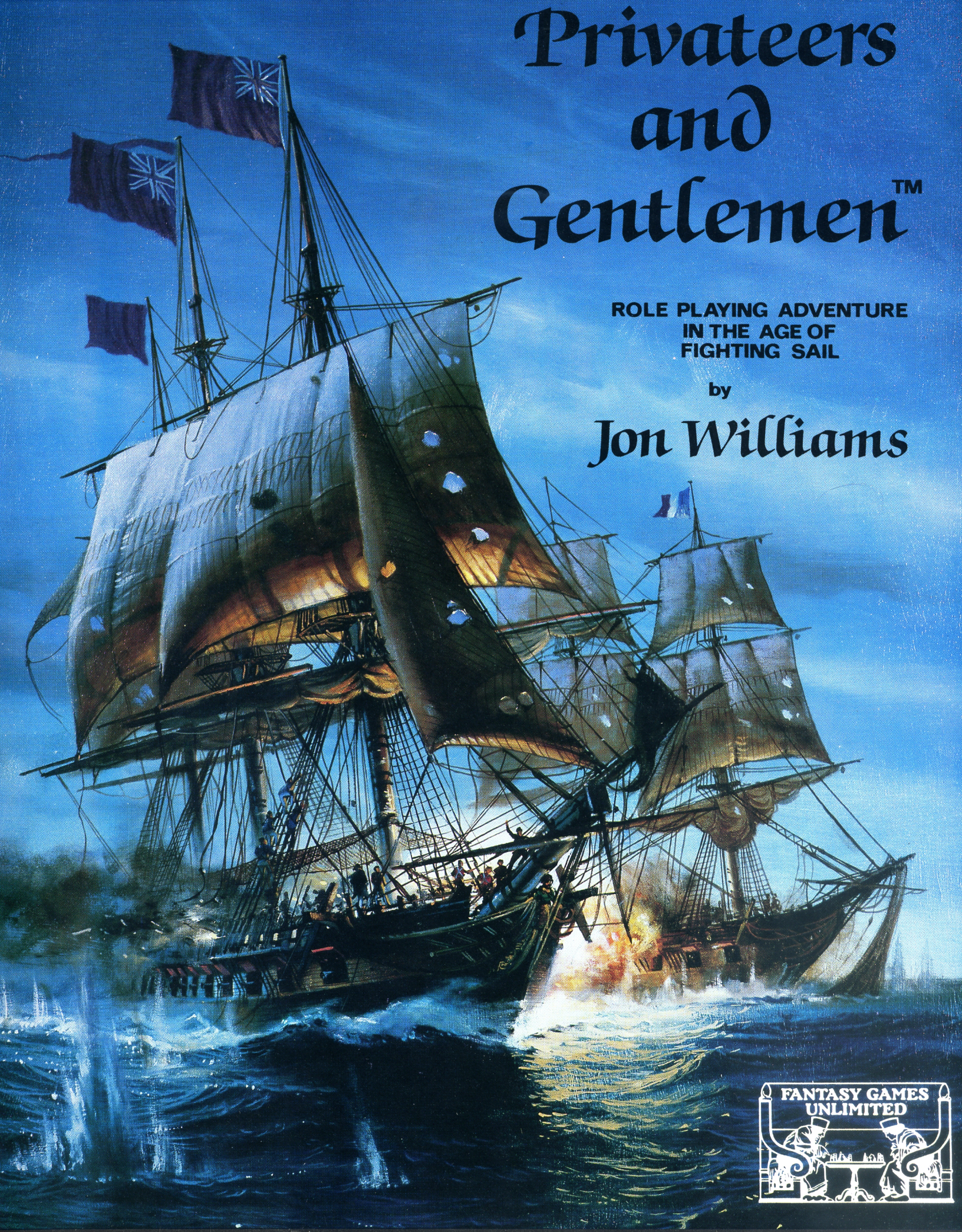


Privateers and GentlemenTM

ROLE PLAYING ADVENTURE
IN THE AGE OF
FIGHTING SAIL

by

Jon Williams



Privateers and Gentlemen™

Promotions & Prizes



Jon Williams



Promotions and Prizes

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Dedicated to the Memory of:
C.S. FORESTER

Jon Williams



MONEY:

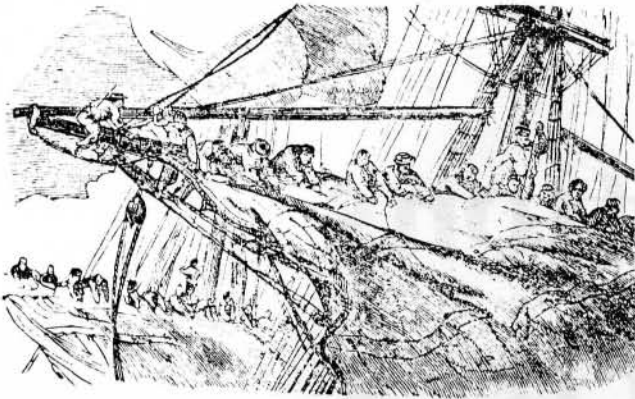
Money in the game will come in two denominations: the English pound sterling (used in Britain and the British empire) and the dollar, used in the United States after independence and (for simplicity's sake) in Continental Europe.

The pound sterling, is composed of twenty shillings, abbreviated s. Each shilling is composed of twelve pence, abbreviated d, each of which is made up of two half-pence, each of which is made up of two farthings (or fourthings). An easy way to remember the pounds-shillings-pence abbreviations is that they spell l. s. d., which caused infinite amusement in certain quarters of Britain during the late 1960's.

Each dollar, abbreviated \$, is composed of 100 cents.

Although the pound and the dollar fluctuated wildly in value during this era, for simplicity's sake the game will maintain a standard value of 1 pound sterling = 5 dollars.

The game will avoid dealing with other currencies then in use, such as Ducats, Mochurs, Daalders, Louis d'Or, Crusadoes, Doubloons, Deniers, Guineas, and Pieces of Eight.



Box art by Tom Freeman.

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PROMOTIONS and PRIZES

INTRODUCTION

PROMOTIONS AND PRIZES is a historical role-playing game. Each player will take the part of a naval officer of the period 1755-1815, attempting to rise in rank and affluence through a series of naval battles, raids, skirmishes, and captures - - - meanwhile avoiding any number of horrible deaths, diseases, amputations, courts-martial, or perhaps being shot by firing squad like Admiral Byng.

In this Second Edition, players may not only adventure as characters in the Royal Navy, but may take the part of officers of the U.S. Navy from 1794-1815, or as privateers of any European or American nation 1755-1815.

The larger scope of the Second Edition has required a good many rules tailored specifically for privateers, the Royal Navy, or the U.S. Navy. Privateers, for instance, will not have to worry a great deal about seniority, or being stuck on dreary blockade duty for months - - - a privateer was in business to make money for himself and his employers, and they did without the military folderol. Likewise, a naval officer will not have to worry, as privateers did, about how to discipline a bunch of mercenary cutthroats without a band of uniformed marines at his back. However, both naval officers and privateers will have to worry about such things as hand-to-hand combat, naval maneuvering, and staying alive through a series of harrowing adventures.

Two things will be necessary to play this game: Volume I of this series, **HEART OF OAK**, will be necessary to fight the tactical combats between ships; and a referee, or game-master, will be required to provide the situations the players will attempt to master, and also to provide the atmosphere recalling the details of shipboard life.

One thing I must emphasize: no rule in this booklet is inviolable, and any rule may be changed or overlooked with the agreement of the referee and the players. The rules should be considered guidelines only, and may be 'improved' by any additions the players see fit. I have seen more role-playing games ruined by pedantic adherence to a set of rules than from any other cause, and this should be avoided. For instance, strict interpretation of the rules might mean that, in a case in which there is more than one player, one might be stuck on shore for an entire game-year, while the others were at sea, battling for loot and promotion. However realistic this may be, it is not fair to the players; whether on shore or on board a ship, the referee ought to strive to keep the players together.

The role-playing system for the Second Edition has been amended substantially, both to improve it and to make it more compatible with other role-playing systems now on the market. Very imaginative (or very deranged) referees may be able to move their fantasy role-playing characters into the **PROMOTIONS AND PRIZES** 18th Century world, and vice versa, inflicting upon the world of the imagination such possible mutations as 'Admiral Sir Samuel Sword-of-Arioch Dervish-Smyth, K.B., Rear-Necromancer of the Blue'. Referees might also want to attempt to use **HEART OF OAK** to fight Oriental naval battles that **BUSHIDO** characters might encounter.

In addition to the rules, players may find it useful to have the following equipment:

DICE

Dice of many shapes and sides are needed for this game. They are usually available at any game store. The basic set necessary for play is as follows:

Type	Abbreviated
one pair of 20-sided percentile dice	D100
one 20-sided die marked from 1 to 20	D20
one 12-sided die	D12
one 8-sided die	D8
three 6-sided dice	D6
one four-sided die	D4

Within these rules, dice may be referred to using the above abbreviations. Thus, if it is necessary to roll two 12-sided dice, players will be asked to roll 2D12.

PAPER, blank, lined, and graph paper.
PENCILS AND PENS

LEAD OR PLASTIC FIGURINES (These are optional, but give the play some focus and help settle arguments over who was where. We recommend 25mm miniatures as the best all-around size for character play, and 1:1200 naval miniatures for fighting naval actions).

VOLUME III OF THIS WORK, TRADITION OF VICTORY continues this set of role-playing rules with the following: Rules for Jack Ashore, Rules for Gambling, Rules for Building Your Own Privateer, **WORLD GUIDE NOTES**, a complete guide to the 18th Century, including complete descriptions of the world within a warship, descriptions of the duties and obligations of each officer, as well as rules for Duelling, Court-Martial, and Flogging. Also included is a chronology of major naval events from 1755-1827, featuring battles between all major naval powers, and allowing referees to place their adventures in the scheme of history should they desire to. Volume III will also include a bibliography for all three games.

1. HOW TO CREATE A PLAYER-CHARACTER

To create a player-character, players will roll 3D6 for the following abilities. This provides a range of from 3(low) to 18(high) for each attribute. If the character is totally hopeless, the player may roll again with the permission of the referee. Or, again with the referee's permission, he may roll three characters and choose the best. If this latter system is used, roll for Social Level only once.

STRENGTH (abbreviated STR)

Represents the physical strength of the character, effecting the use of certain weapons and the amount of damage a character can do when Striking.

SENSE ACUITY (abbreviated SA)

Represents the alertness of the character's senses, taste, smell, sight, and so on.

MASS (MA)

This indicates the size and mass of a character. Very large characters can absorb and deal more damage, but also make larger targets. Small people have the opposite (dis) advantages.

CONSTITUTION (CON)

Represents the health and stamina of a character. CON affects a character's recovery from wounds or illness, and indicates how long a character can tread water.

INTELLIGENCE (INT)

Represents the innate ability of a character to learn and to perform the technical aspects of a sailor's life, and so does not measure intelligence *per se*. The technical details affected by Intelligence include: 1, ships' gunner, 2, sailing ability, and 3, general seamanship, including making landfalls, navigation, and maneuvering a ship out of difficult situations. Intelligence also helps to determine how many foreign languages a player-character can learn.

DEXTERITY (DEX)

This is a measure of how accurately, swiftly, and agilely a character can perform basic functions such as fighting, walking, riding horseback, walking up stairs, and so on.

INTUITION (INU)

This represents the ability of a player-character's to unconsciously assemble data and interpret it, often while consciously performing other tasks.

CHARISMA (CHA)

This represents that ineffable quality of leadership and personal charm so often necessary to make one's way through society, achieve distinction, and to persuade those less fortunate to die for you.

1.1 APTITUDES OF PLAYER-CHARACTERS

Each player-character has various natural aptitudes, influenced and

partially determined by his attributes. The following list demonstrates how a player's attributes assist in determining his aptitudes.

STRIKE:

This represents the ability of a character to attack an opponent in hand-to-hand combat. The Strike represents not simply a single blow, but rather a series of combinations and strikes culminating in an attempt to hit an enemy.

Attribute	Score				
	3-4	5-7	8-13	14-15	16-18
Strength	-10%	-5%	—	+5%	+10%
Intelligence	-10%	-5%	—	+5%	+10%
Sense Acuity	-5%	—	—	—	+5%
Dexterity	-10%	-5%	—	+5%	+10%

The Strike chance can be improved by experience and training, as outlined below, Section 5.1.

SHOOT:

The ability to attack with firearms is influenced by Intelligence (which tells you when to shoot, how to allow for windage and target movement, and for the delay between explosion of the priming powder and the firing of the main charge in an unreliable flintlock weapon), by Sense Acuity (which helps to correlate the data necessary to successfully aim a weapon) and by dexterity, which in this case includes steadiness of aim and the ability to track a target.

Attribute	Score				
	3-4	5-7	8-13	14-16	17-18
Intelligence	-10%	-5%	—	+5%	+10%
Sense Acuity	-5%	—	—	—	+5%
Dexterity	-10%	-5%	—	+5%	+10%

PARRY:

The parry is an attempt to avert an enemy Strike. Its success is influenced by STR, DEX, and INU (which helps evaluate when and where the enemy might Strike).

Attribute	Score				
	3-4	5-7	8-13	14-16	17-18
Strength	-5%	—	—	—	+5%
Dexterity	-10%	-5%	—	+5%	+10%
Intuition	-5%	—	—	—	+5%

1.1A HOW TO USE SENSE ACUITY

SENSE ACUITY represents the ability of the character to listen, see, taste, etc. A successful SA roll is made rolling the character's SA or less on D20. A character might use an SA roll to see whether, on a dark night in enemy territory, he is being followed; or he might use an SA roll in a strange inn to determine whether the ale has been drugged. In most cases it would be the referee who would make the SA roll for him.

1.1B HOW TO USE INTUITION

INTUITION represents the ability of the character's unconscious mind to absorb data such as body language, the sounds and sights of combat, background knowledge of another person, and so forth, and to suggest its conclusions to the conscious mind. This is going on at all times during most waking human activity; much of our relationship with other individuals is based on intuitive responses to their character and to the situation.

In order to make a successful INU roll, the referee (NOT the character) must roll the character's INU or less on D20. If the result is between the character's INU and 20, the character will receive no information. If the roll is 20, the INU check has been a disaster, and the character will receive exactly the opposite information from what happens to be the case.

An INU check might be made during a discussion with a cardboard (non-player) character to determine whether he is lying to the player-character or not (the player-character's Intuition reads the other man's unconscious body language, choice of phrase, unconscious speech hesitations, etc., and correlates this with knowledge of the character's background and past history of trustworthiness).

An INU check could be made to determine information about an enemy during combat. (Intuition might detect, from the volume of enemy firepower and the state of the enemy ship, whether it might be ready to surrender or run away, or whether it will fight on; INU might also give clues as to the nature and character of an enemy commander).

Referees must be very careful not to let the INU check dominate the game. Some players will insist on making an INU check every turn, and this should not be permitted. Also, the referee might give negative

die-roll modifications to an INU check in an unfamiliar situation --- in the first example above, for instance, the character have a negative modifier on his INU check if he has just met the individual in question, and thus wouldn't be able to read him as well in order to determine if he was lying.

1.2 CHARACTER SKILLS

In addition to various other aptitudes, characters may possess learned skills that may help them accomplish their various tasks. In order to achieve a successful use of the skill, the player must roll their skill level or less on D20. A result of 20 will result in a disastrous misapplication of the skill ('Swimming', for instance, may be transformed into 'Drowning'; referees should take care not to make the penalties too harsh or absurd). These skills may be improved by practice, as outlined below.

The name of the skill is followed by the normal starting ability in parentheses. (INT), for example, indicates that the normal starting skill is equal to the character's Intelligence; (D20) means that the normal starting skill is equal to a roll on D20.

ASTRONOMY (INT)

Knowledge of the names of the stars and constellations, plus celestial phenomena. Players start with a fairly high Astronomy because it is used in navigation.

BIOLOGY (1)

Knowledge of plants and animals, to know their habitats and uses.

CARRIAGE DRIVING (D20, may be no higher than 19)

The ability to drive a horse-drawn carriage successfully and with skill. A skill of 5 is all that is necessary to keep a carriage on the road in most cases, but if the carriage is racing over dubious roads, or if gunfire has spooked the horses, a roll may be necessary. Driving a four-in-hand (a carriage with four horses) subtracts 4 from the character's skill.

CHEMISTRY (1)

This includes the ability to make simple chemical compounds, such as were known in the 18th Century. This includes gunpowder.

CLIMB (DEX)

Sailors add D6 to their DEX scores for this one, as they were more practiced in climbing rigging, the sides of ships, etc. No Climb score may be higher than 19.

DANCE (DEX)

The ability to dance gracefully and successfully the dances of the period, including the jig, reel, waltz, and fandango.

FIRST AID (4)

The ability to bind a character's wounds (including one's own) such that healing might be promoted or accomplished. Successful roll of First Aid will heal D4 damage points per wound. A roll of 20 will add D6 damage points to the injury.

FORGERY (4)

Includes the ability to imitate another's handwriting and signature, plus the ability to imitate or transfer the heavy wax seals used in this period to seal documents. In order to forge an official document, for instance, one successful roll would have to be made for the handwriting, and another roll made for each seal attached to the document (official documents would normally have D6 seals attached).

GENERAL KNOWLEDGE (4)

The general background knowledge known to the character --- the names of the royal family of Austria, for instance, or the political situation in the Baltic. A roll of 20 will result in a disastrously wrong guess.

GEOLOGY (1)

An infant science in this era. A successful roll will allow a character to determine a type of rock or soil, or determine whether a given type of soil will support a given type of agriculture.

HAGGLE (Average INT and CHA, rounding up)

Used in swift debate, as for example whether a character can purchase that sword for a lower than usual price. Not to be used in formal situations.

HIDE (Average of INT and CON, rounding up)

The ability of a character to conceal himself such that other characters are unable to find him. INT is used because the character will

have to find an intelligent hiding place, and know how to blend in with the background; CON is necessary because hiding might require a character to stay motionless for a long time, without sneezing or twitching, perhaps holding his breath for long periods.

HISTORY (INT)

A general knowledge of history, including local customs, etc. If the facts are very obscure, or the area very remote, subtractions may be made for a character's score.

LAW (4)

A knowledge of law and legal procedure in one's home country, plus, for sailors, knowledge of court-martial procedure and past interpretations of the law of the sea. A Law score is reduced by 50% (round up) if dealing with foreign countries.

LITERARY GENT (D10)

The ability to understand and use conventional literary formulations of the day. Might be used in political pamphleteering, writing exciting memoirs, and so forth.

LOCKPICK (4)

The ability to pick the simple locks used in this era. One roll must be made to determine whether the lock is actually picked, and a **following** roll must be made to determine whether the lock was picked indelectably (without leaving scratches, etc., around the lock).

MAKE SPEECH (INT x .5, plus D10)

The ability to make a correct, formal speech in the appropriate setting, and to convince one's audience of the correctness of the speaker's ideas.

MAPMAKING (INT)

The ability to make accurate maps of an area, including nautical charts such that they include bearings on prominent objects, notes as to color and character of sea-bottom, etc.

MECHANICS (3)

The ability to create and use mechanical objects. Die roll modifiers should be introduced for the complexity of the object: a rope ladder would be easy to make, but a steam engine would be very difficult.

MOVE QUIETLY (DEX, but may not be higher than SA)

The ability to move quietly, without an enemy being able to detect a presence.

PLAY INSTRUMENT (0)

The ability to play an instrument such that the audience is amused or pleased. There must be a different skill level for each instrument played: a character may have a 19 in harpsichord but only have a 2 in the German flute.

PICK POCKET (1)

The ability to remove small objects from others' clothing without their noticing.

RIDE (D20, may be no higher than 19)

The ability to ride a horse easily and well. An ability of 4 will be sufficient to stay on a horse, on a good road, with the horse travelling at a walk; but in any other circumstances a Ride roll must be made.

SHIPWRIGHT (INT)

The ability to build or repair a vessel with one's own hands.

SING (CHA x .5 + D10)

The ability to sing pleasingly in a social setting, such that the audience is amused or pleased.

SWIM (D20, may be no higher than 19)

The ability to move and stay afloat in the water. An ability of 5 or less will be sufficient to stay afloat in normal conditions (an average or calm sea with no battle going on nearby), but in other conditions a roll is indicated.

A character may swim for a number of minutes equal to the sum of his STR and CON. Each minute spent in the water with clothes on counts double; in order to remove clothes a successful roll of the character's DEX on D20 is indicated.

Every minute spent floating, as opposed to moving in the water, counts as one-half minute for purposes of staying afloat.

In order to successfully climb into a boat, or onto a piece of floating wreckage, etc., another successful SWIM roll is indicated.

WEATHER PREDICTION (INT)

The ability to predict what the weather will be doing 24 hours in the future. (A roll for an improvement of this skill may only be made once per year).

WRITE OWN LANGUAGE (INT)

Writing a basic grammatical form of one's own language, such that the receiver of any message will be able to understand it without difficulty.

WRITE FOREIGN LANGUAGE (A Character's Language Skill (see Section 5.2) divided by 5)

The ability to write an understandable form of a foreign language, such that anyone receiving the message, and speaking the language, will be able to understand it without difficulty.

1.2A EDUCATION

In addition to the starting abilities given here, each player-character may add his INT score to the starting abilities of his choice, plus the result of his Social Level divided by 5, rounding any fractions up. This addition is the result of education, both self-education and the educational opportunities provided by class.

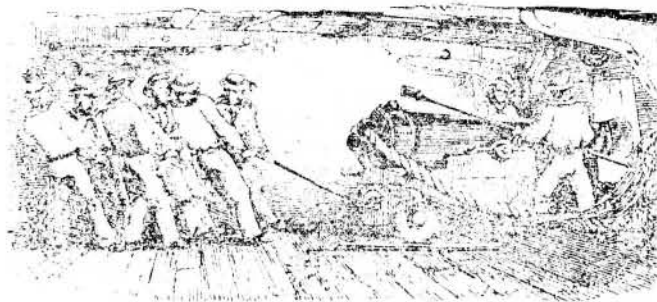
1.2B INTELLIGENCE SKILLS

INTELLIGENCE, as has already been explained, represents the character's ability to deal with the technical aspects of a sailor's job, represented by: 1., Gunnery, 2. Capability of affecting a ship's Ship Quality, and 3. General Seamanship. Each of these capabilities is treated separately, and each may be raised separately from the others to the maximum of 18, mainly by experience. Each is dealt with separately below.

Gunnery:

Gunnery was greatly enhanced by the practice of scientific gunnery methods. Gunnery Intelligence represents a knowledge of these methods, and the ability to convince the crew to use them. These modifiers may improve Crew Quality modifiers for gunnery.





The modifier is applied to any ship, gun-deck, gun section, or individual gun commanded by the player-character, depending on his rank and position (If he's the captain he affects the entire ship; if a lieutenant commanding the starboard guns he affects only those guns).

Gunnery Modifier

Gunnery Intelligence				
3-4	5-7	8-13	14-16	17-18
-20	-10	-	+10	+20

This modifier is used when firing the ship's guns or a shore battery, and is added to the gunnery modifiers given in the **HEART OF OAK** firing table (See Firing Table, **HEART OF OAK** rules section IX.F).

Note: the Crew Modifier (obtained from the Firing Table) plus the Gunnery Intelligence modifiers of the officers cannot together add up to more than 20. This is because a very good crew will already know scientific gunnery practices, and the officer will have nothing to teach them. He can, of course, worsen their gunnery with an unfavorable modifier.

Ship Quality:

Officers could affect the speed of their vessels by such methods as shifting guns and ballast, moving stores, shifting backstays, adjusting the rake of the masts and the trim of the sails, and so forth.

In **HEART OF OAK** these concepts are condensed into the notion of Ship Quality. (See **HEART OF OAK** for demonstrations of this concept). Ship Quality determines how fast a ship will sail through the water.

The following modifiers apply to the Ship Quality die roll of any ship the player-character happens to be commanding, plus, if in a subordinate position, any ship the captain of which can be persuaded to let him tinker with.

Ship Quality Modifier

Ship Quality Intelligence				
3-4	5-7	8-13	14-16	17-18
+10	+5	-	-5	-10

General Seamanship:

General Seamanship is a much more vague category than those of Gunnery and Ship Quality, simply because it covers so much more. Included in this category are general navigation, the ability to make a landfall where desired after a long sea voyage, maneuvering in and out of crowded harbors, exploring a strange coast without running aground, getting a ship off a lee shore during a gale, avoiding having a ship knocked on her beam-ends or rolled over during a hurricane, and so on.

General modifiers are as follows:

Modifiers

Seamanship Intelligence				
3-4	5-7	8-13	14-16	17-18
-20%	-10%	-	+10%	+20%

A list of feats, fitting under the category of General Seamanship, is given below. The percentage chance given, with the modifiers above, should be taken as giving a general indication only of the chance of success, and can be modified widely at the referee's option. For instance, the chance of Landfall can be modified by the length of the voyage; it is assumed that there is a greater chance of landing where one wishes after a voyage of only one week than after a voyage of eight months. The chance of leaving harbor might be modified with regard to Ship Quality, the Intelligence of the ship's Sailing Master, and the skill of her crew.

Discover Latitude	85%*
Discover Longitude (with accurate chronometer)	65%*
Discover Longitude (without accurate chronometer)	40%*
Enter/Leave port without Accident	90%*
Make landfall within 10 miles of where intended	55%
Explore strange coast without accident	65%
Claw off lee shore in Wind Strength 7	75%
Claw off lee shore in Wind Strength 8	45%
Avoid Disaster in a Hurricane, Wind Strength 8, if the Disaster Table (see HEART OF OAK , STORM TACTICS) calls for it	45%
Bonus to die roll for righting ship	
Knocked Down in Hurricane	+20%

*In clear weather.

1.2C LANGUAGES

The number of Languages the character can know, before the game begins, is also affected by Intelligence. The number is given below, and is in addition to the character's native tongue.

Number of languages spoken at start	Intelligence Roll			
	1-8	9-12	13-16	17-18
	0	1	2	3

Most educated men would know French (the international language) and Latin (the language of science), plus a working knowledge of classical Greek. Other commonly-spoken languages in the nautical community would be Portuguese, Dutch, Danish, Spanish, Arabic, **Plattdeutsch**, and Swedish.

For the player-character's specific ability in any one tongue, plus the possibility of learning languages once the game has commenced, see **LEARNING FOREIGN LANGUAGES**, Section 5.2.

1.2D PERCENTAGE DIE ROLLS

Players will have to make other die rolls to determine social and professional background, as well as handedness.

Handedness:

Players will roll the handedness of their characters. Players performing tasks - - - such as fighting - - - 'wrong-handed' are subject to penalty.

01-83	right-handed
84-99	left-handed
100	completely ambidextrous

1.3 SOCIAL LEVEL

Social level is perhaps the most important die roll of all. It denotes the social class into which the character is born, and the relative influence he may wield over his contemporaries at home and at sea. Even in egalitarian America, social rank counted for a lot; a player-character with low social rank will probably have uncouth habits of speech, unpolished manners, and be unfamiliar with the fashionable writers, poets, trends, and whatnot of the day, and this can cost him patronage and advancement. The precise effects of social rank are best left to the referee, although some specific rules follow.

Incidentally, the rules for social rank more or less assume that the player-character is 1. male, 2. white, and 3. to some degree or other Protestant, or, if from continental Europe, a member of whatever church is established in his country. Women were not allowed in the armed services, although a few sneaked in disguised; persons of color weren't allowed to assume positions of responsibility anywhere in any society - - - although there was one, precisely one, mulatto who actually became a captain in the Royal Navy, presumably because his talent was so enormous that even his superiors could see that he was needed; he was kept perpetually in the Caribbean so he wouldn't cause social complications in Portsmouth or London - - - Catholics weren't officially allowed in the Royal Navy, and officers in fact had to swear an oath that they weren't papists (Catholic bishops sold indulgences allowing their flock to take the oath). Uriah Levy, the first Jewish officer in the U.S. Navy, was court-martialled six times in the first two years that he held rank - - - all on frivolous pretexts - - - and also was forced to fight a number of duels to prove he could be Jewish and a gentleman at the same time.

Any player-character who wishes to punish himself by creating a character outside the White Anglo-Saxon Protestant norm will be subject to special discrimination at the hands of the referee, who will inflict upon him all the savage penalties reserved for those who fail to fit into proper society.

The tables for Social Rank, by the way, are not meant to reflect

the percentages of the population as a whole, but rather those that the naval community drew upon for its membership.

1.3A SOCIAL LEVEL CHART (EUROPE)

The following chart will be rolled by any player-character starting the game in Europe. Since most of the player-characters will be British, British titles are given throughout for the nobility. Frenchmen, for instance, have no baronets or earls; they do have plenty of knights and counts, however, so simply substitute a European title.

Allowance and Patrimony are given in English pounds; for European continental player-characters, simply convert the figures to dollars at the 5 dollars = 1 pound ratio.

The rolls below are for the father's position, not for the offspring.

01-20	Fisherman, laborer, or peasant.
21-40	Wealthy small trader, coaster, or fisherman.
41-60	Wealthy tradesman.
61-85	Gentleman or Clergyman.
86-90	Wealthy Gentleman.
91-92	Knight.
93-94	Baronet.
95	Baron.
96	Earl.
97	Marquess.
98	Duke.
99	Prince.
100	King*

*May not necessarily be the son of the King of England, although Prince William, Duke of Clarence (later William IV), for one, served in the Navy; he may be the son of King George's German allies (Hornblower's 'Prince of Seitz-Bunau').

Follow the Social Level roll with the die rolls below, first to see if the officer is legitimate offspring; second, if legitimate, to see what position he holds in the family.

LEGITIMACY:

(Add 25 to the die roll if the father is Noble).

01-85	Legitimate
86-00	Bastard

POSITION:

01-25	First Son
26-60	Second Son
61-80	Third Son
81-00	Et Cetera.

Roll dice for the father's health:

01-30	Deceased
31-00	Alive

Every year, if the father is alive, roll the dice again: there is a 10% chance he will die.

Roll again to see if the father served in the Navy. Privateers need not roll.

01-20	Father had past service in the Navy as warrant officer or officer.
21-00	No service.

Roll for the Father's rank, if he had past service:

01-30	Warrant Officer
31-60	Lieutenant
61-80	Master and Commander
81-95	Captain
96-00	Admiral

A Father who is a Gentleman or Noble will not have served as a Warrant Officer; roll again. If the father's Social Level is under 20 there is only a 20% chance he will have served as anything BUT a Warrant Officer, and will NOT have served as Admiral.

If the father is still alive, there is a 50% chance he will have retired. Add 10 to the chance of Notice if retired, and add 15% if still in service. If still in service, the referee should roll a Cardboard Character for him (see CARDBOARD CHARACTERS, below).

Roll again for a brother; there is a 10% chance that a brother will also be in the service. Roll for his Position on the table above; if elder, roll for his rank as above, and add 10% to the player-character's chance of notice. If younger, the brother is assumed to be a Midshipman.

Every year a relative is in the service, there is a 10% chance he will be promoted, and a 10% chance he will be killed. If the Father is still alive and in harness, there is a 20% chance every year he will retire.

All this having been determined, roll on the table below for Allowance and Patrimony. The Allowance, given in Pounds per Year, is the yearly sum given to the officer on his birthday (players may pick their own birthdays and birth-years, or roll dice for them; it's up to the player and the referee). He continues to earn his Allowance until his father dies, in which case the allowance is cut off and he receives his Patrimony in one lump sum.

Allowance and Patrimony is increased by 50% if the character is a First Son. It is decreased by 50% if the character is illegitimate.

Social Level	Die Roll	Allowance	Patrimony (in pounds)
01-20	01-33 34-67 68-00	0 0 5	0 50 250
21-40	01-50 51-00	10 15	500 500
41-60	01-00	100	10,000*
61-85	01-33 34-67 68-00	10 25 50	500 1000* 5000*
86-90	01-50 51-00	250 750	50,000* 100,000*
91-97	01-33 34-67 68-00	50 1000 5000	1000 35,000* 200,000*
98-00	01-00	5000	500,000*

* Plus, for the eldest son, an estate in the country and a house in London or the nearest city to origin. For a Wealthy Gentleman or a Wealthy Tradesman the estate will be Large and the townhouse a Manse in a fashionable section of town; otherwise the estate will be Respectable and the townhouse a House.

1.3B NAMES, AND FORMS OF ADDRESS

Needless to say, a player will want to choose a name for his character; and probably a title, assuming he's got one. A character of humble birth might well have a humble name, like Smith, Fisher, or Cooper. The nobility often had rather Frenchified names like Villiers, Delancey, Fitz-something-or-other, or De Bracey.

A knight has 'sir' placed in front of his first name; knighthood is not hereditary, and the children of a knight are addressed by their given names.

A baronet is addressed as 'sir', like knights, although they are not knighted. Their children are addressed as the 'The Honorable - - - - -', as in 'The Honorable Richard Howe'. The eldest son of a baronet will inherit the title.

A baron is referred to as the 'Lord of Blank', or 'Lord Blank'. His title is named after a place; it may be different from his name. Horatio Nelson was made Baron Bronte, but presumably he could have been Baron Nelson if he had wished it; he occasionally signed his letters 'Lord Bronte'. Children of a baron are 'The Honorable Blank'. A Baron will be 'Right Honorable'.

An Earl will have a title and a name both; i.e., 'Richard Mortimer, Earl of Screws', who, familiarly, would be called 'My Lord of Screws'. An Earl's eldest son will be a Viscount, and also have a title different from that of his father; on top of that he will be Right Honorable. The other children of an earl will be merely Honorable.

A Marquess will have a title, and on top of it will be Most Honorable. His eldest son will be an Earl and also Most Honorable. His other children will Right Honorable, and will be addressed as 'Lord (First Name)'; i.e., 'Lord William'; or, if female, 'Lady (first name)'.

A Duke will be 'His Grace the Duke of (title)', or 'Most Noble the Duke of - - - - -'. His eldest son and heir will be a Marquess, and Most Honorable. Any other children will be addressed as 'Lord (first name)' or 'Lady (first name)'.

An English Prince will be made a Duke of the Blood Royal, and be addressed as 'Royal Highness'. 'Your Grace' will do in a hurry. His eldest son will be a Marquess till he inherits as a normal duke. His other children will be treated as the children of a duke.

A king is addressed as 'Your Majesty', often with some addition, such as 'His Britannic Majesty', 'His Most Christian Majesty', (for France), 'His Most Catholic Majesty' (for Spain). The illegitimate son

of a king will be titled, roll a die. The eldest son of the King of England will be made Prince of Wales, the rest will be made Dukes and Duchesses of the Blood Royal.

Topping all this off, I may point out that none of these titles were ever used in the Navy, except in formal correspondence, or unless someone wanted to be particularly sycophantic. Presumably a ship's captain could insist on his officers using his title if he felt particularly snobbish about it. Anyone in uniform can be addressed as 'Sir' without fear of reprimand. In formal correspondence we have to deal with full titles like, 'Captain the Most Honorable Sir Richard Dinwiddie, Earl of Corpuscle, Knight of the Bath'.

1.3C SOCIAL LEVEL CHART (AMERICA)

Two obvious differences in America: first, there isn't any hereditary nobility, and thus, secondly, no law of primogeniture. The position of the eldest son does not necessarily have anything to do with inheriting the estates. Many of the communities in America were founded by persons of strong religious conviction and illegitimacy wasn't quite so common.

As always, the roll determines the father's rank, not the player's.

01-20	Farmer/Laborer
21-35	Craftsman
36-60	Tradesman
61-80	Merchant
81-92	Professional (Lawyer, Doctor, Clergy, Professor)
93-00	Landed Gentry (60% Southern)

Legitimacy:

01-94	Legitimate
95-00	Bastard

Father's Health:

01-30	Deceased
31-00	Alive

Every year, if the father is alive, roll the dice again: there is a 10% chance he will die.

By our period the U.S. Navy had not been in existence long enough to have been established as a family tradition. Therefore there is no roll taken to see whether the father had been a Navy man. There is, however, a 10% chance that a brother will be in the service. If so, roll on the following table for his rank:

01-25	Warrant Officer
26-55	Midshipman
56-75	Lieutenant
76-85	Master Commandant
86-93	Captain
94-00	Commodore

A brother in the service will add 10% to the player-character's chance of Notice. (See NOTICE, below). Every year a relative is in the service, there is a 10% chance he will be promoted, a 10% chance he will resign, and a 10% chance (if there's a war going on) that he will be killed.

This having been established, roll on the table below for Allowance and Patrimony. The money is in Dollars per year, and is given to the officer on his birthday. He continues to earn his Allowance until his father dies, in which case his allowance is cut off and he receives his Patrimony in one lump sum.

Allowance and Patrimony is decreased by 50% if the character is a bastard.

Social Level	Die Roll	Allowance	Patrimony
01-20	01-33	0	0
	34-67	0	25
	68-00	25	100
21-35	01-50	25	200
	51-00	100	500
36-60	01-33	50	200
	34-67	100	500
	68-00	200	1000
61-80	01-33	50	500
	34-67	250	2000
	68-00	500	10,000**
81-92	01-33	25	200
	34-67	100	2000
	68-00	500	5000*
93-00	01-33	50	500
	34-67	250	2500*
	68-00	1000	15,000*

* Plus an estate in the country. For a Professional, the estate will be Respectable and include a House. For Landed Gentry, the estate will be Large and include a Manse. For Southern Landed Gentry, there will also be 2D20 slaves (30% male, 30% female, 40% children).

** Plus 1D6 of merchant ships, plus warehouse and docks.

1.4 EARLIER CAREERS

Now that the player-character's background has been determined, his career before the start of the game must be determined. For a naval officer, this will consist of rolling for the player-character's career as a midshipman. For a privateer, this will constitute rolling for his civilian career before the war broke out.

1.4A CAREER AS MIDSHIPMAN

Characters starting the game as naval officers will want to discover what occurred during their careers as midshipmen. Characters with Social Levels of 21 or greater will have started their careers as midshipmen; characters with Social Levels of 20 or less will have started their careers as seamen, worked their way through the ranks as Petty and Warrant officers until nominated as Midshipmen by their captains.

Characters normally start the game as Lieutenants, having just been promoted from midshipmen, but at the option of the referee they may start their career as midshipmen and work their way up the promotional ladder from the very beginning. The road from Middie to Lieutenant, however, is generally not very good gaming, since a midshipman normally does not have much to say about the situation he gets into, and he may find his head getting blown off, or may die of yellow fever, without finding a single opportunity to make an independent decision.

Player-characters starting their careers in the U.S. Navy, however, may wish to actually play out their careers as midshipmen: the U.S. Navy, being smaller, allowed its middies somewhat more independence and responsibility.

First, throw 1D6, and subtract that number from twenty. The result is the age at which the player-character first begins to serve as a midshipman.

Age 19 is the minimum age for trying to be promoted to Lieutenant.

Even if the character starts at age 19, he must spend at least one year as a midshipman before trying to pass for lieutenant.

Each year the player-character spends as a midshipman, make the following percentage dice rolls.

Wounds: 2% chance of being wounded, for a six-sided die of damage. Follow Wound Procedure, below.

Illness: 2% chance again. Follow Disease Survival Procedure, below.

Notice: Throw percentage dice, 96-100 the Midshipman has been Noticed by a superior officer. There are modifiers for Intelligence, Charisma, Party Loyalty, relatives in the service, and Social Level --- for these modifiers, see Notice, Section 8.

Intelligence Scores: The Gunnery, Ship Quality, and General Seamanship scores may each be improved. Roll for each separately, and roll **twice** for each year spent as a midshipman. (A midshipman's instruction was very intense). Subtract the given Intelligence score from 20. Try to roll the resulting number or less with 3D6. If successful, the score goes up by one.

Promotion: If 19 or older, roll the General Seamanship score or less with 3D6. If successful, the character has been promoted lieutenant. If





unsuccessful, the character will have to wait one year before rolling again.

Prize Money: Roll 1d6 multiplied by 1D20. The result is in Pounds if European or Dollars if American (American officers got a smaller percentage of prize money).

1.4B PRIVATEER BACKGROUND

Those starting the game as midshipmen will not need to roll the following table, only those starting as privateers. If the result is obviously incompatible with social rank --- a duke's legitimate son, for instance, was not going to be a common seaman --- then, with the permission of the referee, roll again.

01-10	Merchant Sailor
11-16	Naval Sailor
17-30	Smuggler
31-45	Merchant Captain
46-50	Naval Officer
51-65	Revenue Service Officer
66-75	Ship owner
76-85	Smuggler + Merchant Captain
86-95	Ship owner + Merchant Captain
96-00	Ship owner + Merchant Captain + Smuggler

The above list may provide a player-character with certain talents, as listed below:

MERCHANT SAILOR: A thorough knowledge of very basic seamanship: how to 'hand, reef, and steer'.

NAVAL SAILOR: The above, plus knowledge of naval discipline and the conditions of ordinary seamen in the Navy. Will also have a knowledge of Gunnery: roll twice to improve Gunnery scores (as above, under **Intelligence Scores** for midshipmen).

SMUGGLER: The character will know very basic seamanship, and will also have intimate knowledge of 1D4 'smuggler's havens' on a friendly coastline, plus 1D4 smuggler's havens on the enemy coast. Will know the smugglers' underground in his own and the enemy's country, and will be able to gain intelligence from it. On a roll of 81-100 the smuggler has also become known to the authorities, who will be watching for him.

MERCHANT CAPTAIN: Will know basic seamanship plus navigation, stowage, and so on. Roll twice to see if the character can improve his Sailing Quality and General Seamanship scores (see **Intelligence Scores** for midshipmen, above). Will also have an intimate knowledge of commercial circles in his own and other countries. Due to his knowledge of trade routes, he may add 1 to his die roll on the Encounter Chart.

NAVAL OFFICER: Character is assumed to have spent 1D6 years as a midshipman. Roll for Intelligence Scores, as above, for the appropriate number of years. On a roll of 91-100 the character has also distinguished himself in some way, and can expect cooperation from the authorities.

REVENUE SERVICE OFFICER: The character will have spent 1D6 years chasing smugglers. Treat as a Naval Officer, except that a Revenue Service Officer will also have an intimate knowledge of a friendly coastline, including 1D20 smuggler's havens; he will also have a fairly good, though not firsthand, knowledge of the smugglers' underground.

SHIP OWNER: The character, in the past, has been owner or part-owner of ships. On a roll of 1-60, he owns 1D6 merchant ships currently. These may be converted to privateers. The character will also have an intimate knowledge of cargoes, financial transactions relating to merchant shipping, and prominent shipping personalities.

1.5 AGING

For every year past the age of 45 that a character survives, he will have to roll to see if his Strength, Constitution, or Dexterity may decline with the years. They may never decline below 3. Roll percentage dice, 1-100, the appropriate number of times.

For ages 45-59:

1-5	Strength declines by 1
1-5	Constitution declines by 1
1-5	Dexterity declines by 1
1-5	Sense Acuity declines by 1

For ages 60 on:

1-5	Strength declines by 2, 6-10, Strength declines by 1
1-5	Constitution declines by 2, 6-10 Con. declines by 1
1-5	Dexterity declines by 2, 6-10 Dex. declines by 1
1-5	Sense Acuity declines by 2, 6-10 S.A. declines by 1

1.5A AGE AT START

Normally, player-characters playing naval officers will commence the game at whatever age they are promoted lieutenant.

A player starting the game as a privateer may start at whichever age he wishes.

1.5B DEATH

Every year following a character's 61st birthday, he roll percentage dice: 01-05, he dies of natural causes.

1.6 PARTY ALLEGIANCE

One of the sad things about the service, of course, is that it is always so political. Player-characters are, of course, given the option of playing politics with one another in the hope of gaining advancement, or of expressing heartfelt 18th Century political opinions.

1.6A POLITICS IN ENGLAND

There were two political factions in England during the period of our game. Neither were political 'parties' in any modern sense of the word, and quite often they represented only those who were in power and those who were out, without any major difference over policy or conduct of affairs. These were called Tories and Whigs.

Tories generally represented the minor gentry, rural nobility, and the Church of England. On the whole, they were more conservative than the Whigs. As they supported the exiled house of Stuart, they were in disfavor during the reign of George I, and kept out of government. During the reign of George II they began to appear in the government; George III's early reign was marked by cooperation between the parties, and both Whigs and Tories served under him. During the Wars of the French Revolution and Napoleonic Wars the Tories were almost always in power, except for brief interludes.

The Whigs generally represented the mercantile interests, the high nobility, tradesmen, religious freethinkers, and quite often Jewish and Catholic interests, which were barred from power elsewhere. They were liberal for their day, standing (within rigorous limits) for the liberalization of barriers between social classes and the opening of certain roads to power for religious minorities. They also tended to stand foresquare for such 'progressive' notions as chattel slavery, laissez-faire capitalism, enclosure, and child labor, and thus showed themselves more impressed by Capital than by Birth. Many Whig officers refused to serve against the American rebels during the American Revolution, thinking the Patriots' complaints justified; this in spite of the fact of the Howe brothers, commanders-in-chief in America, being prominent Whigs.

Both Whigs and Tories would be hopelessly reactionary by present-day standards.

Party politics became more formalized in the 1790's, when the Tories emerged under the leadership of William Pitt the Younger.

If a player-character decides to become a practicing Whig or Tory, roll for his immediate superior: 1-50 he is neither, 51-70 a Tory, 71-100 a Whig. If the superior's political opinions agree with the player-character's, add 5% chance to notice; if the superior disagrees, subtract 5%. (See **NOTICE**, Section 8). Other effects of party politics will be up to the referee, who is urged to remember that politicians will rarely hold back from ruining a man for life if it means political advantage... remember Admiral Byng!

Incidentally, as far as service politics are concerned, it hardly matters at all who is in power in Whitehall. If the Tories are in power, the Whigs just stick together more, and vice versa: neither party ever lost its base of power, in the country or in the Navy.

1.6B POLITICS IN EUROPE

Politics on the Continent may also be divided into two political 'parties', though, again, they were rarely formally organized.

The first of these would be the 'Ultras', who represent the First and Second Estates (Nobles and Clergy), who held feudal power enforced by the military and police with proper feudal savagery.

The second would be the 'liberals', who wished to reduce the privileges of the nobility, and pave the way for an eventual Republic of Virtue.

Both 'parties' would be horrified by the notion of the jacquerie actually attaining power and guiding the affairs of state.

1.6C POLITICS IN AMERICA

Prepare to be confused . . .

Prior to the outbreak of the American War for Independence, the British colonies in America were ruled by governors appointed the Crown, assisted by colonial assemblies and by the usual Royal bureaucrats: tax collectors, Indian agents, Revenue Service people, Army garrisons, and the Royal Navy. The Royal Governors ranged from the effective to the corrupt (Benning Wentworth of New Hampshire) to the merely bizarre (the transvestite governor of New York and New Jersey who performed all official functions dressed as a woman).

Prior to the outbreak of the rebellion, American public opinion had been polarized between those who hoped for independence, who called themselves the Patriots, those who wished to retain the old allegiance, who called themselves Loyalists but were called Tories by the Patriots, and by those who hadn't yet made up their minds. As the war progressed, the Patriot cause became more popular (chiefly as a result of skilled Patriot propaganda and British blunders, such as unleashing their Indian allies against frontier towns populated by Loyalists), until the Loyalists became a despised minority who, after the war, were often deprived of their civil rights and their property.

Within the categories of 'Patriot' and 'Loyalist' there was little fundamental difference of opinion, and since it is difficult to picture a Loyalist officer serving on a Patriot privateer, or vice versa, we won't have to worry about the possibility within the context of the game.

It was after independence arrived that party politics began to appear in America. The first divisive issue was the adoption of the U.S. Constitution, which was supported strongly by a group of intellectuals calling themselves the 'Federalists'. Their opposition, opposing the Constitution either for fear it would institute tyranny or because it would diminish their personal power, could think of nothing better to call themselves than 'Anti-Federalists'.

Neither of these were true parties, and the debate was conducted in the spirit of intellectual liberty. After the adoption of the Constitution both groups faded away. George Washington and his anointed successor, John Adams, were elected without opposition; harmony of a sort prevailed. The founders of the American republic had seen the corruption and chaos resulting from even the mild party system prevailing in Britain, and were determined to avoid those evils in their new country.

Of course they arose anyway. The loyal opposition to John Adams began to organize itself into something approaching a true political party; they called themselves 'Democratic-Republicans', thereby implying that John Adams and the Federalists were trying to impose a tyranny, particularly with regard to the Alien and Sedition Acts (1798) which more or less overthrew the Bill of Rights and legalized the formation of a secret police.

Thomas Jefferson, Democratic-Republican, beat John Adams, Federalist, in the election of 1800. It is perhaps John Adams' single greatest act that he actually stepped down from office, rather than overthrowing the Constitution and setting himself up as dictator, which, by the way, was considered a serious possibility by his enemies.

Party politics had triumphed, and the two-party system had emerged. And all of this had a lot to do with the U.S. Navy.

The Federalists were strongly pro-Navy; the Navy had been created during Washington's second term as a response to a threat of war from Algiers, and had been greatly expanded by John Adams, who had used the Navy in an undeclared 'Quasi-War' with France in order to keep French legalized piracy at a minimum.

The Democratic-Republicans, however, never quite saw the point of a Navy. Jefferson considered the Navy a temptation for imperialists, and considered that the needs of the nation were adequately served by gunboats and small coastal defense vessels, which could not be used for imperialistic adventures abroad. However, when Tripoli declared war on the United States in 1801 Jefferson was forced to admit there might be a point to a deep-water Navy after all, and he kept the larger frigates and corvettes in existence even after the war with Tripoli ended.

He did, however, purge the Navy, sacking any officers who might be inclined to disagree with his policies and keeping most of the big ships in port. When Madison won the election of 1808, he modified Jefferson's policies somewhat, reinstating deep-sea cruises, but the Navy remained on its low level of strength.

The European imperialist powers considered this reluctance to use force a sign of cowardice, and a license to prey upon American commerce. French and British outrages were equally blatant and equally destructive, but the British were more prominent, being committed right off the American coasts. The United States, stampeded by Democratic-Republican 'War Hawks', declared war on England in 1812.

This was, by almost anyone's standards, a stupid thing to do. New England, which would bear the brunt of the fighting, and whose merchant flotillas were almost certain to be blockaded, was adamantly opposed to the war, and so was the Federalist party, who could not understand why the Republicans so deplored British imperialism while they admired French imperialism to such excess. Also the country was completely unprepared for any war larger than a frontier skirmish. Going into war without the country united behind them, and with a miniscule Navy and an Army staffed by superannuated Revolutionary War veterans was a blunder of the first magnitude.

The Democratic-Republicans, however, had no monopoly on stupidity. Federalist opposition to the war, particularly in New England, was so extreme, and in some cases involving cooperation or collaboration with the British, that it became in the end counterproductive. The Hartford Convention of 1814, called by New England Federalists, was a blatant attempt either to rewrite the Constitution to allow New England to make a separate peace with the British, or to simply withdraw New England from the United States altogether, thus precipitating the Civil War fifty years early, and with the British Army and Navy supporting the secessionists. Fortunately more moderate hands took control, and the Hartford Convention resulted in no such thing.

The Federalist Party so disgraced itself during this period that they disappeared after the war, having lost whatever popular support they had, resulting in the so-called 'Era of Good Feeling', where party politics again disappeared from the scene.

All This left any politically-minded Navy enthusiasts with some strange choices, occasioned by the following facts:

1. The Federalists wanted a strong Navy, but on the other hand were collaborating with the enemy.
2. The Democratic-Republicans wanted a small Navy, but at least wanted to fight the British.

Precise application of these party wrangles will, of course, be chiefly up to the referee. But if a player-character wishes to participate in party politics, roll for his immediate superior: 1-50 no party, 51-80 Federalist, 81-100 Democratic-Republican. Party politics may effect Notice (see NOTICE, Section 8), and may also effect a player-character's employment during the Great Sack (see GREAT SACK, Section 6.3).



2. EQUIPMENT

With the character now settled into their new careers as a budding lieutenant or privateer, he may wish to purchase equipment on the Expense and Equipment Chart, below. He is assumed to have spent any midshipman's salary or cash earned from a previous career on neces-

sities; he may buy equipment using only his accumulated prize money, his Allowance for that year only, or his Patrimony if he has one. As he will need to purchase new uniforms (if a naval officer) as well as a sword, watch, and shoes, he may have to go into debt. See DEBT below.

ITEM	COST IN EUROPE (in Pounds/Shillings/Pence)	COST IN AMERICA (in Dollars)
Clothing (ordinary)	3/0/0	3.00
Clothing (dress)	10/0/0	25.00
Shoes (ordinary)	0/10/0	2.00
Shoes (dress)	2/0/0	4.00
epaulet	2/0/0	8.00
Wig (undress)	2/0/0	6.00
Wig (dress)	12/0/0	75.00
sword (acceptable)	2/0/0	8.00
sword (good)	20/0/0	85.00
sword (superb)	100/0/0	600.00
pistol (ordinary)	2/0/0	6.00
pistol (duelling)	20/0/0	80.00
pistol (rifled)	80/0/0	80.00
pistol (double-barreled)	150/0/0	300.00
pistol (ducks foot)	50/0/0	100.00
musket	5/0/0	20.00
rifle	40/0/0	90.00
food & lodging/day (poor)	0/2/0	.50
food & lodging/day (respectable)	0/10/0	2.00
food & lodging/day (fashionable)	2/0/0	6.00
servant/day	0/5/0	1.00
draft horse/mule	2/0/0	10.00
horse (ordinary)	5/0/0	25.00
horse (superb)	150/0/0	200.00
carriage	20-100/0/0 (depending on style)	150-750.00
House (country)	100/0/0	250.00
House (town)	300/0/0	500.00
Manse (country)	250/0/0	1000.00
Manse (town)	2000/0/0	2500.00
Estate (respectable, with manse)	10-20,000/0/0	10-25,000.00
Estate (large, with manse)	50-150,000/0/0	30-50,000.00
Borough	200,000/0/0	— — —
Cabin Furniture (respectable)	50/0/0	150.00
Cabin Furniture (good)	150/0/0	300.00
Cabin Furniture (superb)	500/0/0	2500.00
Case wine (ordinary)	3/0/0	25.00
Case wine (good)	20/0/0	125.00
Case wine (very good)	100/0/0	700.00
Bottle wine (glorious)	200/0/0	1200.00
Antiscorbutics (100 men/week)	30/0/0	100.00
Rations (100 men/week)	20/0/0	75.00
Fresh food (100 men/week)	40/0/0	120.00
Watch	5/0/0	40.00
Accurate chronometer	500/0/0	3000.00
Slave (female, worker)	— —	300.00
Slave (male, field hand)	— —	800.00
Slave (female, house)	— —	500.00
Slave (male, house)	— —	1200.00
Slave (juvenile)	— —	150.00
Acre land (good farmland)	20/0/0	25.00
Acre land (average farmland)	12/0/0	12.00
Acre land (poor farmland)	4/0/0	1.50
Acre land (uncleared)	(not available)	2.00
Acre land (city)	100-1200/0/0	25-300.00

(Note: 'land' means land without buildings on it. 'Estates' and 'buildings' include the surrounding land).

NOTES ON EXPENSE AND EQUIPMENT CHART:

Officers will require at least one dress uniform, for formal occasions. This includes dress uniform, shoes, epaulettes if appropriate, and a sword. Officers will also require at least two everyday uniforms. Privateers will require civilian clothes in approximately the same proportion.

In Europe, there is only a 20% chance a rifle will be available when the player-character wants it; otherwise a 1-12 month wait (throw a 12-sided die). In America there is a 60% chance of finding a rifle right away, with a 1D4 month wait if the first throw is a failure.

If a player-character is ashore, he must pay for food and lodging. The cost for each servant includes the cost of feeding him. Purchase of a carriage will require at least one horse and at least one driver; it may require, for the more expensive varieties, four horses plus footmen.

Purchase of a house, manse, or estate will require a proportionately large amount of annual money to be spent on servants and upkeep. The referee will decide. An estate will also generate income for the owner: a small estate will generate from 1-4000 pounds per annum (in Europe) and 500-2500 dollars yearly (in America). A large estate will produce from 1-10,000 pounds yearly, or 2500-20,000 dollars per year in America. Estates worked by slaves will also require food and lodging for the slaves, but will have a higher proportionate income. There will be a small chance for slave revolt, at the option of the referee. The referee will also keep in mind the fact that estates run by absentee landlords - - - like those who spend a lot of their time at sea - - - tend to be worked more inefficiently and generate less income.

In England a player-character may purchase an entire borough, which will allow him to nominate whomsoever he wishes, including himself, to Parliament. This will result in a 10% increase in the chance for Notice (see NOTICE, BELOW). These boroughs are known as 'pocket boroughs' and are a sad sign of the corruption of the political system. With the borough will come 1D4 mansions, 1D10 houses, and an income of from 1-20,000 pounds. The mansions and houses will all have to be kept up, draining the income considerably.

Cabin furniture, wine, and the sort of table one keeps may add to the chance of notice, if admirals, politicians, and other notables are entertained aboard. All this will be up to the referee.

A pocket watch is a necessity for any naval officer. Accurate chronometers are available after 1790 or so. They are about the size of a shoebox and are very heavy, and thus may not be moved easily. They are necessary for the accurate determination of longitude. Ideally a vessel will want to have at least two of them, to check against one another.

Slavery is not outlawed in Europe, but it's not approved of either; a slaveowner would have to purchase his slaves in the West Indies, at local prices. The prices given assume a ready importation of new slaves from Africa. If the importation of slaves is outlawed, the prices given are tripled.

3. NAVAL ASSIGNMENTS

Players who have achieved Notice in their last command may alter this die roll by one.

3.1 ASSIGNMENTS: U. S. NAVY

Employment:

Rank	wartime	peacetime
Midshipman	80%	50%
Lieutenant	70%	45%
Master-Commandant	65%	20%
Captain	70%	50%
Commodore	60%	40%

Assignments; midshipmen

1	Sail of the line
2	4th Rate Frigate
3	4th Rate Frigate
4	4th Rate Frigate
5	5th Rate Frigate
6	5th Rate Frigate
7	Sloop of war
8	Schooner
9	Brig of war
0	gunboat

Assignments; Lieutenants

1	Sail of the line
2	4th Rate Frigate
3	4th Rate Frigate
4	4th Rate Frigate
5	5th Rate Frigate
6	5th Rate Frigate
7	Sloop of war
8	Schooner
9	Brig of war
0	Command

Assignments: Lieutenants-Commandant (Command)

1	Brig of war
2	Brig of war
3	Brig of war
4	Schooner
5	Schooner
6	Schooner
7	Gunboat
8	Gunboat
9	Gunboat
0	Gunboat

Assignments: Masters-Commandant

1	Corvette
2	Sloop of war
3	Sloop of war
4	Sloop of war
5	Sloop of war
6	Sloop of war
7	Brig of war
8	Brig of war
9	Brig of war
0	Brig of war

Assignments: Captains

1	Sail of the line
2	4th Rate Frigate
3	4th Rate Frigate
4	5th Rate Frigate
5	5th Rate Frigate
6	6th Rate Frigate
7	Corvette
8	Sloop of war
9	Sloop of war
0	Sloop of war

Assignments: Commodores

1	Sail of the line
2	4th Rate Frigate
3	4th Rate Frigate
4	5th Rate Frigate
5	5th Rate Frigate
6	6th Rate Frigate
7	Corvette
8	Sloop of war
9	1 squadron, independent
0	1 squadron, independent

3.2 ASSIGNMENTS: ROYAL NAVY

Employment	Wartime	Peacetime
Rank:		
Midshipman	80%	60%
Lieutenant	60%	30%
Master & Comm.	50%	15%
Junior Captain	50%	30%
Senior Captain	40%	20%
Commodore	20%	5%
Rear Admiral	20%	5%
Vice Admiral	15%	5%
Admiral	10%	5%

Assignments: midshipmen

1	1st Rate
2	2nd Rate
3	3rd Rate
4	3rd Rate
5	3rd Rate
6	Frigate
7	Frigate
8	Sloop of war
9	Brig of war
0	4th Rate

Assignments: Lieutenants

1	1st Rate
2	2nd Rate
3	3rd Rate
4	3rd Rate
5	Frigate
6	4th Rate
7	Frigate
8	Sloop of war
9	Brig of war
0	Command

Assignments: Lieutenants-in-charge (Command)

1	Cutter
2	Cutter
3	Cutter
4	Schooner
5	Schooner
6	Bomb Ketch
7	Brig of war
8	Brig of war
9	Brig of war
0	Brig of war

Assignments: Masters and Commanders

1	6th Rate Frigate
2	Sloop of war
3	Sloop of war
4	Sloop of war
5	Sloop of war
6	Brig of war
7	Brig of war
8	Brig of war
9	Schooner
0	Bomb Ketch

Assignments: Junior Captains

1	5th Rate Frigate
2	5th Rate Frigate
3	4th Rate ship of the line
4	6th Rate Frigate
5	6th Rate Frigate
6	Sloop of war
7	Sloop of war
8	Sloop of war
9	Sloop of war
0	Brig of war

Assignments: Senior Captains

1	1st Rate
2	2nd Rate
3	3rd Rate
4	3rd Rate
5	4th Rate ship of the line
6	4th Rate Frigate
7	5th Rate Frigate
8	5th Rate Frigate
9	6th Rate Frigate
0	Sloop of war

Assignments: Commodores and Rear-Admirals

1-6	1 squadron, subordinate
7-10	1 squadron, independent

Assignments: Vice-Admirals

1-6	1 squadron, subordinate
7	1 squadron, independent
8	2 squadrons, subordinate
9-10	2 squadrons, independent

Assignments: Admirals

1-3	1 squadron, independent
4-6	3 squadrons, independent
7-9	2 squadrons, independent
0	Command of a fleet

4. EMPLOYMENT

Once a character has been created, he will wish to find Employment.

If the character is a privateer, any employment or assignment will be up to the referee. In giving a privateer an assignment, the referee should consider the privateer's experience - - - a former common seaman will scarcely be tapped for a captain's job, and a shipowner can, of course, make himself captain if he wants to, at least on his own ships.

For naval officers, there is a chance they may not be employed at sea in any given year. Roll on the Employment Chart for the appropriate navy. The numbers given are the percentage chance an officer of that rank will be employed. Officers who have achieved Notice (see Notice, below) in their previous assignment may subtract 10% from their die roll.

If a character fails to achieve Employment, he will be considered on the beach at Half-Pay. (see Half-Pay, 6.2C). If he succeeds, roll D10 on the Assignments Chart for the given rank. If the player achieved Notice in his last Assignment, he may alter the die roll by 1 in either direction.

The result will be the type of ship to which the officer-character is assigned. If an officer has achieved command rank, he will be in command of the ship.

If a lieutenant is assigned anything other than Command by the Assignments chart, he will be sent as a new lieutenant into the ship. If a new character recently promoted to lieutenant, he will be the junior lieutenant of the ship, with only D8 months of seniority.

If a lieutenant rolls Command on the Assignments chart, then he has succeeded in obtaining the command of a small vessel. Roll on the Lieutenant-in-Charge (if British) or Lieutenant Commandant (if American) assignments chart to see what the command may be.

Once a character has been placed in a ship, Cardboard Characters must be created for all relevant ship's officers. See CARDBOARD CHARACTERS, below.

4.1 SHIP'S ESTABLISHMENT

The following is a list of the number and type of officers on a given ship, useful in determining the position of a lieutenant or the number of subordinates allowed a commanding officer.

Privateers, of course, had no set establishment, and the following are suggestions.

4.1A SHIP'S ESTABLISHMENT: ROYAL NAVY

1st Rate sail of the line: 7 lieutenants, 24 midshipmen, 100 marines under a Major.

2nd Rate sail of the line: 6 lieutenants, 18 midshipmen, 80 marines under a Major.

3rd Rate sail of the line: 5 lieutenants, 12 midshipmen, 60 marines under a Captain.

4th Rate sail of the line: 4 lieutenants, 10 midshipmen, 60 marines under a Captain.

4th Rate frigate: 4 lieutenants, 8 midshipmen, 30 marines under a Captain.

5th Rate frigate: 4 lieutenants, 6 midshipmen, 30 marines under a Lieutenant.

6th Rate frigate: 3 lieutenants, 6 midshipmen, 30 marines under an Ensign.

Sloop, brig: 1 or 2 lieutenants*, 0-3 midshipmen, 12 marines under a Sergeant.

Cutter, lugger, schooner: 1 lieutenant-in-charge, Master, 4 master's mates.

* Post-Captains rate an extra lieutenant; Commanders just get one.

4.1B SHIP'S ESTABLISHMENT: U.S. NAVY

1st Rate sail of the line: 20 lieutenants, 35 midshipmen, 100 marines under a Major.

3rd Rate sail of the line: 10 lieutenants, 18 midshipmen, 60 marines under a Captain.

4th Rate frigate: 6 lieutenants, 12 midshipmen, 40 marines under a Captain.

5th Rate frigate: 6 lieutenants, 10 midshipmen, 30 marines under a Captain.

6th Rate frigate: 5 lieutenants, 8 midshipmen, 30 marines under a Lieutenant.

ship-sloop: 3 lieutenants, 6 midshipmen, 25 marines under a Lieutenant.

brig-sloop: 2 lieutenants, 6 midshipmen, 25 marines under a Lieutenant.

schooner: 1 lieutenant, 4 midshipmen, 12 marines under a Sergeant.*

gunboat: 1 Lieutenant Commandant, 2 midshipmen.**

* brigs of the ENTERPRISE class use this establishment.

** gunboats were sometimes under the command of midshipmen, not a lieutenant.

4.1C SHIP'S ESTABLISHMENT: PRIVATEERS

01-8 Hull Points: 2 lieutenants, 2 prizemasters.

9-14 Hull Points: 3 lieutenants, 4 prizemasters.

15-20 Hull Points: 4 lieutenants, 6 prizemasters.

21-30 Hull Points: 6 lieutenants, 8 prizemasters.

31-40 Hull Points: 6 lieutenants, 12 prizemasters.

5. INCREASING CHARACTERISTICS

Once a character has reached full growth the only way to enhance physical characteristics is by hard training. The following characteristics may be enhanced.

STRENGTH

It was difficult to increase strength on shipboard: there wasn't room to bring barbells and Indian clubs and whatnot aboard, and there were no regular programs of calisthenics.

STR may only be increased while ashore, by taking up hard physical sport (such as boxing) under a tutor. The tutor will be paid 5 pounds per month (\$15.00 in America) for public lessons, and 35 pounds (\$50.00) for private lessons. For every month spent at such lessons, check if STR is increased by the following method: subtract current STR from 20, and attempt to equal that number or less with 3D6. If successful, STR is raised one point.

STR may not be increased while at sea, but current STR levels may be maintained.

DEXTERITY

Dexterity may be increased by hard practice at such sports as fencing, riding, shooting, and so forth, under a tutor. The tutor is paid as above, under STR (in fact, he may be the same tutor, but if required to enlarge STR and DEX both he'll charge double).

DEX is increased by the same procedure outlined above, under STR.

DEX, however, may also be increased on shipboard, where practice in fencing and shooting was commonplace. This will require a large amount of time devoted to the subject, however, no less than 24 hours per week. (Few captains will permit this) Rolls for success will take place every TWO months, instead of every month, and may not rise above 16.

OTHER CHARACTERISTICS

SENSE ACUITY, INTUITION, INTELLIGENCE (except in its applications as Gunnery, Sail Quality, and General Seamanship) MASS, and CHARISMA may not be improved. Some, however, may be lowered by Aging (see Aging, below).

SKILLS IMPROVEMENT

Players may improve their Skills (Hide, Swim, Dance, etc.) by making a note following each successful application of the skill. The skill must be applied successfully in order to roll for improvements.

To roll for improvements, subtract the skill's current score from 20, and attempt to roll the resultant number or less on 3D6. A successful roll will result in the player's skill level going up by 1.

Certain skills (Carriage Driving, Dance, First Aid, Forgery, Make Speech, Mapmaking, Mechanics, Play Instrument, Ride, Swim, and Sing) may be improved by seeking a teacher to instruct the character in the appropriate skill. A character first rolls his INT or less on 3d6 to discover if he can find someone who will teach him the skill. (The referee should introduce negative modifiers for illegal skills such as Forgery). If not, he will have to hire a tutor at the usual rates. For every 20 hours spent working at improvement, characters may make one roll on 3D6 to see if their skill increases, as outlined above.

Certain other skills (Astronomy, Biology, Botany, Chemistry, Geology, General Knowledge, History, Law, and Lockpick) may be improved by self-study, without the necessity to hire a tutor. (The referee may force the character to pay for reference books, however, or in the case of Lockpicks for locks to practice on). Players may roll once for improvement for every 20 hours spent studying the subject.

GUNNERY

A player-character may increase his Gunnery rating (a subdivision of INT) following any sea-battle in which he fires the guns belonging to any ship, gun-deck, gun section, or single gun he commands, such that he actually caused damage (however temporary or ineffectual) to the enemy.

Current Gunnery score is subtracted from 20, and the resulting number must be equalled or less with 3D6. If successful, increase Gunnery score by 1.

SHIP QUALITY:

Ship Quality is a separate Intelligence subdivision. For every game-year actually spent at sea, the character may attempt to improve his Ship Quality modifier by the usual procedure of subtracting the current rating from 20, and attempting to roll that number or less on 3D6.

GENERAL SEAMANSHIP:

For every year actually spent at sea, a character may attempt to increase his General Seamanship score by subtracting his current score from 20, and attempting to roll that number or less on 3D6.

5.1 INCREASING WEAPON SKILLS

Player-characters may increase their weapons skills by either one of two methods, by Training and by Experience.

5.1A TRAINING

Training with a specific weapon is accomplished by seeking out a master of that particular weapon and paying him for instruction. Sword masters and pistol instructors were quite common in any city throughout Europe or America; the relative rarity of something like a Musketoon Master shall be handled by the referee. Training with unusual weapons will cost more.

Rates for Training will be 5 pounds per month (\$15.00 in America) for public lessons and 35 pounds per month (\$50.00) for private lessons. Player-characters may attempt to raise STR and DEX at the same time, but will have to pay for these cumulatively with any other instruction.

For each month of instruction in a particular weapon, the character's abilities will be raised by 5% in Strike, Shoot, or Parry, to a maximum limit of 50%.

A weapon may not be learned above 50% except by Experience.

5.1B LEARNING BY EXPERIENCE

During every melee round, the player should keep track of whether the character managed to land a blow with a weapon. It doesn't matter if it does damage or is parried. The player-character should also keep track to see if he successfully parried a blow. For Experience purposes it doesn't matter if the character got in a lucky shot or hit several times.

At the end of the fight, after the player-character can take 48 hours or so to meditate upon his experience, there is a chance he will have learned from what happened to him.

To see if a character has learned from Experience, subtract his current chance of hitting (or parrying) from 100. This quantity or less must be rolled on D100. A successful roll means the character's chance of hitting (or parrying) has increased by 5%.

MAXIMUM INCREASE

No character may have a better chance of hitting or parrying than 95%. Any die roll of 96 or better is **always** either a miss or a critical failure.

MASTERING A WEAPON

As soon as a player-character reaches 85% in any weapon (both attack and parry, if not a fire combat weapon) he may teach it, charging the usual rates. He may also Train anyone on the ship with him, if the captain and his superiors allow it.

5.2 LANGUAGE SKILLS

Player-characters may start the game with certain languages already learned (if their INTELLIGENCE is high enough). They may also learn languages as they play.

For each language learned, roll on the table below to see how well the character has learned it. Modifiers are given below:

01-10	May only communicate simple thoughts and requests like 'Prennez misericorde! Pitie de moi!'
11-40	May get across a simple requests and live day-to-day in the language, but will not be able to understand complex arguments or situations, and native speakers will have to speak slowly and use simple language to be understood.
41-70	May communicate simple ideas fluently, but will not have the vocabulary to understand complex argument, and will miss many nuances. Will speak with a strong accent.
71-85	Can argue and bargain as well as any native speaker. The accent will probably be taken for provincial rather than foreign.
86-00	Can speak eloquently and fluently in the language, with great subtlety, and will be taken for a native.

Modifiers

-20	INT 3-4
-10	INT 5-8
+10	INT 13-16
+20	INT 17-18
-20	Language is non-Indo-European (see RELATED LANGUAGES, below)
+10	Language is Related (see RELATED LANGUAGES, below).

5.2A RELATED LANGUAGES

Many of the European languages are closely related. English shares a good many words and nuances with French and German, and French is closely related to Spanish and Italian. German is related to Dutch, Danish, Norwegian, and Swedish. Player-characters attempting to learn a language related to one they already know receive the +10 language bonus.

The Indo-European family of languages includes all those spoken in Europe, as well as Sanskrit, Latin, Persian, Greek, Russian, German, and certain languages of India. Characters attempting to learn languages outside this very large family group will subtract 20 from their language roll.

5.2B CONVERSATION

When characters are speaking in a language other than their native tongue, there is always a chance of misunderstanding. When both characters have a proficiency level, in the above table, of 71 or greater, there will be no chance at misunderstanding.

If the proficiency levels are not adequate, add together the proficiency levels of the speakers and roll D100. If the number is equal to or less than the combined proficiency levels, then there has been no misunderstanding. There is always, however, a chance of misunderstanding on a roll of 96-100.

5.2C LEARNING LANGUAGES

A player may attempt to learn a language by one of two ways: he may pay a native speaker to instruct him (such wandering exiles are found everywhere) or he may (since he's an officer) find a native speaker among the crew (if he's currently assigned to a ship) for private instruction.

A tutor will be paid 3 pounds per month (or \$12.00 in America) for private lessons. Lessons from a common seaman, with no experience in teaching languages, will be free but will take longer.

A character's language ability is assumed to start at zero. For each month of language instruction, his proficiency will go up by 10. Double the time required if he's learning it from a seaman.

This will continue until the language proficiency reaches 70. For the language proficiency to go above 70, he must roll his Intelligence or less on three D6. If the character succeeds, he must again roll his INT or less to go above 85. If a character fails either of these rolls, he may roll again in the next month, assuming he continues instruction.

5.2D INTENSIVE INSTRUCTION

Language abilities may go up at twice the normal rate if the character is in a situation that may be described as language-intensive. Such a situation is normally achieved in a situation in which a person has no choice but to live alongside a foreign language daily.

This may be accomplished by paying a tutor three times the normal fee, and by spending most of the character's waking hours in the company of the tutor.

This may also be accomplished, probably for free, by spending time in the country native to the language which the character is attempting to learn. This includes a forced stay, as for example if the character is being held prisoner.

The character will still have to roll his INT or less to achieve an ability of greater than 70, and again of greater than 85.

6. PROMOTION

Promotion for a privateer will be up to the referee, but for a naval officer promotion follows certain set patterns. In the Royal Navy promotion is heavily dependent on seniority; this is less true for the US Navy.

6.1 PROMOTION BEYOND LIEUTENANT: ROYAL NAVY

Promotion and Pay beyond lieutenant vary considerably. The possible ranks, means of promotion to them, and their pay is as follows:

RANK	MEANS OF PROMOTION	PAY (in pounds)	TIME
Midshipman	appt.	2/8s per month	—
Lieutenant	sp.	4s per day	—
Master and Commander	merit	*	—
Junior Post-Captain	merit	*	—
Senior Post-Captain	sen.	*	3 yrs.
Commodore	infl.	*	—
Rear-Admiral of the Blue	sen.	2/day	10-30 yrs.
Rear-Admiral of the White	sen.	2/day	0-3 yrs.
Rear-Admiral of the Red	sen.	2/day	0-3 yrs.
Vice-Admiral of the Blue	sen.	3/day	0-3 yrs.
Vice-Admiral of the White	sen.	3/day	0-3 yrs.
Vice-Admiral of the Red	sen.	3/day	0-3 yrs.
Admiral of the Blue	sen.	4/day	0-3 yrs.
Admiral of the White	sen.	4/day	0-3 yrs.
Admiral of the Red	sen. (only after 1806)	4/day	0-3 yrs.
Admiral of the Fleet	sen.	7/day	1-20 yrs.

appt.	Midshipmen are appointed by the captain in whose vessel they first serve.
sp.	Specially promoted by a Captain's Board; in the game, must roll Intelligence score or lower.
merit	Promotion on merit as perceived by a superior officer.
sen.	Promotion entirely by seniority.
infl.	Appointment to Commodore made by influence with superior officers and politicians - - - also by 'merit', in a sense. A Senior Captain can be promoted to Rear-Admiral without ever having been a Commodore. Commodore is an honorary rank.
*	The pay of a Commander or Captain is determined by the size of the ship being commanded, as shown on the chart below:

COMMAND	PAY
cutter, bomb	4s/day
sloop, brig	6s/day
6th Rate ship	8s/day
5th Rate ship	8s/day
4th Rate ship	10s/day
3rd Rate ship	13s/day
2nd Rate ship	16s/day
1st Rate ship	1 pound/day

TIME: In the table above there is a chart for TIME. This describes the amount of time, in years, required to attain a given rank on seniority. Promotion from Junior to Senior Captain is automatic on 3 years' seniority. Promotion from Senior Captain to Rear-Admiral is determined by the referee throwing a twenty-sided die and adding it to ten years; this roll should be kept secret from the player.

Promotion from one grade of Admiral to another is determined by the roll of a 4-sided die; it will take from zero to three years. Promotion to Admiral of the Fleet takes from 1-20 years; the Admiral of the Fleet is the senior admiral in the entire Navy, and most player-characters will die or retire before they ever achieve this rank.

6.1A MERIT PROMOTIONS

Merit promotions will be up to the referee. Generally, promotion will be automatic if an officer accomplishes something genuinely spectacular, such as capturing a ship larger than his own, rescuing a superior officer, saving a desperate situation, leading a 'forlorn hope' successfully, capturing a fort.

Other than that, merit promotions may be gained by good and intelligent service, or perhaps if the player succeeds in achieving Notice two or more times, as a result of diligent politicking, or just perseverance.

Promotion to Commodore, either of the 1st or 2nd Class (see COM-MODORE, World Guide notes), is also up to the referee. A Commodore is a Senior Post-Captain who is temporarily put in charge of a small flotilla of ships, and is generally considered a mark of distinction.

6.2 PROMOTION BEYOND LIEUTENANT: U. S. NAVY

The possible ranks for the U.S. Navy and their pay is as follows:

RANK	MEANS OF PROMOTION	PAY (in dollars) (1794-1811 : 1812-1820)
Midshipman	appt.	32/mo : 38/mo
Lieutenant*	sp.	58/mo : 74/mo
Master Commandant	merit	70/mo : 90/mo
Captain	merit	**
Commodore	acc.	***

* pay for a lieutenant went up 25% in 1814.

** pay for a captain varied according to the size of the ship commanded, use the following chart:

Size of Ship Commanded	PAY (in dollars) (1794-1811 : 1812-1820)
20-32 guns	85/mo : 111/mo
32+ guns	111/mo : 148/mo

*** 'commodore' was an honorary rank applied to anyone who had once been the senior captain when more than 1 ship was present.

However, squadron commanders were occasionally appointed, and they received an additional bonus of 48.00/mo.

6.2A MEANS OF PROMOTION

appt.

Midshipmen are appointed by the captain in whose vessel they first serve, after being recommended by a congressman.

sp.

Lieutenants achieve their promotion by passing an exam; in the game they must roll General Seamanship rating on 3D6.

merit.

Promotion on merit as perceived by senior officers and the Secretary of the Navy.

acc.

'Commodore', as explained above, was an honorary title that strictly speaking didn't mean anything. Entitlement, therefore, was accidental.

The salaries given above are higher than those given in most lists; however, officers were also paid in 'rations', one ration being worth \$.20. Officers could cash these rations in if they wished (which made sense, because they received far more rations than they could eat). The above pay scales assume that all rations are cashed in.

Referees desiring realism may make the officer pay \$.20 for each meal eaten on shipboard. I, however, wouldn't bother.

6.2B MERIT PROMOTIONS

Merit promotions will be up to the referee. Promotion will be automatic if an officer accomplishes something spectacular, such as capturing or destroying an enemy ship, leading a 'forlorn hope', raiding enemy shipping with enormous success, or whatever. Promotions will be subject to confirmation by Congress, however, and will be subject to a delay of D6 months.

6.2C HALF PAY

An officer who is not appointed to a ship or squadron is put ashore on half pay, on which he must survive until he can find another ship. Midshipmen never receive half pay.

In the U.S. Navy, characters receive half the salary they were receiving in their last assignment.

In the Royal Navy, the following half-pay scales apply:

Lieutenants	
last serving in 1st-2nd Rate	2s9d/day
Other Lieutenants	2s6d/day
Masters and Commanders,	
Junior Post-Captains . . . . .	.6s/day
Senior Post-Captains . . . . .	.8s/day
Admirals	10s/day
Midshipmen do not receive Half-Pay.	

6.2D DEBT

An officer may frequently find himself overspending and forced to go into debt. If he is lucky, he will find a gentleman or brother officer

who will loan him the money at no interest. (Gentlemen do not practice usury with other gentlemen). The player-officer will then incur a 'debt of honor'. A debt of honor is one which cannot be collected legally, but which will blot a man's record if he does not repay. Officers who fail to pay a debt of honor within the time allotted them lose 10 from their chance of Notice.

Otherwise, the officer will have to borrow the money from a usurer or banker, at 1-10% annual interest. He must pay the interest, at least, every year; otherwise he risks being thrown into debtor's prison if he ever sets foot ashore. Players who need to raise money in a hurry may resort to Gambling.

6.3 THE GREAT SACK

The U.S. Navy, due to various political factors in the early American republic, suffered two Great Sacks, in which the list of serving officers was purged in order to remain consistent with a cut-down armament.

The first Great Sack was in 1801, between the time Thomas Jefferson was elected and the time he took office. Jefferson had run for president on a platform of eradicating the Navy, and after his election was assured the outgoing Adams administration severely cut back the Navy, hoping that the resulting miniature naval service would not be obnoxious to Jefferson and his friends, and that they would not, therefore, bother to eliminate it altogether.

The second Great Sack took place in 1806, following the conclusion of the War with Tripoli. Jefferson slashed the Navy again and sacked a number of loyal officers, taking particular care to get rid of any officers whose political opinions might differ from his own.

The chances of being pruned from the service during the Great Sacks are as follows:

Rank of Character	1801	1806
Midshipman	10%	25%
Lieutenant	20%	30%
Master Commandant	50%	50%
Captain	25%	30%
Commodore	25%	30%

The chance of dismissal is lessened by 10% if the character has achieved Notice (see NOTICE). In 1801, the chance of dismissal is lessened by 5% if the character is a Federalist; in 1806, the chance is lessened by 10% if the character is a Democratic-Republican.

Players sacked from the Navy lose all pay and privileges. They may either find some other occupation, or wait a year and try to talk their way back in (several officers succeeded in doing this). They may talk their way back in with a roll of their CHAR or less on 3D6. If they fail, they can try again every year.

6.3A CATCH-22

Navies, feeling they ought to support their own men against rivals from outside the service, refused to consider as qualifications for promotion any act committed by an officer while acting officially as a privateer.

Naval characters may, while unemployed, act as privateers; but they should be aware that any act committed while a privateer cannot be considered as a qualification for a Merit promotion, or any other kind.

The Royal Navy was particularly strict about this. An extreme example would be Lt. Michael Fitton, a man whose extraordinary adventures are partly chronicled by Showell Styles in two books. Fitton's career was incredible, but because his heroics were performed while acting officially as a privateer - - they included the almost single-handed destruction of an enemy expeditionary force off Curacao - - Fitton was still a lieutenant in the 1840's, thirty years after his astonishing adventures.

The US Navy's first list of captains showed a number who had been successful privateers in the American Revolution, but afterwards the Navy closed ranks and promoted only its own.

7. PRIVATEERING

7.1 PRIVATEERING LICENSES

Privateers were distinguished from pirates by virtue of their privateering Licenses which showed they were operating at the behest of a legally constituted government. These were of two sorts, letters of marque and privateering commissions.

A letter of marque was usually given to a merchantman, and allowed the merchant vessel to capture any enemies encountered while it went from port to port on its usual business. Letters of marque usually carried cargo.

A privateering commission was issued to a vessel that intended to act purely as a warship, without carrying cargo.

In any case, any player-character wishing to commission his own privateer must acquire a license if he doesn't wish his crew to be hanged for piracy. In order to acquire a license, he must show that he, the owner of the vessel, is a citizen of good standing with no past criminal record, and he must bond himself to the tune of 1000 pounds (in Europe) or \$5000 (in America). This bond will be forfeit if the privateer ever engages in piracy.

The referee may wish to include the cost of bribes along with the bond, if the player-character is of less than sterling character.

7.2 PAY FOR PRIVATEERS

Privateers were almost never on salary; they were paid only if there was prize-money to distribute. Legitimate expenses (which do not include debauches ashore) were supposed to be covered by the ship's owners.

8. NOTICE

Much of the game, as far as naval characters are concerned, revolves around a character achieving 'Notice'. Notice, generally speaking, means that a superior officer has become interested in the further career of the player-character, and is willing to help him succeed by such methods as finding favorable appointments and pushing promising assignments his way.

Notice is AUTOMATICALLY achieved when a player-character captures an enemy ship the size of his own or larger, or if he takes prominent part in any successful military endeavor, particularly against the odds.

Whenever a player-character is involved in an assignment of a military nature, successful or not, roll for possible Notice on D100. With a result of 91-00, Notice has been achieved. Modifiers are as follows:

-5%	Charisma of 3-4
-5%	Superior of opposite political party.
-5%	General Seamanship score of 3-4
+10%	For each brother in the service, or for a father in the service who is retired or deceased.
+15%	Father currently in the service.
-10%	Social Level of 1-20
+10%	Social Level of 93-100
+5%	Superior of same political party.
+5%	Charisma 13-16
+10%	Charisma of 17-18
+5%	General Seamanship score of 17-18
+15%	Character owns a Borough (English only).

Players who have achieved Notice in their last command can modify the die roll by 1 on the Assignment Chart and the Mission Chart.

If the Military action is a particular disaster, Notice may mean that a player-character is being blamed for the failure; but almost always Notice is favorable.

Players who consistently achieve Notice may be promoted. If no promotion is possible, the player may achieve certain honorary ranks (see HONORARY RANKS, World Guide notes), or may be promoted to the nobility (if European). They may also be given gifts (money, land, presentation swords) by a grateful nation, or by citizens' committees. These and other applications of Notice will be handled by the referee and left to his discretion.

Within sensible limits imposed by the referee, player-characters who achieve command rank may give Notice to other, subordinate, player-characters, or even cardboard characters, hoping they may thus achieve advancement or promotion.

9. MISSIONS

Once a character has been assigned to a ship, he must roll for the Mission to which the ship is assigned. Roll D10 on the Mission Chart. The possible Missions are as follows. A captain who has achieved notice in his last command may alter the die roll by 1 in any direction.

9.1 MISSIONS: ROYAL NAVY

Unrated Ships

1	.....	Convoy
2	.....	Convoy
3	.....	Convoy
4	.....	Dispatch
5	.....	Dispatch
6	.....	Dispatch
7	.....	Cruizing
8	.....	Cruizing
9	.....	Special
0	.....	Special

Frigates

1	.....	Convoy
2	.....	Convoy
3	.....	Convoy
4	.....	Cruizing
5	.....	Cruizing
6	.....	Cruizing
7	.....	Blockade
8	.....	Dispatch
9	.....	Special
0	.....	Special

Sail of the Line

1	.....	Convoy
2	.....	Convoy
3	.....	Squadron
4	.....	Squadron
5	.....	Squadron
6	.....	Squadron
7	.....	Squadron
8	.....	Squadron
9	.....	Squadron
0	.....	Special

Squadron

1	.....	Convoy
2	.....	Convoy
3	.....	Blockade
4	.....	Blockade
5	.....	Blockade
6	.....	Blockade
7	.....	Blockade
8	.....	Blockade
9	.....	Cruizing
0	.....	Special

9.2 MISSIONS: U. S. NAVY

Unrated Vessels

1	.....	Convoy
2	.....	Convoy
3	.....	Dispatch
4	.....	Blockade
5	.....	Blockade
6	.....	Cruizing
7	.....	Cruizing
8	.....	Cruizing
9	.....	Cruizing
0	.....	Special

Frigates

1	.....	Convoy
2	.....	Blockade
3	.....	Blockade
4	.....	Blockade
5	.....	Dispatch
6	.....	Cruizing
7	.....	Cruizing
8	.....	Cruizing
9	.....	Cruizing
0	.....	Special

Sail of the Line

1	.....	Squadron
2	.....	Squadron
3	.....	Blockade
4	.....	Blockade
5	.....	Blockade
6	.....	Blockade
7	.....	Cruizing
8	.....	Cruizing
9	.....	Cruizing
0	.....	Special

Squadron

1	.....	Convoy
2	.....	Blockade
3	.....	Blockade
4	.....	Blockade
5	.....	Blockade
6	.....	Blockade
7	.....	Cruizing
8	.....	Cruizing
9	.....	Cruizing
0	.....	Special

CONVOY

The vessel is assigned to escort a convoy, protecting it from marauding privateers and enemy ships. The convoy will consist of from 5-20 ships, and there will be from 1-4 ships in the escort: roll for each escort, 1-60 unrated vessel, 61-80 6th rate frigate, 81-95 5th rate frigate, 96-100 3rd or 4th rate sail of the line.

The convoy's destination is always at the option of the referee. Regular British convoys were as follows: U.K. coastal convoys (very frequent), U.K. North Sea convoys (very frequent), Ireland and Channel Island convoys (very frequent), Baltic Convoys (very frequent in summer), North America (monthly in summer), West Indies and Guiana (monthly, at least), South America (ditto), East Indies, China, South Seas (monthly, military convoys (as necessary)).

Once assigned to convoy escort, a ship will remain escorting convoys for from 1-100 weeks.

The US Navy didn't convoy much, but convoys, when used, went to the West Indies, China (every two years or so), and South America. The US Navy didn't convoy in the War of 1812. If this is rolled, roll again.

DISPATCH

A small ship will be used to carry messages and mail from squadron to squadron, and relay flag signals during a battle. Not very glorious. Roll separately for the employment of a squadron; the vessel's mission will last as long as that of the squadron.

BLOCKADE

The ship will assist to blockade an enemy port, waiting for their fleet to come out. Unless the port is under close blockade (Hawke during the Seven Years' War; St. Vincent and afterwards in the Napoleonic Wars) this duty will be a summer job only, with frequent chances to make port; in the winter, only frigates will keep watch on the port, 'looking-in' every few days, or weeks. Boring, except for the frigates, who might get a chance to catch a prize or two. Blockade duty will last from 1-100 weeks.

US ships, when fighting the British, could scarcely blockade England against the force of the Royal Navy, but they could raid enemy coasts, and did.

CRUISING

That's not a misprint; that's how they spelled it back then. Cruizing is a plum job, allowing a captain individual initiative. Acting alone, or perhaps in concert with other friendly vessels (at the referee's initiative), the captain will 'look-in' at enemy ports, make raids on the coast, capture prizes when he can find them, and is at liberty to engage any

enemy vessel he can find. Cruizing assignments will last from 1-100 weeks.

SPECIAL

An extraordinary or secret mission, a chance for risk and Notice, determined entirely by the referee. It could be a raid on a port, an attempt to bring an enemy fleet to battle, cooperate in conquering a colony or enemy-held island, 'cutting-out' expeditions, diplomatic missions, or other exciting and rewarding tasks. The length of the mission is variable.

9.3 PROVISIONING

A ship will only interrupt its given mission when it makes port (where it may stay for 1-6 weeks), or by its need to refit (every 5-10 months, more if the ship has been through a harsh winter), or by its need to provision.

A ship will be assumed to have water for three months, and basic food for a year. Anti-scorbutics (see Scurvy, below), fresh food, and so on, will be at the discretion, and generally the expense, of the captain and the purser.

9.3A SAIL RATING

A ship, fresh from the yards, will generally be a Smart or Average sailor, only rarely a Hooker. For a new ship, subtract 20 from the Sail Rating die roll.

The accumulation of barnacles, weed, timber rotted from the depredations of the teredo worm, and so on, tended to slow a ship's speed considerably.

For non-coppered ships (any ship before 1780), the ship will drop one Sail Rating for every four months at sea or in port, from Smart to Average, Average to a Hooker. Speed can be regained by careening the ship and scraping the hull, which must be done in a sheltered anchorage and will take two weeks to scrape the weed and barnacles, and replace rotten timber. The ship cannot fight during this time.

The Royal Navy began experimenting with copper bottoms in 1761, but it was not until 1780 that the Admiralty ordered all ships to be given copper plating. The copper plates ended the depredations of the teredo worm, but vessels could still grow weedy. A copper-bottomed ship will lose one Sail Rating for every year spent with out careening.

All US ships are considered coppered.

Privateers have only a 10% chance of being coppered, and only after 1780.

10. SCURVY AND DISEASE

'Bloody war or sickly season'. --- traditional wardroom toast.

Nobody knew what caused diseases in our period, although advances slowly began to be made. Learned physicians scoffed at the quaint native superstition that the mosquito carried malaria and yellow fever; everybody 'knew' that disease was caused by unhealthy, 'miasmous' air.

A naval surgeon, James Lind, proved by dietetic experiments in 1757 that scurvy was caused by what had long been suspected, a shortage of fresh vegetables containing Vitamin C. Despite this knowledge, no regular issue of lemon-juice was made to the Fleet until 1795. Until then, anti-scorbutics were purchased at the captain's own expense. Players will find their cost on the Expense and Equipment Chart.

Antiscorbutics frequently used were the juice of lemons or limes, 'oil of spruce' (in North America), reconstituted soup (which must have been vomitous), and sauerkraut.

US Navy ships are provided antiscorbutics free of charge.

After a ship has been without anti-scorbutics for three months, 10% of its crew will grow sick with scurvy. Roll for officers individually; their diet is better, so they will have only a 5% chance. After a month, the first 10% will die and a second 10% will fall ill, and so on --- until the crew gets fresh vegetables, or is exterminated. Anson, in the Pacific during the War of the Austrian Succession, lost 1300 men due to scurvy.

Since the seamen were packed together so tightly during their voyages (16 inches per man to swing a hammock, if they were lucky), the chance of contagious disease, once brought aboard the ship, being spread throughout the crew, were considerable. Smallpox and yellow fever were known to decimate entire maritime populations.

Every time a vessel touches port, or takes on a new batch of crewmen, roll percentage die to see if a disease is brought aboard: 98-100, there is infection. (Add 2 if the ship's company has been vaccinated). Roll percentage dice to see which percentage of the ship is infected: roll again to see which percentage of those infected die. If high rolls are made, the ship may be virtually decimated.

Edward Jenner published his findings on the subject of smallpox inoculation in 1798, but some Navy captains had been vaccinating their crews long before that --- apparently they had learned the practice from the Chinese, who had discovered the principle centuries before.

After 1798, vaccination was a standard practice in the Navy, given free to any seaman who wanted it. In the game, any captain who wishes to inoculate his crew may do so.

El Vomito Negro (Yellow Fever) was a disease under no controls at all. If a ship touches port in the tropics (West Indies, Africa) there is a 5% chance the ship or person will contract yellow fever. If a ship contracts it, roll for the percentage of the ship's company that dies - - - don't make two rolls, as above, make only one. If an individual player-officer contracts it, roll the disease survival table, below.

Ships and players may avoid exposure to Yellow Fever by keeping to sea, by stationing their ships in a place swept by regular trade winds (this was not to blow the mosquitos away, of course; it was to keep 'miasmous' winds away), or by keeping away from coastal tropics in general.

The Disease Survival Table, below, is used in all cases where player-characters or important cardboard characters fall ill for whatever reason, except being wounded in combat.

DISEASE SURVIVAL TABLE (roll D100)

01-40	Light case. Bedrest for D10 days.
41-60	Mild case. Bedrest for D20 days.
61-75	Bad case. Player incapacitated for D20 weeks. -1 from CONSTITUTION, permanently.
76-90	Very bad case. Player incapacitated for D100 weeks. -2 from CONSTITUTION, permanently.
91-00	Fatal. Character dies after D10 days.

Modifiers

+20	Character's CON 3,4
+10	Character's CON 5-8
-10	Character's CON 13-16
-20	Character's CON 17-18

11. PRIZE MONEY

OFFICER: Why, Jack! how is this? At prayers when the enemy is bearing down on us! Or are you afraid of them?

JACK: Afraid! - - - No! I was only praying that the Enemies shot may be distributed in the same proportion as the prize money - - - the greatest part among the officers.

- - - contemporary cartoon.

The prize money was cunningly set up to do a number of things, the first and most important of which was to create an aggressive generation of officers by an undisguised appeal to their baser instincts, chief among them being avarice.

Once a ship was captured from the enemy, it would be declared a 'fair prize' by the local Prize or Admiralty Court and sold at auction (or bought by the Navy). The value of the ship would then be distributed among the capturing ship's company according to a scale fixed by law.

The theory and practice of prize money distribution varied widely. The British, having all those mansions, fox hunts, and a whole class system to support, distributed most of the money to the officers. The US Navy, composed entirely of volunteers who had to be lured aboard by decent pay and treatment, paid a larger percentage to the ordinary seamen. Privateers gave an enormous chunk of the proceeds to the ship owners, whereupon the rest was divided evenly between the crew, the officers not getting a great deal more than the men.

Any ship captured from the enemy and brought to a friendly port will be condemned by the Prize Court (assuming it was captured lawfully). Payments in the US will be made after a delay of D12 weeks.

In Europe the transaction will be put in the hands of prize agents, many of whom were corrupt. Even the fairly honest ones were not entirely immune from the temptation to try to hang on to the prize money for as long as possible. Some absconded with the loot and some merely kept it: a few unlucky captains never got their prize money at all. In one case, the British *MAGICIENNE*, the money for her capture in 1796-98 was never paid out until 1826.

For each ship captured and brought to a friendly port in Europe (or any European colony abroad) make the following roll on D100:

Die Roll	Result
01-30	Prize money paid in D12 weeks
31-60	Prize money paid in D100 weeks
61-75	Prize money paid in D4 years
76-85	Prize money paid in D12 years
86-90	Prize money paid in D20 years
91-95	Prize money paid in D20 years
96-00	Prize money never paid

Warships	Value in Europe	Value in America
1st Rate Sail of the Line	60,000 pounds	\$550,000
2nd Rate Sail of the Line	50,000 pounds	\$450,000
3rd Rate Sail of the Line	40,000 pounds	\$300,000
4th Rate Sail of the Line	20,000 pounds	\$250,000
4th Rate Frigate	20,000 pounds	\$260,000
5th Rate Frigate	17,000 pounds	\$220,000
6th Rate Frigate	10,000 pounds	\$100,000
Sloop, brig	7,000 pounds	\$40,000
Cutter, lugger, schooner	3,000 pounds	\$15,000
Merchantmen	Value in Europe	Value in America
Indiaman	12,000 pounds	\$75,000
Other merchantman	1200 pounds	\$5,000

A merchant ship may be carrying cargo at the time it is captured. Roll on the following table for its value, D10.

Type Cargo	Value in Europe	Value in America
1,2,3 In ballast. No cargo	-	-
4,5,6 General cargo	3,000 pounds	\$15,000
7,8 Foodstuffs	5,000 pounds	\$15,000
9 Rare or Valueable cargo	10,000 pounds	\$75,000
10 Munitions	15,000 pounds	\$100,000

If an Indiaman is not in ballast, it will automatically carry cargo worth the following:

Small Indiaman:	50,000 pounds	\$325,000
Large Indiaman:	150,000 pounds	\$1,000,000

The rates given for warships are less than would be paid for a Navy to construct a ship of its own; in effect, the Navy is buying itself a cut-rate ship. But the Navy will still have to re-arm the ship, since local ammunition would not fit captured weapons, and also make other changes in rigging and equipment, bringing it up (or down, as the case may be) to local standards.

The munitions ship, above, will require special handling lest the prize, and everyone aboard, be blown to kingdom come.

If a privateer has captured a warship and wishes to keep it, he must pay the going rate, otherwise his crew will be cheated out of their prize money and probably slit his throat from ear to ear.

The distribution of prize money within the Royal Navy was fixed by Parliament, but the distribution below is fairly typical:

11.1 PRIZE MONEY DISTRIBUTION, ROYAL NAVY

One-eighth: Admiral commanding the squadron.

Three-eighths: To the Captain of the capturing vessel.

One-eighth: Divided between the ship's lieutenants, sailing master, and marine officer.

One-eighth: Divided between bosun, carpenter, surgeon, master's mates.

One-eighth: Midshipmen, inferior warrant officers, marine sergeant.

One-eighth: The remainder of the ship's company.

If there was a Commodore commanding a squadron he received one of each Captain's eighths.

In addition to the prize money, British warships and privateers received a bounty of 5 pounds per man (or 50 pounds per crew factor) found on board the enemy before the battle. This 'head money' will be distributed with the prize money, and is subject to the same die roll in regard to prize agents.

11.2 PRIZE MONEY DISTRIBUTION: U.S. NAVY

The prize money distribution in the U.S. Navy divided the total into twenty parts, as follows:

Prize Money, US Navy

Three-twentieths: To the Captain.

Two-twentieths: To the lieutenants and master.

Two-twentieths: To the marine officer, surgeon, purser, bosun, gunner, carpenter, master's mates, chaplain.

Three-twentieths: To the midshipmen, surgeon's mates, captain's clerk, schoolmaster, bosun's mates, steward, sailmaker, master of arms, armorer, and coxswain.

Ten-twentieths: To the rest of the ship's complement.

In addition to the prize money, US vessels and privateers received a bounty of \$20 per head per prisoner (or, in the game, \$200 per Crew

Factor) delivered to the authorities. This 'head money' was divided as part of the prize money.

11.3 PRIZE MONEY DISTRIBUTION: PRIVATEERS

Prize money for privateers was divided rather differently, and was not usually fixed specifically by law, but rather by contract between the owners of the vessel, the vessel's officers, and the crew. The owners would insist on a large percentage, usually approaching 50%. The privateers' crews were all volunteers who could leave the ship at any time, and so all the privateers operating from a given port were in competition for their services. This meant that the crewmen were worth more, and got a larger percentage of the prize money.

The following distribution is typical, but variations could and did occur.

Gross Prize Money Distribution, Privateers.

- 49% to owners.
- 49% to crew.
- 02% to widows, orphans, and disabled crewmen.

The owners' 49% was divided between them by prearrangement.

The crew's 49% was divided into 'shares', which were distributed by contract. The following contract is typical. To compute the value of each share, divide the total number of prize money by the quantity (no. of crewmen x 2). The shares were divided as follows:

Share Distribution, Privateers

No. of shares distributed to crew members.

- 8 to Captain.
- 4 to each Lieutenant, to the Master, and to the Surgeon.
- 2 to each officer of marines, prize master, carpenter, gunner, bosun, master's mate, clerk, steward, sailmaker, armorer, marine sergeant, and cook.
- 1½ to each gunner's mate, bosun's mate, carpenter's mate, cooper, surgeon's mate.
- 1 to each seaman and gentleman volunteer.
- ½ to each ship's boy.

Prize Courts usually distributed the prize money evenly between each 'capturing ship'. The definition of 'capturing ship' was fairly loose, and usually meant any friendly ship within sight.

Captains occasionally set themselves up for life with the capture of the Manila Galleon, or some other Spanish treasure ship. In 1799, three frigates brought into Plymouth two Spanish ships laden with cocoa and two million dollars' worth of specie. Each captain got 40,730 in pounds, each lieutenant 5,091 in pounds, and each seaman 182 4s 9½p, in pounds. Such incredible treasures will lie wholly within the domain of the referee.

11.4 BLOOD MONEY

Occasionally, on an occasion in which a captain had to sink or burn an enemy ship rather than capture it, the captain was awarded 'blood money' equal to the prize money he would have received had the capture been possible. Blood Money is distributed in the same way as Prize Money. It is never given to privateers.

To see if blood money is awarded, roll D100. The number below must be equalled or bettered. The same modifiers apply as apply to Notice.

	Royal Navy	U. S. Navy
Blood Money Chances	61-100	41-100

12. MOVEMENT AND COMBAT

12.1 TIME SCALES

There are a number of scales of time used in **PROMOTIONS AND PRIZES**. They are as follows:

I: Game Day: a 24-hour period, identical with the Campaign Game Day in Volume I of this work, **HEART OF OAK**. Ships move at the speeds given in the Campaign Rules of **HEART OF OAK**. Player-characters on land may move at the following rates:

1. Walking Movement: 20 kilometers per day, assuming 10 hours of walking.
2. Marching Movement: Moving at route step for 10 hours per day, with regulated rest stops and heavy baggage carried on wagons or pack animals: 30km per day.
3. Cavalry Column Movement: Horsemen moving at a walk, accompanied by baggage wagons or foot artillery: 30km per day.
4. Flying Column Movement: Horses without baggage wagons, alone or with horse artillery, travelling at walk-trot pace: 40km per day.

5. Post Movement: Single riders moving at trot-gallop pace, with frequent change of mounts; or the pace of a stage coach over its regular routes, changing horses every 10km or so: 55km.

II: Tactical Movement: 1 minute = 1 turn, the game scale of ship-to-ship combat in **HEART OF OAK**. All ship-to-ship combat will be resolved using the **HEART OF OAK** rules.

III: Melee movement: A melee turn equals 10 seconds, and thus 6 melee turns equals one tactical turn in **HEART OF OAK**. Melee movement is as follows; rates assume the characters are doing little other than moving:

1. Walking pace: 8 meters.
2. Charging pace. This assumes a certain amount of deliberation, not a flat-out running charge, since the character is anticipating melee at the end of movement. 15 meters.
3. Running pace. A flat-out run. A character may move at running pace only for a number of melee turns equal to his CON. He may not attack, but may attempt to parry. 35 meters.
4. Horse Walking: 15 meters.
5. Horse Trotting: 25 meters. Note that most cavalry charges during this period were delivered at the trot, unless the horsemen were very undisciplined.
6. Horse Galloping: 45 meters. Note that even the best horses can gallop only for about 3-4 minutes before becoming winded, and that a running man over a medium distance will overtake a horse as the horse grows exhausted.

12.2 ENCUMBRANCE

During most games, the characters will be officers and will thus not have to bother with carrying their own baggage. Some simple rules are provided here for encumbrance status.

1. Melee encumbrance. The character may move unhampered in melee if carrying no greater weight than the average of his STR and CON in pounds. The character may have no more than four belt weapons, of which only one may have a strike order of 3, and none of which may have a strike order of 5. (A sword, dirk, and a pair of pistols would be typical).
2. Marching encumbrance. Character may move at Marching Movement, or Charging Pace, if carrying no more than 3 days' cooked rations, regulation equipment, and 50 rounds of ammunition. Characters engaged in melee while wearing this equipment subtract 5% from both Attack and Parry.
3. Fully encumbered. Roughly, is carrying more than 5 times the average of his STR and CON, in pounds. Must move at a walk, and subtracts 15% from both Attack and Parry in melee.

12.3 HAND-TO-HAND COMBAT

Hand-to-hand combat, as performed by sailors and marines in this period, used a number of specialized weapons, explained below.

KNIFE

This is actually a seaman's dirk, with a double-edged, pointed blade 12-18 inches long. It was the standard weapon of midshipmen, and being a near relative of the 'Arkansas toothpick' might be considered a short sword. Often, in fact, they were made of cut-down swords. They could be used left-handed as a main-gauche.

CLUBBED PISTOL

The British standard Sea Service pistol or equivalent. They were made very sturdily, with the notion of using them as clubs after they'd fired (or misfired).

BELAYING PIN

These actually didn't make all that good weapons, but if there was an unused pin in the pinrail and the situation was desperate they could be used. The vast majority of belaying pins, incidentally, were used to belay a line and thus were not available for fisticuffs.

TOMAHAWK

A standard hatchet, useful for hand-to-hand combat or for throwing.

CUTLASS

A heavy, single-edged, pointed short sword, useful for hacking although it could also thrust. The blade was only 18-32 inches long, the hand was heavily protected by a basket hilt, and the sword was very well-balanced. Because it was short, it didn't require a great deal of room to swing and sailors could be packed shoulder-to-shoulder and advanced **en masse**. They were usually taught a uniform and simple drill

(cut, block, stamp, thrust) that was supposed to ensure their cutting through the enemy at a more or less uniform speed.

SMALLSWORD

A true gentleman's weapon, the smallsword was a very light sword, with a blade 18-36 inches in length, intended only for thrusting. It wasn't any heavier than the modern-day fencing foil, and thus could be used with a great deal of finesse and celerity. Because it was so small and quick it was excellent at blocking attacks, but because of its small size and lack of edge it was less useful on the attack.

HANGER

The usual officers' weapon during melees, the hanger was basically a light saber, with a blade 24-40 inches long, straight or curved according to the owner's preference. It was still light enough to fence with, but required more strength than did the smallsword. It could be used both for cutting and thrusting.

BOARDING AXE

This was intended less as a weapon than as a means of hacking through obstacles, but it was used as a weapon when necessary.

FIGHTING IRON

Also known as a *fleaux brisee* (broken flail), the fighting iron was more or less an antique by this period. It was a descendant of the medieval military flail, consisting of three linked steel bars. It seemed a fearsome weapon, but its usefulness on shipboard was mitigated by the fact that it required a lot of dexterity to use without doing injury to one's own shipmates, or wrapping the thing around some nearby rigging and disarming oneself.

MUSKET

The Marines of the various navies were armed, of course, with bayoneted muskets. Privateers and whatnot probably had the muskets, but not the bayonets, and certainly not marine discipline.

PIKE

Basically a spear 6-10 feet long, boarding pikes were an attempt to give sailors the reach and striking power of a bayoneted musket. They were found very useful.

HALBERD

British marine sergeants were armed with halberds, which were apparently used to keep the Troops in line as they marched on parade, and were not particularly intended as a serious weapon. They were too long and too heavy to use effectively in a shipboard melee, but could certainly do serious damage if they struck home.

HAND TO HAND WEAPONS CHART

The Hand to Hand Weapons Chart, below, gives the weapons and their characteristics. These characteristics are explained as follows:

STR: The minimum Strength needed to effectively use the weapon.

DEX: The minimum DEX needed to effectively use the weapon.

%STRIKE: The basic percentage, subject to modification, required to hit an opponent with the weapon. This percentage may be improved by practice and by learning from experience.

%PARRY: The basic percentage for parrying a successful hand-to-hand Strike by an opponent. This percentage may be altered by various modifiers and may be increased by learning from experience.

S.O.: Strike Order, the basic factor, determined chiefly by the length of the weapon, determining which weapon strikes first, and how often. This may be modified by MASS, DEX, and factors such as surprise.

DAMAGE: Expressed by a die roll (such as D4, often plus a few additional damage points) indicating the damage done by the weapon once a successful strike is rolled.

HAND TO HAND WEAPONS CHART

WEAPON	STR	DEX	%STRIKE	%PARRY	S.O.	DAMAGE
fist	8	5	15%	5%	1	1D3
knife	3	5	15%	10%	1	1D4+2
clubbed pistol/ belaying pin	5	3	10%	15%	1	1D4
tomahawk	3	3	15%	10%	1	1D4+2
cutlass	5	3	25%	25%	3	1D6+2
smallsword	3	9	20%	35%	3	1D6
kick	5	9	20%	0%	3	1D4
boarding axe	9	5	20%	10%	3	1D8+2
hanger	9	9	30%	25%	3	1D8+2
fighting iron	9	17	40%	0%	3	2D6+3
clubbed musket	8	5	20%	10%	5	1D8
musket w/bayonet	5	5	25%	20%	5	1D8+2
pike	3	5	25%	20%	5	1D8+2
halberd	9	9	30%	20%	5	1D12+2

THROWN WEAPONS

rock	3	3	15%	—	6	1D3
belaying pin	3	3	15%	—	6	1D3
knife	5	9	15%	—	6	1D4+1
pistol	5	3	10%	—	6	1D3
tomahawk	5	9	20%	—	6	1D4+2

12.3A MELEE SEQUENCE

The melee sequence is divided up into the following three steps:

1. Declaration of Intentions.
2. Movement.
3. Resolution of fire combat and melee.

These categories are further explained below:

1. Declaration of Intentions

The players and referee roll D10 for each character involved in melee. The highest roll must state first what their characters in the melee will be doing (Shoot the marine sergeant, hang about in the back of the fight and assist with the deployment of reserves, strike the nearest enemy, run away), and the rest make their declarations in descending order.

If, during the course of the melee round, an action proves impossible (I can't shoot the marine sergeant because he just dived down the hatch), players may try to roll their DEX or less on 3D6, in which case they may attempt another action.

2. Movement

All characters not beginning their turns in melee with an enemy may move up to their total movement allowance. Those moving at Charging Pace or slower may engage in melee.

3. Resolution of Fire Combat and Melee

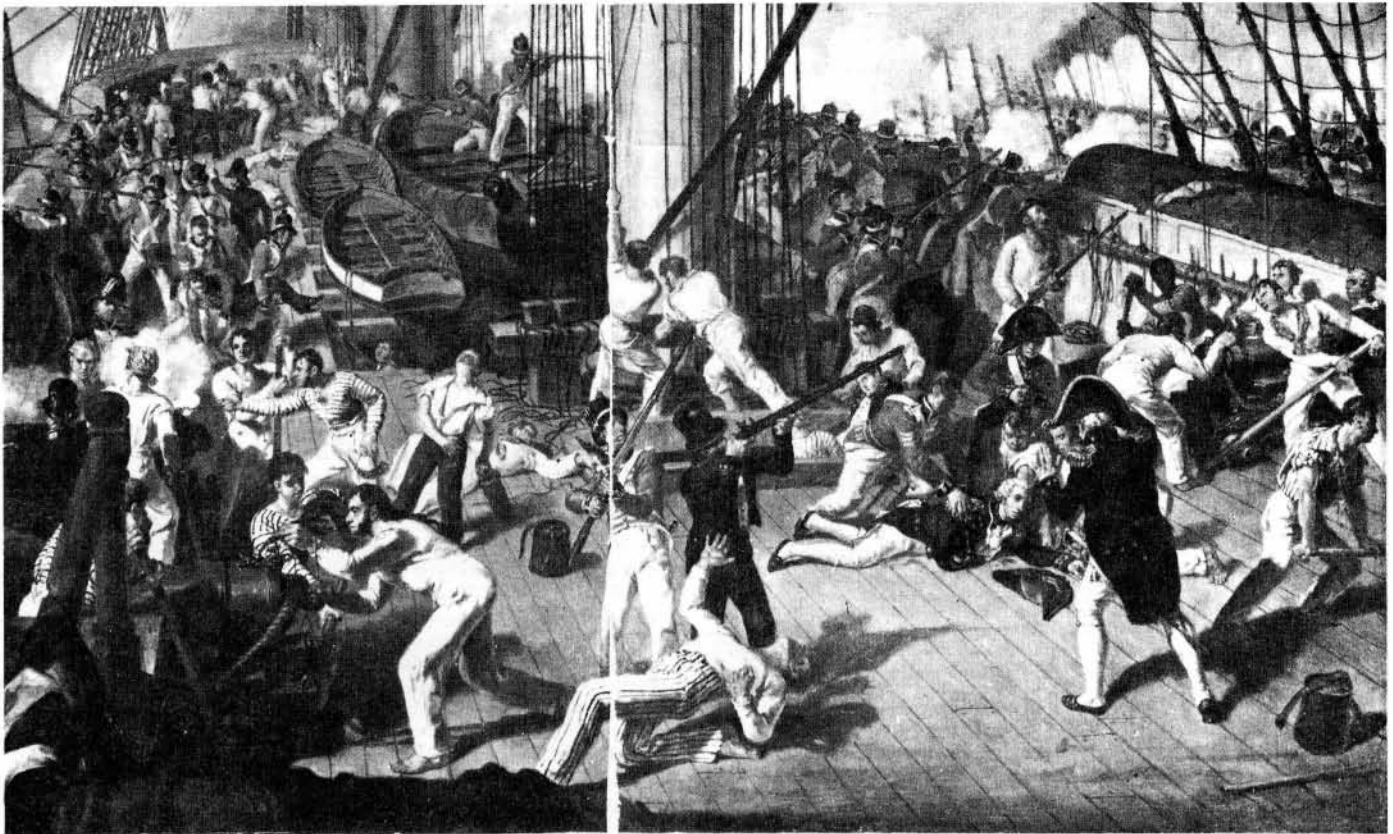
This is done in the following order:

- a. Light grenades.
- b. Resolve fire combat.
- c. Throw grenades.
- d. Resolve melee (resolve strike order, roll strikes, roll parries, as-is damage if any).
- e. Grenades explode (if called for).

These various steps are explained below:

Resolve Strike Order

Strike order determines who will hit first, and once able to hit, how



often. It is usually determined by the length of the weapon, although other factors may apply. A boarding pike has a considerable reach advantage over a cutlass, and will normally strike first, but once the cutlass-wielder gets inside the range of the boarding pike, the latter becomes little more than a long, awkward stick, at least until the pike-user can shorten his grip on the weapon, by which time the cutlass-wielder may well have sliced him to ribbons.

Strike Order numbers are taken from the Weapons Chart. They are added to the following modifiers involving MASS, relative DEXTERITY, and situational factors concerning the given combat.

MASS modifiers are included because a character with a large mass will have a reach advantage over an enemy; a character with a small MA will have the opposite.

MASS	Modifier
03-04	-1
17-18	+1

If one's opponent has a much greater or lesser DEX, other modifiers may come into play.

Difference in DEX	Modifier
Opponent's DEX greater than own	
by a factor of 10 or more	-1
Opponent's DEX less than own	
by a factor of 10 or more	+1

The above factors are not cumulative. In other words, due to a DEX difference between opponents, no more than 1 can be added or subtracted to the Strike Order of a single combat.

The following situations may also apply:

Situation	Modifier
Drawing weapon this turn	-4
Surprised within 4 meters	-4
Surprised within 10 meters	-2

Once the above modifiers have been added, the character with the highest Strike Order will Strike first. If the Strike Orders are equal, the Strikes will occur simultaneously.

If the weapon strike order taken from the Weapons Chart, and unmodified by any of the above modifiers, is 2 less than the weapon of his opponent, a character may strike his opponent twice during his turn. In the example of the boarding pike and cutlass above, the pike

would get to strike first (assuming other modifiers didn't apply), but the cutlass, if the pike missed, would get to strike twice in its turn.

If the unmodified weapon strike order, taken from the Weapons Chart, is 4 or more less than the weapon strike order of an opponent, a character may strike his opponent three times during his turn.

This may be applied even if other modifiers allow the shorter weapon to strike first. For instance, of a cutlass-wielder with a high MASS surprises a pike-user, the cutlass-wielder will get both his hacks before the pike can be brought into play.

Resolving Strikes:

Once the order of Strikes has been established, each Strike is resolved as follows:

The percentage chance of striking the enemy with a given weapon is the %STRIKE percentage given on the Weapons Chart, plus certain modifiers. These modifiers are described below.

1. STRIKE modifiers as given under PLAYER CHARACTERS' APTITUDES, above.
2. Favorite Weapon status. A player-character may designate any weapon on the Weapons Chart as his Favorite Weapon, this being the weapon he feels most comfortable with and uses most often in practice. One weapon only. This will add 10% to his chance of striking.
3. Movement. If moving for over 10 meters at a Charging Pace, -5%. If Running 16 meters or over, may not Strike.
4. Encumbrance modifiers. See ENCUMBRANCE, above.
5. Striking at opponent's back, +20%.
6. Opponent prone, +20%.
7. Fighting while prone, -10%.
8. Fighting 'off-handed', -15%.
9. Target MASS 17-18, +5%.
10. Target MASS 3-4, -5%.
11. For each point character's STR or DEX is less than that required for the weapon, -5%.

Adding all these modifiers together, the character is considered to have hit his opponent with a Strike if he rolls the resultant number of less on percentage dice. Even if modifiers bring the chance of hitting to below zero, CHARACTERS ALWAYS HIT IF THEY ROLL 1-5 on the percentage dice.

Once a character has hit, roll the appropriate dice for the number of hits scored on the opponent. These hits are modified for the attacker's STR and MA as follows.

Characteristic	Added to Hit
STR 14-16	+1
STR 17-18	+2
STR 03-04	-2
STR 05-07	-1
MA 17-18	+1
MA 03-04	-1

12.3B CRITICAL FAILURES

If a character rolls 96-100 while attempting a Strike, he has quite possibly suffered a Critical Failure - - - he's done something clumsy or foolish that has done harm to his cause.

To discover if a character has Failed or not, the character must roll on D20. If he succeeds in rolling his DEX or less, he has not Failed. If he fails his DEX roll with anything but a 20, he must roll once on the Critical Failure Table, below. If he rolls a 20, he must roll TWICE on the Critical Failure Table and apply BOTH penalties.

CRITICAL FAILURE TABLE (D100)

01-10	Character falls, D4 turns to rise.
11-20	Weapon twists in hand, lose next Strike.
21-30	Weapon twists in hand, lose next Parry.
31-40	Weapon twists in hand, all damage from Strikes cut in half, rounding down, for D4 turns.
41-50	Lose balance. Must roll DEX on D20 in order to avoid falling, and next Strike and Parry is at 50% normal capacity. If character falls, must roll DEX on D20 to rise.
51-65	Character falls. Must roll DEX on D20 in order to rise.
66-75	Hat or wig falls over character's eyes. Strikes and Parries are at 50% normal effectiveness for D6 turns.
76-80	Stumble and twist ankle. Strikes and Parries at 50% normal effectiveness for this turn, and character moves at half normal speed for D12 turns.
81-86	Weapon dropped. DEX or less on D20 to recover.
87-90	Weapon breaks. (Superb weapons will not break)
91-93	Weapon breaks. (Includes Superb weapons).
94-95	Opponent automatically hits on next Strike.
96	Opponent automatically gets a Critical Hit on next Strike.
97-98	Hit nearest friend. (Hit self for half normal damage if no friend near).
99	Hit self for half normal damage.
100	Hit self for maximum possible damage.

12.3C CRITICAL HITS

There is a chance of achieving a Critical Hit on one's opponent with each Strike. That chance is 10% of the normal Strike chance, rounding any fractions up. With a 45% normal chance of hitting an opponent, a character will therefore achieve a Critical Hit if he rolls 1-5 on his Strike chance. With a 75% chance, a character will roll a Critical Hit on a roll of 1-8.

If a character rolls a Critical Hit, roll damage normally and then DOUBLE the damage inflicted on his opponent.

Parry:

If a blow succeeds, the defender may roll to see if he can Parry the blow.

Blows may not be Parried by any weapon that has a 0% chance of parrying successfully.

Parrying rolls are made using the %PARRY chance given on the Weapons Chart, plus the following modifiers:

1. PARRY modifiers, as given under PLAYER-CHARACTERS' APTITUDES, above.
2. Favorite Weapon, +10%.
3. If running 16 meters or over, -15%.
4. Parrying while prone, -5%.
5. ENCUMBRANCE modifiers. See ENCUMBRANCE, above.
6. For each point character's STR or DEX is less than that required for the weapon, -5%.

Parry Critical Failures:

Characters may roll a Parry Critical Failure in the same way they roll a Strike Critical Failure, by rolling 96-100 when attempting to Parry. Players check DEX and roll on the Critical Failure Table, above, just as if they had Failed during a Strike.

12.3D DAMAGE TO WEAPONS: SPECIAL

Damage to weapons may come about in two ways.

1. A 'weapon shatters' result may be rolled on the Critical Failure Table.

2. An 'acceptable' sword may break due to faulty workmanship. An 'acceptable' sword means socially acceptable, and has no military connotation; it is a sword with a nice hilt and scabbard to wear on

formal occasions, such as balls and lawn parties, where gentlemen were expected to carry swords.

If an 'acceptable' sword is being used in combat, make a special roll every time it is used to Parry a blow. On a roll of 1-20, it will break. If it is being used to Parry an Critical Hit, it will break on a 1-40.

12.3E FIGHTING TWO-HANDED

A character may fight with a weapon in each hand if the following conditions are met.

1. The character must have a DEX of 16 or higher.
2. The weapon may not have an inherent Strike Order of 5. (such weapons are two-handed).
3. The STR and DEX required to use the weapons, added together, may not exceed the respective STR and DEX of the character. For example, if Lieutenant Holland, with a STR of 12 and a DEX of 9, wishes to use a cutlass in his right hand and a smallsword in his left, he could not, because the smallsword requires a DEX of 9 and the cutlass a DEX of 3; together these make 12, which is more than Lt. Holland's DEX of 9.

An 'off-handed' weapon may be used for only one thing during the melee turn: it may be used for an extra Strike (at the -15% penalty for fighting off-handed, unless the character is ambidextrous), or it may be used for an extra Parry (with no penalty). Intentions must be stated at the beginning of the turn, before rolling for hits.

12.4 HIT LOCATION AND WOUNDS

If a character has been struck during combat, he must roll D20 for the hit location of the target. The hit location of the target is the area of the body the blow actually lands on. Roll on the following table:

01-06	Near leg
07-08	Far leg
09-10	Torso Area 1
11-12	Torso Area 2
13-17	Near arm
18-	Far arm
19-20	Head

'Near arm' or 'near leg' is that arm or leg presented to the enemy during a battle or duel. In a fight with one-handed weapons, the near arm is the sword arm, which in a right-handed person would be the right arm. In a fight with two-handed weapons such as bayoneted muskets or pikes, the side normally presented to the enemy would be the 'off-handed' side, i.e., a right-handed person would present his left side.

If a strike on an arm or leg is scored and it is not clear which is the near side, roll D10: 1-5 right, 6-10 left.

Torso Area 1 is that part of the torso containing the vital organs: heart, lungs, liver and lights. Torso Area 2 is that area outside the vital organs, the shoulders, ribs, and so forth.

12.5 DAMAGE POINTS

Each of the above areas may take a certain number of damage points, depending on the MASS of the character and certain other modifiers. The total number of damage points for a character adds up to more than the base MASS number.

In order to determine the number of damage points for any given area, first take the character's MASS, which determines the size of the character, and add the following modifiers for his CON and STR. Characters with high CONs are considered to be more healthy and robust; characters with low CONs have the opposite problem. Characters with high STR have more muscle tissue protecting the bones and vitals; characters with low STR suffer from their lack of musculature.

Damage Points: MASS plus following CON and STR modifiers:

CON	03-04, -2
CON	05-07, -1
CON	14-16, +1
CON	17-18, +2
STR	03-04, -1
STR	17-18, +1

Area	DAMAGE POINTS PER AREA				
	1-5	6-9	10-12	13-16	17+
Each leg	3	4	5	6	7
Each Arm	3	3	4	5	6
Torso 2	5	6	7	8	9
Torso 1	4	5	6	7	8
Head	3	3	4	4	5

12.5A DAMAGE RESULTS

If, as a result of combat, the points for any given location are exceeded, apply the following penalties for the character so affected:

LEG

The limb is useless and the character must fall. If he continues to fight he must do so from the ground. If a leg takes more than twice the possible number of hits, it is assumed to have been traumatically amputated on the battlefield, and the character has fainted for D20 turns from pain and shock. He may participate no further in combat until healed.

ARM

The arm is useless, and anything in the hand falls, but the character may fight on with his remaining arm, if he has one. If the arm takes more than double damage, then the effects are similar to LEG, above.

TORSO 2

If reduced to zero, the character is incapacitated and will fall. If reduced below zero, apply any additional hits to Torso Area 1.

TORSO 1 or HEAD

If reduced to zero or -1, the character falls and is incapacitated for the rest of the fight. He may survive the fight if no one attacks him, but will have to roll for Post-Combat Effects, below. If the character's Damage Points are reduced to -2 or greater, he dies immediately.

12.6 ARMOR

Our period was not one in which armor was in great use. People did wear wigs, however, which provided a certain amount of protection, and from about 1800 onward the U.S. Navy used the 'Warrington boarding cap', a stout leather helmet reinforced with iron. A 'Warrington boarding cap' is provided free of charge to any U.S. Navy character who wishes one. Royal Navy characters may not use them; privateers may have the ship's blacksmith make a boarding helmet if they wish one.

A wig will absorb the first point of damage to a head blow. Any further damage points will strike the head.

A boarding cap will absorb the first 3 damage points of a head blow. Neither will affect a Critical Hit in any way.

12.7 POST-COMBAT RECOVERY

The period 1755-1815 was not a great one for medical science. Physicians had no concept of the causes of infection, and no antibiotics to treat an infection even if they knew how one was caused. Many Navy physicians were little but drunken butchers.

Even if a character manages to survive combat, he may not simply recover smoothly. A minor scratch may get infected and turn gangrenous, requiring amputation; on the other hand, a character might survive an incapacitating body blow.

If a character has been wounded in a fight, roll on the appropriate table below:

Arm or Leg

01-40	Light
41-65	Incapacitating
66-85	Serious
86-00	Near-Fatal

Torso 1 or 2

01-40	Light
41-80	Serious
81-00	Near-Fatal

Head

01-40	Light
41-60	Incapacitating
61-90	Serious
91-00	Near-Fatal

Use the following modifiers:

-20	Full damage not taken on any given area
+20	More than double damage taken on a limb
+20	All Torso damage taken on Torso area 2

Once a wound has been diagnosed as Light, Serious, Near-Fatal or whatever, roll on the appropriate table below for chances of healing. Add all the following modifiers:

Constitution

03-04	-20
05-08	-10
09-12	-
13-16	+15
17-18	Automatic recovery from anything but Near-Fatal wounds.

Modifiers

12.7A LIGHT WOUNDS

Roll D100, and apply CON modifiers. With a modified result of 1-80, the wound will heal normally, one point of damage per week. 81-100, the wound will worsen to the wound status one worse than light on the appropriate table above, the change taking place in D6 days.

12.7B INCAPACITATING WOUNDS

If an arm or leg wound, there is a 50% chance the surgeon will automatically amputate if the wound was inflicted in battle (as opposed to a duel, or any other situation in which the surgeon can treat patients individually instead of in batches). If the surgeon decides to amputate, roll for Amputation Survival, below. If an amputation is not automatically performed, the surgeon will do as the character suggests. If the decision is not to amputate, roll on the table below, applying all Constitution modifiers:

01-20	Wound becomes Near-Fatal in D6 days.
21-40	Wound turns Serious in D6 days.
41-75	Player loses full use of limb (see below for full effects) -1 from character's CON.
76-00	Wound becomes Light in D6 days.

If the player loses full use of his limb, the musculature and bone is assumed to be so severely damaged that there is no strength remaining in the limb. An arm so affected will be unable to be used in combat, or for any task requiring strength such as climbing ratlines, cutting meat, and so forth. A leg so affected will reduce the character's movement to ½ normal speed, and he will have to roll his DEX or less in order to stay on his feet if the Wind Strength is 7 or 8.

If a head wound, no chance for amputation is possible. Roll on the table above; if the result is 41-75, roll again below.

01-10	Jaw shot off. -2D6 from CHAR.
11-20	Lose one eye.
21-30	Lose nose. -D6 from CHAR.
31-40	Lose two eyes.
41-50	Lose one ear.
51-80	Deaf and blind.
81-00	Vegetable.

If one eye is lost, there is a 50% chance (add all Constitution modifiers) that infection will spread to the other eye, and the character blinded.

12.7C SERIOUS WOUNDS

The surgeon will automatically remove a Seriously wounded limb if the wound was inflicted in battle; if not, there is a 50% chance he'll remove it anyway. If amputated, roll Amputation Survival, below. If not, roll on the following table, adding all CON modifiers.

01-40	Wound becomes Near-Fatal in D6 days.
41-70	Wound worsens. If limb, amputate immediately, subtracting 20 from Amputation Survival for delay. If chest or abdomen, wound becomes Near-Fatal. If head, roll on the Incapacitating table, above, to see what's lost.
71-00	Wound becomes Light after D6 days.

12.7D NEAR-FATAL WOUNDS

Things are pretty hopeless. Limbs automatically amputated with -15 to chance of Amputation Survival. Otherwise roll below, adding CON modifiers.

01-40	Death.
41-60	Death after D6 days.
61-00	Wound becomes serious after D6 days.

12.7E AMPUTATION SURVIVAL

If a limb is amputated for any reason, including traumatic amputation in combat, roll below, adding CON modifiers:

01-20	Immediate death.
21-40	Death after D6 days.
41-60	Survived, requiring D10+10 weeks of recuperation. -2 from CONSTITUTION, permanently.
61-80	Survived, requiring D10+2 days of recuperation. -1 from CONSTITUTION, permanently.
81-00	Survived, recovering 1 wound point/week.

Modifiers: -10, Traumatic amputation in combat.

Characters with a single amputated limb will be allowed to remain in the Navy if they have reached command rank (if they have commanded a vessel of 14 hull points or greater). If they don't qualify, they must roll CHARISMA or less on 3D6. Characters with two amputated limbs must retire.

The Navy will allow characters with one eye or ear to remain in the service, as they will if a character's nose is shot off - - - the ship's carpenter will make one to replace it. A blind, deaf character, or a character disfigured by a missing jaw, or a vegetable, will be retired immediately on half pay. See HALF-PAY.

Characters with wooden legs move at ½ speed.

12.8 FIRE COMBAT

Fire combat can be attempted with any of the weapons listed below. Ranges are given in meters.



Weapon	Ranges in Meters						fire order
	point-blank	short	medium	long	extreme	damage	
smoothbore pistol	2	4	8	10	15	D8	16
duelling pistol	4	8	10	18	25	D8	16
rifled pistol	5	10	15	25	32	D8	15
musket	10	20	40	100	150	D12	14
rifle	20	40	80	200	300	D12	14
musketoon	15	—	—	—	—	2D6	12
swivel gun	30	—	—	—	—	3D6	10

If a weapon is loaded and at hand, a character may always fire it before engaging in melee combat; he may, in fact, engage in fire and melee combat in the same turn, provided the weapons are available. A character may have a sword in his good hand and pistol in his 'off' hand, firing the latter and then meleeing with the former, but pistols fired 'off-handed' suffer a penalty.

12.8A FIRE COMBAT PROCEDURES

Fire Order

Fire Order is similar to Strike Order, in that it determines who will fire first, assuming a situation in which weapons are being fired on both sides. Procedures are a little different; there is a greater luck factor involved in getting off the first shot: it is not quite as automatic as the longer weapon getting to Strike first. Specific weapons have Fire Order numbers in the same way that hand-to-hand weapons have Strike Order numbers. These may be obtained from the chart, above.

In order to determine fire order, take the Fire Order number from the chart and add it to the character's DEX, then add this to a roll of D20. The highest resultant number fires first, then the rest in descending order. In the event of a tie, the fire is simultaneous. The following modifiers apply:

Character surprised this turn	-4
Character drawing weapon this turn	-6
Snapshotting	+8

'Snapshotting' means firing from the hip, or firing in a situation in which it will be impossible to aim correctly. If the character wishes to apply this modifier, he must state so; otherwise it will be the referee's determination.

If a character is surprised within 6 meters by an enemy who is striking with a hand-to-hand weapon, he may fire before engaging in hand-to-hand combat only by going through the following procedure: first he adds the Fire Order modifiers to his DEX, then must roll his modified DEX or less on D20. If he succeeds, he may fire before melee begins.

Determine range, and roll D100, with the following basic probabilities of hitting.

Extreme Range:	05%
Long Range:	10%
Medium Range:	15%
Short Range:	25%
Point-Blank Range:	35%

The following modifiers apply:

Character's FIREARMS modifiers, obtained on the ATTACK: FIREARMS TABLE, above.

-15%	Snapshotting
-15%	firing 'off-handed'
-20%	hard cover
-10%	soft cover
-10%	firing character surprised on this turn
-05%	target MASS 17-18
+05%	target MASS 03-04

If the die roll indicates a hit, roll damage and damage location normally. There is no chance for a Parry.

Firearms (except swivel guns and musketoons) will always hit on a roll of 01-05.

Musketoons and swivel guns are exceptions to the above procedure, in that they do not fire at a single target, but rather at an area.

A musketoon is a heavy, bell-mouthed musket firing scrap iron and lead slugs. It fires into an area 5 meters in diameter. Anyone in the area,

friend or enemy, has a 20% chance of being hit. If a character is hit once, there is a 20% chance he will be hit again, and so on; keep rolling as long as hits are rolled up. Once hit, roll damage and damage location normally.

A swivel gun is a short, wide-muzzled cannon capable of firing scrap iron, cannister, grape, or a combination of the above. Like a musketoon, it fires into an area, but the area of a swivel gun is 10 meters in diameter. There is a 30% chance of hitting anyone in the area, with a possibility of multiple hits similar to a musketoon.

A swivel gun must be mounted on a solid object (bulwark, rail, barricade, parapet, wall, table) in order to be fired. It cannot be fired while hand-held.

12.8B MISFIRES

Flintlock weapons were notoriously unreliable. Quite frequently the priming charge would not properly communicate fire to the main charge, and the weapon would misfire.

When rolling for a hit during fire combat, if an 81-95 is rolled when firing any ordinary pistol, musket, musketoon, or swivel gun, the gun has misfired. With a duelling pistol, rifled pistol, or a rifle, a misfire occurs on a 91-95.

If a weapon misfires, the firing player may take 1 melee round to reprime and try to fire again, this time misfiring on a 71-96 no matter what the weapon.

If the weapon misfires a second time, the charge must be drawn and the weapon reloaded, requiring D4+10 turns.

12.8C CRITICAL FAILURES

If a character rolls a 96-100 when trying to fire a weapon, he may have rolled a Critical Failure. If he fails to roll his DEX or less on D20, he must roll on the Firearms Critical Failure Chart, below.

FIREARMS CRITICAL FAILURE CHART (D100)

01-50	Normal misfire.
51-55	Hat or wig falls over eyes. Any attempt to Shoot, Strike, or Parry must be made at 50% normal capacity for D6 turns.
56-65	Character loses balance, must roll DEX or less on D20 to avoid falling. If character falls, must roll INT or less on D20 to avoid firing his weapon accidentally. If the weapon fires, roll hit dice with the following results: 1-10, shoot self; 11-15, shoot friend; 16-20, shoot enemy.
66-75	Drop weapon. Next turn must roll DEX on D20 to pick it up.
76-80	Weapon is dropped and goes off. Roll D100: 1-15, shoot self; 16-20, shoot friend; 21-25 shoot enemy.
81-90	Weapon broken. Can be used in future as club.
91-94	Shoot friend.
95	Shoot friend for automatic Critical Hit.
96-98	Shoot self.
99	Shoot self for automatic Critical Hit.
100	Weapon blows up. If a pistol, musketoon, or musket, D4 points of damage to D4 parts of the body. If swivel gun, D4 individuals standing nearby are also affected.

12.8D CRITICAL HITS

Critical hits in fire combat may be rolled in the same way as for hand-to-hand combat, by rolling 10% of the number required to hit, fractions rounded up. A Critical Hit results in double damage being inflicted on the enemy.

12.8E RELOADING

Once a weapon has been fired, it must be reloaded, taking D4 turns per barrel of the weapon. Rifled weapons add 1 to this number.

12.8F MULTI-BARRELED WEAPONS

Double-barreled pistols are equipped with two locks which may be fired individually. Both barrels may be fired in one turn, or on separate turns.

'Duck's-foot' pistols, otherwise known as 'deck-clearers', are considered to have seven barrels spread fanwise. All barrels must be fired at once, and rolled from separately with a -10% to accuracy because of the difficulty of aiming. Any hits are assumed to be to different people. Barrels may also misfire separately.

When a 'duck's-foot' pistol is fired, the referee will have to keep a clear account of any friendly characters in the area, who may be hit by accident.

12.8G GRENADES

Another notoriously unreliable weapon of the period were grenades, now known as grenades. They were basically a powder charge with

a fuse, which could explode in the hands of the grenadier; not go off at all; go off too late, leaving time for the enemy to throw them back; or, if they went off, not do any damage. They were also capable of fear-some destruction on the few occasions on which they worked right, as during the BONHOMME RICHARD-SERAPIS fight, when a grenado dropped through a hatch communicated itself to some powder cartridges lying on deck and blew forty Englishmen out of the fight.

Anyone attempting to throw a grenado will first have to light the fuse with a piece of slow match or a cigar, which will themselves require D4 turns to light.

Anyone attempting to light a grenado will have to roll D100 on the following table.

01-10	Slow match goes out, requiring D4 turns to relight.
11-13	Grenado goes off in grenadier's hand.
14-40	Dud; but grenado must be thrown anyway.
41-75	Grenado will explode at end of turn.
76-00	Grenado will explode at end of next melee turn.

Once the grenado is lit, it must be thrown. A grenadier may throw a grenade a number of meters equalling three times his STR.

When a grenado is thrown, roll on the following table, adding all ATTACK: HAND TO HAND modifiers for STR, INT, and DEX.

01-20	On target.
21-30	6 meters over.
31-40	6 meters under.
41-50	12 meters under.
51-60	6 meters left.
61-70	6 meters right.
71-80	6 meters under, 6 meters left.
81-90	6 meters under, 6 meters right.
91-95	12 meters under, 6 meters left.
96-00	12 meters under, 6 meters right.

If a grenado lands in the water, it will not go off.

Grenadoes explode following fire and melee combat, unless they go off in the hand of the grenadier. When a grenado explodes, any character within 5 meters may be affected.

Characters within 1 meter of an exploding grenado (including grenadiers with grenades going off in their hand) will roll on the following table.

01-30	No effect.
31-50	Stunned and knocked down.
51-70	Stunned, knocked down, and D8 damage.
71-90	Stunned, knocked down, and D12 damage.
91-00	Stunned, knocked down, and D8 damage to D6 parts of the body.

For each die of damage, roll for hit location and damage. Any grenadier with the grenade going off in his hand will take D8 damage to the arm. The effects of Stunning include an inability to Attack hand-to-hand, with Parry and Fire Combat percentages being halved. Stunning continues until the character rolls his CON or less with 3D6 on the beginning of a melee round.

For any character within 1-5 meters of an exploding grenado, roll on the following table.

01-50	No effect.
51-70	Stunned.
71-80	Stunned and knocked down.
81-95	Stunned, knocked down, and D8 damage.
96-00	Stunned, knocked down, and D12 damage to D6 parts of the body.

12.8H COMMUNICATION OF EXPLOSION

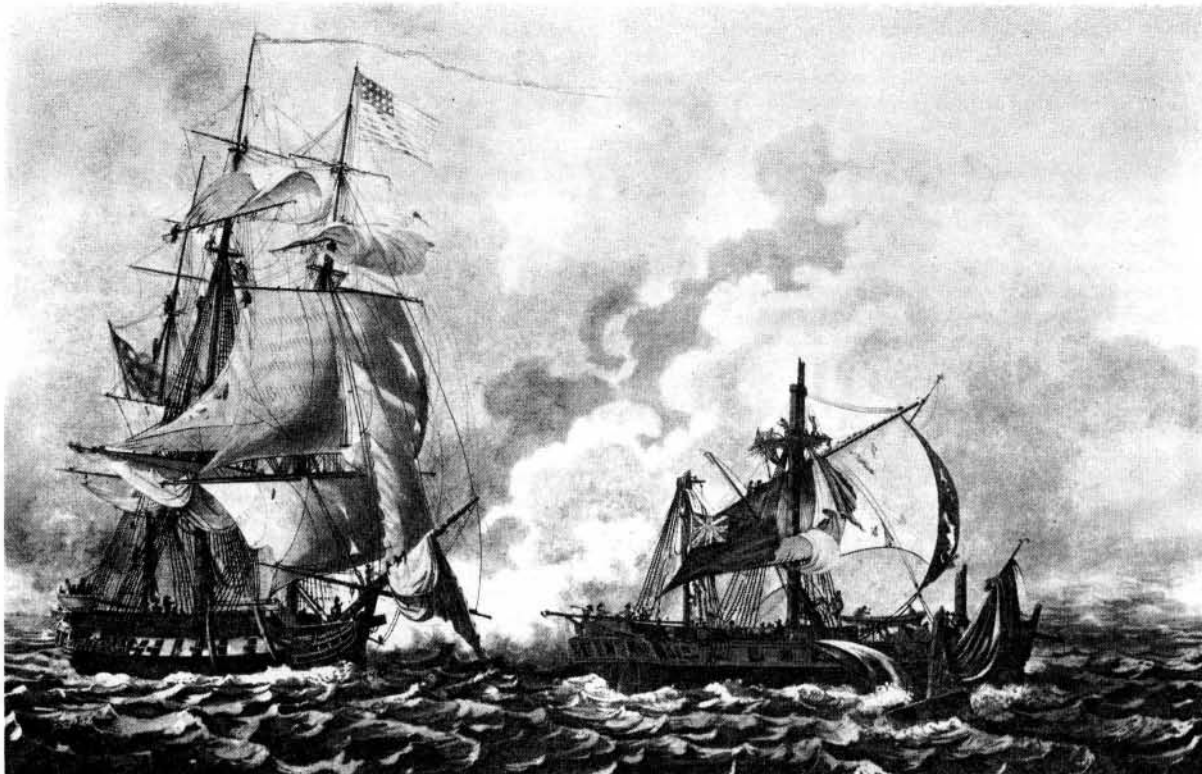
If the grenado is thrown onto a gundeck, gun platform, or any area where there may be powder cartridges lying around, on a roll of 1 on D100 there is a powder explosion.

Anyone on the gun deck must roll on the table above, as if they were within 5 meters of an exploding grenado. In addition, there will be D10 fires started, if the explosion takes place on a wooden vessel.

If a grenado is thrown into a magazine there will be a magazine explosion, with the ship sinking on that turn. Treat as an exploding ship using **HEART OF OAK** rules.

12.8I RETURNING A GRENADE

If a grenado does not explode on the turn it is thrown, a character may pick it up and throw it back on a roll of his DEX or less on 3D6. Roll on the above table to see where it lands.



12.9 SHIP TO SHIP COMBAT

Combat with ships will be resolved with Volume I of this rule set, **HEART OF OAK**. **HEART OF OAK** will be used for all engagements.

If a player-character is commanding a ship, he will not have to strike (surrender) his ship until he wishes to. Any ships commanded by card-board characters must roll for striking normally.

12.10 BOARDING ACTIONS

Three systems for boarding are used in **HEART OF OAK**. The referee may use either of these systems for conducting boarding action, or none. Suggestions for adapting two of these systems, 'HEROIC' BOARDING and ADVANCED BOARDING, are given below.

12.10A 'HEROIC' BOARDING

The 'heroic' boarding rules were designed to allow would-be Errol Flynn's to get their swashbuckling jollies, and gratify whatever romantic fantasies the words 'boarding action' conjure up.

The rules for 'heroic' boarding are not meant to be historical, but they are fun when coupled with role-playing rules.

When a 'heroic' boarding action is commenced, player-characters are assumed to be in the thick of it, leading by personal example. For each turn a player-character is hacking and thrusting in the melee, the die roll on the Boarding Results Table is altered, depending on the character's Charisma.

Character's CHARISMA

03-04
05-08
09-12
13-16
17-18

die roll modifier

2 against character's side.
1 against character's side.
— —
1 in character's favor.
2 in character's favor.

In addition, the die roll will be altered by 1 for every turn the character is personally engaged, hand-to-hand, with an enemy. The alteration will be in the character's favor. For every turn a player-character kills or disables his opponent in hand-to-hand melee, the die roll is altered by another 1 in his favor on the turn following.

For specific opponents for Player-Characters, roll D100 on the Random Boarding Enemy Table, below.

If the referee wishes, players may engage in swinging from ship to ship on ropes, fighting on yardarms, acrobatics, or any of the various and silly things pirates get up to in the movies.

12.10B ADVANCED BOARDING

For Advanced Boarding, simply follow the Advanced Boarding rules until such time as a melee actually commences. When a melee begins, any player-characters involved may do one of the following:

1. Hang about in the backfield, directing reinforcements, shouting advice, and in general behaving like an officer. This will result in more efficient behavior by his boarding party, and a relatively small chance that the officer himself will get involved in any physical way.

2. Charge into the melee, leading by personal example. This will result, depending on the officer's CHAR, in an increased chance of actually capturing the enemy's decks, but will almost certainly involve the officer directly in melee.

If a player-character chooses Option no.1, he will subtract 2 from his roll on the Advanced Boarding Table, thereby eliminating more enemy. There will be a 20% chance, on any given melee round, of the officer becoming personally involved in the melee. For his opponent, roll on the Random Boarding Enemy Table, below.

If a player chooses Option no.2, he will roll on the Random Boarding Enemy Table, below, every turn to see if he finds a personal opponent. In addition, there will be a modifier to the chance for gaining Lodgement, depending on the character's CHARISMA. The modifiers are given below:

Character's CHAR

03-04
05-08
09-12
13-16
17-18

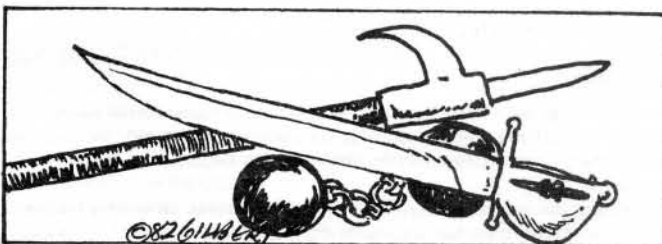
Lodgement modifier

+5
— —
—5
—10
—15

12.10C RANDOM BOARDING ENEMY TABLE

Procedure: first, throw D100 to see how many (if any) enemies are attacking this round:

01-20	Player-character has no opponents this round.
21-30	Player-character and 1 friend (if present) may attack a single enemy this round.
41-90	Player-character fights 1 opponent.
91-00	Player-character attacked by 2 opponents.



If a player-character has no opponent on a given round, he may fire a weapon (if it's loaded) at any of D4 opponents, each rolled randomly below.

If a character fights an opponent, roll D100 below for each opponent (and friend, if rolled) to discover how they are armed and what their rank might be.

01-05	Seaman with knife.
06-08	Seaman with belaying pin.
09-10	Seaman with unloaded pistol.
11	Seaman with loaded pistol.
12-21	Seaman with cutlass and unloaded pistol.
21-25	Seaman with cutlass and loaded pistol.
26-29	Seaman with tomahawk and unloaded pistol.
30	Seaman with tomahawk and loaded pistol.
31-50	Seaman with boarding pike.
51-52	Seaman with boarding axe.
53	Seaman with fighting iron.
54-55	Unarmed seaman.
56-61	Seaman with unloaded, clubbed musket (no bayonet).
62-63	Seaman with loaded musket (no bayonet).
64-73	Marine with unloaded, bayoneted musket.
74-76	Marine with loaded, bayoneted musket.
77	Marine sergeant with halberd.
78	Marine officer with smallsword and unloaded pistol.
79	Marine officer with smallsword and loaded pistol.
80	Marine officer with hanger and unloaded pistol.
81	Marine officer with hanger and loaded pistol.
82-85	Petty officer with cutlass and unloaded pistol.
86-87	Petty officer with cutlass and loaded pistol.
88	Petty officer with boarding pike.
89	Officer with smallsword.
90	Officer with smallsword and unloaded pistol.
91	Officer with smallsword and loaded pistol.
92	Officer with hanger.
93	Officer with hanger and unloaded pistol.
94	Officer with hanger and loaded pistol.
95	Officer with loaded pistol.
96	Officer with knife.
97	Officer with unloaded pistol and knife.
98	Enemy captain with hanger.
99	Enemy captain with hanger and pistol (35% loaded).
100	Enemy captain with smallsword and pistol (35% loaded).

If a given enemy rolled doesn't apply to the situation, ignore the result and roll again. For instance, if a boarding party is composed entirely of marines, any other results will not apply, or if the enemy captain's already been killed he won't be appearing again.

Contingencies such as those given below should also be taken into consideration:

Boarding nets: If a player-character is caught in a situation in which he must penetrate boarding nets, it will take D6 melee rounds to get through. He may not attack during these rounds, but he may parry. He may fire a loaded pistol, but a turn on which he fires will not be counted for cutting through the nets.

Multiple enemies: If a character has a better than 50% chance of attack/parry he may choose to split the attack or parry between the various opponents. For instance, if a character's attack percentage is 55%, he may attack one enemy with 35% and another with 20%. If a character's percentage chance do not permit a multiple attack, he may attack only one of his opponents, and make only one parry attempt.

12.11 RULES FOR GROUND ACTIONS

The following movement distances are for use in ground actions, for use when storming enemy batteries, skirmishing over a water supply, or scouting enemy forces. The following rules are meant to be brief and simple, for use in quickly determining the outcome of a small action. For anything approaching the size of a land campaign, the referee should find a good set of 18th Century or Napoleonic miniatures rules.

The scale for the following is 1 turn = 10 seconds.

12.11A MOVEMENT

Use the movement speeds given under MOVEMENT AND COMBAT, above.

A unit or individual may charge for twelve consecutive turns, after which it must rest and regroup for six turns, standing still. Marines may only charge for six turns in formation; they become unranked if they continue.

A unit in ranked formation charging home into an enemy receives a bonus of 5% on their hand-to-hand dice for the first melee turn only.

Seamen may never be ranked in formation; they always fight as individuals.

A unit may fire at the end of any turn of movement; firing occurs just before melee. A unit's reloading speed is given below:

12.11B RELOADING

Units capable of being ranked in formation load and fire as one, at the speed given below. Seamen are skirmishers, fighting individually, throw a 4-sided die for the number of turns required to reload. Any units armed with rifles add 1 to the number of turns required to reload. A unit's reloading speed depends on its Quality:

Crack	2 turns
Good	3 turns
Average	4 turns
Poor	5 turns
Green	6 turns

12.11C MORALE

In fighting any sort of ground action, it may become necessary to test the fighting units' morale. Test on the following occasions:

When a unit's losses reach 25%, and for every 25% thereafter.

When a unit's leader is killed or wounded.

When another friendly unit breaks past or through a unit, within 50 meters.

Immediately before engaging in hand-to-hand combat.

Immediately before attempting to board an enemy ship (if boarding actions are being fought in detail, and not simply resolved as in HEART OF OAK).

If Morale is to be tested, roll two six-sided dice and attempt to equal or better the score below:

Seamen	7
Marines	6
Line Troops	6
Light, Grenadier	5
Guard	4
Hvy cavalry	6
Light cavalry	7
Elite cavalry	5
Artillerists	6
Militia	8

Officers make CHARISMA additions as follows:

Officers' CHAR	modifications
03-04	-2
05-08	-1
09-12	-
13-16	+1
17-18	+2

In addition, for seamen and marines only, the following additions and subtractions are made:

-2	Green Crew (seamen and marines both)
-1	Poor Crew (seamen and marines both)
+1	Good Crew (seamen and marines both)
+2	Crack Crew (seamen only, marines +1)

In addition, ALL units +1 if in fortifications or prepared works, and +1 if outnumbering the enemy 2-1 or more.

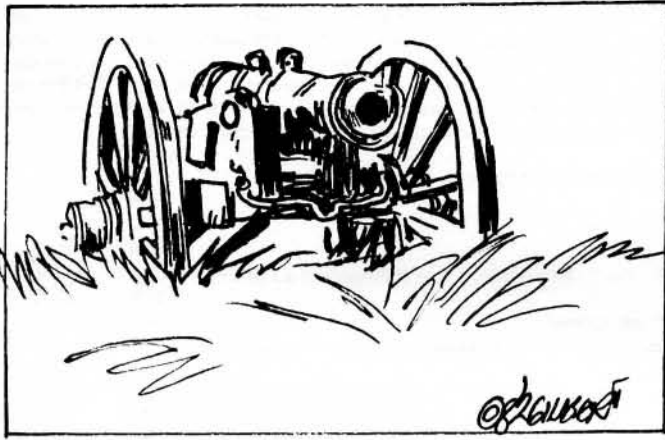
Units which fail to make their morale cast suffer according to the degree in which they fail to make the throw. Units having a deficiency of one (that is, the number thrown was one below the number required for good morale) will retreat in good order for a full move, and may not move forward in the next turn.

A unit with a deficiency of two will retreat two moves to the rear, and may not move forward in the next turn.

A unit with a deficiency of three or more will rout, backs to the enemy, two full moves, and must then rally by making a normal morale cast. One turn will be required for units normally fighting in formation to form up. If engaged in hand-to-hand combat before being rallied, the unit will be destroyed; individuals have a 50% chance of escaping.

12.11D FIELD ARTILLERY

The effects of ship-to-ship combat, and land batteries versus ships, are given in Volume I of this work, HEART OF OAK. The following rules (and all those dealing with combat on land) are meant to be brief and simple, for use in quickly determining the outcome of the occasion-



al raid on a land battery, a cutting-out expedition, or a raid on a land fortress. For anything approaching the size of a land campaign, the referee should find a good set of 18th Century or Napoleonic miniatures rules; he may take his choice from many fine sets currently on the market.

Artillery has a maximum range of 1500 meters on land (intervening terrain will probably reduce the range to 400 meters or less; the range out to a flat ocean from a decently-sited battery may extend to 4000 meters). At targets under 350 meters, artillery may fire canister and grape. Otherwise artillery must fire roundshot.

For firing roundshot, throw a six-sided die for each gun fired; each 1 is a hit. Each hit will penetrate a ranked formation up to 6 men deep, therefore killing up to 6 men. Artillery will fire every turn, simultaneously with other types of fire combat.

When firing grape or canister, each cannon firing throws a 12-sided die, hitting the number thrown.

Any man hit by artillery of any sort rolls for the effect following Wound Procedure, given above. Artillery will do 2D6 of damage (a direct hit might do more; but there were also fragment and splinter wounds to be accounted for).

12.11E CHARACTER CASUALTIES

There is always the possibility of a character being hit.

During battles at sea, roll a 10-sided die for every Crew Point taken as casualty. For every roll of a natural 10, an officer will have been hit. Number each officer, warrant officer, and midshipman whose duty normally placed them in the line of fire (this would exempt the Gunner, Surgeon, and Carpenter, who were normally on the Orlop Deck or below), and throw an appropriate die to see which is hit. Follow Wound Procedure; a hit will do one D10 of damage.

For land battles and so forth, decide a quick percentage of officers in relation to men. When allocating each hit, throw percentage dice to see if an officer is made casualty, then follow the procedure above to determine which officer is hit.

For Example: Lieutenant Verger, Midshipman Enderby, and two Bosun's Mates are leading an attack on a land battery, commanding a force of 40 seamen. They approach the battery from the rear, and stumble across a platoon of French infantry, who fire a volley and run. Three hits are scored. The officers consist of 10 percent of the landing party; therefore there is a 10% chance that each hit will have been inflicted upon an officer. The referee throws percentage dice, and an officer has been hit. He then throws a 4-sided die and rolls a '2'; Midshipman Enderby has been hit. After following Wound Procedure, the hit is located in the arm, and is Serious; taken back to the ship after the successful attack on the battery, the arm is amputated by the ship's Surgeon, but Enderby dies during the operation.

12.12 SURRENDER

No stigma was ever attached to honorable surrender; however, any captain losing his ship to enemy action must expect to be court-martialed, if for no other reason than to clear his name.

The surrender of a ship is decided by the captain; if the captain is a cardboard character, roll normally on the Strike and Sink Table, or follow the inclinations of his Cardboard Characterization.

If the captain of a ship is a player-character, he does not have to surrender until he wants to; roll on the Strike or Sink Table, however, to see if the ship sinks.

The captain may choose to strike or not, at any time; he may choose to fight on until his crew is killed, or no gun remains, or until the ship sinks. He may likewise surrender his ship without firing a shot, in order to spare his men the agonies of a hopeless battle.

12.13 CASUALTIES

After a battle, a certain percentage of the casualties lost during the fight will return to their duty; casualties in battle are not only those who are killed or wounded, but those who run away, who are carrying their comrades to the surgeon, or who are too demoralized or confused to be able to fight effectively. It is these latter categories that will return.

In a ship that has fought a victorious action ('victorious' is to be defined by the referee), two-thirds of its casualties will return.

In a ship that has been defeated, or has fought a drawn battle, one-half of its casualties will return to duty.

Returned casualties are exactly the same as any other crew; they may be employed in any of the several employments to which crews are normally assigned.

12.14 ADVANTAGES

Player-characters have certain advantages over their Cardboard contemporaries and opponents. They include the following:

A player-captain never has to strike his ship until he wants to;

A player-character with a high enough Intelligence will be able to favorably effect his ship's Gunnery, despite Crew Quality;

A player-character is not bound by any Cardboard qualities, and also has the advantage of knowing the history of the next 200 years; this is remarkable foresight.

These advantages are allowed because a player-character is, in a very real sense, a fictional hero; the hero of his very own sea-saga, like Horatio Hornblower, Jack Aubrey et al, is possessed of remarkable qualities beyond those of ordinary mortal (i.e., Cardboard) men.

13. CREW IMPROVEMENT

When a ship is first commissioned, roll dice for the Crew sent into her, subtracting 10 from the die roll. When an officer first goes into an existing ship, roll for the Crew Quality on the normal table. Also, in either case, roll for the percentage of crew actually on the ship (see HEART OF OAK, Tournament Rules, CREW); any deficiency will have to be made up by offering bounties, or by making up Press Gangs. See PRESS GANGS, below.

Constant drill can improve the quality of a ship's crew. For every two months actually spent at sea, the quality of the ship's crew will increase by one factor: from Poor to Average, Average to Good. No amount of drill will make a ship's crew Crack - - - only victory in battle will add that extra edge.

If large numbers of new crewmen are sent aboard a ship, the overall quality of the ship's crew may decline; this will be up to the referee.

The actual improvement in Crew Quality may be slowed, halted, or actually reversed by inept or vicious officers, defeat, or ill luck; this must also be up to the referee.

14. IMPRISONMENT

An unlucky player-character might well find himself in the hands of the enemy. If captured by the French during the Napoleonic period, he was probably out of luck entirely; Napoleon was so wrought with righteous indignation over the depredations of English 'pirates' that he rarely consented for prisoner exchange, and kept his prisoners of war in wretched conditions.

Royalist France, however, along with the Spanish and virtually everyone else, treated their officer-prisoners, at least, with reasonable care - - - the ordinary seamen were not treated well, and often were impressed into their enemies' navies. Officers were frequently guests at the mess of their captors, and allowed to roam the neighborhood on parole, which is to say they gave their strict word of honor not to attempt to escape. Anyone so escaping is not a gentleman; he can also, at least theoretically, be hanged.

The armed services of the time allowed prisoners to be 'paroled until exchanged', which is to say they were allowed to go home until such time as the enemy returned a prisoner of equal rank, at which point they could take up arms once more.

Every year a character is held prisoner by the enemy, roll a percentage dice; 1-30 exchanged, 31-50 paroled, 51-100 remains a prisoner. Add 40 to this roll if held prisoner by Napoleon. If exchanged, roll a 12-sided die for the number of months held before being exchanged; the character may then make a roll for Employment as normal. If Paroled, he goes home but cannot be Employed; he must make a living on half-pay until an Exchange is rolled. Anyone paroled by Napoleon is automatically exchanged.

For every year spent in gaol, there is a 10% probability of illness; 20% under Napoleon.

15. PRESS GANGS

A commander with an undercrewed vessel must fill his ranks by obtaining volunteers, or by sending out a press gang. Volunteers may be obtained by circulating handbills in port, by making patriotic speeches, or by offering a bounty: historical bounties went as high as 100 pounds for a prime seaman, or 75 pounds for a landsman.

US Navy captains may not send out press gangs; it was **very** illegal. Privateers, of course, may not impress either.

If an appeal for Volunteers is made, the referee should throw an appropriate-sided die each week for the number of seamen who volunteer: a 4-sided die if no inducements are made, a 20-sided die if a large bounty is offered. The volunteers are in terms of individual men, not Crew Factors.

If enough volunteers cannot be found, the commander will have to resort to the press, if permitted. Parties of men will be sent out under command of officers or petty officers, dragging seamen from inns or bordellos. Note that members of the press gang itself may choose this opportunity to desert: check their morale. A press gang in a major port will only gather 1-4 men per night; press gangs acting in areas where they might not normally be expected, such as a small fishing village or far inland, might net far more.

Certain people were immune to impressment: gentlemen, the nobility, and wealthy persons, who may not have been technically immune but who were never pressed under any circumstances; members of the Honorable East India Company and their seamen; and members of His Majesty's armed forces, including privateers and privately-owned ships on contract to the Navy. Foreign nationals were also not subject to the press, although this rule was certainly violated: it was the chief cause of the Second American War, or War of 1812. Enemy sailors, whose ships had surrendered to the British, were frequently offered the opportunity to enlist: many did.

It is amazing how swiftly player-characters violate their professed moral scruples in an effort to crew their ships; this is remarkable realism in a role-playing game.

16. PAYING OFF

A ship will require a complete overhaul, or will simply be dismantled as useless, every 7-12 years (six plus the throw of a 6-sided die). The overhaul might take years, and the ship's company during that time would be paid off, and given new assignments. Each officer must roll for Employment once more, and will probably be sent to separate ships; there is a chance of rotting on the beach at half-pay for a number of years. Each Captain will be allowed to take his servants with him to his new assignment.

17. ENCOUNTERS

Most adventures will have to be planned well in advance by the referee; but there is always a chance for an unexpected encounter. The Encounter charts can also be used as an equivalent of 'wilderness wandering' if no specific adventure has been planned for the evening's entertainment.

The Encounter chart is divided into four categories: 'Open Sea,' 'Trade Lanes,' 'Friendly Coast,' and 'Enemy Coast'. Each day, the referee should throw dice for the wind direction and strength; there is no chance for an Encounter during a hurricane. Then, throw a 10-sided die; if an 'x' is rolled, there is an encounter. Roll on the second chart to find the specific sort of encounter: 'Fishing Fleet', 'Merchant Ship', 'Convoy', and so forth. Other charts are supplied that break the specific type of encounter down even further.

FISHING FLEETS

Will belong to whatever port is nearby. It is not Navy custom to harass fishing fleets, as it will probably drive the fishermen directly into the enemy's military; they are more useful as sources of information. Captains therefore might want to 'buy some fish' in order to ascertain the location of likely enemy vessels, or other military intelligence.

MERCHANT SHIP

There is a 40% chance the merchant ship will belong to a neutral power; unless it is carrying contraband of war (10%) it cannot be interfered with. If not neutral, there is an even chance it will be friendly or enemy.

PRIVATEER

There is a 30% chance the privateer will not be travelling alone; if in company, there is a 30% chance the privateer will be accompanied by yet another ship, and so on; keep rolling until 'no company' is rolled. There is a 15% chance that each privateer will be accompanied by 1-4 prizes (roll on the Merchant Ship table for type), each crewed by 1 crew factor of privateers, with their original crew battened down below.

For each encounter, there is an even chance of the encountered ship being to windward, or to leeward. Roll for weather conditions; when first sighted, the encountered vessels will be at maximum sighting distance. Captains may choose to pursue, ignore, or run away. Roll for the captains of the other vessel on the CARDBOARD CHARACTER chart; their aggressiveness might decide what action they will take.

ENCOUNTER CHARTS (D10)

Open Sea:

1-9	—
0	Roll again, a 9 or 0 Results in a sighting.

Trade Lanes:

(privateers with 'merchant captain: skills add 1)

1	—
2	—
3	—
4	—
5	—
6	—
7	—
8	—
9	—
0	x

Friendly Coast:

1	—
2	—
3	—
4	—
5	—
6	x
7	x
8	x
9	x
0	x

Enemy Coast:

1	—
2	—
3	—
4	—
5	—
6	—
7	x
8	x
9	x
0	x

x = Encounter on appropriate chart below.

Modifiers: if a privateer has served as a Merchant Captain, he may add 1 to his die roll.

Open Sea & Trade Lanes

1	Fishing fleet
2	merchant ship
3	merchant ship
4	convoy (20% enemy)
5	convoy (20% enemy)
6	friendly warship
7	friendly warship
8	friendly squadron
9	enemy warship
0	enemy squadron

Friendly Coast

1	fishing fleet
2	fishing fleet
3	merchant ship
4	merchant ship
5	convoy
6	convoy
7	friendly warship
8	friendly warship
9	friendly squadron
0	enemy warship

Enemy Coast

1	fishing fleet
2	fishing fleet
3	enemy convoy
4	enemy convoy
5	merchant ship
6	merchant ship
7	friendly warship
8	friendly squadron
9	enemy warship
0	enemy squadron



Once the general category of sighting has been established, roll below under appropriate category.

merchant ship

1	brig
2	brig
3	sloop
4	ship
5	ship
6	pink
7	snow
8	lugger
9	ship
0	ship

convoy

1	D100 merchant ships, 4 frigates, 2 sail of the line
2	2D20 merchant ships, D4-1 frigates
3	2D20 merchant ships, 1-2 sail of the line
4	2D20 merchant ships, D4+1 frigates
5	2D20 Indiamen
6	D20 Indiamen
7	D20 merchant ships, D4 frigates
8	D20 merchant ships, D4 frigates
9	D20 merchant ships, 2 brigs or sloops
0	D20 merchant ships, 1 brig or sloop

Friendly Warship (Europe)

1	2nd Rate
2	3rd Rate
3	3rd Rate
4	4th Rate
5	5th Rate
6	6th Rate
7	Brig of War
8	Sloop of War
9	Cutter
0	Privateer

Friendly Warship (U.S.)

1	4th Rate Frigate
2	4th Rate Frigate
3	5th Rate Frigate
4	5th Rate Frigate
5	6th Rate Frigate
6	sloop of War
7	sloop of War
8	Brig of War
9	Privateer
0	Privateer

Enemy Warship

1	2nd Rate
2	3rd Rate
3	3rd Rate
4	4th Rate
5	5th Rate
6	6th Rate
7	Brig of War
8	Sloop of War
9	Privateer
0	Privateer

Privateer

1	brig
2	brig
3	schooner
4	sloop
5	lugger
6	lugger
7	ship
8	snow
9	ship
0	schooner

Squadron

1	D20 sail of the line, D4 frigates, D4 brigs or sloops
2	D10 sail of the line, D4 frigates, brigs, or sloops
3	D6 sail of the line, D4 frigates
4	D6 sail of the line, D4 brigs or sloops
5	D4 sail of the line, 1 brig or sloop
6	D4 sail of the line.
7	2 frigates
8	3 frigates
9	3 brigs or sloops
0	D4 brigs or sloops

For definitions of the types of ships, see HEART OF OAK, Appendix 1.

18. CARDBOARD CHARACTERS

In the role-playing game, the referee should attempt as much as possible, with the aid of the WORLD GUIDE NOTES and the following instructions, to create as much as possible of the 'atmosphere' of an 18th Century ship of war. For every officer on board a ship, including marine officers, the sailing master, relevant warrant and petty officers and midshipmen, the referee should roll dice to create 'cardboard characters', investing each with a personality with which player-characters can interact.

Down the left-hand side of the Cardboard Character Chart is listed a series of character traits, each of which can be determined by rolling D10. For example, a roll of 5 on 'chief motivation' results in a roll of 'Personal Honor', which means that the character in question regards his own honor highly, above anything else, probably to the point of in-

volving him in questions of precedence and etiquette, not to mention duels and battles on the high seas.

Accompanying the Cardboard Character Chart is a Glitch Chart, consisting of 100 characteristics, any one of which may be applied to a character. First roll D100 to determine how many glitches a given character has, then for each glitch roll two D10, cross-indexing the result to obtain a glitch. If a character's glitch contradicts any previously-rolled characteristic, the referee of course may disregard it, although he may wish simply to create a contradictory character.

For shipboard characters, it is also suggested that the referee roll up a character's Intelligence, Charisma, and Social Level to gain further insight into their character and competence in performing their duties. Any warrant or petty officer, who has worked his way up from the ranks, is considered to have an automatic Social Level of 20 or less.

For any gentleman-officer, 'politics' should also be rolled, as per the rules for Politics, Section 1.6.

Example: a player-character has just become the Third Officer of His Majesty's frigate BAT, of 28 guns, in March of 1776. The referee lists the officers as follows:

Captain: Robert Fix

INT: 11
CHAR: 8
SOCIAL LEV: 67
MOT: Personal honor
DISC: Unjust
COMP: Ordinary
FIGHTING STANCE: Fire-eater
GLITCH: Loyal
POLITICS: Whig

1st Lieutenant: John Inch

INT: 18
CHAR: 17
SOCIAL LEV: 09
MOT: desire for Wealth
DISC: Stern
COMP: V. Comp.
FIGHTING STANCE: fire-eater
GLITCH: Religious, friendly
POLITICS: Tory

2nd Lieutenant: Martin Pelham

INT: 5
CHAR: 4
SOCIAL LEV: 45
MOT: Love of Order
DISC: Just
COMP: Brilliant
FIGHTING STANCE: Aggressive
GLITCH: Innocent
POLITICS: Tory

3rd Lieutenant: (player-character)

Marine Ensign: Phillip de Bracy

INT: 15
CHAR: 11
SOCIAL LEV: 39
MOT: Love of Duty
DISC: Merciful
COMP: Ordinary
FIGHTING STANCE: Fire-eater
GLITCH: Insane, brave
POLITICS: None

Sailing Master: Bill Hook

INT: 16
CHAR: 7
SOCIAL LEV: —
MOT: Love of Pleasure
DISC: Just
COMP: Ordinary
FIGHTING STANCE: Ordinary
GLITCH: Eccentric
POLITICS: None

From the Captain's cardboard characterization, the referee can determine that he is motivated by a love of honor and duty, that he is loyal to his superiors and his subordinates, and that he will not hesitate to come to grips with an enemy: in fact, he will seek them out. He is unjust, which will surface most often in his disciplining of the crew, but this tendency is probably mitigated somewhat by his other officers. As a Whig, he is probably sympathetic with the American rebels, but his love of honor leaves him no choice but to fight for his King.

The First Officer, with his high intelligence and charisma, would probably have reached command rank long ago had he not been held back by his low Social Level. Appropriately, his prime motivation is the acquisition of wealth; he will not hesitate when it comes to questions of obtaining prize money. As he has a religious streak, he will probably conduct Divine Services on Sunday rather than the captain. He is probably smart enough not to be a too thoroughgoing Tory in the Captain's presence.

The Second Officer, Martin Pelham, is an interesting combination of characteristics. With his low intelligence making him a poor navigator, and a low charisma keeping him disliked, he is probably thoroughly ridden by the strong captain, whose 'unjust' streak is brought out by Pelham's making such a fine target. Pelham, these weaknesses aside, is an officer of high competence (so long as he isn't asked to do anything too highly technical) and an aggressive fighter. His glitch, Innocence, probably does not serve to keep his Toryism from the Captain, and he will probably argue with him continually and be on the losing side.

The Marine Ensign would probably like nothing so much as for Captain Fix to lay his ship alongside an enemy and give de Bracy a

chance to bayonet his way on board. His glitch, 'Insane', makes him truly interesting. As he HAS risen to the rank of marine officer, chances are his insanity doesn't prevent him from doing his job. Given his profession, chances are he's paranoid, believing his small ship to be the center of the universe and himself to be the center of the ship. With that sort of personality, he'll probably die before long, in combat - - he probably couldn't accept the fact that the enemy would dare stand up to him - - or pick the wrong man with whom to fight a duel.

The Sailing Master, Bill Hook, is another peculiar type. He has a fine Intelligence for his highly-technical job, although his performance is Ordinary due to his hedonism, his liking for the good life. His glitch, 'Eccentric', leaves it to the referee to determine just what his precise eccentricity is. The referee has decided that Mr. Hook's peculiarity is a result of his being from North America and a Loyalist: he was brought up along side His Majesty's Iroquois allies, and many of their superstitions have clung to him over the years. Mr. Hook festoons himself with medicine bags containing charms for good winds; he is often to be found peering into them, or muttering spells, and will not allow anyone else to understand what he's doing. This does not prevent him from performing his duty with reasonable competence, or from disciplining his ship's midshipmen with a Just hand.

18.1 THE SHIP'S COMPANY AND THEIR DUTIES

Prospective referees confused by the various titles, duties, and ranks given officers on shipboard, and uncertain as to how to apply the rules for Cardboard Characters to specific situations, will find a complete description of every shipboard character, their duties and titles, in the WORLD GUIDE NOTES.

18.2 SPECIAL DIE ROLLS

Special Cardboard Characteristics rolls must be performed for the ship's Surgeon, and for the Purser.

There is a 20% chance the captain of a ship will have been unable to find a Surgeon, and must settle for creating a Surgeon's Mate, with the ship's Carpenter helping to sew up wounds and perform amputations. Any such amateur performing operations gives a -10 modifier to his patients' chance of surviving wounds, operations, and illness.

Once a Surgeon has been found, there is a 10% chance in Europe and a 25% chance in America that he will be a Physician, rather than a surgeon, which results in a +10 modifier for wounds, amputations, and illness.

Whether Physician or Surgeon, there is a 50% chance (in Europe) and a 25% chance (in America) of the ship's doctor being an alcoholic. This will result in a -5 to his patients' chances of surviving wounds, amputations, and illness. This will also result in an automatic glitch of 'Drunk', v and a 5% chance every year of the Surgeon dying of drink.

Roll percentage dice for the Purser: 1-30 Monstrously Corrupt, 31-60 Disgustingly Corrupt, 61-90 Merely Corrupt, and 91-100 Relatively Honest.

18.3 ATMOSPHERE

The referee is urged to go out of his way to establish the realism of the ship and its life; these individuals might be expected to spend years together in tiny confines. Characters with conflicting tendencies might grate, and should be illuminated through revealing incidents. In the above example, the Captain might conflict with Ensign de Bracy over the disciplining of his marines, the Captain being 'unjust' and de Bracy being 'merciful'. The Captain might become aware of the corruption of

his purser through the discovery of tainted rations aboard the ship, or by a misappropriation of funds. De Bracy, being unbalanced, might attempt mutiny, or try to fight a duel with another member of the ship's company.

It might behoove the referee to roll for other cardboard characters as well, at least for selected points - - the Bosun's sense of discipline might be rolled for, or the Intelligence of the Gunner in training his crews.

19. RULES FOR THE CONTINENTAL NAVY AND FOR STATE NAVIES DURING THE AMERICAN REVOLUTION

The Continental Navy, John Paul Jones to the contrary, was not particularly successful during the American Revolution, and for obvious reasons. It had to be created from scratch during a war with the greatest naval power on earth, officered by people who had little or no experience in fighting at sea, and offered pay and bonuses that were considerably less than could be gained by serving aboard a privateer.

The Continental Navy was 'assisted' (I use the word with deliberate irony) by a number of state navies raised by individual rebelling colonies. States with particularly large private navies included Connecticut, Pennsylvania, and South Carolina. Most of these navies had an even worse record than did the Continental Navy.

Chiefly for these reasons, these rules do not particularly contemplate a player-character serving in the Continental Navy or a state navy - - characters had a better chance of success, and would probably earn more, by serving as privateers. Nevertheless, referees may wish to persuade characters to participate in naval actions of the period.

Pay scales for the Continental Navy were as follows. Assume the pay of a state navy to be the equivalent.

Commanders-in-Chief	\$125/month
Captains	\$60/month
Lieutenants	\$30/month

Midshipmen were not paid. Promotion was allegedly by merit, and was accomplished by act of Congress (or by act of the state legislature, as the case may be). There was no rank of Master-Commandant or equivalent.

Due to the uncertain financial condition of the young republic, prize money was often greatly delayed or never paid at all. Roll on the following table with D100.

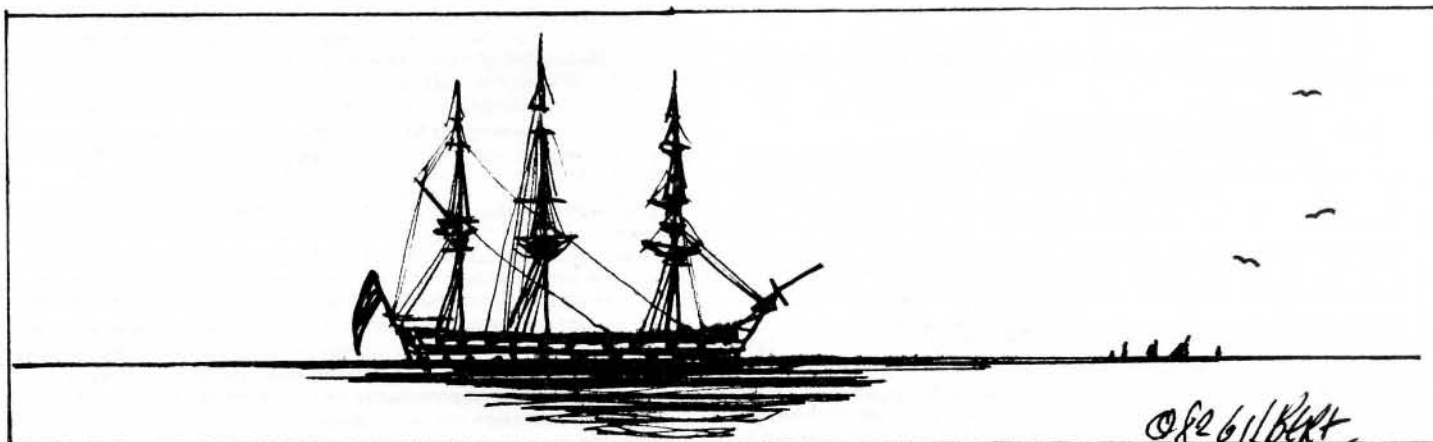
01-40	Prize money paid normally.
41-60	Prize money paid after D12 months.
61-80	Prize money paid at end of war.
81-100	Prize money never paid at all.

A captain not paid his prize money may have to pay his crew's share out of his own pocket, thus keeping them from mutiny or desertion.

Roll for Employment, Assignments, Missions, and so on using the US Navy tables.

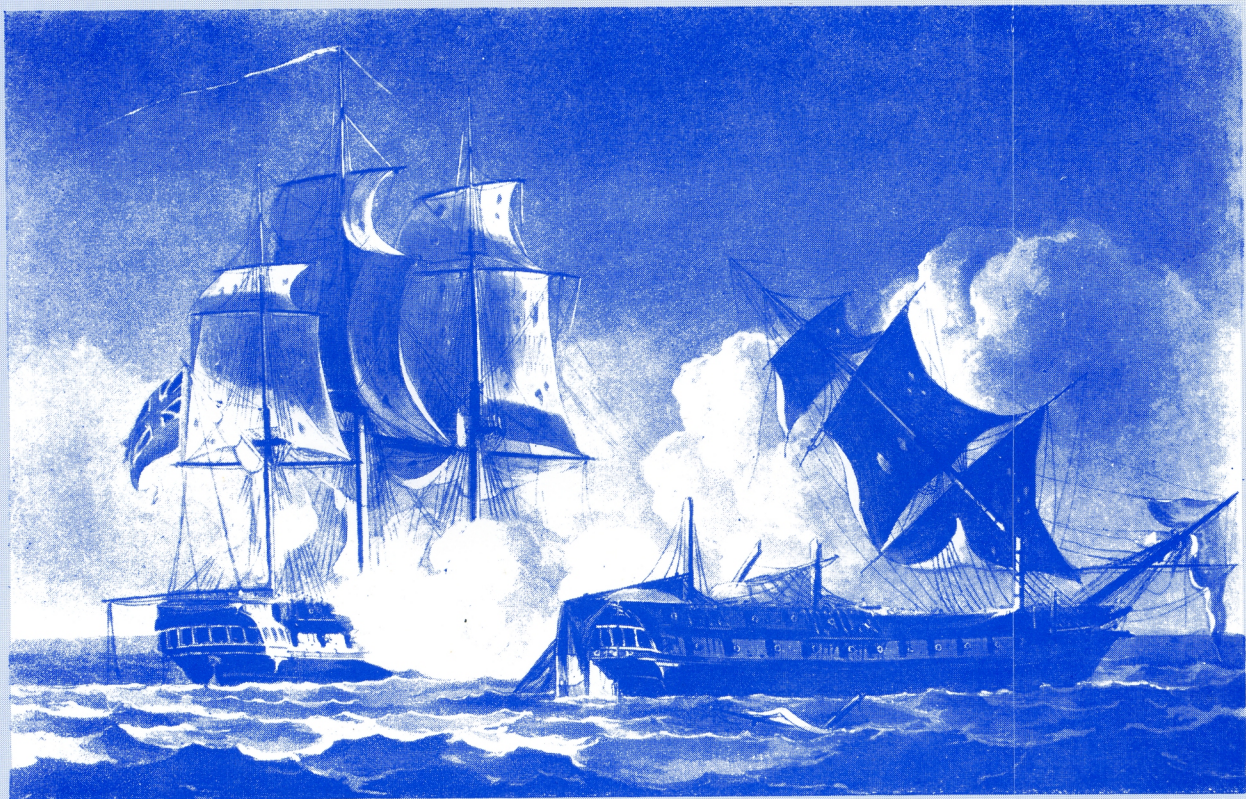
Distribute Prize Money as per the US Navy schedule.

Regulations and whatnot were chiefly improvised, based on the British model.



Privateers and Gentlemen™

Tradition of Victory



Jon Williams



Tradition of Victory

The Publishers would like to thank Joe Bruck, Tom Freeman and Bob Mecoy for their cooperation and assistance with this project.

Jon Williams



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FOREWARD

TRADITION OF VICTORY continues the naval role-playing rules begun in **PROMOTIONS AND PRIZES**. Included are rules for the building of your own privateer, rules for encounters ashore, and rules for gambling, as well as a number of factual supplements giving lists of friendly and enemy ports, the ranks and duties of shipboard personnel, and a chronology of naval events from 1755 to 1828, when the last major battle under sail was fought.

As with any of the rules in **PROMOTIONS AND PRIZES**, players should feel free to disregard any of the rules they wish, to supplement them, or to replace them with rules of their own. The information is given here for your use if you want it, and if it doesn't fit into your concept of role-playing adventure, that's fine. Nothing in this rule set was inscribed on tablets of stone - - the object is to have fun, after all.

Enjoy.

Jon Williams

June 1981



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TRADITION OF VICTORY

BUILDING PRIVATEERS

After a character has earned (or inherited) enough money, he may wish to build his own privateer rather than simply hire out on other people's.

In order to build a privateer, refer to the Privateer Building Schedules, below. Categories are explained as follows:

TYPE

The type of vessel being constructed: brig, schuyt, or whatever.

HULL PTS

The maximum and minimum number of hull points for the type of vessel being constructed. A brig may have no fewer than 10 hull points, and no more than 22.

L. GUNS

The number of long guns the privateer may carry without over-gunning.

OVERGUN

The maximum number of long guns that can be crammed on a vessel of a given type. Overgunning will result in less efficient use of the guns and a probable loss of performance.

COST/PT

The cost per Hull Point of the vessel, seen as a function of the Sailing Chart on which the vessel will be built to sail. Slower vessels are cheaper. If a vessel is built to use Sailing Chart IV than it will be cheaper than one built to use Sailing Chart III. The number above the line is cost in pounds, for use in Europe; the number below the line is the dollar cost in America. Privateers being built in Europe outside of Britain should convert the pound cost to dollars. In general it is cheaper to build a vessel in America: American yards were more efficient and were far less corrupt than were European yards; wages were also lower, as was the cost of raw materials.

DELIV

The number of months before the vessel will be finished. This may be altered as explained below.

In order to build a privateer, decide the type of vessel and the number of hull points. Hull points reflect not only size but the stoutness of the vessel. Decide what Sailing Chart (IV, II, III) the vessel should sail on. Multiply the hull points by the cost per hull point to obtain the Basic Cost of the vessel.

MODIFYING BASIC COST:

The Basic Cost of a privateer may be modified by a desire for faster delivery, by building in a blockaded port, and by a decision to copper the vessel. These are explained as follows:

1. **Faster Delivery:** The Delivery time may be reduced by 25% by increasing the Basic Cost by 25%. The Delivery time may be reduced by 50% by increasing the Basic Cost by 50%.

2. **Blockaded Port:** If the port is being blockaded by an enemy, timber, cordage, nails, and whatnot will either have to be smuggled past the blockade or trucked overland. Either way, the cost is increased, in this case by 50%.

3. **Coppering:** Sheathing the bottom of the vessel with copper will reduce the speed with which the bottom of the vessel is fouled by weeds, barnacles, and whatnot, and thus will reduce the amount of time the vessel must spend out of the water being careened. Coppering will increase a ship's Basic Cost by 25%. For the effects of coppering, see **PROMOTIONS AND PRIZES, Sail Rating**. Coppering may not be done before 1780.

All of the above extra costs are cumulative.

FITTING OUT A PRIVATEER:

Fitting out involves equipping a vessel with sails, cordage, powder and ammunition, small arms, and so on. The cost of fitting out a vessel is 25% of its Basic Cost, as modified above.

The money for Fitting Out must be paid every year. Spare parts must be used up or worn out.

ARMING THE PRIVATEER:

Now that the vessel is built and fitted out, armament will have to be sent aboard. Armament may be of 3 types: Long Guns, 'Overguns' (heavy long guns), or Carronades.

Guns must first be sought out. If none can be found, they will have to be ordered. And of course they must be paid for.

On the Privateer Building Schedule, under Arming the Vessel, is a chart used for purchase and delivery of guns.

Cost is divided by type of gun, and the cost is given with the European cost, in Pounds, above the line, and with the American cost in dollars below the line. Guns are more expensive in America.

Cost is given in dollars (or pounds) per gun point, and assumes that 2 total broadside points are being bought, one for the starboard and one for the larboard side.

Under DELIV and BLOCKADED DELIV are a percentage followed by a slash. The percentage is the chance of finding the guns right away, lying in a warehouse somewhere, and ready to be mounted with a minimum of fuss. DELIV is used in most cases, with BLOCKADED DELIV being used in the event the port is currently being blockaded.

If there is not armament available, then the guns will have to be ordered. Following the slash under DELIV and BLOCKADED DELIV are die roll abbreviations indicating the number of months necessary for delivery of armament.

TYPE	HULL PTS. (Min-Max)	PRIVATEER BUILDING SCHEDULES					DELIV.
		L. GUNS	OVERGUN	COST/PT.			
				pounds/dollars per hull pt.			
				IV	II	III	
schuyt	4-8	1	2	--	75/200	100/300	4 mo.
cutter	4-12	1	2	--	60/150	75/200	6 mo.
lugger	4-12	1	2	--	70/175	90/230	6 mo.
brig	10-22	2	4	70/175	90/230	120/275	12 mo.
schooner	10-22	2	3	70/175	85/220	135/260	12 mo.
clipper (after 1790)	10-22	2	3	90/175	120/220	180/260	12 mo.
ship	16-24	2	5	120/500	230/800	300/1000	12 mo.
ship	25-30	4	6	180/650	280/800	330/1100	18 mo.
ship	31-40	6	10	190/700	300/825	350/1300	24 mo.

ARMING THE VESSEL:

Cost of L. Guns: pounds/dollars per Gun Factor
 1800/12,000
 Cost of 'Overguns'
 2200/16,000
 Cost of Carronades
 1600/10,000

DELIV:
40%/D8

25%/D12

30%/D12+4

BLOCKADED
DELIV:
10%/D12+4

5%/D12+6

10%/D20+4

Basic cost of guns may be increased by adding extras and by the port being blockaded, as explained below:

1. **Blockaded port:** in addition to the extra delivery time, blockaded ports will increase the cost of guns. Guns may either be smuggled by sea into the port for an increase in cost of 200%, with a basic 25% chance of their being intercepted and captured or sunk (thus resulting in a loss of the guns and the money paid for them), or they may be shipped overland for an increase in cost of 300%, with no chance of interception by the enemy.

2. **Flintlock Firing:** If the guns are to use flintlock firing mechanisms (for effects, see **HEART OF OAK, Flintlock Firing**), their cost is increased by 10%. Flintlock firing may only be added after 1780.

GUN CONSIDERATIONS:

L. GUNS: Normal equipping with the L. Guns, not to excess of the number shown on the Building Schedule, results in no modifiers.

OVERGUNS: Overgunning means either cramming more guns aboard, or using heavier armament. Either way, there's going to be more weight aboard than the vessel's hull was designed to handle. Effects are as follows:

1. A +25 modifier to the die roll for Ship Quality (see Ship Quality, below).

2. The vessel will reload and fire on the 1st-4th Rate line of the Reloading Chart (see Reloading Chart, **HEART OF OAK**).

CARRONADES: Carronades are only available in Britain after 1780, in France after 1795, in the U.S. after 1800, or by capturing a carronade-equipped vessel from one of these three nations.

Carronades may be exchanged for L. Guns and Overguns according to a ratio. Carronades may be exchanged for L. Guns at a rate of 3 Carronade Points for every L. Gun point exchanged. Carronades may be exchanged for 'Overguns' at a rate of 2 Carronade Points for each Overgun Point exchanged. 'Overgunning' with carronades will result in the same disadvantages as for normal overgunning.

Privateers may exchange any or none of their other gun points for carronades provided the latter are available. Carronades may also utilize Flintlock Firing.

SAIL QUALITY:

Now that the privateer's been built and armed, it's time to put her in the water and find out how she sails. Roll for Sail Quality on the **HEART OF OAK** Sail Quality chart. The modifiers for the roll are as follows. For this purpose ignore the modifiers given on the chart.

—20 For a new vessel (see **PROMOTIONS AND PRIZES**, Sail Rating).

+25 If Overgunned.

Plus or Minus the cumulative Sail Rating Intelligence modifier of the builder and the vessel's first captain. The modifier may not add up to more than 15 either plus or minus. Roll **INTELLIGENCE** for the ship builder to determine his Sail Rating modifier.

There is no way to ensure that a vessel is Smart, no matter how much care is taken. The design simply may not work. The only way to ensure a faster vessel is to build it for Sailing Chart III, and then hope the Sailing Quality roll, with its appropriate modifiers, turns out okay.

CREWING:

For simplicity's sake, the game will assume that the captain can cram as many bodies into his privateer as he wishes. He should keep in mind that during a successful voyage he will have to detach many of the crew to man prizes. However, if he overcrews the vessel he will also have to pay all of the extra hands with prize money, reducing the amount the captain himself will get.

The crew will also have to be fed. Cost for food, fresh food, and anti-scorbutics are given on the Expense & Equipment Chart, (see **PROMOTIONS AND PRIZES**).

Once the crew is assembled, roll for Crew Quality on the **HEART OF OAK** Crew Quality chart. Subtract 10 for a new crew, who have not been trained and drilled under their current officers.

RULES FOR ENCOUNTERS ON LAND

These rules operate on the assumption that officers and gentlemen can avoid encountering the riffraff unless they choose to. If a player-character decides to stay within his quarters on shore, mix only with cardboard characters of his own or better social level at private entertainments, balls, picnics, and so forth, confining his activities to socially-approved patterns, he will run only a miniscule risk of encountering adventures on land. On the other hand, if a player-character decides to venture down to Ye Pig and Whistle to hoist a few beers with the smugglers and ladies of the town, then he ought to know he is running a risk.

When venturing forth, the player-character has the choice of going to respectable neighborhoods (which would include most inns, taverns, etc., catering to naval officers) or disreputable areas, which is where most sailors, smugglers, and thugs live their squalid lives. The decision as to which variety of low-life to seek will generally be up to the player-character, but the referees might wish to use the accompanying charts in order to populate a carriage or tavern with interesting individuals - - or with press-gang material.

It might be pointed out that different classes of people during this period had different social patterns, which they generally stuck to. These patterns were fairly rigid. Officers in Portsmouth of the rank of Commander or higher frequented The George; lieutenants hung about The Star and Garter or The Fountain; midshipmen enjoyed the hospitality of the Blue Posts. There were inns for smugglers, taverns for men of the revenue service, and public houses where highwaymen and cutpurses exchanged secrets of the trade. There were a good many establishments where sailors were made drunk, relieved of their money, and thrown aboard the first outgoing merchant ship, or sold to a press-gang for pocket money. All these delightful experiences, and more, await player-characters who choose to divert from the straight and narrow. The choice is yours.

Anyone stepping outside his usual social pattern is generally fairly obvious. A naval officer at Ye Pig and Whistle would probably stand out, as would a smuggler at The George. For someone encountering a strange tavern, roll 1-10 times on the appropriate table to populate the place; for someone going into his usual tavern (i.e., a lieutenant at The Fountain) roll only once for any strangers who may appear. Otherwise, roll once per day for random street encounters.

ENCOUNTERS - - - EUROPE

Encounters in Friendly Ports

Respectable		Disreputable
01-03	Prostitutes	01-08
---	Crimps	09-13
04-08	Soldiers	14-16
09-10	Sailors	17-25
11-14	Cutpurses	26-29
15-16	Naval Officers	30-31
11-22	Eligible Female	32
23--	Highwayman	33-36
24	Beggar	37-40
25-28	Drunk	41-45
29	Vagabond	46-47
30-34	Confidence Man/Woman	48-49
35	Thugs	50-59
36-55	Townies	60-66
56-60	Smugglers	67-75
61-65	Travelling Players	76-80
66-70	Balladeers	81-85
71-77	Clergyman	86
78-80	Judge	--
81-85	Lord	--
86-90	Gambler	87-94
91-96	Entrepreneur	95
97-00	Spy	96-00

Encounters in unfamiliar ports

Respectable		Disreputable
01-02	Prostitutes	01-08
03-04	Crimps	09-15
05-07	Soldiers	16-18
08-10	Sailors	19-25
11-13	Cutpurses	26-28
14	Naval Officers	29
15-16	Eligible Female	30
17-18	Highwayman	31-33
19-20	Beggar	34-36
21-25	Drunk	37-48
26	Vagabond	49-52
27-33	Con Person	53-60
34-39	Thugs	61-70
40-65	Townies	71-76
66-67	Smugglers	77-83
68-74	Travelling Players	83-86
75-80	Balladeers	87-89
81-85	Clergyman	90
86-89	Judge	--
90-93	Lord	--
93-96	Gambler	91-95
97-00	Spy	96-00

In general, roll daily. To populate an inn, roll 1-10 times.

Encounters in the Country

01-60	Peasants
61-80	Craftsmen
81-90	Minor Gentry
91-93	Clergyman
94	Judge
95	Lord
96-98	Eligible Female
99-00	Spy

Encounters in non-port cities

Respectable		Disreputable
01-02	Prostitutes	01-10
03-10	Soldiers	11-19
11-15	Cutpurses	20-25
16-22	Eligible Female	26
23-24	Highwayman	27-30
25	Beggar	31-35
26-30	Drunk	36-44
31-32	Vagabond	45-47
33-35	Con Person	48-50
36-37	Thugs	51-60
38-56	Townies	61-80
57-62	Travelling Players	81-85
63-66	Balladeers	86-88
67-71	Clergyman	89
71-75	Judge	—
76-81	Lord	—
82-89	Gambler	90-94
90-95	Entrepreneur	95
96-00	Spy	96-00

ENCOUNTERS --- AMERICA**Encounters in Friendly Ports**

Respectable		Disreputable
01-03	Prostitutes	01-08
---	Crimps	09-13
04-08	Soldiers	14-16
09-10	Sailors	17-25
---	Cutpurses	26—
11-16	Naval Officers	27
17-25	Eligible Female	28-30
26—	Drunk	31-34
27	Vagabond	35-36
28-30	Con Person	37-40
31	Thugs	41-45
32-78	Townies	46-80
79-82	Balladeers	81-85
83-85	Clergy	86
86-90	Gambler	87-93
91-92	Entrepreneur	94-95
93-97	Slaver	96—
98-00	Smugglers	97-00

Encounters in Unfamiliar Ports

Respectable		Disreputable
01-04	Prostitutes	01-08
05-06	Crimps	09-13
07-08	Soldiers	14-19
09-12	Sailors	20-27
13	Cutpurses	28-29
14	Naval Officers	30-31
15-18	Eligible Female	32-35
19-20	Drunk	36-37
21-23	Vagabond	38-42
24-27	Con Person	43-45
28-31	Thugs	46-49
32-75	Townies	50-76
76-77	Balladeers	77-80
78-83	Clergy	81—
84-91	Gambler	82-91
92-95	Entrepreneur	92-93
96-98	Slaver	94-96
99-00	Smugglers	97-00

(Note: during our period there were no non-port cities in America)

Encounters in the Country

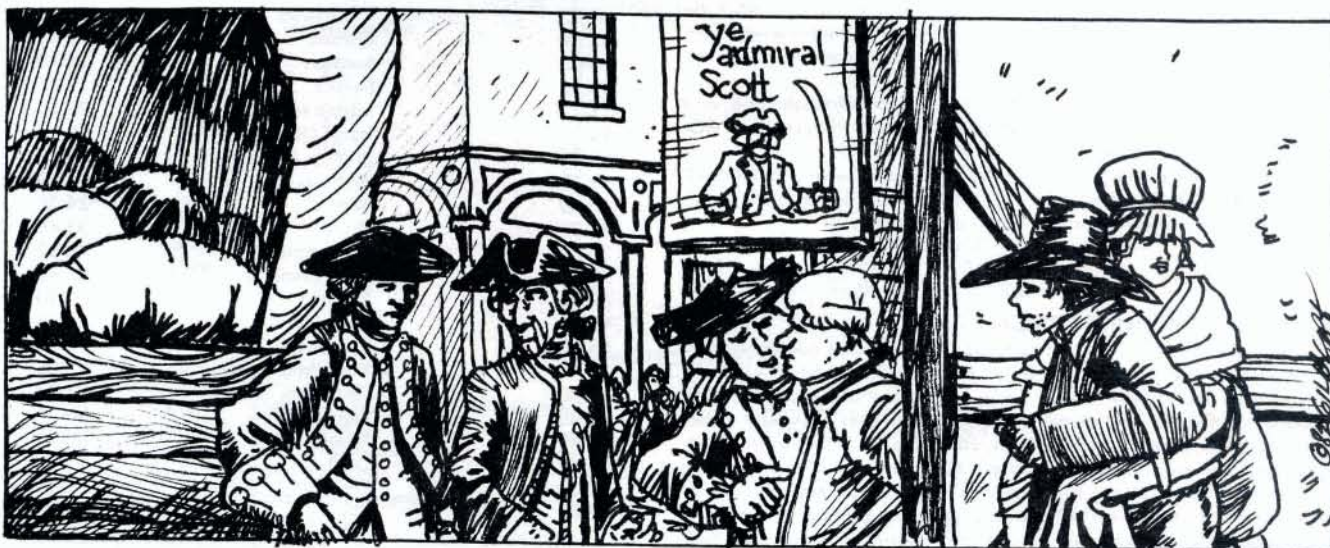
01-06	Traders
07-15	Trappers
16-18	Slaver
19-26	Soldiers
27-35	Gambler
36-55	Farmers
56-60	Eligible Female
61-75	Craftsmen
76-77	Minor Gentry
78-81	Bandits
82-00	Indians

VAGABOND: A wanderer, will cheerfully tell tales of his adventures in return for money or food.

CONFIDENCE MAN OR WOMAN: There will be from 1-3 of these, 75% male. They will be disguised as anyone else on the list, and attempt to bilk the player-character of his money by any number of confidence tricks. Non-violent, they will attempt to run if caught. A typical trick might be to entice the player-character into bed with a 'wife', whereupon the 'husband' bursts in to demand money instead of pistols at dawn.

THUGS: Simple robbers, from 1-4, will attempt to waylay the player-character and take his money. There is a 50% chance they will beat him up while they're at it, inflicting from 1-10 points of damage (roll for location of each damage point separately). They will attempt to take their victim by surprise, and if caught will run unless cornered or unless they outnumber their victims by at least 2-1.

TOWNIES: Local people (1-20) out for a good time, presumable victims of just about everyone else on this list.



SMUGGLERS: From 1-10 smugglers, presumably spending the results of their endeavors, or meeting to plan another job. There is a 50% chance any local group of smugglers will want to recruit new talent. They will know local waters exceptionally well; they are 90% non-violent, and will run if caught.

TRAVELLING PLAYERS: From 1-6 individuals, 70% male, engaged in producing plays on streetcorners, puppet-shows, ballads, etc. There is a 20% chance one of them will be a cutpurse in addition to a thespian.

BALLADEERS: Singers of songs, will request small change in return for old favorites. With a substantial contribution most will be willing to write a song celebrating the player-character's exploits. There is a 20% chance the balladeer will be accompanied by a cutpurse.

GAMBLER: A professional, 25% crooked. Will recognize crooked gambling 75% of the time.

ENTREPRENEUR: Someone interested in gathering investors for his scheme, 1-60 crackpot, 61-95 decent commercial applications, 96-100 man ahead of his time.

CLERGYMAN: 1-20 lay preacher, 21-60 minor clergy, 61-95 clergyman with at least one parish, 96-99 bishop, 100 archbishop. 80% will belong to the state religion in whatever country he is encountered.

LORD: 75% local, 20% from elsewhere in the country, 5% from abroad. Roll for specific social rank on the social rank table, ignoring all results below 91.

JUDGE: May (50%) have influence to peddle in exchange for favors.

MINOR GENTRY: Gentlemen and women, who own land and derive income from it, but who are not noble.

SPY: There is a 50% chance the spy will be working for the local authorities, endeavoring to ferret out traitors, criminals, smugglers, etc. There is a 30% chance he will be working for a foreign country, and a 20% chance he will work for whoever pays him.

PROSTITUTES: Prostitutes (1-6 in number) encountered in disreputable quarters will cost 5 dollars for a short visit and 25 per night. There will also be a 20% chance of acquiring venereal disease. Prostitutes acquired in 'respectable' places will cost 25 for a short visit and 75 for the night, with a 1% chance of acquiring the clap.

CRIMPS: A crimp is a sleezy individual who makes his living by getting sailors and other clients drunk, drugged, and unconscious, and then selling them as crew to merchant captains or to a press gang.

SOLDIERS: In a respectable place, the soldiers will be officers (1-6) plus their servants (1-4). In a disreputable place, they may be 1-10 enlisted men on a carouse (85%), or officers ditto (15%).

SAILORS: 1-20 sailors on a binge, 95% they will be in the merchant service, with a 50% chance they will be accompanied by one or more crimps.

CUTPURSE: A non-violent, though criminal, occupation. There is a 50% chance the cutpurse will be travelling with a balladeer, a puppet-show, or some other public entertainment to attract a crowd. The cutpurse has an 80% chance of removing a character's available money without his noticing, a 17% chance of failing without being noticed, and a 3% chance of being caught with his hand in someone's pocket. The cutpurse will never try to fight, but will always flee. The cutpurse will have a short knife and there is a 25% chance they will fight if cornered. There is also a 50% = the cutpurse will be a minor child and not an adult.

ELIGIBLE FEMALE: In general, a young woman (25% a widow) available for semi-respectable dalliance, seduction, or matrimony. Roll for social rank, intelligence, charisma, etc., on the normal table.

HIGHWAYMEN: If encountered in town, the highwayman will be fencing or spending his loot, and will probably not be interested in robbery unless someone right in front of him is monumentally indiscreet with a large amount of money. If encountered in the country, there will be 1-4 highwaymen who will attempt to rob the player-character and his associates of their money, pocket-watches, jewelry, and other valuables. Roll percentage dice for their armament: roll for each man: 1-50 two pistols; 51-90 one pistol; 91-100 one musketoon. If encountered on a major road (London-Portsmouth, London-Canterbury, etc.) or near a garrison town (Portsmouth, Chatham, Southampton) there is a 75% chance the highwaymen will not attack. If they attack, throw percentage dice again: 1-95 the highwaymen will attempt to avoid violence, will use whatever means necessary to accomplish the robbery but otherwise will leave their victims alone; 96-99 will try to beat up any representatives of the privileged classes, inflicting 1-10 points of damage (roll individually for location of each damage point), which will heal at the rate of one point per week; 100 will attempt to murder at least one of their victims in addition to robbing him.

BEGGAR: Will ask player-character for money.

DRUNK: Someone drunk enough to call attention to himself in an obnoxious manner. 25% chance of a brawler who will try to pick a fight. Due to inebriation, the brawler will roll his attacks with a -10% modifier, and will take 2 attacks for each attack he delivers.

SLAVER: A man with slaves for sale. Roll 2D20 for number of slaves. Slaves will be 30% male, 30% female, 40% juvenile.

BANDITS: D10 bandits, all armed with knife plus (roll D10 individually) 1-3 pistol, 4-7 musket, 8-9 rifle, 10 musketoon. There is a 65% chance they will merely attempt to rob the party, and the rest of the time will try to leave no survivors. They will run if successfully resisted.

INDIANS: Native Americans, 2D20 in number. If encountered during war time roll D100, 1-40 hostile, 41-80 friendly, 81-100 neutral.

TRAPPERS: D6 trappers, interested in the trading of furs between the wilderness and civilization. There is a 10% chance they might not mind lifting other people's furs if given the opportunity.

3. GAMBLING

Characters may wish to risk some of their hard-earned prize money by gambling. Gambling may be done in one of two situations: the character may go to a Gambling Hell (a gambling parlor ashore), or he may gamble in private with other characters, cardboard or otherwise.

3.1 GAMBLING HELLS

A Gambling Hell may be either Respectable or Disreputable. Stakes will be higher in the former, but cheaters will be less common. Whether Respectable or Disreputable, a Gambling Hell will be filled with Gamblers.

In order to gamble, players must first Ante. The Ante may vary, but it must reflect the status of the Hell itself. A very posh-Respectable Gambling Hell in London, for example, may acquire Antes of 50 pounds.

Once the Ante has been made, the referee rolls D10. If the result is 1, disregard and roll again. Odds are then calculated, and the player may raise his Ante if he wishes, up to the House Limit (which again reflects the respectability of the Gambling Hell; posh-Respectable limits may be as high as 500 pounds). The player-characters then must try to roll D10 higher than the referee's roll, or lose his Ante.

Odds are calculated by comparing the number rolled by the referee (subject to modifiers, below) with the result of that number subtracted from 10. For example, if the referee rolled a 6, the odds will be 6 to 4. (6 subtracted from 10 is 4). Payment will be in terms of the odds compared with the amount of the Ante plus any additional Ante. If the odds are 6 to 4, and the total amount bet 400 pounds, a player's winnings would be 600 pounds if he won. If the odds are 7 to 3 with a 300 pound bet, then the winnings will be 700 pounds. If the odds are 3 to 7 with a 200 pound bet, any winnings would be 85.71 pounds (200 pounds times 3, divided by 7). To calculate winnings, multiply bet by the House's die roll, then divide by the House's die roll subtracted from 10.

The die rolls are subject to the following modifiers:

The referee's die roll subtracts one, for calculating odds only, when gambling in a Gambling Hell, because the odds slightly favor the House. In order to win, a character must still beat the unmodified roll.

The player-character's die roll is modified by his INTELLIGENCE, representing his ability to play his cards (or whatever) against the odds.

INT 03-04	.....-1
INT 05-16	.....no modifier
INT 17-18	.....+1

Players may also alter their die roll by Cheating, as described below.

3.2 GAMBLING IN PRIVATE

Private gambling may be done in a private house, in a cabin on a ship, in a public house (the referee should deduct money from the participants for food and beverage), or in a private room in a Gambling Hell. If privately gambling in a Gambling Hell, the Hell will charge for use of the room, for food and drink, but will not alter the odds in favor of the House.

Private gambling is performed just like gambling in a Hell, except that the House does not alter the odds.

In the event that player-characters wish to gamble against each other, either one of them simply assumes the roll of the House, making the first die roll. Both sides use their INT modifiers. Ideally each player should alternate acting as the House, but this may be altered by mutual agreement. Both sides Ante equal amounts.

3.3 GAMBLING IN PAIRS

To simulate games like Whist, in which four players play in teams of two each, first throw dice for partners. The two highest dice are partnered against the lowest. Then roll to see which pair will act as the House; highest wins. Both sides then Ante equal amounts.

Both players acting as the House roll D10, applying INT and/or Cheating modifiers. The two rolls are then averaged, and odds calculated. Each side may increase its bet by offering odds to their opponents.

Their opponents then each roll D10, apply appropriate modifiers, and attempt to beat the averaged rolls of their opponents with their own. Any winnings are divided equally between the partners.

After the winnings have collected their earnings, and the players wish to continue, roll again for partners.

3.4 CHEATING

Players may attempt to modify their gambling die rolls by Cheating. Cheating involves both Dexterity (ability to manipulate cards, dice, or whatever) and Intelligence (knowing how and when to cheat, and avoid detection). Modifiers as follows:

INT 03-08	.....-1
INT 09-12	.....0
INT 13-18	.....+1
DEX 03-04	.....-1
DEX 05-16	.....0
DEX 17-18	.....+1

Cheating modifiers are cumulative with normal INT modifiers.

Cheating may be done on a Modest or Grand scale. A Modest scale will use the above modifiers, with a small chance of detection. A Grand scale will double the above modifiers, with a somewhat greater chance of detection.

3.5 DETECTING CHEATING

There is a 5% chance of detecting each cheat if it is performed on a Modest Scale. There is a 15% chance of detecting a cheat if performed on a Grand Scale. This percentage is modified as follows:

+20%	attempting to cheat a Gambling Hell (they've seen all the tricks).
-5%	Cheater's DEX 17-18.
+5%	Cheater's DEX 03-04.
+5%	Detector's INT 13-16.
+10%	Detector's INT 17-18.
-5%	Detector's INT 05-08.
-10%	Detector's INT 03-04.

If Detection is successful, there is a 50% chance it will be Proven Conclusively. (they found the cards up his sleeve)

An accused Cheater is in serious trouble. If the cheat is Proven Conclusively, the Cheater will be banned from all Respectable society and forced to resign his commission in any Navy he may be a member of. If caught cheating in the American frontier, there is a 50% chance he will be lynched on the spot.

If not Proven Conclusively, the Cheater may regain his place in society via a successful duel with his Accuser.

4. MAJOR PORTS

The following are a list of major ports used by the naval powers of the period. When a vessel is not actually at sea, the chances are high that it will be in one of the following ports. Here the ship can take on fresh food and water, careen to scrape the bilges, and the officers can step ashore for rest and musement. In major friendly ports prizes can be disposed of, and prize money collected after the necessary delay.

If players and the referee are interested in pursuing adventure ashore, the encounter charts may be rolled to discover whether the player-character encounters anyone of interest.

The following ports are listed by country.

4.1 PORTS AND BASES: BRITISH

England:

Portsmouth: the largest naval base in Great Britain, and the largest port on the south coast of England. The main base for the Channel Squadron (or Western Squadron). The major naval anchorage is at Spithead just outside the harbor proper. Very heavily fortified, with a semaphore telegraph connecting Portsmouth (after 1796) with the Admiralty in London, at least on clear days. Many shipyards, and much merchant traffic.

The Nore: the major naval anchorage on the Thames, downriver from London. The Thames is a tidal river, the entrances of which are complicated by shifting sandbanks and rip tides; a pilot and an incoming tide are usually necessary to enter under sail. The naval base proper is at Chatham, south of the Thames estuary, where shipyards, armories, and a semaphore telegraph to London may be found (the telegraph only after 1796).

Plymouth: A British naval base since the days of the Armada, although declined in importance. In the West of England, communications with London are somewhat delayed due to the distance to be covered. Access is generally limited to high tide. Used as a base for communication with the squadrons in America.

The Downs: An anchorage between Ramsgate and Deal in Kent, protected by the treacherous, shifting Goodwin Sands. Most shipping waited in the Downs for a Thames pilot to take them to the Nore or to London.

Tor Bay: An important anchorage for the Channel Fleet after 1794. If a westerly gale blew the blockading squadron from Brest, it would shelter in Tor Bay, which was closer to Brest than Portsmouth, and then sally out to Brest in order to renew the blockade quickly. Tor Bay became a stopover point where ships could pick up fresh water, supplies, etc., but the fleet's main base remained Portsmouth.

Others: there are many major ports in Great Britain, including Hull, Liverpool, Dublin, Edinburgh, and Bristol (chief center for the American trade). None of these were major naval bases, but naval ships could often be found in them.

West Indies:

Port Royal (Kingston): The major British base in the Greater Antilles, an old pirate headquarters.

Antigua: The headquarters of the Windward Islands Squadron.

Barbados:

Mediterranean:

Gibraltar: thoroughly English since 1704. Heavily fortified, not a good harbor but a decent anchorage.

Port Mahon: In the Balearic Islands. A good fortified base, held by the British until 1756, then by the French until the 1790's, when it changed hands several times until the British finally recaptured it following the Battle of Aboukir Bay. It was given to Spain in 1802 following the Peace of Amiens, by which time the British had already acquired Malta.

Malta: Held by the Knights of St. John of Jerusalem until they surrendered it to the French in 1799, then captured by the British after a long and difficult siege, in which they were aided by Maltese partisans. After 1799, the major British base in the Mediterranean.

East Indies:

(NOTE: There are a lot of major ports in India, and during the Seven Years' War and War for American Independence they tended to change hands fairly frequently. Two that stayed British throughout are listed below).

Bombay: The headquarters of the Honorable East India Company and its private army and navy; a well-fortified, large base, used frequently by the Navy.

Madras:

China:

Canton: Not a naval base, but a treaty port where Chinese porcelain, silks, and other valuable goods were sold to the East India Company. The Indiamen's naval escorts were often found there.

Canada:

Halifax, Nova Scotia: throughout our period the chief British base in North America.

4.2 PORTS AND BASES: FRENCH

France:

Brest: The chief base for French naval forces. A perfect harbor, extremely well-defended, but unfortunately on the end of the Breton peninsula, quite some distance from Paris. Communications with Paris were over extremely bad Breton roads, and during the years when Brest was blockaded naval supplies had to be transported over those same roads, including guns. Brest has two harbors, an Outer and Inner; ships would have to be worked into the Outer harbor, visible from any blockading ship, before leaving port, giving warning of any French moves.

Bay of Biscay: Good harbors on the West Coast of France included Quiberon Bay, a major naval base, as well as La Rochelle, St. Nazaire, and Bordeaux on the Gironde estuary. Communications were better, especially with Paris, but the harbors were smaller, and access was com-

plicated by the heavy tides common in the Bay of Biscay. All the above ports were quite well fortified.

The Channel Ports: The Channel Ports (Cherbourg, Le Havre, Calais, Dunquerque, etc.) were all small, and for the most part unsuitable as naval bases because (except for Boulogne and Calais) they were high and dry at low tide. All, however, were major privateering bases, because the tides that kept the French naval forces from entering also kept the British out.

Toulon: A large French naval base in the Mediterranean, headquarters of the Mediterranean forces. Extensive shipyards and fortifications.

Canada:

Louisbourg: In the Cape Breton Islands, the major Canadian naval base until captured in 1759 by the British. Heavily fortified.

Quebec: Capital of French Canada, Quebec was reached by a long and difficult passage up the St. Lawrence, and was therefore not a major naval base, although naval vessels and privateers both used it.

West Indies:

Martinique: the major French West Indian base.

Cap Francois: In Haiti, a large, well-fortified base, headquarters for much French activity until captured by rebel Haitian forces in 1803.

Guadeloupe: a naval base and important privateering headquarters.

India:

(NOTE: As with British Indian ports, French Indian ports tended to change hands rather often. All were lost after 1783).

Pondicherry: Pondicherry was the chief French naval base until captured by the British in 1759. Pondicherry was also briefly in the hands of French native allies during the American War of Independence.

Cuddalore: A French base during the American War of Independence.

Indian Ocean:

Isle de Bourbon (Reunion) and Mauritius: Situated in the Indian Ocean astride the trade routes, these islands were major bases for French privateers and raiding frigate squadrons until captured in 1810.

Louisiana:

New Orleans: An important trading center until ceded to Spain in 1763. Never a naval base or an important privateering headquarters; Martinique and Cap Francois were more convenient.

4.3 PORTS AND BASES: PORTUGUESE

Portugal:

Lisbon: A large, well-fortified base on the Tagus, capital of Portugal.

Brazil:

Rio de Janeiro:

Bahia (Salvador):

India:

Goa: in Portuguese hands until 1961.

Atlantic:

Cape Verde Islands, Madeiras, Azores: Major watering and provisioning stops for ships of all nations. As Portugal was usually neutral on the side of the British, British ships were given an especially warm welcome here.

China:

Macao: a treaty port, not a naval base.

4.4 PORTS AND BASES: DUTCH

The Netherlands:

The Texel: The wide exit of the IJssel river (the main branch of the Rhine) into the North Sea. Very well fortified. As the IJssel Meer is fresh water, it is liable to freeze during extremely cold winters, trapping the fleet in ice, the cause of a major embarrassment when the entire Dutch navy was captured by French cavalry in 1795.

Antwerp: Antwerp was not a major port at this time.

Elsewhere: Virtually the entire Dutch coast is one giant, sprawling harbor, particularly for shallow-draft privateers and for the Dutch navy, which was built to be able to use to advantage the Dutch shallows and sandbanks. Smugglers and privateers were particularly fond of the Dutch coast because the shallow water limited British pursuit.

West Indies:

Curacao: A large, heavily-populated island, then (as now) devoted to smuggling and other aspects of commerce. The chief Dutch base in America, especially for privateers, until captured in 1810.

St. Maartin: A half-Dutch, half-French island in the Leeward Islands chain. Not an important base.

Africa:

Cape Town:

Surinam:

Japan:

Nagasaki: The Dutch were the only Europeans allowed to trade with Japan during this period, from a small island in Nagasaki Bay considered Dutch territory. After the Netherlands surrendered to France in 1795 the little Dutch island was the only part of the Dutch empire to retain its allegiance to the House of Orange.

East Indies:

Batavia (now Djakarta): the important Dutch base in Dutch Java.

4.5 PORTS AND BASES: DANISH

Denmark:

Copenhagen: The Danish capital and harbor, heavily protected by the Trekroner (Three Crowns) battery, and by city walls. Attacked by Nelson in 1801, sacked and burned by the British in 1807. Frozen in winter.

Norway:

Norway was Danish territory until 1814, when it was lost to Sweden. Major Norwegian ports were Christiania (Oslo) and Bergen. The Danes also administered Iceland, Greenland, and the Faroes as part of Norway. During the Napoleonic Wars the Norwegian and Danish coasts were havens for gunboats and privateers, who raided with fair success the vital British Baltic convoys.

East Indies:

Tranquebar:

West Indies:

Danish Virgin Islands: Owned by the Royal Danish West India Company the major port was Charlotte Amalie on St. Thomas. Charlotte Amalie was extremely well-defended for a small port. Sold in 1919 to the U.S.

4.6 PORTS AND BASES: RUSSIA

Riga, Vyborg (Viipuri), and Kronstadt: Major winter ports for the Russian squadrons in the Baltic. The Russians divided their fleet before each winter froze them in place in the ports.

Sevastopol: The major Russian naval base in the Black Sea after it was captured from the Turks in 1783. Heavily fortified.

4.7 PORTS AND BASES: SWEDEN

Sweden:

Stockholm: The chief Swedish naval base. Fortified. Frozen in winter.

Helsingfors (Helsinki): Sweden controlled Finland until 1810. Helsinki was a heavily fortified harbor, though not often used as a major naval base. Frozen in winter.

West Indies:

Saint Bartholomy (St. Barts): A Swedish possession, not very well defended, ruled from its capital of Gustavia.

4.8 PORTS AND BASES: SPANISH

Spain:

Cadiz: The major Spanish Atlantic port, very large and well fortified. The harbor is very large, but due to uncertain winds and tides it usually takes several days for an entire fleet to work its way out under sail.

Algeciras: A very well-fortified port just across the bay from British Gibraltar, and for that reason not used often in wartime. A headquarters for privateers, smugglers, and spies.

El Ferrol: The chief naval base in northern Spain. Very difficult to blockade because of frequent gales that turn it into a lee shore. Well fortified.

Barcelona: The chief Spanish base in the Mediterranean. Large and well fortified.

The Philippines:

Manila: A large base, protected by fortifications on Corregidor Island and elsewhere. Every year the Manila Galleon, loaded with treasures, would set out from Manila for Panama, a tempting target.

The Americas:

(NOTE: Spain's possessions in the Americas were enormous, and contained hundreds of harbors altogether. A few of the major ones are noted here, but for the record it should be stated that virtually every harbor on the coast of Spanish America was well-fortified and subject both to yellow fever and insurrection).

West Indies: Santo Domingo (until captured by Haiti in 1801), San Juan, Havana, Santiago de Cuba.

Louisiana and Florida: New Orleans (from 1763 until it was lost to France in 1800, which sold it to the U.S. in 1803), Mobile and Pensacola (lost during the War of 1812 to the U.S., although Spain was not at war).

Mexico: Vera Cruz, Tampico, Mazatlan.

Central America: Panama City, Colon. Every year treasure ships would leave Panama for Cartagena, Santiago, and then Spain, major targets during wartime.

South America: Cartagena, Maracaibo, Trinidad (until lost to England in 1797), Buenos Aires, Valparaiso.

4.9 PORTS AND BASES: U. S. A.

Naval bases were improvised during the American Revolution, but there were no real bases as such until Congress established the following Naval Yards in the 1790's.

Norfolk, Va.: A large, well-defended base, never subject to attack until the Civil War, but rather easily blockaded.

Washington: The Washington Naval Yard was large, protected by batteries at Alexandria and elsewhere on the Potomac. Easily blockaded, and burned in 1814 to keep it from falling into the hands of the British, although it turned out the British had no intention of attacking it. A major naval weapons plant.

Philadelphia: On the Delaware, well-defended by likewise easily blockaded, Philadelphia was the largest city in the U.S. at the time.

New York (Brooklyn): A very well-defended Naval Yard, and difficult to blockade because it had two exits. The southern exit into the Atlantic was guarded by a bar (Sandy Hook) that prevented large vessels from crossing it except at high tide, and was at all times treacherous and requiring a pilot. The northern exit into Long Island Sound (Hell Gate) was heavily defended by very efficient batteries, but Long Island Sound itself was easy to blockade.

Boston: The Navy Yard was actually in Charlestown, across the Charles River from Boston. Extremely easy to defend, Boston was a major base throughout the period, proving difficult to blockade closely, and easy of access for friendly naval vessels and privateers.

Portsmouth, N.H.: A very convenient naval base, Portsmouth was difficult to blockade, but was vulnerable to ground attack and easily isolated.

New London, Conn.: Situated on the wide, tidal Thames, and protected by forts, New London was a major privateering port, and naval ships were often found there, although there was no Naval Yard as such. Situated on Long Island Sound, it proved easy to blockade, and vulnerable to ground attack.

New Orleans: After the U.S. took possession of New Orleans in 1803, naval facilities were set up for the maintenance of a small squadron chiefly concerned with eradicating smuggling and piracy. A few U.S. vessels were actually built here, but there was no Navy Yard as such. A large percentage of the population supported the smugglers and pirates, who came to the aid of the U.S. (and their livelihoods) when the British attacked the town in 1815; but until then and for some time thereafter the Navy had difficulty suppressing illegal activity.

5. WORLD GUIDE NOTES

The following are a series of essays, mixed with a few rules, designed to acquaint players and referees with the particular assignments of the members of the ship's crew, their privileges and duties, honorary ranks to which they might aspire, and the code of the society in which they lived, which embraced such notions as duelling, flogging, knee-breeches, and silver-buckled shoes.

The first series of essays deals with the Royal Navy's officers and men, followed by habits, customs, and formalities of Old World Europe. The second series deals with the U.S. Navy and America as they differed from their Old World counterparts. Finally, we will deal with privateers and privateering.

5.1 THE SHIP'S OFFICERS: ROYAL NAVY

MIDSHIPMAN

All Royal Navy vessels of any size carried midshipmen, essentially apprentice officers. They possessed a strange in-between status; they were not officers, and not strictly warrant officers, although they were treated as such. Midshipmen would often enter the service at age 12 or thereabouts (although if they had pull, they might have been carried on the muster-books for years before that; some fresh middies, entering service for the first time, might have seniority dating from the age of 18 months!) Until the age of 15, they were referred to as 'youngsters', slung their hammocks in the gunroom, and messed by themselves under the supervision of the gunner. (On a small ship they would mess with the other midshipmen). When they reached the age of 15, they became 'oldsters', or, more commonly, 'young gentlemen', and messed in the midshipman's berth with the master's mates. Young gentlemen were allowed a liquor ration. Midshipmen were expected to learn navigation from the ship's Master, whose express duty it was to teach them; and also to master all other aspects of the ship's handling and discipline. Midshipmen were not Commissioned, but Rated, which meant they could be flogged; if sentenced to be punished, a young gentleman would be turned over a gun and beaten about the buttocks with the Master's rattan cane; actual flogging with a cat was rare. Short of illness, capture, or death, the worst fate that could befall a midshipman was to be 'Disrated' - - - he would in effect be turned into a common seaman as punishment, mess with the crew, sling his hammock in the 14 allotted inches, and become subject to the discipline accorded commoners. 'What the captain can Rate, he can Disrate'. If a vacancy occurred, midshipmen of 19 or older could be made Acting-Lieutenants: at the first opportunity, they would report to a Board of Captains (generally three or more) with their Sobriety Certificates, and pass an examination in which the captains would ask him such questions as how long a euphroe might be, or to define a rhumb line. If he passed, he would be Commissioned lieutenant, with seniority dating from the day he was made Acting-Lieutenant. If he failed, he would lose both seniority and his Acting-Lieutenancy, and be forbidden to take the exams for another six months.

Midshipmen were not paid until 1774.

LIEUTENANTS

After passing the exams, swearing allegiance to the King, and swearing to abjure the Pope, Lieutenants were granted the King's Commission, and were therefore considered Officers and Gentlemen. A very few lieutenants achieved a command of their own, usually in a very small ship, and were therefore known as 'Lieutenants-in-Charge'. A lieutenant was paid 4 shillings per day. Usually lieutenants were stationed in a ship as officers, and ranked for seniority. That lieutenant with the most seniority was known as the First Officer, that with the second-most seniority as the Second Officer, and so forth. If the First Officer was killed, captured, or on business elsewhere, the Second Officer would step into his position. If a ship was under-officered, a midshipman could be promoted to Acting-Lieutenant, or another lieutenant could be transferred to the ship. When a new lieutenant came aboard, one of the first things he would find out would be his own seniority vis-a-vis the other officers; if he had enough seniority, he could step right into the position of First Officer over the heads of the other officers of the ship!

Lieutenants were called 'Mister'. The First Officer was also known as the Executive Officer; he was the captain's proxy, responsible for the preservation of discipline, and serving as intermediary between the captain and his crew. He was also responsible for a hideous amount of paperwork. The Second Officer traditionally taught the seamen their gunnery. Lieutenants had a sort of informal club where they messed together, 'the wardroom', where the most junior lieutenants (or all of them, on a small ship) were also expected to sling their hammocks. The Master and marine officers also messed in the wardroom. Not even the captain could dine in the wardroom unless invited. In battle, a lieutenant was generally given a gundeck to command, for instance the lower starboard gundeck, or the quarterdeck battery.

If a lieutenant was very lucky he might be promoted straight to captain; otherwise, he would be made Master and Commander.

MASTER AND COMMANDER

Master and Commander was another of those odd in-between ranks. Master and Commander should not be confused with the ship's Sailing Master, a warrant officer. The title, rather an unweildy one, was shortened to 'Commander' in 1794. An officer of this rank was in command of a small vessel, and was called 'Captain' by courtesy, since he captained a ship, but anyone wishing to put him in his place could call him 'Commander', or, worse, 'Mister'.

A Master and Commander was first promoted to Acting-Master and

Commander from lieutenant; this would then have to be confirmed by the Admiralty; or, if on a foreign station, by the resident flag-officer. A Master and Commander would command a small vessel, such as a brig, sloop, bomb-ketch, or conceivably a small frigate. Even if commanding a frigate or brig, his vessel would be rated a 'sloop', since a frigate was a captain's command and a brig a lieutenant's command.

Until 1795 or so, rank was distinguished by the cut of the coat, and by the arrangement of the coat's buttons. After 1795, a Master and Commander would wear a heavy epaulette on his left shoulder.

JUNIOR POST-CAPTAIN

Once gazetted to Post-Captain, an officer would be 'made'. He would be assured of eventual promotion to Admiral provided that he lived long enough, avoided committing crimes that would get him court-martialled and decommissioned.

A Junior Post-Captain is placed on the Captain's List to determine his seniority. He may well have five or six hundred officers ahead of him, all of whom must resign, die, or be promoted Admiral before he gets his chance. A Junior Post-Captain will command a sloop, frigate, or possibly a small ship of the line.

Until 1795 or thereabouts, his rank was distinguished by the varying arrangement of buttons on his coat. After 1795, rank was distinguished by the 'swab' (epaulette) worn on the right shoulder.

SENIOR POST-CAPTAIN

A Junior Post-Captain automatically becomes a Senior Post-Captain after three years. A Senior Post-Captain will command a frigate, and will after gaining seniority begin to command sail of the line. A very unlucky senior Post-Captain may get command of a sloop.

Captains and Commanders both had certain privileges and duties: they dined alone at the captain's table, served by their stewards and personal servants; no one could dine with them unless invited. An officer of command rank was also expected to be a decent botanist, a fair linguist, a first-rate diplomat, and a good sketch-artist (depicting enemy fortifications, harbors, and navigational conditions).

Until 1795 a Senior Post-Captain was distinguished by two rows of twelve buttons, arranged in twos, on his coat. After 1795, he wore an epaulette on each shoulder.

COMMODORE

Another strange in-between rank, a Commodore was a Senior Post-Captain appointed to command a small squadron of ships. A Commodore was considered Flag Rank, like an Admiral; a Commodore flew a broad pendant which required other ships to salute it. Commodores came in two varieties:

Commodores of the Second Class were captains of a given ship, also appointed to command a squadron. They had to both command their own ship as captain of her, and manage the squadron both.

Commodores of the First Class were essentially miniature admirals; they had a Flag Captain under them to take care of the day-to-day running of the vessel, and to command it in battle; a Commodore of the First Class concerned himself with running the affairs of the squadron, leaving the running of each ship up to her captain.

REAR ADMIRAL

Admirals were divided into Squadrons, an anachronism from the days in which there were only three squadrons in the entire fleet. There were three varieties of rear admiral. In the order of seniority, they were: Rear-Admiral of the Blue, Rear-Admiral of the White, and Rear-Admiral of the Red. A Rear-Admiral of the Red is senior to Rear-Admirals of the Blue and White. Admirals were promoted from rank to rank solely on the basis of seniority; no merit was involved. Oddly, this was instituted as a reform in the early part of the 18th Century; it was to prevent completely inexperienced men from being promoted to Admiral as a reward for political favors; the seniority system made certain that men of some experience reached flag rank.

VICE-ADMIRAL

Vice-Admirals also belong to the Blue, White, and Red Squadrons. They are superior to Rear-Admirals but inferior to Admirals.

ADMIRAL

Admirals belonged to only two squadrons, the Blue and the White. Admirals of the Red were re-created by act of Parliament in 1806, which will allow everyone in the Admirals' or Captains' list a boost in seniority; everyone in the Admirals' list will get a free promotion to the next highest rank, and everyone in the Captains' List will be able to shave 1-4 years off the number required to reach Admiral. Admirals were the equivalent of a full Army general.

ADMIRAL OF THE FLEET

The highest position to which a naval officer may aspire, the rank is equivalent to that of Field Marshal in the Army. The title went only to the most senior admiral on the list; most died or retired before achieving this rank. The Admiral of the Fleet was so tied down with administrative and ceremonial duties that he was rarely, if ever, at sea; he was forced to leave operational-level leadership to his juniors. He was supposed to be present, for example, at the funerals of other admirals; since the seniority system made certain that admirals were relatively advanced in age, this meant the Admiral of the Fleet was kept busy running from one funeral to the next as long as he had the misfortune to be in London or Portsmouth.

5.1A HONORARY RANKS

The following ranks are 'honorary' in the traditional sense, as they confer honor upon those who hold them, or at least are supposed to. They are all appointive. In the game, officers who consistently distinguish themselves, either in action, achievement of Notice, or by their high Social Level may find themselves with one or more of these ranks:

FLAG LIEUTENANT

A lieutenant in service to a particular Admiral; it is his job to oversee signals between the Admiral and the ships of his squadron. Essentially, a glorified clerk.



CAPTAIN OF THE FLEET

Equivalent to Chief of Staff in an army, the Captain of the Fleet is the chief administrative officer of a squadron, and is appointed by the Admiral. He may be, but was often not, a Flag Captain at the same time.

FLAG CAPTAIN

The captain of the ship upon which the Admiral or Commodore makes his residence. Theoretically, the Admiral is responsible for the strategic decisions involving his squadron, whereas the Flag Captain is responsible for sailing his particular ship into action, fighting the enemy, and the day-to-day running of the ship. If the Flag Captain conflicts with his Admiral over any area of responsibility he is in trouble; a nit-picking flag officer could drive a Flag Captain right out of his mind.

GOVERNOR OF MALTA

From the capture of Malta in 1799, a British flag officer was traditionally appointed Governor. The salary is 1000 pounds per year.

OFFICER OF MARINES

Distinguished Naval officers were frequently made an officer of Marines in order to secure them a second salary. The appointment would lapse should they ever reach Flag rank. The office of Captain of Marines will pay 6 shillings per day; Colonel of Marines will pay 16 shillings/day.

OFFICER OF SEA-FENCIBLES

The Sea-Fencibles were a sort of militia intended to repel invasion; they drilled on weekends, like the World War II Home Guard, and were indifferently armed --- with pitchforks, often as not. Colonelcies in the Sea-Fencibles were occasionally awarded to officers to supplement their pay; the pay is 8 shillings per day. Being appointed Colonel of a regiment of the Sea-Fencibles in no way requires officers to attend the drilling of their regiment, or even to see it.

KNIGHTHOODS

Generally awarded only for something spectacular, Knighthoods will carry with them a pension of 1-4,000 pounds per year. There are four orders of Knighthood: Knights of the Garter, who wear a garter, star, and white ribbon; the Knights of the Thistle, for Scotsmen; the Knights of St. Patrick, for Irishmen, who wear a star and green ribbon; the Knights of the Bath, who wear a star and red ribbon.

PEERAGES

Peerages will generally only be allotted to flag officers who have achieved a naval victory while leading a squadron. Characters may be made Barons, Viscounts, Earls, Marquesses, and rarely Dukes, usually in ascending order starting with Baron. Occasionally a character might be allowed to buy his way into a Baronetcy. It was customary for military peers to take their titles from the scenes of their victories; i.e., Viscount St. Vincent, Viscount Nelson of the Nile.

51.B CREW

The crew of any ship was an integrated mechanism, used for the purpose of accomplishing the incredibly complex task of sailing, fighting, and transportation of men and material from one place to another. Only a handful of the crew was really necessary to sail the ship; the rest were needed to fight her. Since actual fighting occupied only a tiny percentage of the time the crew spent together, the rest of the time they simply had to coexist.

THE PEOPLE

The seamen were known to the officers as 'the people'. They were divided into two general categories, Able Seamen and Ordinary Seamen. The latter were also known as 'supernumeraries', presumably because they did little but work. The supernumeraries were disqualified from heavy labor because they were disabled by hernia, venereal disease, and other bodily ills; accordingly, they spent their days chipping paint, holystoning the decks, pumping the bilges, splicing rope, and other delightful little tasks that didn't require hauling cannon, setting the yards, heaving at the capstan, or other 'hard labor'.

Roughly thirty to fifty percent of any crew in wartime will be 'pressed men'. The press was the 18th Century equivalent of the military draft, and was a rather crude business: in its most informal form, the Press could induct any man (or, on occasion, woman) that could be bludgeoned over the head and dragged to the ship. Once aboard, they could stay on the ship for over twenty years, assuming they managed to survive warfare, being flung from aloft during a storm, shipwreck, yellow fever, goal fever, or any of the other myriad hazards of the profession. The penalty, for desertion was death, usually inflicted in gruesome fashion, such as flogging round the fleet.



The rest of the seamen, incredibly, were volunteers of one sort or another. Many volunteered to avoid imprisonment or transportation to the penal colonies in North America or Australia; but at least theoretically most of the men on a ship were there because they wanted to be. Considering the low pay, beastly treatment, and the high chance of being killed or injured in the most grisly fashion, it either speaks well of the seamen's patriotism that they were there at all --- or it speaks most eloquently of the horrifying conditions in the countryside, that fourteen inches in a ship's fo'c'sle was considered more preferable.

Discipline, needless to say, was brutal, and inflicted at the whim of the ship's officers. Boatswains and their mates were encouraged to flail about with their rattan canes or ropes' ends in order to get men moving --- record exists of one captain who habitually flogged the last man aloft when hands were called to set or alter sail. (His crew mutinied, hacked him to bits, and deserted to the enemy, but not before his policies had killed at least five of their number).

Along with hernia, venereal disease, and decapitation, the seamen's curse was that of drunkenness. They were issued tots of rum twice daily, and more on special occasions. A 'tot' was close to a pint, and the rum was issued neat; enlightened captains would cut the rum ration with an equal measure of water, a fifty-fifty ratio being called 'grog', but this depended on the availability of water, which was often less available than rum. Often, a gallon per day of beer or wine was substituted for the rum when the latter was unavailable; beer was reserved for cold climates, and wine for warm. Alcoholism, needless to say, was rampant, encouraged by the Navy's peculiarity backhanded policy; they encouraged drinking by issuing close to a quart of neat spirits per day, but a sailor could be flogged for drunkenness.

Pay for seamen was fixed during the reign of Charles I and remained fixed for 150 years at 24 shillings per month for Able Seamen, less for Ordinaries. This was minus sixpence for the naval hospital at Greenwich --- despite the fact that disabled seamen were discharged in the first port the ship came to, and had to make their way to Greenwich Hospital at their own expense --- minus another fourpence for the surgeon, who was often little more than a drunken butcher, and minus fourpence for the chaplain, despite most ships being without them. Even then, what was left of the wages was often issued in the form of a ticket which was redeemed by the ship's purser at only a fraction of its real value. After the Spithead Mutiny the Admiralty made a panic concession and agreed to increase the pay of the seamen by five shillings sixpence per month, for which the seamen were touchingly grateful.

MARINES

Most Royal Navy ships of any size carried a detachment of Marines, known as the 'bullocks', 'Johnny-toe-the-marks', or 'lobsterbacks', from their red coats. The Marines were organized into 50 independent companies, and grouped into three 'divisions' at Portsmouth, Plymouth, and Chatham. The Marine Corps is under Admiralty control and supervision. In 1802 the Marines won the distinction of being allowed to use the prefix 'Royal', e.g., the Royal Marines. In 1805 another 'division' was formed at Woolwich, and artillery was added.

Marines maintain military discipline; they march in ranks to the sound of fifes and drums, wear red coats and white crossbelts, and are disciplined fiercely. Naval officers traditionally relied on the Marines to keep the seamen in line, and in ships whose size allowed it they traditionally slept apart from the seamen. Marines were generally looked down on, being close to the bottom in the Navy's pecking order; even supernumeraries considered themselves superior to Marines.

In battle, the Marines formed in ranks on the ships' decks and fired their muskets by volley. Occasionally, some Marines were designated to fire swivel guns from 'fighting tops' in the ships' rigging; usually this duty was allocated to seamen. The French and Americans often used Marines in the rigging as snipers, but this was not Royal Navy practice; aside from the danger of setting the rigging on fire, Marine officers generally did not consider a wildly-swaying masthead the ideal place for aimed fire.



Marines were frequently detached for service on land, to participate in cutting-out parties, manning batteries, storming forts, supporting the Army or Spanish guerillas, or whatnot. They served well, their one drawback being lack of 'wind' - - - their stamina was not good, as confinement aboard ship tended to restrict the number of long-distance marches their land-based brethren were more practiced in performing.

SAILING MASTER

The Sailing Master, familiarly the Master (not to be confused with Master and Commander), held the King's warrant, and was therefore a Warrant Officer, to be addressed as 'Mister'. The Master was the highest position on a ship to which a 'foredeck man', a man risen from the ranks, could normally aspire. The Master carried a rattan cane reinforced with silver and iron as a badge of his rank. It was the Master who actually sailed the ship; he interpreted the captain's orders for the benefit of the helmsmen, and concerned himself with such details as ballast, sails, repairs to the ship's hull, the stowage of the hold, maintenance of the rigging, and so forth. He had the key to the spirit-locker. The Master needed to be both literate and good at math; he was expected to navigate, and to teach his skills to the Young Gentlemen, the midshipmen. It was the Master who frequently disciplined the midshipmen, by flogging them with his cane. The Master had two or more Master's Mates to assist him; on a large sail of the line, he would also have a 'Second Master'. He wore the same uniform as a Captain, with minor distinctions.

THE BOATSWAIN

The Bosun had to be a natural leader. He was the warrant officer responsible for the overall discipline and tone of the ship, as well as the boats, sails, rigging, colors, anchors, cables, and cordage. The Bosun, like the Master, carried a rattan as his badge of office; Edward Ward said that his cane 'has wonderful virtue in it, and seems little inferior to the rod of Moses, of miraculous Memory; it has cured more of the Scurvy than the Doctor, and made many a poor Cripple to take up his Bed, and walk; sometimes it makes the Lame to skip, and run up the Shrouds like a Monkey'. The Bosun was assisted by Boatswains' Mates, each armed with a rope's end 'starter', or 'colt'. It is the Bosun who makes the special 'cat o' nine tails and its special red baize bad for each flogging; and it is he and his Mates who administer each flogging and throw away the cat afterwards (it is a strange fact that each cat was made for a single flogging). In battle he commanded the Forecastle.

THE CARPENTER

The Carpenter, or 'wood artist', was a warrant officer. He was to report and repair any defective timbers, keep the pumps in good order, and superintend the boats; he examined daily the state of the masts and yards. In battle he walked along beneath the water line, on the orlop deck, to plug dangerous shot-holes. He was granted one or two assistants, known as Carpenter's Mates, depending on the size of the ship.

THE GUNNER

A warrant officer, the Gunner was responsible for the maintenance of the ship's armament and its stores of ammunition. He was responsible, with other officers, for teaching the men their drill. He was furthermore responsible for making up the cartridges the men would ladle into their cannon during action. In battle, his position was in the magazine, a copper-lined chamber filled to the brim with powder in barrels and cartridges. He wore felt slippers so as not to strike a spark; there was no lantern allowed in the magazine, the only light coming through a heavy glass window. The Gunner would have Gunner's Mates to assist him.

THE MASTER-AT-ARMS

The Master-at-Arms was the head of the ship's police. Many ships, particularly at the end of our period, no longer carried them; their duties were taken up by those of the Bosun and the Marines. The Master-at-Arms had custody of the ship's irons and shackles, and was expected to enforce the regulations and Articles throughout the ship, especially those pertaining to smoking, which was allowed in designated places - - - this was not particularly a problem, since most seamen 'chewed tobacco like a Christian', rather than smoking it. The Master-at-Arms employed spies or informers within the ranks; he also had 'satellites' to assist him called Ship's Corporals. He was also employed to teach musketry to the seamen; a job gradually superseded by ship's lieutenants and by the Bosun. The Master-at-Arms, along with the Purser, was one of the most hated men in the ship; they frequently died 'accidentally', and unexpectedly.

THE SURGEON

A warrant officer, the Surgeon is responsible for the health of the ship. The Surgeon was a decidedly inferior sort of doctor; he did not have to go to school to learn his art, as did a Physician; he merely had to apprentice himself to another surgeon and learn to hack of limbs, or hang around an apothecary's shop until the Surgeon's Board could be bribed to give him a certificate. Surgeons on a King's ship were frequently alcoholics who could not find work elsewhere. In battle, the Surgeon's position is on the orlop deck, below the waterline, where he operates on a table made from the seachests of the midshipmen. Any midshipmen needing their seachests while the ship is cleared for action will therefore not be able to get to them. The Surgeon was never required to wear a uniform or stand watch, and was assisted by Surgeon's Mates and loblolly boys.

THE PURSER

The purser was a warrant officer in it for the money. Small ships might not carry them; it didn't pay enough. The Purser issued the pay to the crew and sold them clothes - - - seamen were not issued a uniform - - - at outrageous prices. He would redeem the tickets issued to them in lieu of pay at his own, extortionate rate; it was he who was sent ashore to buy the ship's rations, water, spirits, and so forth, and was thus granted marvelous opportunities to purchase condemned beef at cutrate prices, issuing them as standard rations, along with watered beer and rocklike cheese. As if this sort of legal robbery was not enough, the Purser was allowed to issue the crew their rations at 14 ounces to the pound, rather than 16 - - - the discrepancy was officially to allow for 'shrinkage', but in practice it meant that the Purser was allowed to keep one-eighth of the ship's stores for himself, to sell to the crew in exchange for favors or cash, to give as bribes in exchange for favors, or simply to sell at a profit. Most of these abuses were curbed, if not eliminated, after the Spithead Mutiny.

CLERK

The Captain's Clerk was an appointed position; the Captain frequently picked his clerk from among his friend's children or relatives. The Clerk was often an apprentice Purser learning his trade. The Clerk's duties were to keep the records of the ship straight enough to pass inspection; he was also to keep at the Captain's elbow during a battle to record the Captain's every order in the log.

CHAPLAIN

Church of England, of course, 'none o' they Methodist trash'. Most ships didn't have them, in spite of the sailors' pay being docked to pay

him. Chaplains, or 'sky pilots', were generally considered bad luck by the superstitious sailors. If a ship had a Chaplain, part of his duties was the instruction of the 'Youngsters', or junior midshipmen. It is up to the Captain whether to have one or not.

COCKSWAIN

The Cox'n is a petty officer, in charge of the captain's personal gig or barge. The captain may choose to keep his Clerk or Cox'n with him as he transfers from ship to ship. The Cox'n was often in the situation of being a 'family retainer' or favored servant.

SAILMAKER

A petty officer, responsible for the storage, maintenance, and creation of the ship's sails.

STEWARD

A petty officer, a personal servant to the Captain, who serves at his table, pours his wine, and generally cooks the Captain's food as well.

COOPER

A petty officer. A small ship might not have one. The Cooper and his Cooper's Mates were responsible for the building and maintenance of any casks and/or barrels aboard a ship.

OTHER PETTY OFFICERS

There might be an Armorer, particularly on a ship without a complement of Marines; there was always a Cook, and frequently a Blacksmith.

CAPTAIN'S SERVANTS

The Captain was allowed a number of personal servants, including his Cocksain, Clerk, Steward, barber, physician, orchestra, bootblack, and the crew of his boat - - - up to 4 men for every 100 on the ship. An Admiral was allowed 30, which would frequently be exceeded by the servants of his Flag Captain. Admiral Collingwood had a dog on board as his personal servant, as well as a man to take care of the plants in his window-boxes. Servants could, at the option of the Captain, travel with him from ship to ship. This can come in handy, if a Captain's new command is short-handed, for example by its Captain taking a lot of his personal servants with him when he left.

5.2 ATMOSPHERE

The following essays, along with a few rules, are designed to assist referees in creating a living, viable atmosphere aboard ship.

5.2A OFFICERS AND GENTLEMEN

'None other than a Gentleman, as well as a Seaman, both in theory and practice is qualified to support the character of a Commissioned Officer in the Navy, nor is any man fit to command a Ship of War who is not also capable of communicating his Ideas on Paper in a Language that becomes his Rank.' - - - John Paul Jones, 21 January, 1777.

Distinction was drawn of old between the 'officers who sailed a ship and the gentlemen who commanded her', but in our period the barriers were beginning to come down. Ashore, a Gentleman was anyone who didn't have to actually work for a living; on land or ashore, commissioned officers, who did have to work, were expected and required to act as Gentlemen, which meant following a code of behavior - - - at least in public - - - that is difficult to explain but rather easier to point to: it has much to do with Captain Hargood of the BELLEISLE, who at Trafalgar, dismasted, with half the crew casualties, surrounded by enemy ships, offered his Captain of Marines a bunch of grapes and remarked 'how nobly the ship was doing'. It has much to do with Captain Forrest, commanding a squadron of three small sail of the line, about to be engaged by five sail of the line and two frigates at Cap Francoise, remarking to his captains, 'Well, gentlemen, they are come out to engage us', and Captain Maurice Suckling (incidentally Nelson's earliest patron) in turn remarking, 'Well, it would be a pity to disappoint them', and then steering for the enemy, winning a notable draw. The code involved courtesy, obedience, a proper sense of occasion, a devotion to duty and honor, and a sense of chivalry that might on occasion reach beyond the bounds of the pragmatic - - - 'Two can play at that game', as the Duke of Wellington pointed out when asked to use poison gas.

While there is nothing to prevent a player from ordering a few dozen swivel guns to blast the enemy's poop as soon as the engaged ships come aboard one another, it simply wasn't done, and no gentleman should be expected to obey such an order. Privateers were not considered as gentlemanly as naval officers, and any dirty trick was allowed against pirates.

Oddly, the gentleman's code of behavior did not prevent officers from perpetrating the most incredible deceptions: disguising their ships to look like an enemy, hoisting the enemy's signals, flying the enemy's or a neutral's flag on approach, and so forth. It was definitely a breach of the code, however, not to hoist your true colors before ordering the broadside guns to fire into the amazed faces of your foes; presumably if the ruse has worked it won't matter by that time.

It was definitely against the rules to continue hostile action against the enemy once one's colors had been struck.

Strangely the common seamen expected to be commanded by gentlemen; they had an uncomplimentary name - - - 'Tarpaulin Captains' - - - for captains who had risen from their own ranks.

5.2B DUELS

The common men were expected to undergo dozens of lashes, or indeed be hanged, without complaint - - - but to strike a gentleman, or even to libel him, was considered a 'challengeable offense', a cause for a duel. Duels were against the law throughout the period of the game, but gentlemen were considered above laws made for the herd. Gentlemen fought only gentlemen. The laws were rarely enforced unless the wrong man got killed.

It was not only against the law, but a hanging offense, to challenge a superior officer to a duel - - - otherwise promotion would be too easy. This rule **was** enforced, and strictly. Challenging a brother officer was rather caddish, anyway - - - although challenging someone from another branch of the service, such as Infantry or Cavalry, whose officers presumably bought their commissions while Naval officers had to earn theirs (the Army, on the other hand, resented the prize money system and considered naval officers just a cut above mercenaries) might be considered admirable.

Duels were very strictly run, with none of the slapdash spontaneity one might expect from, say, **The Three Musketeers**. They were run by rule-books, the most common in England being the Clonmel Code, adopted in Ireland in the summer of 1777 by gentlemen from Tipperary, Galway, Sligo, and Roscommon. (Irishmen fought more duels than the rest of Europe put together).

The challenged party was allowed choice of weapons: pistols, sword (meaning smallsword), or saber (hanger). If the opponent had one or more artificial limbs it was considered caddish to insist on swords.

There was none of that back-to-back, march-ten-paces, turn-and-fire nonsense either. The ground would have been paced out by the seconds beforehand. If the weapon chosen was swords, the length of the blades was measured to see if they matched, the two faced each other, went on guard, and commenced at a command or the drop of a handkerchief. If the weapon was pistols, they would face each other at ten to twenty paces and fire at a signal.

The seconds would negotiate the time, place, and weapons, and make certain there was a surgeon on hand to treat the wounded, and a carriage to take any casualties back to civilization.

Once commenced, the duels usually proceeded until shots had been exchanged (whether anyone was hit or not) or until blood was drawn. After that, the seconds and neutral party would usually step in to end the affair. Frequently the participants would chivalrously fire into the air so that no one could accuse them of murderous intent, and to show that they were merely involved in defending their own honor and not prosecuting the honor of someone else. (The Clonmel Code denounced this, by the way, as 'dumb-shooting'). The Clonmel Code aside, one of the interesting things about duelling in this period was the frequency with which the participants seemed to avoid death or serious injury.

If the duellings were really out for blood, they might agree to fight with both swords and pistols: they would fire a volley with pistols, and then finish the business with swords. The usual form of duelling in Continental Europe was a French style in which the participants were set a certain distance apart and advanced at a signal, presenting their pistols; they were allowed to get close enough to 'touch muzzles'. Apparently this form of duelling was marked by a good deal of dodging and fakery as each opponent attempted to get his opponent to fire prematurely.

Duelling was universally illegal, although the rules were rarely enforced. If a powerful man is killed, it may be difficult to avoid prosecution at the hands of the corpse's relatives. If one has killed a superior officer, a player might seriously consider whether risking hanging for desertion might be preferable to the certainty of hanging for murder if one stays.

5.2C MARRIAGE AND MORALITY

'We don't care what people do, my dear, so long as they don't do it in the streets and frighten the horses'. - - - Victorian gentlewoman.

The lower decks were not gentlemen, and their needs were therefore taken care of by pragmatic means. Seamen who had not been off the

ship in years were prone to 'restlessness, dissatisfaction, and 'unnatural practices'. Whenever a ship arrived in port, boatloads of 'wives' (there may actually have been a few wives aboard, most were prostitutes) immediately set off from the shore; the sailors were allowed to go down into the boat, pick out a woman or two, and pay a shilling or two to the boatman for her passage. None of this was exactly edifying, but it seems in the long run to have worked out to everyone's satisfaction.

A contemporary description is as follows: 'They all inhabit the same deck, where, whatever be their age or sex or character, they are huddled promiscuously together, eating, drinking and sleeping, without any adequate means of separation or privacy, for the most part even without the slightest screen between their berths; and where, in the sight and hearing of all around them, they live in the unrestrained indulgence of every licentious propensity which may be supposed to actuate inmates of that description'. The single captain who, on moral grounds, attempted to stop the importation of 'wives' aboard his ship was at once faced with a mutiny of the entire crew, and was dismissed the service.

That the sailors' secondmost complaint, after hernia, was venereal disease was not surprising. The Surgeon would treat venereal complaints with mercury; the Mercury Treatment was fairly successful. The medical science of the time had not learned to distinguish gonorrhea from syphilis.

The morality of the upper classes had increased somewhat from the unrestrained behavior of the Restoration crowd; but marriages were still made for advantage and property, not for love, and men and women were frankly expected to cheat on one another. As long as they played the game, behaved with propriety in public, and brought the affair to a seemly conclusion, none could criticize. After all, the men could be abroad for years at a time, and the women could get bored with crocheting after a while. A class of 'kept women', and even 'kept men', was prominent in society. Adultery was regarded as admirable, in an odd sort of way, since to take such a risk meant that love must be present; and love, in a society where marriages were made for money, was fairly rare.

The referee and players may introduce any of the above in a game, or not, as they see fit. Readers desiring further enlightenment might get ahold of an old BOOK OF COMMON PRAYER (not the new one), and read the marriage service with its frank references to carnality; it is only lately we have taken sex out of church.

5.2D BUGGERY

'The tradition of the Royal Navy is rum, sodomy, and the lash'.

1940 --- Winston Churchill.

Section 29 of the Articles of War read as follows: 'if any person in the fleet shall commit the unnatural and detestable sin of buggery or sodomy, with man or beast, he shall be punished with death, by the sentence of a court martial'.

Sailors being sailors, and conditions being what they were, sodomy was a constant presence in the Navy. Although the death penalty as prescribed above was rarely inflicted, men and officers **were** frequently charged with lesser offenses such as 'Disgraceful Conduct', 'Indecency', 'Gross Indecency', or 'Indecent Conduct and Attempted Sodomy'.

There is a 10% chance that any cardboard character will be homosexual; there is a further 10% chance he will be bisexual. Whether they will actively engage in such behavior is up to the referee and other Cardboard Characteristics.

Player-characters may indulge in such proclivities, or not, as they see fit. Referees may choose to ignore the whole subject if they wish.

5.2E COURTS-MARTIAL

Serious offenses, and all offenses in which commissioned officers are involved, require a Court Martial. The Admiral's second-in-command usually presides over a board of five Post-Captains; a gun is fired and a special flag run up on the presiding ship as a signal for the plaintiff, defendant, and all witnesses to come aboard.

Courts-Martial are automatic in the case of a Captain who has lost his ship due to enemy action, or by accident.

Neither side is expected to engage a lawyer; both prosecution and defense will be handled by officers appointed by the court. Courts-Martial tended to be slightly informal as none of the officers were familiar with legal procedure.

The accused officer's sword was taken from him and placed on the desk of the presiding officer, to be returned to him with honorable acquittal. The accused was not present while the court was deliberating the verdict; he would be asked to enter once a decision had been reached. If the point of his sword was pointed towards him, he was guilty; if innocent, the sword would be placed with its hilt towards him.

Decisions were reached by majority vote of the five captains; the decision did not have to be unanimous.

In emergency situations, or on a remote station, a captain was al-

lowed to convene a court-martial with whatever captains were available. Sometimes this resulted in a captain being judge, prosecuting attorney, and executioner all in one. He would have to justify this action once he had returned to his base, however, and might be forced to undergo a Court-Martial of his own.

Before most Courts-Martial, there was a 'Court of Inquiry', an informal investigation by a board of officers to determine whether there was enough evidence to warrant a Court-Martial. The 'Court of Inquiry' was not a legal body, and was not required by any regulation, but from force of tradition it was kept in action, and most flag officers abided by its decisions.

I cannot presume to give any rules for Courts-Martial in the game; each case must be judged by the referee as to the evidence available; he should take into account Charisma, Social Level, and Political beliefs when deciding, or rolling dice to decide, the ruling by the Board of Captains.

5.2F THE ADMIRALTY BOARD

The Royal Navy was run by the Lords Commissioners of the Admiralty, known more familiarly as the Admiralty Board, which met regularly in their splendid building in Whitehall. There were four men on the Board, but two were more important than the others: there was the First Lord, almost always a politician, who ran the Navy day to day with the help of his Secretary; and there was the 'senior lord', also known as the 'professional lord', a senior navy officer who gave professional advice to the others. Later this office was regularized as the First Sea Lord. The entire Board met only rarely, most decisions being made by the First Lord and the professional lord.

Orders issuing from the Admiralty would begin, 'I am directed by my Lords Commissioners of the Admiralty . . .' Dispatches returning to London would begin, 'Be pleased to inform their Lordships that . . .'

5.2G CHAIN OF COMMAND

The Chain of Command theoretically started with the King, acting through Parliament and the Admiralty Board, and then descended to admirals on station, these in order of seniority.

The chain of command then descended to the senior captain in a squadron (who, if acting independently, might be a Commodore), and then to the other captains in order of seniority.

Once aboard individual ships, the chain of command went as follows:

1. Captain.
2. Lieutenants in order of seniority.
3. Sailing master.
4. Master's Mates in order of seniority (this includes senior midshipmen).
5. Bosun.
6. Bosun's mates in order of seniority.
7. Other warrant and petty officers.

Outside the chain of command were the chaplain, purser, and surgeon, who were considered 'staff officers', as opposed to 'line officers'.

5.2H U. S. NAVY CHAIN OF COMMAND

The US Navy chain of command ran from the President, who was considered commander in chief of all American forces, through the cabinet to the Secretary of the Navy, a member of the cabinet who was always a politician. American Presidents in our period took an active and lively interest in the deployment of the Navy, at least in wartime, and quite often contravened the wishes of their Secretaries in order to deploy ships.

The U.S. Navy Department, perhaps unfortunately, had no equivalent of the Royal Navy's 'professional officer' or First Sea Lord, a naval officer who existed to give professional advice to the politicians who commanded the Navy. This presumably has a lot to do with the amateurish and harebrained ways Navy ships were often deployed.

The chain of command ran from the Secretary of the Navy to the senior captains of given squadrons, who, as has been explained, were known as 'commodores'. Command of the squadron then proceeded down the list of captains in order of seniority.

Aboard individual vessels, the chain of command ran exactly the same as with British ships.

5.2I THE MYSTERIES OF THE POST SHIP

Or: Further Adventures in 18th Century Semantics.

The Royal Navy's rules were fairly clear: lieutenants, when they commanded anything, captained schooners and brigs. Masters and Commanders commanded sloops of war. Post-Captains commanded 'post ships', which were supposed to be anything with 22 guns or more; anything less was supposed to be beneath their dignity.

In the way of bureaucratic organizations when they are subject to influence, bribes, and charisma, this scheme went rapidly out the window. Strangely enough, the forms were still observed, just as if they really mattered.

Lieutenants with luck or pull found themselves commanding vessels that, to all appearances, looked remarkably like sloops of war --- three-masted, square-rigged, rated at eighteen or so guns. But the forms were observed, so the sloops of war were carried on the list as 'brigs'. It was not unknown for a Master and Commander to be promoted out of his sloop of war, and for the sloop of war to be subjected to naval inspectors who suddenly decided that he had been commanding a brig all along, just in time for the admiral's pet flag lieutenant to step into his new command.

Masters and Commanders were subject to the same kind of juggling. Since they were usually quite happy to command anything at all, they often-times found themselves in command of a sloop of war that looked just like a brig --- two-masted, with a fore-and-aft mainsail and a square-rigged foremast. If they had luck or pull, they might end up commanding a 'jackass' (28-gunned) frigate that, oddly enough, was rated as a sloop.

And then there were Post-Captains. A junior Post-Captain, far down the seniority list, would often discover that the lofty standard of dignity that was supposed to require him to turn down any ship with 21 or fewer guns was not so lofty after all. What did a few guns more or less matter? The point was to get out in the water and find some prize money.

Any newly-appointed captain of the rank of Lieutenant, Master and Commander, or Post-Captain who has been appointed to command either a brig of war or sloop of war should roll on the SLOOPS, BRIGS, AND SO FORTH Chart in volume I of these rules, **HEART OF OAK**, in order to discover what he really comes up with.

5.2J THE HONORABLE COMPANY

The Honorable East India Company was a joint government-private-ly owned corporation set up to exploit and administer British territories in the East Indies. It was set up in direct competition with the Dutch East India Company, and during the 17th Century fought many bloody, merciless, and private wars with their competitors.

The Honorable Company had a very large trading fleet. Captains of the individual vessels were known as 'commanders'; they were given rank equivalent to Colonel in the Company service. Senior captains were called 'Commodores' and acted as admirals.

The Company maintained its own private army and navy. The Company's armies were organized into regiments on the English model, and were frequently composed of native troops (Sepoys). The Company's navy was known as the Bombay Marine, and less flatteringly as the Bombay Buccaneers. They apparently held ranks similar to those in the Royal Navy, and were known to be more favorable to promoting officers without high social connections. The Bombay Marine defended East India convoys, suppressed piracy, and fought the Dutch and French with or without the cooperation of the Royal Navy.

The Bombay Marine also apparently had different classes of ships from the Royal Navy, with some useful innovations, but all the records were destroyed at Bombay Castle in 1860, and it is very difficult to find data. The Bombay Marine used highly-disciplined Sepoy troops as marines, apparently with great success. The Bombay Marine became the Indian Navy in 1830.

Royal Navy captains were frequently assigned to cooperate with East India commodores, or with the Bombay Marine, and this could lead to all manner of squabbles concerning precedence and the transmission of orders. Any Royal Navy officer annoyed at interference by the Company or its agents should be aware that the Company carries great weight with the politicos in London, and therefore with the Admiralty.

5.2K FIGHTING INSTRUCTIONS

The Admiralty, as a result of sad experience in the 17th Century Dutch Wars, issued a set of Fighting Instructions to its fleets. The intention of the Fighting Instructions was to demonstrate the superiority of the line of battle to other formations, and to strictly enjoin commanders from allowing their battle line to be broken by an enemy; as such, the Fighting Instructions tended to work all too well. Unimaginative Admirals stuck to the word of the Fighting Instructions, rather than the spirit, and the result was that any captain who broke a line-ahead formation did so at the risk of Court-Martial. In the early part of the century, penalties were applied even against successful commanders: in an engagement with the French off Toulon in 1744, Admiral Thomas Matthews ordered his van squadron to break the line and engage the enemy, capturing one Spanish ship and blowing up another. The limited success could have been greatly enlarged had Matthews' subordinate, Lestock,

obeyed Matthews' orders to break the line and support with his rear squadron, but Lestock refused. Matthews ordered Lestock court-martialled, but was ordered to resign by the Whiggish Admiralty, who objected to his political opinions. Lestock, in his turn, was acquitted.

The Fighting Instructions, due to Matthews' unhappy example, had a particularly heavy weight at the beginning of our period: the line remained sacrosanct throughout the Seven Years' War, and unimaginative admirals and timid captains allowed several victories to slip through their fingers due to their refusal to break the line of battle and pursue a fleeing enemy; nevertheless, imaginative admirals such as Hawke pursued imaginative tactics, and Hawke himself, at the battle of Quiberon Bay, threw all formation to the winds, attacked over shoal water in a full gale, and brought off the most notable victory in the entire Age of Fighting Sail.

It had become customary for admirals to supplement the Fighting Instructions with their own Additional Fighting Instructions, which were usually more detailed. Imaginative commanders such as Howe and Hood began to develop innovative tactics whose foundation allowed Nelson such freedom of action; yet for every Howe, Hawke, and Hood, there were admirals like Byng and Graves, who allowed entire campaigns to slide through their grasp because off overly-orthodox tactics. In other words, tactics were only as imaginative as the admirals using them; and the admirals' tactics were only as good as the captains who had to apply them. It was Nelson's good luck to have captains who understood and approved of his imaginative tactics; it was the curse of other fine commanders, such as Pocock, to be cursed with such lame-brained captains that he could not win a victory even at decisive odds.

Any violation of the Fighting Instructions and orthodox tactics by player-characters might be met with court-martial unless attenuated by conspicuous success. This will hold true through the early part of the Napoleonic Wars.

5.2L SIDE PARTIES

Any King's Officer, from the lowliest lieutenant to the Admiral of the Fleet, to His Britannic Majesty himself, has the right to be greeted at the side of a ship by the proper side party, and to be piped aboard by the boatswain. Side parties vary in size from a handful of seamen under the command of a Lieutenant, to the grand party expected by an admiral or commodore; the entire ship's company turned out in the waist of the ship, with the Marines presenting arms on the poop. Officers from other services, such as the Army, require side parties equivalent to that given their Navy Equals.

5.2M READING-IN

When a captain first takes command of a ship, the ship's company would be mustered to hear him read-in his command. He would ascend the poop directly upon being piped aboard, and either he or his first lieutenant would read his orders to the crew, thereby making him officially master of the ship.

The orders, after a few lines of formal address, began: 'You are hereby required and directed to proceed on board the ----- and take upon you the Charge and Command of (Commander/Captain) of her; willing and requiring all the Officers and Company belonging to the said ----- to behave themselves in their several Employments with all due Respect and Obedience to you their (Commander/Captain)', and ending, 'Here-of you nor any of you may fail as you will answer the contrary at your Peril'.

That final sentence was ominous, and meant to be.

5.2N FORMALITIES, ETC.

Upon entering harbor, the ship's Gunner would fire the requisite number of guns in salute to whatever flag was displayed; a commodore got 11 guns, a rear admiral 13, vice admirals 15, full admirals 17; a king got 21, and an emperor 23.

Upon repairing on board, officers would salute the quarterdeck and then the officer of the watch. The Royal Navy salute is with the edge of the hand forward, as in the American salute; not the palm-out salute of the British Army.

On all formal occasions, dress uniform is prescribed, complete with the right sort of silver buckles on the shoes, and a sword with at least a presentable hilt. A lieutenant's sword was worn with the belt over the shoulder; captains and above wore the sword at their waist.

The hats varied in our period; towards the beginning, a tricorne was worn by all officers. The captain's tricorne gradually grew bigger and flatter, and eventually became a cocked hat that was usually worn fore-and-aft. Nelson, for reasons best known to himself, chose to wear his cocked hat square, like Napoleon. His hat was bigger than Napoleon's, too.

Merchant ships, when passed by a ship in the Royal Navy, were supposed to lower their topsails or let fly their topgallant sheets in salute.

Some Royal Navy officers felt this custom ought to be applied to neutral shipping as well; their persistent and ungracious attempt to teach this rite to American ships was yet another cause of the Second American War.

5.20 FLAGS AND FLAG OFFICERS

Upon placing a ship in commission, captains hoisted at the maintopgallant masthead a long swallowtail pendant, white with red St. George's cross.

Commodores of the First Class flew a broad red swallow-tailed pendant at the maintopgallant masthead. Commodores of the Second Class flew a broad blue pendant.

An Admiral of the Blue, or a Rear-Admiral, flew a blue square flag at his mizzen topgallant masthead.

An Admiral of the White, or a Vice Admiral, flew the St. George's banner at his fore-topgallant masthead.

An Admiral of the Fleet flies the Union Jack at the main topgallant masthead.

A ship carrying the Lord High Admiral or his Commissioners flies the Admiralty flag (red with a gold 'fouled anchor') at the main topgallant masthead.

A ship subordinated to an admiral of a specific squadron will fly the appropriate ensign of that squadron; i.e., a ship subordinated to a Vice-Admiral of the White will fly the White Ensign, and a ship subordinated to a Vice-Admiral of the Red will fly the Red Ensign.

At the start of a court-martial, a gun is fired and the Union Jack is raised until the court-martial is no longer in session.

5.2P DIVINE SERVICE AND THE READING OF THE ARTICLES

'You will find some little outward appearance of religion and Sunday prayers, but the congregation is generally driven together by the boatswain, who neither spares oaths nor blows'. - - - Edward Thompson.

Divine Service is compulsory every Sunday on a King's Ship, weather and the enemy permitting. The Service was conducted by the Chaplain, if the ship carried one; otherwise by the Captain or his appointed deputy. The Service included readings from the Scriptures and the singing of Anglican hymns. Roman Catholics, Methodists, Freethinkers, Deists, Atheists, and Jews were not exempt from the mandatory Church of England service - - - unless an unusually tactful captain had put them on watch. Many Roman Catholic bishops issued special dispensations to their flock in order to allow them to attend Anglican rites under such circumstances; some few bishops issued dispensations to Catholic naval officers that allowed them to take the oath resulting in their commission, which required them not only to swear allegiance to the King but abjure the Pope as well.

Once each month, the Admiralty required that the Captain read the Articles of War to the ship's assembled company, in order that they might be acquainted with the articles upon which they could be expected to be flogged or hanged. Usually this was done at Divine Service, which was either shortened or dispensed with altogether. The Articles of War were an admirable piece of prose listing every conceivable offense against the dignity of His Majesty, his Majesty's ships, or His Majesty's officers, together with the penalties prescribed against each. After once hearing the Articles read, the men of the ship's company were alleged to have no excuse save their own turpitude should they violate the regulations.

5.2Q DISCIPLINE

'Songs were made on him extolling his kindness'. - - - William Bligh, on himself.

Discipline on as complex a piece of machinery as a ship of war was necessarily taut, and the captain had all power necessary to enforce any of his decisions. Mutiny, incitement to mutiny, and piracy were all punishable with death on the spot, without the necessity of a court-martial, if the captain declares the emergency urgent enough to merit such summary action. If a captain captures a pirate ship, he can quite legally hang the entire ship's company. He may want to court-martial any offenders, however, to prove he had a solid reason for hanging them, and to guard his own back against any accusation of injustice.

Striking a superior officer (including a petty or warrant officer), murder, and treason were among the capital crimes, as was desertion; they required a court-martial. An officer could only be tried by a board of captains; a lower-deck man could be tried by assembled officers, by the captain alone, or - - - on occasion - - - by an outraged Admiral's personal fiat, as in the case of John Jervis (the future Earl St. Vincent), who forced his ship's crews to hang members of their own company after the Admiral had found them guilty of incitement to mutiny. They were hanged on a Sunday, which was thought by some to be a considerable breach of etiquette.

Flogging was prescribed for most crimes, such as failure to obey an order, theft, spitting on His Majesty's deck (a serious offense), and 'insolence', the last of which caught everything the first few didn't. The Thirty-Sixth Article of War, known as the 'Captain's Cloak,' also prescribed punishment for 'All other crimes not capital, committed by any person or persons in the Fleet, which are not mentioned in this act' - - - in other words, the captain could invent a crime, pin it on someone, and flog him for it, and all legally. The captain of a man of war, in fact, had more power than the King himself; the King could pardon, but he could never sentence anyone to any punishment whatever, but a captain could, and many did, order a man shot or hanged on virtually any pretext.

Flogging was done by the Bosun or a Bosun's Mate, in the sight of the assembled ship's company, with the Marines drawn up with fixed bayonets on the poop in case anyone objected. Captains had a wide latitude in the number of lashes they could award, although more than three dozen usually crippled the felon.

Flogging round the fleet was another amusing pastime; awarded in serious cases such as desertion or striking an officer, the felon would be put in a boat and rowed about the harbor, receiving the prescribed penalty alongside each ship in port. If a surgeon decided the punishment had gone on too long, the prisoner would be taken into his home ship, healed up, and the rest of the sentence completed later.

If a man died during punishment, he would be buried at low tide in a nearby mudbank, in an unmarked grave. If a man was hanged, he would frequently be covered with tar as a preservative and hung in public on a gibbet, in a sort of iron cage, to serve as an example. At the beginning of our period, Captain Kidd's body may still have been visible, swinging at Tilbury Point on the Thames.

Theft was frequently punished by lashing the victim to a grating and dragging him through a gauntlet of the ship's company, who were expected to lash the thief as he was dragged past. The victim frequently died: thieves below decks were not an admired class, and he had no protection for his head or kidneys, as he did during an ordinary flogging.

Keelhauling was a vicious punishment seldom inflicted, and certainly not by the relatively merciful William Bligh, as shown in the movie. The victim would be dragged along the bottom of the hull, and the barnacles would frequently tear him to pieces.

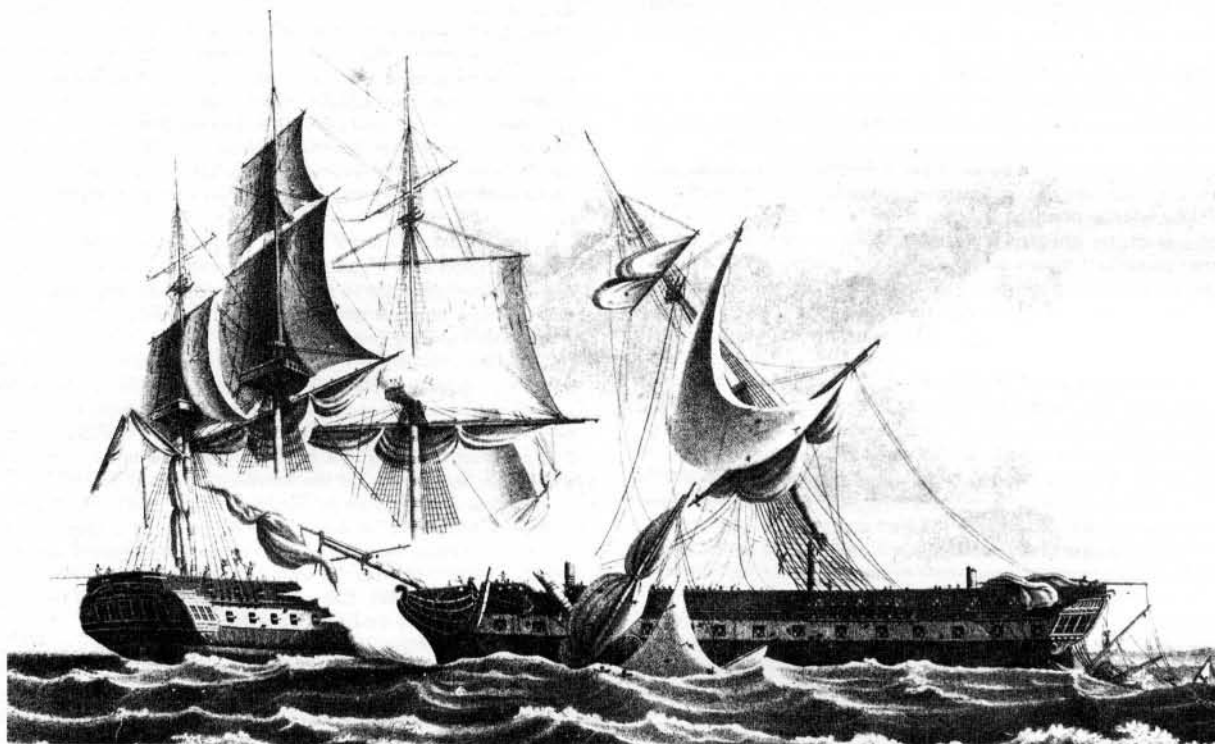
Throughout our period, the legal limit of lashes inflicted without a court-martial was one dozen. This was rightly ignored by every captain in the service, and there is no record of anyone being reprimanded by his superiors by inflicted more; it was felt that a court-martial ruins a man's reputation for life, and captains felt it was better to award three or four dozen lashes and forget about it. After 1806, the legal limit was raised to two dozen; but most captains continued to ignore the ruling unless specifically directed to do so by their superiors. (Admiral Collingwood, for instance, loathed flogging, and forced his captains to temper justice with mercy by forcing them to justify every lash laid on their men's backs; Collingwood preferred the more enlightened methods of punishment, such as stopping a man's grog, giving him extra duty, and shaming him in front of the other men).

A vicious captain often receives only mutiny as his reward.

5.2R MUTINY

'It is more difficult to cite cases when a commander, by firmness and diplomacy, has snuffed out the threat of imminent mutiny. They are not usually considered worthy of record'. - - - Richard Hough, **Captain Bligh and Mr. Christian**.

Mutiny is a constant threat, both to the officers, and to the discipline and morale of the King's Service. The People, brutally pressed into service, flogged at the whim of their commanders, fed disgusting food, their medical needs cared for inadequately if at all, bullied by petty officers, some of whom were almost certainly homosexual (see **Billy Budd**), needed very little to set them off. Today, it is difficult to see how they stood it for so long, particularly in such cases as that of the **HERMIONE**, whose Captain Hugh Pigot killed at least five of his men through his brutal discipline, and who was so vicious that his crew rose against him, cut him to bits, threw him still living into the sea along with ten other officers, and deserted to Spain. It is difficult to tell just what William Bligh did to provoke the **BOUNTY** mutiny; he was a relatively enlightened commander, took unusually good care of his crews' health and needs, and never awarded more than two dozen lashes (and that for desertion, a capital crime). He was unjust, and a nagger; but only part of his crew, led by a machiavellian officer and his dupe Fletcher Christian, an Acting-Midshipman (not a lieutenant, as in the movie; Bligh was only a lieutenant himself) rose against him. It is one of the curious facts about the **BOUNTY** mutiny that every man in the ship, including the officers who led the mutiny, had been hand-picked by Bligh himself.



The Spithead and Nore Mutinies were certainly the largest mutinies on record, and deserve comment. On St. Valentine's Day 1797 the entire Western Squadron (Channel Fleet) at Spithead mutinied. There had been plenty of warning, all of it ignored. Most of the officers continued in residence on the ships, and only a few of the most brutal captains were asked by the mutineers' deputies to go ashore. The delegates were prime seamen, mostly warrant and petty officers; the mutiny was almost certainly not politically inspired, although a few red flags were seen. Even the Marines mutinied. The mutineers only turned violent after Admirals Bridport and Colpoys proved treacherous. The fleet at Plymouth mutinied on April 28; on 30 April there was a minor outbreak, swiftly ended, on the flagship of the North Sea Squadron. Thanks to the quick work of Parliament, and to the tactful intervention of First Sea Lord Spencer, and the elderly Admiral Howe, by May 15 the crews' demands had been met, and the mutiny ended.

Their demands were touchingly minor; they asked for a raise in pay (there had been none since the time of Charles I), a more equitable distribution of prize money, better victuals, occasional shore leave, and more humane treatment for the sick and wounded. They also asked that food be distributed at the ratio of sixteen ounces to the pound, instead of the 'purser's measure' of fourteen. All these demands, which cost little enough, were met, at least on paper.

On 12 May the Nore mutiny commenced, among the North Sea Squadron. It was more serious, because the demands of the Spithead mutineers had already been met, and because of the flirtation of the mutineers with Radical politics; the mutineers were violent from the beginning, and their lack of moderation and tact alienated not only the officer class but their own supporters. The mutiny was ended on the 15th of June, and twenty-eight of the ringleaders were eventually hanged. The North Sea Squadron went on to defeat the Dutch at Camperdown on 11 October.

In the game, mutinies must be the province of the referee; it would behoove him to introduce at least the possibility of mutiny among the men of a player-officer's command, a possibility mitigated or worsened by his action. A First Lieutenant may be required to moderate between a vicious captain and his aggrieved crew. A particularly ambitious officer might try to lead a mutiny, take the ship, and become a pirate or set up a South Sea colony: he should be warned, however, at the example of Fletcher Christian, ostensible leader of the *BOUNTY* mutiny, whose head was eventually beaten in by an axe wielded by one of his 'colonists.' It is one of those sad facts of mutiny that once men have been shown how to kill their leaders, they rarely know when to stop.

5.3 AN INFORMAL HISTORY OF THE U. S. NAVY

The Continental Navy, with which the rebellious colonies had attempted to fight the greatest naval power in the world, had been disbanded shortly after the conclusion of the war, and its remaining ships and equipment sold. When Algerian corsairs began capturing American merchant vessels in 1793, President Washington induced Congress to authorize the construction of six frigates, incidentally creating the United States Navy.

In 1795 a treaty was signed with Algiers, establishing a regular system of tribute and presents, and construction on the frigates was halted. But then the Wars of the French Revolution heated up, and American ships began to fall prey to European nations, work on the frigates was resumed, some smaller vessels were laid down, and merchant ships were bought or rented, and converted to warships. When the Quasi War with France began in July 1798, the U.S. Navy consisted of the frigates *UNITED STATES* (44), *CONSTITUTION* (44), *CONSTELLATION* (36), *PORTSMOUTH* (24), brigs *NORFOLK* (18), *PINCKNEY* (18), *EAGLE* (14), *PICKERING* (14), the schooners *SCAMMEL* (14), *GOVERNOR JAY* (14), *VIRGINIA* (14), *DILIGENCE* (12), *SOUTH CAROLINA* (12), and the sloop *GENERAL GREENE* (10). Converted merchantmen included the ships *GANGES* (24), *GEORGE WASHINGTON* (24), *MERRIMAC* (24), *BALTIMORE* (20), *MONTEZUMA* (20), *HERALD* (18), and the brig *RICHMOND* (18). The Navy totalled 22 ships, mounting 456 guns, and having a complement of 3,484 men.

During the war the Marine Corps was established, on June 11, 1798. The *CONSTELLATION*, Captain Truxtun, captured the French *INSURGENTE* and defeated the *VENGEANCE*. The *BOSTON*, Captain Little, captured the French frigate *LE BERCEAU* off Boston after the treaty of peace had been signed. During the course of the war the United States built 45 ships and captured 85 French ships. The only warships lost to the United States were of the inferior *GANGES*-class converted merchantmen.

Following the peace the Navy was reduced to its Peace Establishment of 13 ships, the rest being sold. The ships got rid of were the smaller vessels and the converted merchantmen, the frigates *PRESIDENT* (44), *CHESAPEAKE* (36), *NEW YORK* (36), *PHILADELPHIA* (36), *ESSEX* (32), and the corvettes *ADAMS* (28), *BOSTON* (28), *JOHN ADAMS* (28), the sloops of war *GEORGE WASHINGTON* (24), and the schooners *EXPERIMENT* (12) and *ENTERPRISE* (12), which had been added during the course of the war, remained in service.

Tripoli, upset with the United States' lack of tribute, declared war on 10 June, 1801. The war lasted until June 1804, and was ended on

terms favorable to neither party. There were few naval battles as such, but the war was marked by a rigorous blockade, constant skirmishing with small vessels, and a number of full-scale attacks on Tripoli harbor. The frigate *PHILADELPHIA*, Captain Bainbridge, was lost after it ran aground, but burned by a group of commandos led by Stephen Decatur.

After the conclusion of the War with Tripoli the Navy was again purged, the smaller vessels sold while the larger vessels were put in permanent drydock, and some two hundred small, unseaworthy gunboats built to provide a cheap form of harbor defense. The *CHESAPEAKE* incident, in which the U.S. frigate was fired on by and surrendered to the British *LEOPARD*, took place in peacetime, and served to alarm the country. Some effort at naval preparedness took place, but by the time war was actually declared in 1812 the U.S. Navy still had only 12 captains on the register, commanding only the *UNITED STATES*, *CONSTITUTION*, *PRESIDENT*, *CHESAPEAKE*, *CONGRESS*, *CONSTELLATION*, *ESSEX*, *ADAMS* and *JOHN ADAMS*, the 18-gun sloops of war *HORNET* and *WASP*, the 16-gun brigs, *ARGUS* and *SIREN*, and the 12-gun brigs *ENTERPRISE*, *NAUTILUS*, and *VIXEN* (all converted schooners), plus the 10-gun schooner *VIPER* and 100 worthless gunboats.

A vigorous building program was instituted after the first Navy successes, and by the end of the war, despite the inevitable losses occasioned by the overwhelming forces of the British, the American naval establishment contained more vessels than it had at the start, and with 30 combat-tested captains. The new vessels included the brilliantly-constructed heavy sloops of war *FROLIC*, *PEACOCK*, *WASP*, *ONTARIO*, and *ERIE*, most of which saw service, and the first 74s *INDEPENDENCE*, *WASHINGTON*, and *FRANKLIN*, none of which were completed in time to be of any service. A spirit of innovation characterized American building at this time, shown by the first steam warship anywhere, the *DEMOLGOS* (otherwise known as *FULTON THE FIRST*), the torpedo boat *TORPEDO*, and the innovative design of the *PENNSYLVANIA*, perhaps the largest wooden warship ever built.

After the conclusion of the War of 1812 came a war with Algiers in which successive squadrons of swift, efficient American warships under Decatur and Bainbridge succeeded in cowing the corsairs into surrender, and which also shamed the European powers into sending their own squadrons to North Africa shortly thereafter and ending the menace of the Barbary Corsairs forever.

The War with Algiers was followed by the establishment of a large peacetime Navy which made cruises to Europe, Mediterranean, and the Orient, and which greatly aided in the suppression of piracy in the Caribbean.

5.3A THE SHIPS' OFFICERS: U. S. NAVY

The U.S. Navy drew much of its experience, tradition, and practice from the Royal Navy. All of the essays applying to the Royal Navy will apply here, except as noted below.

MIDSHIPMEN

Midshipmen were taken on board U.S. vessels at the option of the captain, and at the recommendation of their congressmen. Midshipmen didn't usually start as young as their Royal Navy counterparts; 16 or so seemed typical, and Stephen Decatur didn't begin his career until he was 20. They were usually expected to know their jobs better than their Royal Navy counterparts, because in order to pass the Board of Examiners they generally could not count on social rank or political pull to get them through, as their British cousins did. In general they lived a good deal closer to their men and knew them better.

LIEUTENANTS

The duties and privileges of lieutenants were almost exactly those of their Royal Navy cousins. U.S. lieutenants were often detached to command gunboats, brigs, or schooners, and thus were allowed to exercise independent or semi-independent command more often than were the British.

Lieutenants wore a blue coat with a single epaulet. The epaulet was worn on the left shoulder if the lieutenant was a subordinate, and on the right shoulder if the lieutenant was in command of a vessel.

MASTER COMMANDANT

Master Commandant was, like Master and Commander in Britain, an in-between rank. In fact the rank of Master Commandant was extinct from 1801, when the few Master Commandants in the service were dismissed in the Great Sack, to August 1804, when the rank was revived with the promotion of Charles Stewart. Master Commandants were supposed to command vessels of between 14 and 22 guns, but in practice took whatever was available.

The uniform of a Master Commandant was similar to that of a Captain, but without much of the gold lace and with only a single epaulet on the right shoulder. The Master Commandant bore the four buttons on the cuff.

The rank of Master Commandant was shortened to Commander in 1837.

CAPTAIN

The rank of Captain was the highest to which a U.S. officer might aspire. ('Commodore', as in the Royal Navy, was more or less honorary). Captains were supposed to command vessels of 22 guns or more, but in practice took what they could get in a service that had more captains than ships.

Captains wore a blue coat decorated with gold lace, four buttons on the pockets and cuffs, and an epaulet on each shoulder.

COMMODORE

As Leonard F. Guttridge and Jay D. Smith remarked in their book *The Commodores*, 'A captain, or more rarely a master commandant, who had commanded a company of ships was privileged to call himself a commodore. His identifying symbols were a silver star on each strap of his epaulet and a broad, forked pendant flown at the main truck of his ship. They could also betoken jealousy and friction. Commodore was not a commissioned rank but a courtesy title which implied prestige rather than prowess and whose only emolument was vanity'.

I couldn't have said it better myself. Any officer of command rank whose seniority made him the highest-ranking commander in any given squadron was allowed to call himself a 'commodore'. Squabbles for precedence and seniority, and arguments over whether self-appointed commodores were in fact allowed the title were common, and often bitter.

Commodores actually appointed by the Secretary of the Navy to command of a squadron - - - the Mediterranean squadron, for example - - - were often allowed a flag captain to serve under them, and concern himself with the day-to-day conduct of the flagship.

5.3B HONORARY RANKS

The American service had far fewer plums to hand out to its deserving officers, mainly because it was such a small outfit without a large establishment, as in the Royal Navy. The few available are mentioned below.

FLAG LIEUTENANT

A lieutenant attached to a commodore to assist with signals and communications between His Nibs and the squadron.

FLAG CAPTAIN

The captain of the ship upon which a squadron commander is currently in residence. Like his Royal Navy counterpart, the Flag Captain is responsible for the sailing of his particular ship into action, and the day to day running of the ship, while the squadron commander deals with more elevated concerns.



PENSIONS AND PROPERTY

These were most often granted by individual states to the deserving, and not by the federal government. For instance, Master Commandant Thomas Macdonough, following his against-the-odds victory in Lake Champlain, was awarded all of Cumberland Head, overlooking the scene of his victory, by the state of Vermont, and was given 1000 acres by the state of New York. Many individual cities in New York also voted Macdonough land or housing sites within their boundaries, in gratitude for saving the state from the British.

5.3C CREW

THE PEOPLE

There was one single, vastly overwhelming difference between the crew of the U.S. warships and their opposite number in England: the U.S. service was composed entirely of volunteers. There was no impressment, no military draft - - - the sailors volunteered for 1 year of service, and at the end of that year were shipped home on the first available ship provided that they didn't re-enlist.

The fact that the crewmen could always leave at the end of their enlistment meant that they could demand better treatment, pay, and a higher percentage of prize money from their officers - - - and all of these demands were anticipated and granted before they could even be asked. The United States sailor was a citizen of a republic, and treated as such.

Coming from a republic, there was not the enormous gap between sailor and officer that was so apparent in England - - - there was no class system, with its autocratic traditions, to support. Officers did not, in general, think it beneath their dignity to talk with a common seaman. Officers and seamen were closer together socially, and although discipline existed and was enforced, such penalties as flogging were rarely required simply because the close contact between officer and man allowed the officers to anticipate trouble before it started.

The seamen were divided, as in the Royal Navy, between Able Seamen and Ordinary Seamen; their duties and differences were similar. Unlike their Royal Navy counterparts, U.S. sailors were allowed frequent shore leave, and were allowed visits to their families ashore when the schedule of the ship permitted.

A great deal has been written to the effect that many of the crewmen in American ships during this period were in fact deserters from the Royal Navy. This was true, but only to a limited extent - - - the Royal Navy pressed a good many sailors who were American born, and many of these in turn escaped and joined the U.S. Navy. American captains generally made a conscious effort to weed out those crewmen who were not actually born in the United States.

Most of what was written about British deserters in the American navy was written by British historians, who deliberately distorted or 'invented' truth in order to explain away British defeat in the War of 1812. Of course all they succeeded in demonstrating was that British crewmen under American officers performed better than they did under British officers.

MARINES

American Marines, like the British, wore military uniform (in this case a blue coat similar to the one they wear today) and maintained military discipline. Their functions were virtually the same as their Royal Navy counterparts.

The U.S. Marines had a unique method of fighting during battle. Seven marines were assigned to each fighting top. The marine proven best with the rifle during marksmanship competitions did all of the firing, with the other six loading their rifles and passing them to the marksman. In this way a steady and very accurate fire was maintained. During the War of 1812 a very high percentage of British officer casualties were a result of Marine sniper fire.

U.S. Marine snipers using this system should have a +10% to their chance of hitting with their chosen weapon.

SAILING MASTER

The position of the Sailing Master was similar to that of his Royal Navy counterpart, except that quite often he rose above Master to midshipman or lieutenant instead of staying forever as a warrant officer. Sailing Master was not the end of the line as far as promotion went; quite often it was a step to higher things.

Young lieutenants frequently accepted a step down in order to act as Sailing Master on a small ship, in order to perfect their seamanship skills - - - this was something their British cousins could scarcely have ever lowered themselves to do.

THE SURGEON

American naval surgeons were more often Physicians, and were less

often drunks, than in Europe. This was because serving as a naval surgeon was thought of less as the end of the line than as a beginning: American medical men often accepted a year or two on shipboard as a way of practicing their craft and of building up the funds to start a new practice ashore.

CHAPLAIN

The United States had no established church, so the denomination of any ship's Chaplain was up to whoever volunteered for the job, and up to the captain who chose him. Sky Pilots were still considered unlucky, and were often not used.

THE PURSER

Pursers had to bond themselves to the tune of \$10,000 before being allowed to join their ships, which money was forfeited if corruption or malfeasance was discovered. Most of the gross abuses allowed their British cousins were not allowed in the American service, but apparently there was still enough money in it for the Pursers not to be overly resentful.



OTHER OFFICERS

The Boatswain, Carpenter, Gunner, Master-at-Arms, Clerk, Cockswain, Sailmaker, Steward, Cooper, and so forth, were all similar to their British counterparts.

5.4 ATMOSPHERE

Those elements in which the U.S. Navy varied from the Royal Navy are mentioned here; otherwise things are assumed to be much the same.

5.4A OFFICERS AND GENTLEMEN

The U.S. Navy started with something of an inferiority complex regarding the Royal Navy, and they were thoroughly aware that the British considered them unmannerly, incompetent ruffians. The American officers therefore seem to have decided to go to extremes in order to prove themselves worthy of the title of 'gentlemen', and to make a point of bringing all this to British attention.

The U.S. officers made a point of being extremely generous to those they defeated, astonishingly correct about points of etiquette and honor, and absurdly quarrelsome with each other. Apparently the Royal Navy rule about challenging brother officers was not in force, for American officers blasted and stabbed one another with fair regularity, although if there were officers from other navies about they fought them, too. More of this under DUELS.

5.4B DUELS

'I pronounce Lieutenant Williamson a coward, a scoundrel, a poltroon, and no gentleman!' --- Uriah Phillips Levy, 1819.

Before duelling was finally outlawed in the service in the 1840's, one third as many American officers died in duels as died in combat with an enemy. The dead included Stephen Decatur, one of the early heroes of the navy, who died in combat with a brother officer.

Duelling was a quite acceptable way of dealing with one's problems, and later evolved into the frontier gunfight. Out east it was still quite formal, with seconds, thirds, and a surgeon on hand.

The Clonmel Code was usually followed. The opponents stood ten to twenty paces apart, and fired at a signal. The usual signal seems to have been to have one of the seconds call out, 'Fire, one, two, three', with the participants firing any time between 'fire' and 'three'.

Extremes seem to have been common. When Uriah Levy was challenged by one Lieutenant Potter in 1816 (apparently Uriah's offense consisted of being Jewish) shots were exchanged five times, with Potter shooting to kill and Levy shooting in the air, before Levy finally got tired of the situation and shot his opponent dead on the sixth exchange.

In another remarkable situation, Midshipman Richard Somers proposed to fight six opponents on a single afternoon, and actually fought three of them before they conceded that he wasn't a coward after all and apologized.

The seconds seemed more frequently to get involved in the fighting. The likes of Jim Bowie seemed to find the scent of blood so irresistible that they waded into fights ostensible being fought by friends. Quite often seconds would get involved in subsequent duels, either with each other or with other partisans - - this seemed to be the result, particularly in the South, of political disputes being settled by duelling, with members of the various factions seconding each other as they attempted to eliminate the opposition.

5.4C MARRIAGE AND MORALITY

The Americas seem to give the impression of being more straitlaced. This is not to say that fornication, adultery, and homosexuality did not exist; they were simply not very well tolerated in society. New England still bore the burden of puritanism, and the rest of the country was well-sprinkled with conservative religious minorities like the Quakers, Dunkers, and Shakers, who maintained strict standards in regard to sexual conduct. In England, the upper church was as corrupt as the aristocracy, and the moral force of much of Anglicanism was lost (giving rise to, among other things, Methodism), but the United States had no established church and the contending denominations gained and maintained their power in precise relationship to their ability to gain converts. One of the best ways of gaining converts is, of course, to loudly denounce any prominent person who does not meet one's standards, or at any rate shows signs of enjoying himself in public more than the average citizen. Kept women still existed, but were kept out of sight; arranged marriages were still common, but not so often admitted to.

Another aspect of sexual relations in this period was created by the fact of slavery. To quote Thomas Jefferson: 'The whole commerce between master and slave is a perpetual exercise of the most boisterous passions, the most remitting despotism on the one part, and degrading submission on the other'. The outrageous abuses of the slave system are well documented: rapes and near-rapes, the forced breeding of young girls, the forced breeding of black male slaves with white female indentured servants in the hopes of producing a domestic species of half-breed house slave.

The bodies of slaves were held to be property, and at the absolute disposal of their masters. Disobedience was remedied by a whipping, and defiance by torture followed by burning at the stake. Masters who beat and bred their slaves, and who fathered children among them, justified the practice with the assertion that the slaves would do the same to them if given the chance. The result has been an atmosphere of twisted sexuality that has poisoned race relations to the present day.

I might point out that slavery and its abuses was not confined to the American South: all the European islands and colonies practiced slavery during this period, and it was neither illegal nor unusual in the American North. No section of the country, or of the world, had a monopoly on virtue.

In the United States, women seemed to have been considerably less emancipated than their European cousins. Allan Nevins has stated: 'To a great extent, women were victims not of conscious repression but of a false chivalry which masked subconscious conservatism and selfishness. They were treated as 'superior' beings because men did not want the trouble of treating them as equals'. American women were expected to be shrinking violets; their whims were catered to, they were waited upon, and their opinions listened to with deference and condescension so long as everyone understood they weren't to be taken seriously. European women, who weren't exactly emancipated themselves, were

amazed by the practice.

The British system of wholesale importation of prostitutes aboard men of war was, of course, not followed. The men were allowed ashore to pursue their ends in the reasonable confidence they would return, and with the Mercury Treatment in readiness.

5.4D COURTS-MARTIAL

Courts-Martial in the U.S. Navy followed the same form as the Royal Navy: first a Court of Inquiry to determine whether a Court-Martial should be held, followed by a Court-Martial board of five officers, the decision by majority vote, with the accused officer's sword being returned to him hilt-first if he was found innocent.

There were, however, a number of significant differences.

The American service being smaller, it took a good deal more effort to assemble five Officers. Frequently the Court-Martial would hang fire for months, awaiting a moment when the requisite number of officers could assemble. Sometimes members of the Court of Inquiry were pressed into service as members of the Court-Martial, which was, to say the least, awkward: the Court of Inquiry would have determined whether the Court-Martial should have been held in the first place, and gathered evidence for the prosecution, and any Court of Inquiry member also serving on the Court-Martial could be accused of both prosecuting and judging the same case.

Again, because of the small size of the navy, every officer knew every other officer, and quite often close personal friends were called upon to judge other personal friends. This resulted in an atmosphere of bitterness and personal animosity that often lasted for years and greatly poisoned the air within the service.

For example: Captain James Barron. He had commanded the CHESAPEAKE in 1807 when she was attacked (during peacetime, no less) by the British LEOPARD, which forced her surrender and took off four sailors alleged to be British. Barron's courage was never questioned, but it was imputed that he had allowed an unready vessel to proceed to sea, and thus was guilty of negligence. It was true, of course, that none of CHESAPEAKE's guns were mounted, that her decks were lumbered with stores, and that her men were undrilled at gunnery; it was also true that Commodore Barron came on board only a few days before, and was under Navy Department orders to make haste to the Mediterranean.

Captain Stephen Decatur, hero of Tripoli, was ordered to assume command of the CHESAPEAKE and to conduct the Court of Inquiry. Decatur was a former shipmate of Barron and a friend; nevertheless he found that Barron was guilty of gross negligence and recommended a Court-Martial.

Decatur was also ordered to serve on the Court-Martial, over his own objections. The Court-Martial, following a prolonged trial marked by numerous legal irregularities, found Barron guilty, and ordered him to be dismissed the service for a period of some years, after which he would be reinstated.

This decision had a number of unfortunate consequences. James Barron was the brother of Commodore Samuel Barron and friendly with a number of other officers; testifying in his favor was Lt. Jesse Eliot, a man who never turned down a feud when one was offered, and who never fought one fairly if he could fight it the other way. Testifying against Barron was Lt. William Henry Allen, who was later Decatur's first lieutenant on the UNITED STATES and captain of the ARGUS.

The Barron trial resulted in a feud within the navy that went on for years. Consequences of the feud included: the addition of politics and bitterness to the feud between Oliver Hazard Perry and the entire Perry family over Jesse Eliot's conduct at the Battle of Lake Erie (Eliot's conduct has been found by subsequent historians to be grossly incompetent at best and treasonous at worst), the duel between Decatur and James Barron that resulted in Decatur's death in 1820 (Eliot served as Barron's second), the subsequent poisoning of the waters between Barron and Eliot, Eliot's court-martial in 1840, ostensibly over his shipping of private property on naval vessels but in which the old Lake Erie charges were raked over --- this and a good deal more.

In the game, the lingering results of Court-Martials might well be introduced, as well as the spirit of clique and party that seemed to result from them.

5.4E FIGHTING INSTRUCTIONS

The U.S. Navy, perhaps fortunately, had no set of Fighting Instructions at this time; tactics were more or less invented by the captains as they went along. There were, however, some interesting tactical manuals, both by Commodore Thomas Truxtun, hero of the Quasi War with France. These were **Instructions, Signals, and Explanations Offered for the United States Fleet**, printed in 1797 and offering the first signal system. Truxtun had access to Howe's signal book of the First of June and incorporated the British reforms. His proposed signal flags were colored by hand.

Another was **Extracts from the Best Authors on Naval Tactics**, published in 1806, which tried to show the value of a crescent formation (a la Villeneuve at Trafalgar) could be used to prevent the enemy's doubling the line.

5.4F FORMALITIES, ETC.

American regulations forbade the firing of more than 18 guns in salute, but many captains bent the rules if a host country expected otherwise.

The American naval salute of this period consisted of raising the hat clean off the head, which was thought to be far more dignified and majestic than saluting with the hand alone.

The American uniform regulation of 1812 permitted officers to wear 'pantalons' (meaning trousers) on formal occasions, rather than knee-breeches. Trousers were considered a sign of republicanism, and breeches a symbol of the aristocracy. The U.S. Navy also adopted a round top hat for informal wear about the same time, replacing the cocked hat, which, however, was still worn on formal occasions.

5.4G DISCIPLINE

Until 1799 there was no set of regulations for the entire U.S. Navy; individual captains were allowed to invent regulations for their own ships. In 1799 Congress passed John Adams' **Rules for the Regulation of the Navy of the United Colonies of North America, established for Preserving their Rights and Defending their Liberties, and for Encouraging all those who Feel for their Country, to enter into its Service in that way in which they can be most Useful**. Apparently Adams felt that since he was President he could be as long-winded as he liked.

Adams' 'regs' were based on the British Articles of War, and were just as strict. Article 37 even served as a 'captain's cloak'. As in the Royal Navy, the legal limit of lashes was one dozen, but captains got around it by ordering a dozen lashes for each aspect of a single offense.

Flogging, as has already been stated, was not resorted to as often as in the British service. It was not until after the War of 1812 that the system began to really be abused, with the emergence of a new generation of officers who admired Continental Europe and its way of disciplining the common herd. Captain A.S. Mackenzie of the brig SOMERS (who incidentally hanged some of his men for allegedly plotting a mutiny, without trial) inflicted 2,313 lashes during a five-month period, despite the fact that the SOMERS was crewed almost entirely by boys. During a cruise by the INDEPENDENCE in 1849, 44,435 lashes were inflicted.

Commodore Uriah Phillips Levy succeeded in abolishing flogging in 1850, making the U.S. Navy the first navy in the world to get rid of the penalty. (Incidentally, Levy was once court-martialled for **not** flogging one of his midshipmen).

5.4H MUTINY

There has never been a successful mutiny aboard a United States vessel.

5.4I STEAM WARSHIPS

The US Navy had the world's first steam warship. Built in New York during 1814, she was just completing her trials when peace broke out with Britain, and was never used in war.

The warship was called DEMOLOGOS, later renamed FULTON after its designer. Designed to break the British blockade, she was double-hulled, with a central paddle wheel, a length of 157 feet and a beam of 57. She was 'armored' with 120 inches (10 feet) of oak planking, plus more feet of planking around the paddle wheel. Her maximum speed was six knots. She was pierced for 30 long 32-pounders, plus two 100-pound guns on the bow. DEMOLOGOS could fire heated shot, and steam pipes could help to repel boarders. Double-prowed, she could travel as fast in reverse as forward, and if one rudder was shot away she could reverse course and use the other. Statistics for game use are as follows:

Rate	Guns	Name	Decks	Crew	Hull	L.Guns	Draft	Turn
Steam	30	Demologos	1	72	160	8 ¹	11	2

battery

1 Plus 5 points firing forward and 1 astern.

DEMOLOGOS moves 40mm per leg maximum, and can slow to any amount less. She can fire red-hot shot, and adds 30 when defending against boarding. After spending 1 turn dead in the water, she can reverse course. DEMOLOGOS does not have to reference its movements to the wind, and may steam into the wind (or in any other direction) as desired.

5.5 SHIPS' OFFICERS: PRIVATEERS

Privateers had much the same sort of officers as did military vessels, but the degree to which they followed military custom varied. There was no need for courts-martial; if an officer was no longer wanted, he was simply fired by the privateer's owners. There were no standard regulations; the captains and owners each had their own. Some privateers followed military discipline, including firing salutes, having white-gloved sideboys greet visitors at the ship's side, and dressing their 'marines' in uniforms, but others didn't bother.

In general, a privateer will reflect the character of its captain to a greater degree than with a naval vessel: the captain had no real restraints on his conduct except insofar as the owners chose to apply any, and although a privateer captain would probably not choose to offend his all-volunteer crew by great use of the lash, there was nothing to stop him once out of sight of the land.

Officers unique to privateers are explained below:

PRIZEMASTERS

A prizemaster was a man deputized to take captured prizes to a friendly port. He would be in charge of the prize crew, would see that the captured prisoners did not try to escape or retake the prize ship, and would have to know at least elementary navigation in order to take the ship home.

GENTLEMAN VOLUNTEERS

The 'gentleman volunteers' served as the privateer's marines. They were supposed to be 'men of good family', were drilled with muskets, and were often uniformed. Quite often they were entirely useless. Many privateers never bothered with them.

5.5A LOANING PRIVATEERS

Occasionally the more legitimate navies would run out of ships. Privateer owners who were more patriotic than the average, or who wanted the government to owe them a favor, would 'loan' their privateer for use by the government as a naval vessel. Generally they were paid well for this, though their basic rewards were variable depending on the situation, and on the terms they could get from the government. The terms were usually set down as a contract.

5.5B FRIENDLY PORTS

Privateers were supposed to return their captures to their home ports, so that their home government could properly record and tax their profits. Some privateers found this rule too restrictive, and tried to avoid it when they could.

Neutral powers generally refused to harbor belligerent privateers unless the privateers were demonstrably in need of humanitarian aid. One notable exception was the government of Spain, which cheerfully harbored belligerent privateers of both sides so long as they could tax the profits. France, which was neutral-on-the-side-of-the-Americans during the first part of the American Revolution, gradually decided to disregard its treaty obligations with the British and, in the year before they declared war themselves, harbored American privateers and their captures.

5.6 PIRACY

Players can attempt to turn pirate if they wish, but they should be aware that the pirate life was not nearly as fun as Errol Flynn, et al, make out.

The Golden Age of Piracy ended with the 17th Century, and things had been getting harder for pirates ever since. Privateers had usurped the more legitimate roles to which pirates aspired, and pirates were no longer acquiring support from legitimate governments. This meant they had a hard time finding a base in which to care for their ships, acquire provisions, and spend such loot as came their way.

Also, pirate crews generally demanded the right to elect their officers, which meant that a captain who truly wished to discipline his men, and bring them up to naval-standard as sea-fighters, had to be extremely persuasive or his men would simply sail off and leave him behind, perhaps on an island without food or water. Pirate crews also demanded a very large share of the prize money; pirate officers didn't make much more - - - if they made any more at all - - - than did the least of their men.

Nevertheless, pirates existed. They were particularly common after wars, when privateers who had discovered they liked the life of free-booting set up 'on their own account' to become pirates. Most European navies, after the close of a war, went pirate-hunting for a few years in order to clean them out.

Pirates who wished to survive had to take a few elementary precautions. Since they often had to use legitimate ports as their bases, they

had to make certain that there were no individuals in those ports who could identify them as pirates. This meant a general slaughter among the crews of any vessels they caught, usually accompanied by torture and other savory items. Since the specialists necessary to run any war vessel (navigators, gunners, bosuns, and so on) could make a better (and safer) living legitimately, pirates usually had to do without these specialists (which greatly restricted their activities) or kidnap and impress some from captured vessels. The latter course was more usual, but it usually meant that, when captured, the kidnap victims could give evidence against the rest and (if they could prove they acted under duress) generally escape hanging themselves.

If a player wishes to turn pirate, he should realize that every man's hand is against him, that those with whom he throws in his lot are a treacherous and cowardly bunch, and that he can expect no mercy from the authorities if he is ever caught.

6. A CHRONOLOGY OF THE AGE OF FIGHTING SAIL

The following is meant to give readers an indication of the scope of the fighting during this era, and to illuminate some of the more obscure actions. It is not meant to be conclusive or at all comprehensive, and my biases and judgements are, in general, given free rein.

Referees may use the Chronology as a reference if they wish, but they may feel free, as with all else in this collection, to disregard it.

Referees may find that players familiar with this Chronology may be abusing it by anticipating the flow of battle, or enemy decisions. This can be altered rather easily: if a referee finds that the commander of a British squadron in the Mediterranean in 1798 assumes that the French will head for Aboukir Bay, then the French can be sent to Corfu or Acre instead. If a player-character turns Democratic-Republican in 1800, anticipating the election of Thomas Jefferson, then re-elect Adams instead.

1754:

28 May: Lt. Colonel George Washington makes a surprise attack against Coulon de Jumonville and thirty other French soldiers west of the Alleghenies, the first shots fired in the Seven Years War. Later surrounded by French reinforcements and compelled to surrender his base at Ft. Necessity, Washington signs a surrender document admitting to the 'assassination' of Jumonville and nine of his men.

1755:

6 June: DUNKIRK (60), Captain the Honorable Richard Howe, part of a fleet sent into the Atlantic to prevent the French from reinforcing North America, captures ALCIDE (64) off the Gulf of St. Lawrence; LYS (64) is captured later in the day. British Admiral Bowcawen returns to England after his fleet loses 2000 men to fever; he had hoped to blockade Louisbourg.

1756:

Spring: A French army and fleet, under the Duc de Richelieu, captures Minorca from the British, only Ft. Saint Philip holding out. Invasion scare in England and Ireland.

17 May: England declares war on France.

17 May: Battle of Minorca. Admiral Byng, sent to the rescue of Minorca, and after pursuing the French for a day, manages to engage his 7 sail of the line and 5 smaller vessels against the French with 5 sail of the line and 5 frigates. Byng fails to support his van squadron under Admiral West; West and his ships escape capture when French Admiral de Galissoniere irrationally orders his fleet to retire. Byng returns to Gibraltar: Fort St. Philip surrenders to the French on 29 June.

12-14 February: Rear Admirals Watson and Pocock destroy the pirate fleet of Tulagee Angria on the Mahratta Coast at Geriah.

16 June: France declares war on England.

7 October: A brig tender of six guns under Lt. Orroch engages INFERNAL (12) and surrenders after a desperate 2-hour defense. Orroch, after exchange, is promoted.

21 October: Captain Arthur Forrest with 3 small sail of the line engages 5 large French sail of the line and 2 frigates off Cap Francois, in the West Indies French Commodore de Kersaint breaks off the action after ordering a frigate to take his flagship in tow. The British are too battered to pursue.

24 November: Forrest captures the West Indies Convoy from the French without significant opposition from de Kersaint, who is present but refuses to engage.

23 December: British privateer TERRIBLE (26), Captain Death, captures GRAND ALEXANDER (22) after a vicious fight. While conveying the prize to port, GRAND ALEXANDER is attacked and recaptured by VENGEANCE (36), which then attacks TERRIBLE, capturing it after killing Captain Death.

1757:

14 March: Admiral Byng shot by firing squad aboard his own flagship for his conduct at the Battle of Minorca; 'the Admiral shot to encourage the others'.

25 July: SOUTHAMPTON (32), Captain Gilchrist, attacked by 5 French privateers off Plymouth, beats them off after a long and desperate action.

12 September: Gilchrist's SOUTHAMPTON captures EMERAUDE (26) after a hard fight.

2 November: UNICORN (28), Captain Moore, captures HERMIONE (28) after a 5-hour action.

23 November: HUSSAR (28), Captain Eliot, and DOLPHIN (24), Captain Marlow, sink the French battleship ALCYON (50).

1758:

8 January: HUSSAR (28), Captain Eliot, captures privateer VENGEANCE (32).

29 January: After a six-day chase, the East Indies Fleet under Vice Admiral Pocock with 9 small sail of the line, attack 11 larger ships under D'Ache. After a six-hour combat, the French withdraw; the British are too battered to pursue. The combat is indecisive because of cowardice or incompetence on the part of the captains on both sides; two British captains are later dismissed the service. As a result of the battle, the French are able to relieve Pondicherry.

28 March: SOUTHAMPTON (32), Captain Gilchrist, captures DANAE (40) in a 'warm action'. Gilchrist, the most famous frigate captain of his day, is disabled and voted a pension of 300 pounds.

3 March: Hawke, with 7 sail of the line, drives ashore 5 French sail of the line and the entire North American convoy off the Isle of Aix.

29 April: Action off Negapatam, in the East Indies. Pocock, with 4 sail of the line, fail to capture any of 6 French sail of the line. 3 British captains are court-martialled, and 2 dismissed the service.

1 May: Ft. Louis, in Senegal, capitulates to Commodore March, 6 ships of war, and 5 hired vessels.

2 June: Fort St. David, in India, surrenders to the French.

26 July: After a siege beginning January 8, Louisbourg, in the Cape Breton Islands, is at last captured by Lord Amherst. On July 21 ENTREPENANT (74) mysteriously blows up in harbor. In the early hours of July 26, two audacious British commanders cut out two French sail of the line from the harbor. The French surrender that afternoon.

3 August: Battle of Negapatam. After an 8-day pursuit, Pocock with 8 ships catches D'Ache with 9, and after a heavy action again fails to take a prize. Pocock and D'Ache are both slightly wounded.

6 August: Commodore Richard Howe lands troops in Marais Bay and captures Cherbourg from the landward side, burning the harbor.

1759:

10 September: After a six-day chase, Pocock with 9 ships attacks D'Ache with 11. In a virtual replay of the action of 29 January 1758, after a 6-hour combat the French withdraw, leaving the British too battered to pursue.

21 November: Battle of Quiberon Bay. The French fleet under De Conflans breaks out of Brest on 14 November. Admiral Hawke gets out of Torbay on the same day, and after receiving word of the French escape heads for Quiberon Bay, on the Biscay coast, where he rightly assumes the French fleet would attempt to free transports being blockaded by Duff. On the morning of the 20th, Commodore Duff escapes destruction, and under pursuit encounters Hawke and the main British fleet. The British now number 28 sail of the line and 6 frigates to 21 sail of the line and 4 smaller vessels. Battle begins in the mid-afternoon, but a gale rapidly blows up. The French ships THESEE and SUPERBE founder after opening their lower gunports; the French FORMIDABLE (80) is captured by the British RESOLUTION (74), killing the French admiral Du Verger; the rest of the French fleet escape into the bay. HEROS is disabled and run ashore by Lord Howe in the MAGNANIME. The French RESOLUTION goes ashore in the night. Next morning, the French flagship SOLEIL ROYAL (80) is discovered anchored in the middle of the British fleet, and wrecks trying to escape. Hawke enters Quiberon Bay to complete his victory, a very dangerous move performed in high seas, and only ESSEX (64) is wrecked. Most of the French, by dumping their armament, manage to get up the rivers Vilaine and Charente, most of them breaking their backs on the bars, making them useless as warships. As a reward for the most devastating victory ever won by the Royal Navy, Hawke's fleet is starved by the British government, who see no reason to continue shipments of expensive rations now that the crisis is over.

29 November: Admiral Keppel and his squadron capture Goree, off Senegal.

1 November: D'Ache leaves Pondicherry for the last time, abandoning the French land forces to their fate.

9 September: The rearguard of a British landing force in the Bay of St. Cas is routed by a French army before Howe can bring them off the beach, the aftermath of a 3-day raid on the French mainland.

1760:

January: Pondicherry falls, the last French outpost in India.

October: The boats of TRENT and BOREAS (Lts. Millar and Stuart) cut out VAINQUEUR (10) and MACKAU (10) after a desperate fight.

1762:

4 January: England declares war on Spain.

6 February: Sloop FERRET (18), Commander Clarke, attacks a Spanish ship of 24 guns in the harbor of Zaccheo, in the West Indies, and, though aground during part of the battle, captures her. Commander Clarke is promoted.

8 March: MILFORD (28), Captain Man, captures privateer LA GLOIRE after a six-hour action in which Captain Man and his first lieutenant are both killed.

3 April: The boats of HUSSAR (28), Captain Carket, cut out two and burn one of four privateers under the guns of Fort Tiberon.

21 May: ACTIVE (28), Captain Sawyer, captures Spanish treasure ship HERMIONE off Cadix, HERMIONE apparently being ignorant of the state of war between England and Spain. The proceeds are 519,705 pounds, 1 shilling, sixpence.

7 July-12 August: British forces under General the Earl of Albemarle and Admiral Sir George Pocock besiege and capture Havana.

6 October: Manila surrenders to Vice Admiral Samuel Cornish and 7 sail of the line, and is ransomed for one million pounds, never paid due to the conclusion of peace.

30-31 October: ARGO (28), Captain King, and PANTHER (60), Captain Parker, take the Manila Galleon treasure ship after a 2-day running fight. The Manila Galleon carries two million dollars.

3 November: The Peace of Fountainebleau is signed, ending the Seven Years War, giving the British undisputed control of North America and superiority on the Indian subcontinent.

1764:

British schooner ST. JOHN fired upon by Rhode Island patriots.

1769:

British sloop LIBERTY seized and burned by citizens of Newport, R.I.

1770:

5 July-6 July: Battle of Tchesma. The United Russian Baltic and Mediterranean fleet under Orlov, with 9 battleships and 3 frigates, defeats the Turks under Hosameddin with 20 battleships and frigates, and driving them into the harbor of Tchesma. That night Orlov sends in fireships and bomb vessels and the entire Turkish fleet is destroyed, the Turks losing 11 battleships burned and 1 captured, plus dozens of smaller craft.

1772:

The GASPEE schooner of ten guns, Lt. Dudingstone, runs aground while chasing the American smuggler HANNAH off Rhode Island. During the night, American smugglers, patriots, and other riffraff overwhelm the crew, wound Dudingstone twice, and burn the GASPEE. Dudingstone, once ashore, is arrested for being a nuisance to the local smuggling traffic, but no charge can be made to stick and Dudingstone is promoted and sent to Spa to heal.

1775:

19 April: American militia forces make an unprovoked attack against a British flying column at Lexington and Concord, Mass., starting the American Revolution.

11 June: The town of Machias, in Maine, starving due to crop failure, applies to the British garrison in Boston for relief. A decision being made to send supplies to Machias in return for lumber, two sloops loaded with supplies, escorted by the schooner MARGARETTA, Midshipman Moore, is sent to the town. During the morning of 11 June, the local Patriot element attempts to seize the crew of MARGARETTA while in church; failing this, they man a fleet of 'boats and canoes' and attack. The first day's battle is indecisive, but on 12 June MARGARETTA attempts to slip out on the morning tide and is intercepted. Moore and one other man are killed, and MARGARETTA and all the stores captured. The Patriots receive the thanks of Congress.

9 August: British sloop FALCON (16) captures an American schooner without resistance, and in following another into Gloucester harbor, Captain Linzee attempts to board and is fired upon from the

town. Linzee then attempts to blow up the town, but the gunpowder goes off prematurely and a British sailor is killed by accident. The boarding party put aboard the prize is captured by patriots from the shore; Linzee reports the loss of 'the Gunner, fifteen Seamen, Seven Marines, one Boy, and ten prest Americans'.

2 September: George Washington appoints Captain Broughton to command of the schooner HANNAH, thereby creating his own navy.

18 October: Lt. Mowat, with a flotilla of small ships, burns the town of Falmouth, Mass., for the town's outspoken advocacy of the Patriot cause.

17 November: An American squadron under Broughton pillages the Island of St. John's (Prince Edward Island). They are later reprimanded by Washington and their prisoners released.

29 November: LEE (4), Captain Manley, captures the British store-ship NANCY, loaded with two thousand muskets, 31 tons of ammunition, three thousand round shot, powder, and a 13-inch mortar.

1776:

1 January: Washington appoints Captain Manley commodore of his fleet.

January: Manley captures two prizes off Nantasket and fights a long and indecisive engagement with a British schooner.

22 March: The British abandon Boston.

19 May: FRANKLIN, Captain Mugford, runs aground in Boston Bay, and that night is attacked by a British cutting-out party of over 200 men. The anchor watch of the FRANKLIN consists of 21 men. After an hour's engagement, the British retire; Captain Mugford, after cutting off 'five pairs of hands', is run through with a pike and killed.

3 March A Continental squadron under Esek Hopkins, after disobeying orders to attack a British fleet in Chesapeake Bay, lands on New Providence, in the Bahama Islands, invests the fort, and after concluding a curious truce brings off the powder and stores from the British fort, which they had not captured, and then sails away.

5 May: British man of war ROEBUCK (44), in company with LIVERPOOL (28) and tenders, attacks thirteen Pennsylvania galleys in Delaware Bay, later joined by Continental schooner WASP. WASP recaptures a British prize; ROEBUCK is driven aground and battered severely, but later got off.

19 May: ANDREW DORIA (14) and CABOT (14) capture two transports filled with Highlanders. After the prizes separate from their captors, one group of Highlanders overwhelms the American prize crew and sails the ship into Hampton Roads, where it is immediately recaptured by Captain Barron of the Virginia Navy.

7 June: YANKEE HERO (12), Captain Tracy and 26 men, after a heroic two-hour defense, is captured by the frigate MILFORD (28).

27 June: A British land and sea expedition, under Commodore Sir Peter Parker and General Clinton, with several regiments of redcoats, two fifty-gun ships, six smaller vessels, and a mortar vessel, fail to capture Sullivan's Island off Charleston, South Carolina, after a ten-hour bombardment.

30 June: American armed brig NANCY, after a 1-day chase, runs itself aground where its stores of ammunition can be taken off. Boarding parties from six British vessels attack in the morning; the NANCY's master abandons ship and sets the vessel on fire with part of the cargo of gunpowder still aboard; the British boarding parties are blown to bits as they attempt to extinguish the fire.

June: The submarine TURTLE, designed by David Bushnell and piloted by Sergeant Ezra Lee, fails to blow up EAGLE (64), Admiral Howe's flagship, in the first submarine attack. The torpedo subsequently demolishes a guardboat. Two subsequent attempts also fail, although a British schooner is accidentally sunk when its crew brings a captured torpedo aboard.

11 October: General Benedict Arnold, with a sloop, two schooners, eight gondolas, and three galleys, are beaten by Captain Thomas Pringle with two ships, a radeau, a gondola, twenty gunboats, and four long-boats, in an extended battle off Valcour Island on Lake Champlain. As a result of the battle, the Americans are forced to abandon on Fort Ticonderoga.

1777:

29 May: The American frigate HANCOCK (32), Captain Manley, said to be the fastest vessel ever built, engages the British FOX (28), Captain Fogheringham. After a long engagement, the American BOSTON (28), Captain McNeal, joins the action and compels FOX to surrender. The two American captains then commence a feud over to whom the prize should be credited.

6 July: HANCOCK (32), Captain Manley, with the capture FOX and a British merchant sloop under tow, and accompanied by BOSTON (28), are pursued by the British RAINBOW (44), FLORA (32), and VICTOR (10). After a 39-hour chase, Manley abandons both prizes, and after the improbable intervention of a fourth British vessel, Manley

and HANCOCK are captured. BOSTON escapes.

26 September: General Howe captures Philadelphia from the landward side; but American forces still command the Delaware River. While attempting to bombard the British fortifications around Philadelphia, the new American frigate DELAWARE (24) runs aground and is forced to surrender.

22 October: After many days spent clearing obstructions in the lower Delaware and running their fleet through, AUGUSTA (64), ROEBUCK (44), the frigates PEARL and LIVERPOOL, the sloop MERLIN, and a galley open fire on Fort Mercer; the American fleet, under John Hazelwood of the Pennsylvania Navy, consists of five ships and two xebecs of the Continental Navy, and the entire Pennsylvania Navy of one ship and over forty smaller vessels. AUGUSTA is blown up after catching on fire, with part of the crew aboard; MERLIN is captured and set afire, and the rest of the British forces retreat.

10 November: British land and sea forces, after a terrific bombardment, force the American abandonment of Forts Mifflin and Mercer on the Delaware River, leaving the American ships without protection. A few of the Pennsylvania vessels manage to run past Philadelphia at night, but the others are burned to prevent their capture.

1778:

12 February: American frigate RANDOLPH (32), Captain Biddle, assisted by GENERAL MOULTRIE (18), attacks the YARMOUTH (64). YARMOUTH is dismantled and would have surrendered had not RANDOLPH suddenly blown up, losing all but four men.

17 June: The British fleet under Keppel, with discretionary powers, had been sent to sea on the 12th to determine French dispositions in Brest; two French frigates and a schooner are seen off the Lizard. MILFORD (32) and HECTOR (74) force the surrender of the French LICORNE (32); ALERT (12) captures the schooner COURIER after hard fighting; but the British ARETHUSA (32), Captain Marshall, is driven off by BELLE POULE (40); Captain de la Clocheterie. In celebration of the incident, fashionable French ladies begin to wear a model of a full-rigged frigate in their hair.

22 April: John Paul Jones and the crew of the RANGER (18) attack Whitehaven in Scotland, spiking the guns of the forts and burning the shipping in the harbor. They fail to capture the Earl of Selkirk, but steal his silver plate, which Jones later buys and returns to Selkirk.

24 April: RANGER (18), Captain Jones, captures the DRAKE (20) off Whitehaven.

27 July: Battle of Ushant. Admiral Keppel, with thirty sail of the line, after a four-day chase, fails to prevent a French fleet of thirty-two sail of the line from gaining the Atlantic and sailing to America. Five British ships are crippled aloft from French use of dismantling shot. The French Mediterranean fleet under d'Estaing also escapes to America without opposition, forcing the British under the brothers Howe to abandon Philadelphia before the French besiege them in Delaware Bay.

10 August: D'Estaing's superior fleet, surprised in the act of supporting an American attack upon the British garrison at Newport, fails to engage Howe's much inferior squadron; both are scattered during the night by a storm. D'Estaing decides to abandon the campaign and refit at Boston, much to the disgust of the Americans.

September: The French capture the British island of Dominica without opposition.

28 October: American Major Talbot with the sloop HAWKE of two guns attacks the PIGOT (8) in Narragansett Bay at night, capturing her in a hail of 'bullets, buckshot, and some cannon'. Talbot is promoted to lieutenant colonel in the army, and also to captain in the navy.

13-14 December: The British under Barrington seize the French island of St. Lucia, but are immediately attacked on the 15th by a superior fleet under d'Estaing. The battle is indecisive. On the 18th a land assault fails, and the French abandon the island.

1779:

18 June: Continental frigate QUEEN OF FRANCE (28), Captain Rathburne, finds itself upon the lifting of a fog directly amid the Jamaica Convoy of 150 vessels, and cuts out 11 without firing a shot or alarming the escort.

4 July: D'Estaing, after capturing St. Vincent, captures Granada from the British.

6 July: Byron, with 21 sail of the line, fights an indecisive battle with d'Estaing with 24, resulting in the French keeping Granada.

September: D'Estaing fails to capture Savannah from the British; his presence with a superior fleet in American waters induces the British to abandon Rhode Island.

Summer: A combined French-Spanish fleet of 66 sail, superior to the British channel fleet of 35, appears in the English Channel, causing invasion panic in Britain. Due to French ineptitude, the army is not ready for the invasion, the Allied fleet fails to bring the British to bat-

tle, and they return to Brest. Spain later recalls its vessels to besiege Gibraltar.

1780:

16 January: Rodney, while relieving Gibraltar with 22 ships of the line, attacks 11 Spanish sail in a prolonged night action, blowing up one and capturing six. 24 French and Spanish ships in Cadiz fail to intervene.

17 April: Battle of Martinique. Rodney, with 20 ships, fails to decisively engage de Guichen with 23, owing to a confusion in signals.

12 May: Charleston, S.C., capitulates to a British land and sea force.

9 August: The allied fleets from Cadiz capture 55 out of 63 British ships belonging to a convoy carrying troops and supplies for the West Indies garrisons.

20 December: England declares war on the Netherlands.

1781:

3 February: Rodney captures the Dutch islands of St. Eustatius and St. Martin, with merchandize and shipping valued at more than three million pounds.

April: Captain Manley, formerly of the HANCOCK, escapes from prison in Barbados and sails to Martinique in a captured sloop. Restores to command of an American ship, he is captured again, for good this time, later in the year.

May: British prisoners aboard the American privateer EAGLE seize the ship, murder its crew, and sail to Newport.

July 25-15 August: The Penobscot Campaign. An American land and sea force, the latter composed of 19 warships of the Continental and Massachusetts navies under Commodore Saltonstall, attempt to seize a British colony planted in Penobscot Bay. Due to the cowardly refusal of Saltonstall to engage the three small ships found there, the expedition dawdles until British reinforcements, one sail of the line under Commodore Collier and three frigates, appear offshore and force the surrender or destruction of the entire American force.

23 September: Battle of Flamborough Head. John Paul Jones in BONHOMME RICHARD (42) captures SERAPIS (44), Captain Pearson, after a long and vicious fight. COUNTESS OF SCARBOROUGH (20) is also captured by the American frigate PALLAS (32). The American frigate ALLIANCE (32), under a French lunatic named Landais, cheerfully rakes the RICHARD twice during the action. The RICHARD, after winning the engagement, sinks the next day.

1781:

16 March: Arbuthnot and des Touches, each with eight sail of the line, fight an inconclusive action off Chesapeake Bay, during which three British ships are crippled but not taken.

16 April: Suffren, with five ships, attacks Johnstone with five sail of the line and eleven others in Porto Praya, Cape Verde Islands. The battle is inconclusive, but the British are subsequently foiled by Suffren in their attempt to capture Cape Town from the Dutch.

5 September: Battle of the Chesapeake. De Grasse, with a large French fleet, blockades, Chesapeake Bay and the British army at Yorktown. Admiral Graves, with an equal force, fights an inconclusive battle and returns to New York, resulting in the surrender of General Cornwallis and his army to Washington, and ending British hopes in America.

5 August: Battle of the Dogger Bank. A scratch force of British ships, under Sir Hyde Parker, fights an inconclusive battle with a scratch force of Dutch ships under Johan Zoutman, who successfully defends his convoy. A brutal action, it was the bloodiest battle of the war.

1782:

15 February: After a brave, innovative, and courageous defense, Hood is forced to abandon St. Kitts, skillfully avoiding de Grasse and his superior fleet.

17 February: Suffren with twelve ships engages Hughes with nine off Madras; the action is inconclusive.

12 April: Rodney, having reinforced Hood, fights the Battle of the Saints with de Grasse. With 36 ships as opposed to the French 35, Rodney accidentally cuts the French line in three places, a maneuver for which he spends the rest of his life taking credit, and wins the battle.

12 April: Suffren with twelve ships attacks Hughes with eleven off Trincomalee, but the action is inconclusive due to the French captains failing to adequately support their admiral.

6 July: Battle of Negapatam. Hughes attacks Suffren. Each have 11 ships, the action is inconclusive.

31 August: Suffren, having received reinforcements, captures Trincomalee.



3 September: Suffren, with fourteen ships, attacks Hughes with twelve, but the vicious battle is indecisive.

18 September: Howe relieves Gibraltar, the third relief ending the Spanish siege.

1783:

20 June: In a battle fought five months after the conclusion of peace, Hughes, with 18 ships, fails to defeat Suffren with 14, and refuses to renew the battle. News of peace is brought on the 29th.

1789:

28 April: The crew of the BOUNTY, an armed transport carrying breadfruit from Tahiti to the West Indies, mutinies against Lt. Bligh. Bligh and 18 others are turned adrift in the longboat.

1789:

June 12: Bligh, having lost one man to a native attack, after an heroic open boat journey of nearly 4000 miles, reaches Timor in the East Indies.

1787:

November: Turkey declares war on Russia. Sweden seizes this opportunity to declare war on Russia, and Denmark seizes this opportunity to declare war on Sweden.

1788:

13-29 June: The Turkish rowing and sailing fleet under the Kapudan Pasha is defeated by the Russian sailing fleet under Paul Jones and the rowing fleet under Nassau-Siegen, each side losing one ship. Both admirals claim credit for the victory. The Turks while trying to escape lose nine ships, captured by Nassau-Siegen.

1 July: The Russian fleet, now under the overall command of Potemkin, attack and burn the Turkish rowing fleet at Otchakov.

14 July: The Russian Sevastopol fleet of 12 battleships plus supporting craft fights an indecisive action with the main Turkish sailing fleet of 17 battleships with support.

17 July: The Swedes under Duke Carl, with 20 ships, fight an indecisive action with the Russians under Grieg, with 17 ships. Each side loses a ship.

September: Jones and Nassau-Siegen, as a result of their quarrel, leave the Black Sea for duties elsewhere.

1789:

26-28 June: Duke Carl, with 21 battleships and 8 large frigates, fights a three-day indecisive action with Tchitchagov and his 20 battleships. Most of the casualties are from bursting guns.

26 August: First Battle of Svenskund. The Russian rowing fleet, supported by a few frigates, wins an indecisive victory over the Swedish rowing fleet under Ehrensvar while attempting to break into their anchorage at Svenskund. The Swedes eventually retreat, allowing the Russians to cooperate with their ground forces invading Finland.

1790:

13 May: Battle of Revel. Duke Carl, with 26 ships, given a perfect opportunity to destroy 10 Russian battleships plus supporting craft in the harbor of Revel, blunders badly and instead loses two ships.

3 June: Action off Styrssudden. Duke Carl, with 23 ships, fights yet another indecisive action with 17 Russians.

6 June - 2 July: An attempt by the Swedish rowing fleet and naval support, directed by the incompetent King Gustav III, to support troops near Vyborg, is blockaded by the Russians under Nassau-Siegen. A desperate attempt to break out succeeds, but at the cost of 7 battleships, 3 frigates, and a large number of rowing vessels.

9 July: Second Battle of Svenskund. The Russian rowing fleet, with frigates, fails to break into the Svenskund, and loses 5 frigates and a large number of rowing craft.

19 July: Battle of Kertch. The Russian sailing fleet encounters the Turkish sailing fleet and fights an indecisive action. The Turks withdraw, and are able to escape.

8-9 September: Battle of Tendra. Ushakov, with 10 battleships and 6 frigates, defeats the Turks with 14 battleships and 8 frigates, capturing 2 battleships.

14 August: Peace between Russia and Sweden.

1791:

11 August: Battle of Cape Kaliakrass. Ushakov with 18 ships surprises the Turks with 18 battleships, 10 large frigates, and 43 smaller craft, driving them in disorder toward the Bosphorus. That very day an armistice is signed between Russia and Turkey.

1793:

2 January: Sloop CHILDERS, Captain Barlow, sent to reconnoiter the French port, is fired upon by Brest batteries. Declarations of war soon follow.

18 June: NYMPHE (36), Captain Pellew, defeats, in a classic engagement, the CLEOPATRE (36), Captain Mullon. Pellew is knighted.

20 October: CRESCENT (36), James Saumarez, defeats REUNION (26) without the loss of a single man.

24 August: Toulon, together with the entire French Mediterranean squadron under the monarchist admiral Trogoft, surrenders to the British under Hood.

18 December: Toulon is retaken by the Revolutionary forces, chiefly due to the efforts of an obscure artillery officer named Napoleone Buonaparte. In the haste of evacuation, Captain Sidney Smith fails to destroy the majority of the French fleet, and Hood leaves the citizen population of Toulon to be butchered indiscriminately by the Revolutionaries.

1794:

1 June: The Glorious First of June: After a forty-hour chase and two inconclusive engagements, Admiral Howe with 32 sail of the line defeats Villaret-Joyeuse with 35, taking five prizes. The French food convoy from America is saved at the expense of the naval defeat, however, and the starving Revolution is saved.

1795:

14 March: CA IRA (84), part of a French fleet sent out to retake Corsica, loses some masts and is attacked by the frigate INCONSTANT, Captain Fremantle, followed by AGAMEMNON (64), Horatio Nelson. Nelson, in his first action, rakes CA IRA for over two hours without letting the French ship fire a single shot.

17 June: William Cornwallis, with 5 of the line and 3 frigates, is attacked in the Bay of Biscay by Villaret-Joyeuse with 12 of the line and 15 frigates, but manages to save all his ships.

3 December: Sir John Jervis assumes command in the Mediterranean.

1796:

August 19: Spain declares war on England, forcing Jervis to abandon the Mediterranean.

16 December - 27 December: A French squadron, carrying soldiers and Wolfe Tone, escapes from Brest unobserved and anchors in Bantry Bay, ready to assist Irish rebels in ejecting the British from Ireland. The plan is foiled by a continuous, brutal easterly gale that prevents the landing of troops, and the French cut their cables and return to Brest. The British fleet under Bridport is satisfied with its non-performance.

1797:

13 January: INDEFATIGABLE (44), Captain Sir Edward Pellew, and AMAZON (36), Captain Reynolds, attack the crippled DROITS DE L'HOMME (74) off Ushant, one of the battered survivors of the Bantry Bay expedition. AMAZON and DROITS DE L'HOMME are run aground in Audierne Bay and wrecked.

14 February: Battle of Cape St. Vincent. Sir John Jervis, with fifteen sail of the line, attacks the Spanish fleet of twenty-six sail of the line and defeats him, taking four prizes. Commodore Nelson particularly distinguishes himself; Nelson is knighted, and Jervis made a peer, Earl St. Vincent.

17 April: The Western Squadron (Channel Fleet) mutinies at Spithead.

12 May: The North Sea Fleet, at the Nore, mutinies.

15 May: The Spithead Mutiny is ended, without bloodshed or violence, the mutineers' demands having been granted.

10 June: The Nore mutiny is ended. 28 leaders are hanged.

21 September: The crew of the frigate HERMIONE (32), Captain Pigot, mutinies, killing their captain and nine others.

11 October: Battle of Camperdown. Admiral Duncan of the North Sea squadron defeats, in a pell-mell battle, the Dutch under de Wynter, capturing eight sail of the line out of a total of fifteen, and two frigates.

1798:

9 June: The French, under Bonaparte, conquer Malta.

1 July: The French under Bonaparte land at Aboukir Bay, near Alexandria, and shortly conquer Egypt.

1 August: The Battle of Aboukir Bay, also known, for no particular reason, as the Battle of the Nile. Nelson achieves total victory over the French fleet under de Brueys; only two of the eleven French sail of the line escape destruction or capture. De Brueys and his young son are blown up with the 120-gun flagship, inspiring a silly poem beginning, 'The boy stood on the burning deck . . .'

7 November: The British under Duckworth capture Minorca.

June: The American DELAWARE (20), opening the United States' 'Quasi War' with France, captures the French privateer CROYABLE (12).

1799:

February 9: CONSTELLATION (38), Commodore Truxton, captures L'INSURGENT (40).

20 May: Bonaparte's siege of Aleppo is raised, defeated by the Turkish defenders and the assisting Britain fleet under Sidney Smith.

1 March: Corfu, with a small French squadron, falls to the overwhelming power of the united Russian and Turkish navies. Corfu becomes the base for the Russian Mediterranean fleet.

15-25 July: The Turks land at Aboukir Bay and capture the town. The landing force is driven into the sea by Bonaparte on the 25th.

30 August: British troops under Sir Ralph Abercromby and Rear-Admiral Mitchell capture the entire Dutch navy at anchor.

14 October: The crew of the SURPRISE (28), Captain Hamilton, cuts out the SANTA CECILIA (32), formerly the British HERMIONE, from under the 200 guns of Puerto Cabello.

1800:

February: CONSTELLATION (38), Commodore Truxton, attacks VENGEANCE (54); VENGEANCE escapes destruction owing to CONSTELLATION's losing a mast during pursuit. VENGEANCE runs aground four days later and is wrecked.

Spring: St. Vincent takes command of the Channel Fleet and immediately orders close blockade of French ports, instituting 'Mediterranean discipline' among the lax Western Squadron.

7 December: In one of the most successful combined-arms operations in history, a British fleet under Lord Keith lands a British army under Abercromby in Aboukir Bay, defeats a French army twice in battle at the cost of Abercromby's life, and captures Alexandria on the 19th, effectively ending the French presence in Egypt.

1801:

2 April: The British, under theoretical command of Sir Hyde Parker but under tactical command of Nelson, demolish the Danish fleet in the Battle of Copenhagen. Nelson's most hard-fought and dangerous victory.

6 July: Admiral James Saumarez, with seven sail of the line, attacks Linois' three in Algier Bay, but is defeated by a combination of bad luck, bad winds, and highly effective land batteries. One British ship is lost.

12-13 July: Linois' fleet, having been joined by five Spanish ships, runs past Gibraltar into the Mediterranean, and is immediately pursued by Saumarez with his six remaining ships. Two Spanish 112-gun ships are confused by the smoke and fire into one another, blowing each other up; a French ship is captured. Saumarez is knighted.

10 June: Tripoli declares war on the United States.

1802:

27 March: The Peace of Amiens is signed between the British and French governments, producing peace in Europe.

1803:

15 May: England declares war on France.

Summer: Invasion scare in England. St. Vincent reports to Parliament that, 'I do not say, my Lords, that the French will not come. I only say they will not come by sea'. French ports are placed under blockade.

22 June: The American corvette JOHN ADAMS (28) captures the Tripolitan ship MESHOUDA flying the Moroccan flag.

26 August: PHILADELPHIA (36), Captain Bainbridge, captures MIRBOKA (22), Brahim Lubarez, near Cape de Gatt. Bainbridge also recaptured an American brig.

31 October: While chasing a Tripolitan vessel, PHILADELPHIA (36), Captain Bainbridge, runs aground and is captured by the Tripolitans.

12 November: A U.S. squadron under Commodore Edward Preble lays close blockade of Tripoli harbor.

1804:

16 February: Lt. Stephen Decatur and 74 men enter the harbor of Tripoli in the ketch INTREPID and burn PHILADELPHIA without loss of a man. Lord Nelson calls Decatur's feat 'the most bold and daring act of the age'.

21 March: The brig SIREN (16), Master Commandant Charles Stewart, captures the Tripolitan brig TRANSFER (16) off Tripoli.

5 May: Commodore Samuel Hood receives the surrender of Surinam from the Dutch.

8 May: VINCEJO (18), Commander Wright, is forced to surrender to French privateers under Lieutenant Tournour.

3 August - 4 September: Preble's American squadron of one frigate, one corvette, 3 brigs, 2 schooners, and 9 gunboats conduct a series of 5 attacks against the land and sea defenses of Tripoli. The Americans sink 3 gunboats and capture 4. The defenses of Tripoli consisted of 9 shore batteries with 115 guns, 3 schooners, 1 brig, 2 galleys, 19 gunboats, and 25,000 troops.

4 September: USS INTREPID, converted into an explosion vessel under Master Commandant Richard Somers, who had volunteered with

11 other men to run into Tripoli harbor and blow it up, is prematurely exploded with a loss of all aboard.

24 December: Spain declares war on England.

3 November: Strachan, with four of the line, bag all four French line of battle ships under Dumanoir in a brisk action off Cape Finis-terre.

1805:

27 May: A land and sea attack captures the town of Derna, a Tripolitan outpost. An American-mercenary army under Consul William Eaton and Lt. Presley O'Bannon of the Marines, having crossed the desert from Alexandria, despite the desertions of most of the Arab and Greek mercenaries, storms the town with 7 marines and Midshipman Mann and routs overwhelming enemy forces.

3 June: A treaty of peace between the United States and Tripoli.

19 July: Calder engages the combined French and Spanish fleets, but the Allied fleet escapes into a fog. Calder later demands a court-martial to exonerate him of charges that he failed to do his utmost to destroy the enemy, and is acquitted.

21 October: Nelson, Calder's replacement, defeats the combined French and Spanish fleets at Trafalgar at the cost of his life, his most celebrated victory.

1806:

12 January: Admiral Popham, after a 5-day campaign, captures Cape Town.

2 July: Popham captures Buenos Aires.

1807:

The U.S. Congress authorizes the building of 188 more gunboats, bringing the total in the Navy to 257.

1 January: Brisbane captures Curacao in a brilliant action.

19 February: Vice-Admiral Duckworth forces the Dardanelles, battling formidable Turkish opposition. Duckworth then throws his considerable advantages away in several weeks of dithering, refusing to destroy the Turkish fleet or bombard Constantinople, both of which would probably have won the campaign. He and his squadron leave on the 3rd of March. 'Never, perhaps, did a British naval officer of high rank succeed in making himself, his squadron, and his country so ridiculous'. Incredibly no court-martial follows.

21 May: The Russian squadron under Senyavin defeats the Turks under Baker Bey, driving them in confusion into the Dardanelles.

30 June - 2 July: Battle of Athos. Following an unsuccessful Turkish bombardment of the Russian base at Tenedos, the Russian squadron under Senyavin, consisting of 10 battleships, and using tactics similar to those of Nelson at Trafalgar, attacks the Turks with 10 battleships and numerous frigates, capturing the flagship of the Turkish second-in-command and, in the pursuit, driving 3 ships aground and destroying them. Had the Turks not been saved by a providential wind change, they would all have been driven ashore under Mt. Athos. The Turkish landing force on Tenedos subsequently surrenders with good terms.

14 August: FREDERICKSÖRN (32), a Danish frigate, is captured by COMUS (22), Captain Heywood.

2 September: British naval and land forces under Lord Gambler bombard Copenhagen, setting the city afire. The city, together with the Danish fleet, surrenders on the 7th.

Summer: The Chesapeake Incident. The Britain LEOPARD (50), attacks without warning the American CHESAPEAKE (38), Captain Barron, on the high seas. CHESAPEAKE so surprised that it fires only a single gun in its defense before surrendering. LEOPARD boards the American frigate and removed four seamen, alleging they are Englishmen; all four are American citizens.

1809:

7 July: Russia and France sign the Treaty of Tilsit, allying themselves against England. This action leaves the Russian Mediterranean fleet cut off from Russian support. The Turks subsequently become allied once more with the British. The Russians make a run for the Atlantic, but are blockaded in Lisbon by the British and all forced to surrender.

30 July - 18 August: The Walcheren Campaign. In support of allied armies elsewhere on the Continent, a British land and sea force under Admiral Strachan and General Lord Chatham attack and seize Walcheren Island, intending eventually to seize Antwerp. The expedition is a failure due to repeated British failures to exploit their considerable advantages.

25 August: A Swedish fleet of 12 battleships, supported by 2 English 74's, routs a Russian fleet of 9 battleships. The English capture one of the Russians. The Russians are blockaded in Rager Vik.

1810:

24 June: USS Vixen (12), Lt. Trippe, is fired into by the British warship MOSELLE, near Berry Island.

8 July: The Island of Reunion, in the Indian Ocean, surrenders to Captain Rowley and a small British expeditionary force.

23 August: Four British frigates, NEREIDE, SIRIUS, MAGICIENNE, and IPHIGENIA attempt an attack upon three French frigates in Grand Port, Mauritius, in the Indian Ocean. SIRIUS and MAGICIENNE run aground, NEREIDE, unsupported, is forced to surrender after a bloody defense. SIRIUS and MAGICIENNE are burned by their own people to prevent capture, and IPHIGENIA surrenders a few days later after three more French 40-gun frigates arrive on the scene.

12 September: BOADICEA (38), Captain Rowley, AFRICAINE (38), Captain Corbett, and two other smaller British ships pursue the IPHIGENIE (formerly the British IPHIGENIA) and ASTREE (40) off Reunion. AFRICAINE becomes separated in the dark and attacks the French alone; Corbett, a harsh captain, is quite possibly thrown overboard by his crew after being wounded; but AFRICAINE makes a brave defense before surrendering. Rowley's BOADICEA later drives off the French and retakes AFRICAINE.

17 September: Off Mauritius, CEYLON (32) is pursued by the French commodore Hamelin in VENUS (40) and VICTOR (18), and after a gallant defense is forced to strike. Gordon is suddenly rescued by Commodore Rowley in BOADICEA (38), which captures VENUS, killing Hamelin, and retakes CEYLON.

December: Mauritius falls to an overwhelming British force under Admiral Bertie (a latecomer) and Commodore Rowley.

1811:

U.S. frigate PRESIDENT (44), Commodore Rogers, while looking for the British GUERRIERE (38), which had been raiding American shipping off New York and impressing American citizens, accidentally attacks the British LITTLE BELT (22) in the dark, forcing her surrender.

10 August: The American Gunboat No. 162, Midshipman F. H. Gregory, captures the pirate schooner SANTA MARIA (4) with a crew of 40 pirates off Mobile.

11 September: Gunboat No. 162, Midshipman Gregory, engages the pirate schooners LA SOPHIE (6), LE VENGEANCE (4), and the ship LA DIVINIA PASTORIA (14), near Barataria. The pirates run their vessels aground and flee. The ship is captured, the schooners set on fire and destroyed.

1812:

Spring: Spanish guerilla leader Don Gaspar, with a gun supplied by Commodore Sir Home Popham, forces the surrender of Lequitio.

18 June: The United States declares war on England.

16-18 June: CONSTITUTION (44), Captain Hull, escapes a pursuing British squadron in a dead calm.

19 August: CONSTITUTION (44), Captain Hull, captures GUERRIERE (38) in a brief action. At the news of Captain Dacre's surrender, the London Times runs a banner headline: 'GOOD GOD!'

18 October: The American sloop WASP (18), Captain Jones, captures British FROLIC (18), and hours later is itself captured by POICTIERS (74).

25 October: UNITED STATES (44), Captain Decatur, captures MACEDONIAN (38), Captain John Surman Carden.

29 December: CONSTITUTION (44), Captain Bainbridge, demolishes JAVA (38), Captain Lambert, which sinks after striking.

30 December: The New York flotilla of gunboats under Captain Lewis capture the British ships ABRANTES and MINA off New York.

1813:

24 January: American sloop HORNET (18), Captain Lawrence, sinks PEACOCK (19), Captain Peake, in a 14-minute action. The British sloop ESPIEGLE (16) watches the action but does not interfere.

April: Genoa capitulates to the British under Pellew, now Lord Exmouth.

April: British boats under the overall command of Captain Pechell attempt to cut out CONSTELLATION (38) from Norfolk and are bloodily repulsed.

April: A naval squadron under Commodore Isaac Chauncey supports an attack on York, Canada by troops under General Zebulon Pike. The Canadian houses of Parliament are burned, and the Americans destroy large quantities of enemy stores and burn a half-built schooner.

27 May: Chauncey cooperates with the Army to take Fort George, Canada, resulting in a British evacuation of the Niagara frontier.

1 June: CHESAPEAKE (38), Captain Lawrence, is defeated by SHANNON (38), Captain Philip Bowes Vere Broke, in a hard-fought

and bloody action; the upset is due partly to Broke's brilliant gunnery, to Lawrence's refusal to use tactics, and to Broke's incredible bravery and luck. Lawrence is killed after gasping out 'Don't give up the ship!', and Broke is wounded in the bloody hand-to-hand boarding battle, and never commands again.

7-11 August: An indecisive engagement by the American squadron under Chauncey with the British squadron under Yeo. Two American schooners capsize during a sudden gale, and two are cut off and captured. Neither side succeeds in gaining control of Lake Ontario.

12 August: Acting Lieutenant Dwyer and seven seamen, acting on Dwyer's initiative, capture the fort of Benidorm, defended by 80 Genoese. Later in the day attacked by 200 French soldiers, the British put up a gallant resistance but are overwhelmed, Dwyer receiving 18 wounds and losing his right arm.

13 August: The American ARGUS (16), Captain Allen, is captured by PELICAN (19), Captain Fordyce Maples. Allen and his first lieutenant are killed.

5 September: ENTERPRISE (19), Lt. Burrows, defeats the British BOXER (17), Commander Blyth. Both Captains are killed.

8 September: San Sebastian surrenders to Captain Collier and land forces after a marine landing in the town.

10 September: Battle of Lake Erie. Captain Perry with nine vessels attacks the British under Barclay, with six vessels; Perry has himself rowed from his disabled flagship to another vessel and goes on to win the hard-fought action, capturing all six enemy vessels.

11 September: Chauncey and Yeo skirmish again at long range. 4 British are killed and 7 wounded. No American casualties.

28 September: The Burlington Races. Chauncey defeats Yeo with superior forces, driving him into Burlington Bay, but fails to follow up on the victory. The British lose only considerable rigging.

16 November: Admiral Sir John Borlase Warren proclaims a blockade of the Atlantic coast of the United States.

19 November: Captain David Porter of the ESSEX (32) claims the Marquesas Islands for the United States. The United States subsequently ignores Porter's claim.

1814:

2 February: The MAJESTIC (56), Captain Hayes, while pursuing the American WASP (20), encounters the French ATALANTE (40) and TERPSICHORE (40) with two prizes. Hayes attacks, capturing TERPSICHORE.

12 March: The American PEACOCK (22), Captain Warrington, shoots to pieces the EPERVIER (18), suffering only two men wounded.

28 March: ESSEX (32), Captain David Porter, after spending over a year in the Pacific utterly destroying the British whaling industry, is run to earth in Valparaiso and shot to pieces by PHOEBE (38), Captain Hillyar, and CHERUB (26), chiefly at long range where the ESSEX's broadside of carronades are not effective.

25 May: A squadron of 9 gunboats, 13 galleys, and 2 ketches, totaling 26 guns under Commodore Lewis, engages the British frigate

MAIDSTONE, Captain Burdett, off New London, Conn. 40 coastal vessels successfully escape as a result.

28 June: WASP (22), Captain Blakely, crushes the REINDEER (18), Captain Manners, in a bloody action.

20 July: A joint Army-Navy expedition, supported by the USS CALEDONIA (3), ARIEL (4), SCORPION (2), and TIGRESS (1) under Captain Sinclair, captures Fort St. Mary's and Ft. Nautauwassauga on Lake Superior.

24 August: Rear-Admiral Cockburn and Major-General Ross capture and burn Washington D.C., after overcoming pathetic American opposition.

27 August: WASP (22), Captain Blakely, attacks the sternmost of three British cruisers engaged in chasing an American privateer; the AVON (18) is sunk, and WASP then makes a breathtaking escape.

11 September: Battle of Lake Champlain. Captain Downie, with four British vessels and twelve gunboats, is goaded by an impatient General Prevost into attacking the Americans in Plattsburgh Harbor, where their carronades would be superior to the British long guns. The American squadron, four vessels and ten gunboats, under Captain Thomas MacDonough, is victorious in a bitter and prolonged action. American control of Lake Champlain effectively ends the British invasion of America.

12 September: Cockburn and Ross attack the fortifications guarding Baltimore. Ross is killed, and Francis Scott Key finds an opportunity to write 'The Star-Spangled Banner'.

October: WASP (22), Captain Blakely, lost without trace in the Atlantic.

1 October: Master Commandant Patterson attacks the Lafitte pirate stronghold at Barataria Bay with one schooner and seven gunboats, burning two schooners and capturing 8 schooners, one ship, one brig, and a felucca.

24 October: Gunboat No. 5 (5), Lt. McKeever, captures a pirate felucca off the Mississippi Delta.

14 December: A squadron of 5 gunboats, Lt. Thomas ap Catesby Jones, is captured after a vigorous defense of Lake Borgne, La., delaying the British assault on New Orleans for 9 days.

1815:

8 January: Battle of New Orleans. The American forces under Andrew Jackson, aided by Navy forces under Master Commandant Patterson, totally defeats a British force.

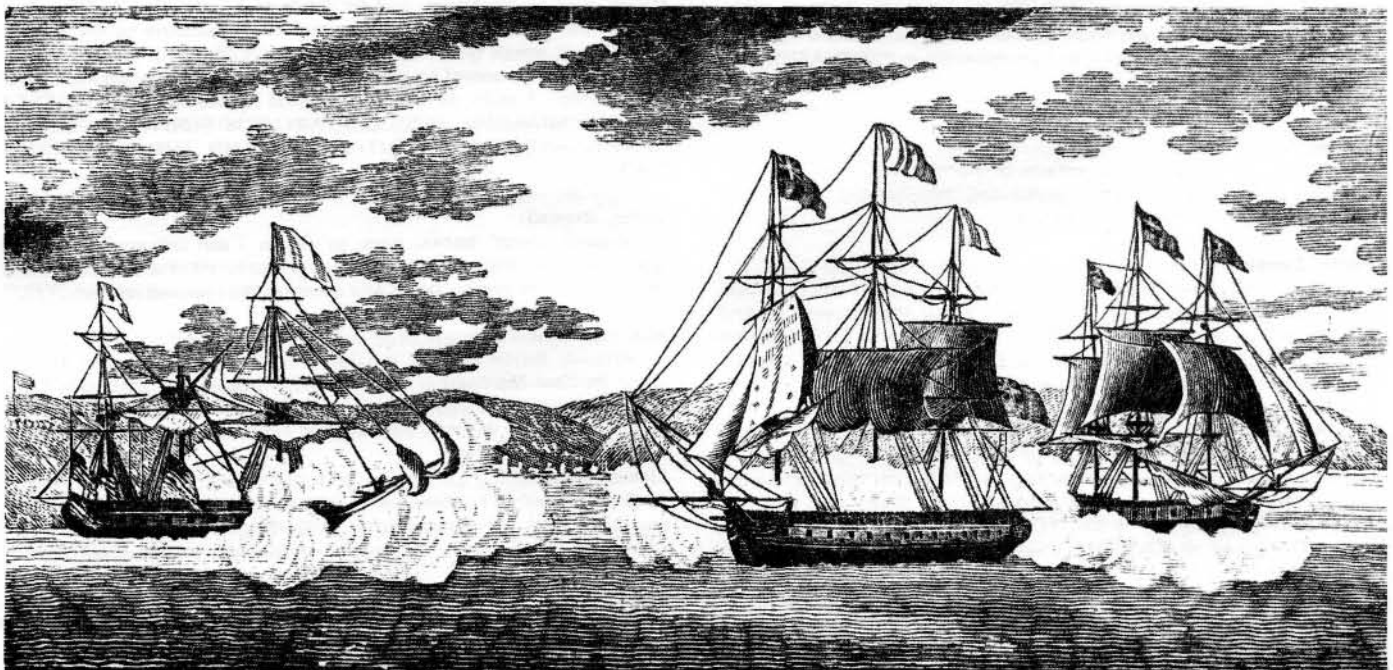
15 January: PRESIDENT (44), Captain Decatur, is captured by an enemy squadron of 4 British ships after a running fight.

21 January: A force of 6 boats under Purser T. Shields captures a British squadron of 2 schooners and 7 boats in Lake Borgne, La. Another schooner is burned.

20 February: CONSTITUTION (44), Captain Stewart, captures both CYANE (22) and LEVANT (20) in a brilliant action.

2 March: The United States declares war on Algiers.

23 March: HORNET (18), Captain Biddle, captures the British PENGUIN (18), Captain Dickinson.



17 June: An American squadron under Stephen Decatur captures the Algerian frigate MASHOUDA (46).

28 June: Decatur's squadron obtains a successful peace from Algiers.

30 June: The American PEACOCK (22), Captain Warrington, refuses to believe the news of peace brought by the East India cruiser NAUTILUS, and defeats her.

3 July: Napoleon Bonaparte, having lost the battle of Waterloo to Wellington and Blücher, surrenders to the BELLEROPHON (74), Captain Maitland, ending the Napoleonic Wars.

26 July: Decatur arrives at Tunis to present U.S. demands for satisfaction. Tunis capitulates in 5 days, paying a large indemnity.

5 August: Decatur collects a large indemnity from Tripoli.

1816:

27 August: A combined British and Dutch fleet under the overall command of Sir Edward Pellew (Lord Exmouth) attacks the harbor of Algiers, and after a hard-fought action compels the submission of the Dey.

1819:

Commodore Oliver Hazard Perry is sent to Venezuela with a large squadron to suppress piracy.

24 October: LYNX (6), Lt. Madison, captures 2 pirate schooners and 2 pirate boats in the Gulf of Mexico.

1820:

5-12. The American CYANE (34), Captain Trenchard, captures 6 slave ships off Rio Gallinas, Africa.

1821:

ENTERPRISE (14), Lt. Kearney, discovers 4 pirate schooners and 1 pirate sloop attacking 2 American and 1 British ships off Cape Antonio, Cuba. 3 pirates are burned, and the rest captured.

5 November: The American ALLIGATOR (12), Lt. Stockton, is attacked by the Portuguese ship MARIANNA FLORA (12) in the Atlantic. MARIANNA FLORA is captured.

1827:

20 October: Battle of Navarino. A combined British, French, and Russian fleet utterly destroy the Turkish navy of over 100 ships, the last fleet action ever fought under sail.

7 BIBLIOGRAPHY

First, a bibliography of naval fiction. Naval fiction provides excellent references for a role-playing gamer and referee: the books can be a source of ideas for adventures, as well as providing a well-realized background that can help the players to visualize their circumstances. Unfortunately, many of the books mentioned below are not currently available in the United States, or at any rate are not in print, but they may be acquired by diligent searching of import lists, and the oddest things sometimes appear in libraries.

Marryat, Frederick:

Captain Marryat joined the Royal Navy in 1805, and fought throughout the latter half of the Napoleonic Wars, later commanding British forces in the First Burmese War. His novels have an undeserved reputation as books for children; by anyone's standards they are for grownups. They are readable, lively, and contain large portions of gore and grue, additionally demonstrating a rather grisly sense of humor. My personal favorites are MR. MIDSHIPMAN EASY, PERCIVAL KEENE, and PETER SIMPLE.

Austen, Jane:

Jane Austen did not write any of her social and satirical novels about the sea, but the locales for many of her books are close to the seacoast, and there are usually naval officers wandering through them. The books provide a fascinating picture of the life from which the naval officers sprang. Naval officers figure prominently in PERSUASION and MANSFIELD PARK.

Forester, C.S.:

What can be said about the creator of Hornblower? Forester is the model on which so many others have based their fictions, and for the most part the others haven't come close.

Conrad, Joseph:

Joseph Conrad, while not writing about the Age of Fighting Sail, nevertheless has written the finest books about the sea ever to find print. People who have not read THE SHADOW-LINE, THE NIGGER OF THE NARCISSUS, HEART OF DARKNESS, and LORD JIM cannot claim to have participated fully in Western Civilization.

Kent, Alexander:

Most of Alexander Kent's series of novels about Richard Bolitho (a Cornish gentleman with a naval heritage, a scar on his brow, and a disgrace in the family) have been published in the States, and most are worth reading. SLOOP OF WAR, TO GLORY WE STEER, PASSAGE TO MUTINY, and IN GALLANT COMPANY are my particular favorites.

Pope, Dudley:

Dudley Pope is a yachtman and a scholar, the author of non-fiction novels about Admiral Byng, the Battle of Copenhagen, and the HER-

MIONE mutiny. Of his series of at least nine novels about Nicholas, Lord Ramage (a Cornish nobleman with a naval heritage, a scar on his brow, and a disgrace in the family) only three seem to have seen print in the States, but fortunately those three are the best. RAMAGE, THE TRITON BRIG, and DRUMBEAT show considerable talent at work. The sequels are chiefly interesting as a source of nautical detail.

Hardy, Adam:

Adam Hardy's series about George Abercrombie Fox have mostly been published in the States, though they seem not to be currently in print. A brisk, fast-moving series by a well-known British wargamer.

Parkinson, C. Northcote:

Parkinson's series about Richard Delancey, by Hornblower's biographer and the economist creator of Parkinson's Law, leaves me cold. DEVIL TO PAY is about the best. As a novelist he's a good economist.

O'Brian, Patrick:

I must admit that these books aren't to everyone's taste, but in my opinion it is one of the more conclusive indictments of American publishing that they cannot be found here, at least not without considerable effort (I've found two in hardback). O'Brian's adventures of Jack Aubrey and Dr. Stephen Maturin are consistently well-written, elegant, stylish, and sophisticated, and furthermore suggest that perhaps Jane Austen has been reincarnated as a writer of adventure novels. I think they're well worth the effort to find them, although they're very British and may not appeal to the readers whose tastes run more to blood-and-thunder. A more or less chronological list would include MASTER AND COMMANDER, POST CAPTAIN, HMS SURPRISE, DESOLATION ISLAND, THE MAURITIUS COMMAND, THE FORTUNE OF WAR.

Styles, Showell:

Showell Styles' books, none so far as I can tell available in the States, confine themselves to historical characters and situations, told with a novelist's eye for detail and considerable imagination.

Meacham, Ellis K.:

Another Briton not yet published in the States. Meacham's series about Percival Merewether of the Bombay Marine (the East India Company's private navy) covers much of the same ocean as Alexander Kent's books, but with the advantage of exotic eastern backgrounds.

Llewellyn, Sam:

Sam Llewellyn's recent series concerns George Le Fanu Gurney and his friend Haji Basreddin as they conduct somewhat incredible adventures in the post-Napoleonic world. Not to my knowledge available in the States.

Williams, Jon:

THE PRIVATEERS AND GENTLEMEN series, which are, by god, available. Modesty otherwise forbids.

The following non-fiction bibliography is a partial bibliography only. Items overly abstruse, redundant, or currently unavailable were not listed. The bibliography is annotated as follows:

* Popular history, which may contain valuable background but which is meant to entertain people unfamiliar with the period, or which deals with only a small feature of the era.

** A good source for its particular topic, but which deals with too narrow a subject matter to be of interests to more than specialists.

*** An excellent source of secondary materials, or a somewhat limited source of primary matter.

**** A wide-ranging primary source, or a first-rate collection of secondary sources.

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Privateers and Gentlemen

FIREARMS

Weapon	Ranges in Meters					Damage	fire order
	point-blank	short	medium	long	extreme		
smoothbore pistol	2	4	8	10	15	D8	16
duelling pistol	4	8	10	18	25	D8	16
rifled pistol	5	10	15	25	32	D8	15
musket	10	20	40	100	150	D12	14
rifle	20	40	80	200	300	D10	14
musketoon	15	—	—	—	—	2D6	12
swivel gun	30	—	—	—	—	3D6	10

FIRE ORDER

Fire Order Number from Chart + DEX + D20 + Modifier from below:
 Character surprised this turn. -4
 Character drawing weapon this turn -6
 Snapshooting +8

BASE CHANCE OF HITTING

Extreme Range 05%
 Long Range 10%
 Medium Range 15%
 Short Range 25%
 Point-Blank Range 35%

Modifiers to Base Chance of Hitting

Snapshooting -15%
 Firing 'off-handed' -15%
 Target in hard cover -20%
 Target in soft cover -10%
 Firer surprised this turn -10%
 Target MASS 17-18. -05%
 Target MASS 03-04. +05%

FIREARMS CRITICAL FAILURE CHART

01-50 Normal misfire.
 51-55 Hat or wig falls over eyes. Any attempt to Shoot, Strike, or Parry must be made at 50% normal capacity for D6 turns.
 56-65 Character loses balance, must roll DEX or less on D20 to avoid falling. If character falls, must roll INT or less on D20 to avoid firing his weapon accidentally. If the weapon fires, roll hit dice with the following results: 1-10, shoot self, 11-15, shoot friend; 16-20, shoot enemy.
 66-75 Drop weapon. Next turn must roll DEX on D20 to pick it up.
 76-80 Weapon is dropped and goes off. Roll D100: 1-15 shoot self; 16-20, shoot friend; 21-25 shoot enemy.
 81-90 Weapon broken. Can be used in future as club.
 91-94 Shoot friend.
 95 Shoot friend for automatic Critical Hit.
 96-98 Shoot self.
 99 Shoot self for automatic Critical Hit.
 100 Weapon blows up. If a pistol, musketoon, or musket, D4 points of damage to D4 parts of the body. If swivel gun D4 individuals standing nearby are also affected.

OPPONENT'S WEAPONS

01-05 Seaman with knife.
 06-08 Seaman with belaying pin.
 09-10 Seaman with unloaded pistol.
 11 Seaman with loaded pistol.
 12-21 Seaman with cutlass and unloaded pistol.
 21-25 Seaman with cutlass and loaded pistol.
 26-29 Seaman with tomahawk and unloaded pistol.
 30 Seaman with tomahawk and loaded pistol.
 31-50 Seaman with boarding pike.
 51-52 Seaman with boarding axe.
 53 Seaman with fighting iron.
 54-55 Unarmed seaman.
 56-61 Seaman with unloaded, clubbed musket (no bayonet).
 62-63 Seaman with loaded musket (no bayonet).
 64-73 Marine with unloaded, bayonnetted musket.
 74-76 Marine with loaded, bayonnetted musket.
 77 Marine sergeant with halberd.
 78 Marine officer with smallsword and unloaded pistol.
 79 Marine officer with smallsword and loaded pistol.
 80 Marine officer with hanger and unloaded pistol.
 81 Marine officer with hanger and loaded pistol.
 82-85 Petty officer with cutlass and unloaded pistol.
 86-87 Petty officer with cutlass and loaded pistol.
 88 Petty officer with boarding pike.
 89 Officer with smallsword.
 90 Officer with smallsword and unloaded pistol.
 91 Officer with smallsword and loaded pistol.
 92 Officer with hanger.
 93 Officer with hanger and unloaded pistol.
 94 Officer with hanger and loaded pistol.
 95 Officer with loaded pistol.
 96 Officer with knife.
 97 Officer with unloaded pistol and knife.
 98 Enemy captain with hanger.
 99 Enemy captain with hanger and pistol (35% loaded).
 100 Enemy captain with smallsword and pistol (35% loaded).

PRIZE MONEY

Die Roll	Result
01-30	Prize money paid in D12 weeks
31-60	Prize money paid in D100 weeks
61-75	Prize money paid in D4 years
76-85	Prize money paid in D12 years
86-90	Prize money paid in D20 years
91-95	Prize money paid in 2D20 years
96-00	Prize money never paid

Warships	Value in Europe	Value in America
1st Rate Sail of the Line	60,000 pounds	\$550,000
2nd Rate Sail of the Line	50,000 pounds	\$450,000
3rd Rate Sail of the Line	40,000 pounds	\$300,000
4th Rate Sail of the Line	20,000 pounds	\$250,000
4th Rate Frigate	20,000 pounds	\$260,000
5th Rate Frigate	17,000 pounds	\$220,000
6th Rate Frigate	10,000 pounds	\$100,000
Sloop, Brig	7,000 pounds	\$40,000
Cutter, Lugger, Schooner	3,000 pounds	\$15,000
Merchantmen		
Indiaman	12,000 pounds	\$75,000
Other Merchantman	1200 pounds	\$5000
Merchant Cargos		
1,2,3: In ballast. No cargo.	— — —	— — —
4,5,6: General cargo	3,000 pounds	\$15,000
7,8: Foodstuffs	5,000 pounds	\$15,000
9: Rare or valuable cargo	10,000 pounds	\$75,000
10: Munitions	15,000 pounds	\$100,000
Indiaman (not in ballast)		
Small Indiaman's cargo	50,000 pounds	\$325,000
Large Indiaman's cargo	150,000 pounds	\$1,000,000

PERCENTAGES OF WHOLE NUMBERS

	10%	20%	25%	30%	40%	50%	60%	75%	80%	90%
001	0	0	0	0	0	1	1	1	1	1
002	0	0	1	1	1	1	1	2	2	2
003	0	1	1	1	1	2	2	2	2	3
004	0	1	1	1	2	2	2	3	3	4
005	1	1	1	2	2	3	3	4	4	5
006	1	1	2	2	2	3	4	5	5	5
007	1	1	2	2	3	4	4	5	6	6
008	1	2	2	2	3	4	5	6	6	7
009	1	2	2	3	4	5	5	7	7	8
010	1	2	3	3	4	5	6	8	8	9
011	1	2	3	3	4	6	7	8	9	10
012	1	2	3	4	5	6	7	9	10	11
013	1	3	3	4	5	7	8	10	10	12
014	1	3	4	4	6	7	8	11	11	13
015	2	3	4	5	6	8	9	11	12	14
016	2	3	4	5	6	8	10	12	13	14
017	2	3	4	5	7	9	10	13	14	15
018	2	4	5	5	7	9	11	14	14	16
019	2	4	5	6	8	10	11	14	15	17
020	2	4	5	6	8	10	12	15	16	18
025	3	5	6	8	10	13	15	19	20	23
030	3	6	7	9	12	15	18	23	24	27
035	4	7	9	11	14	18	21	26	28	32
040	4	8	10	12	16	20	24	30	32	36
045	5	9	11	14	18	23	27	34	36	41
050	5	10	13	15	20	25	30	38	40	45
055	6	11	14	17	22	28	33	41	44	50
060	6	12	15	18	24	30	36	45	48	54
065	7	13	16	20	26	33	39	49	52	59
070	7	14	18	21	28	35	42	53	56	63
075	8	15	19	23	30	38	45	56	60	68
080	8	16	20	24	32	40	48	60	64	72
085	9	17	21	26	34	43	51	64	68	77
090	9	18	23	27	36	45	54	68	72	81
095	10	19	24	29	38	48	57	71	76	86
100	10	20	25	30	40	50	60	75	80	90
105	11	21	26	32	42	53	63	79	84	95
110	11	22	28	33	44	55	66	83	88	99
115	12	23	29	35	46	58	69	86	92	104
120	12	24	30	36	48	60	72	90	96	108

HAND-TO-HAND WEAPONS CHART

WEAPON	STR	DEX	STRIKE	PARRY	S.O.	DAMAGE
fist	8	5	15%	5%	1	1D3
knife	3	5	15%	10%	1	1D4 + 2
clubbed pistol/ belaying pin	5	3	10%	15%	1	1D4
tomahawk	3	3	15%	10%	1	1D4 + 2
cutlass	5	3	25%	25%	3	1D6 + 2
smallsword	3	9	20%	35%	3	1D6
kick	5	9	20%	0%	3	1D4
boarding axe	9	5	20%	10%	3	1D8 + 2
hanger	9	9	30%	25%	3	1D8 + 2
fighting iron	9	17	40%	0%	3	2D6 + 3
clubbed musket	8	5	20%	10%	5	1D8
musket w/bayonet	5	5	25%	20%	5	1D8 + 2
pike	3	5	25%	20%	5	1D8 + 2
halberd	9	9	30%	20%	5	1D12 + 2
THROWN WEAPONS						
rock	3	3	15%	—	6	1D3
belaying pin	3	3	15%	—	6	1D3
knife	5	9	15%	—	6	1D4 + 1
pistol	5	3	10%	—	6	1D3
tomahawk	5	9	20%	—	6	1D4 + 2

CRITICAL FAILURE TABLE

DIE ROLL RESULT

01-10	Character falls, D4 turns to rise.
11-20	Weapon twists in hand, lose next strike.
21-30	Weapon twists in hand, lose next parry.
31-40	Weapon twists in hand, all damage from Strikes cut in half, rounding down, for D4 turns.
41-50	Lose balance. Must roll DEX on D20 in order to avoid falling, and next Strike and Parry is at 50% normal capacity. If character falls, must roll DEX on D20 to rise.
51-65	Hat or wigs falls over character's eyes. Strikes and Parries are at 50% normal effectiveness for D6 turns.
66-75	Stumble and twist ankle. Strikes and Parries at 50% normal effectiveness for this turn, and character moves at half normal speed for D12 turns.
51-65	Character falls. Must roll DEX on D20 in order to rise.
66-75	Hat or wig falls over character's eyes. Strikes and Parries are at 50% normal effectiveness for D6 turns.
76-80	Stumble and twist ankle. Strikes and Parries at 50% normal effectiveness for this turn, and character moves at half normal speed for D12 turns.
81-86	Weapon dropped. DEX or less on D20 to recover.
87-90	Weapon breaks. (Superb weapons will not break.)
91-93	Weapon breaks. (Includes superb weapons.)
94-95	Opponent automatically hits on next Strike.
96	Opponent automatically gets a Critical Hit on next Strike.
97-98	Hit nearest friend. (Hit self for half normal damage if no friend is near.)
99	Hit self for half normal damage.
(1)00	Hit self for maximum possible damage.

GRENADO TABLES

LIGHTING

01-10	Slow match goes out, requiring D4 turns to relight.
11-13	Grenado goes off in grenadier's hand.
14-40	Dud; but grenado must be thrown anyway.
41-75	Grenado will explode at end of turn.
76-00	Grenado will explode at end of next melee turn.

TARGETING

01-20	On target.
21-30	6 meters over.
31-40	6 meters under.
41-50	12 meters under.
51-60	6 meters left.
61-70	6 meters right.
71-80	6 meters under, 6 meters left.
81-90	6 meters under, 6 meters right.
91-95	12 meters under, 6 meters left.
96-00	12 meters under, 6 meters right.

TARGETS WITHIN 1 METER

01-30	No effect.
31-50	Stunned and knocked down.
51-70	Stunned, knocked down, and D8 damage.
71-90	Stunned, knocked down, and D12 damage.
91-00	Stunned, knocked down, and D8 damage to D6 parts of the body.

TARGETS WITHIN 1-5 METERS

01-50	No effect.
51-70	Stunned.
71-80	Stunned and knocked down.
81-95	Stunned, knocked down, and D8 damage.
96-00	Stunned, knocked down, and D12 damage to D6 parts of the body.

HIT LOCATIONS

Die Roll	Location
01-06	Near Leg
07-08	Far Leg
09-10	Torso Area 1
11-12	Torso Area 2
13-17	Near Arm
18	Far Arm
19-20	Head

RANDOM BOARDING ENEMY TABLE

01-20	Player-character has no opponents this round.
21-30	Player-character and 1 friend (if present) may attack a single enemy this round.
41-90	Player-character fights 1 opponent.
91-00	Player-character attacked by 2 opponents.

CARDBOARD CHARACTER CHARTS (1)

CHARACTERISTIC				
Die Roll	Chief Motivation	Disciplinary Attitude	Competence	Fighting Stance
1	Desire for wealth	Erratic	Incompetent	'shy'
2	Desire for wealth	Merciful	Incompetent	'shy'
3	Desire for social advancement	Stern	Inept	Cautious
4	Desire for social advancement	Stern	Ordinary	Cautious
5	Personal honor	Dutiful	Ordinary	Ordinary
6	Love of duty	Unjust	Ordinary	Ordinary
7	Love of pleasure	Just	Competent	Aggressive
8	Love of order	Just	Competent	Aggressive
9	Love of order	Unjust	Very competent	Very aggressive
0	Personal egotism	Tyrannical	Brilliant	Fire-eater

Modifiers: Anyone but British and Americans subtract one from their die roll when rolling Competence and Fighting Stance.

Note: 'Shy' does not mean cowardly, but rather a character who is hesitant about engaging in combat unless under direct orders to engage, or if someone else relieves him of the responsibility for the decision. He may behave bravely enough once the combat is actually joined.
'Insane' should probably be qualified to mean someone with psychotic tendencies that he has thus far kept under control, and which for the most part have kept from interfering with his duties. A periodic die roll should be taken to see if he goes permanently mad; otherwise his behavior will be merely bizarre.

CARDBOARD CHARACTER CHARTS (2)

GLITCHES

2nd Die Roll	1st Die Roll									
Roll	1	2	3	4	5	6	7	8	9	0
1	seducer	satyr	married	sexless	hopelessly in love	in love with ?	rake	married	widower	ref's choice
2	loyal	friendly	friendly	impetuous	miser	unpleasant	open-handed	egotist	cad	solitary
3	coward	coward	coward	nervous	afraid	combative	brave	brave	takes chances	duellist
4	duellist	loyal	wealthy	wealthy	in debt	in debt	poor	sickly	robust	jolly
5	religious	religious	preacher	non-conformist	angry	pessimist	sedate	atheist	bland	skeptic
6	gambler	gambler	drunk	drunk	sadist	cunning	abstainer	guilty	addict	tedious
7	political	political	thief	conservative	conservative	poet	progressive	optimist	liberal	radical
8	compassionate	musician	musician	clever	scientist	criminal	botanist	artist	artist	singer
9	insane	eccentric	brutal	witty	timid	careless	passionless	criminal	traitor	treacherous
0	eccentric	passionate	childish	assured	short-tempered	correct	stylish	fashionable	crank	inventor

Roll D100 to determine how many glitches each character has:

01-50	1 glitch
51-80	2 glitches
81-(1)00	3 glitches

If any glitches contradict previously rolled characteristics, either ignore or assume the character is full of contradictions.

'HEROIC' BOARDING RESULTS TABLE

Die result	Odds Ratio: Attacker/Defender			
	1-1	3-2	2-1	3-1
1	A4	A4	A2	A2
2	A4	A2	A2	A2/D2
3	A2	A2/D1	A2/D2	A2/D2
4	A2/D1	CE	A2/D2	A2/D4
5	CE	A2/D2	A2/D4	D2
6	A2/D2	A2/D2	D2	D2
7	A2/D2	D2	D2	D4
8	D2	D2	D4	D4
9	D4	D4	D4	D6
10	D4	D4	D6	D8

KEY:

A2, A4 etc: Attacker loses the appropriate number of Crew Factors.
D2, D4 etc: Defender loses the appropriate number of Crew Factors.
CE: Combat Ends for that turn. No more Boarding Combat until the next turn.

ITEM	EQUIPMENT COSTS	
	COST IN EUROPE (in Pounds/Shillings/Pence)	COST IN AMERICA (in Dollars)
Clothing (ordinary)	3/0/0	3.00
Clothing (dress)	10/0/0	25.00
Shoes (ordinary)	0/10/0	2.00
Shoes (dress)	2/0/0	4.00
Epaulet	2/0/0	8.00
Wig (undress)	2/0/0	6.00
Wig (dress)	12/0/0	75.00
Sword (acceptable)	2/0/0	8.00
Sword (good)	20/0/0	85.00
Sword (superb)	100/0/0	600.00
Pistol (ordinary)	2/0/0	6.00
Pistol (duelling)	20/0/0	80.00
Pistol (rifled)	80/0/0	80.00
Pistol (double-barreled)	150/0/0	300.00
Pistol (duck's foot)	50/0/0	100.00
Musket	5/0/0	20.00
Rifle	40/0/0	90.00
Food & lodging/day (poor)	0/2/0	.50
Food & lodging/day (respectable)	0/10/0	2.00
Food & lodging/day (fashionable)	2/0/0	6.00
Servant/day	0/5/0	1.00
Draft horse/mule	2/0/0	10.00
Horse (ordinary)	5/0/0	25.00
Horse (superb)	150/0/0	200.00
Carriage	20-100/0/0 (depending on style)	150-750.00
House (country)	100/0/0	250.00
House (town)	300/0/0	500.00
Manse (country)	250/0/0	1000.00
Manse (town)	2000/0/0	2500.00
Estate (respectable, with manse)	10-20,000/0/0	10-25,000.00
Estate (large, with manse)	50-150,000/0/0	30-50,000.00
Borough	200,000/0/0	— — —
Cabin furniture (respectable)	50/0/0	150.00
Cabin furniture (good)	150/0/0	300.00
Cabin furniture (superb)	500/0/0	2500.00
Case wine (ordinary)	3/0/0	25.00
Case wine (good)	20/0/0	125.00
Case wine (very good)	100/0/0	700.00
Bottle wine (glorious)	200/0/0	1200.00
Antiscorbutics (100 men/week)	30/0/0	100.00
Rations (100 men/week)	20/0/0	75.00
Fresh food (100 men/week)	40/0/0	120.00
Watch	5/0/0	40.00
Accurate chronometer	500/0/0	3000.00
Slave (female, worker)	— — —	300.00
Slave (male, field hand)	— — —	800.00
Slave (female, house)	— — —	500.00
Slave (male, house)	— — —	1200.00
Slave (juvenile)	— — —	150.00
Acre land (good farmland)	20/0/0	25.00
Acre land (average farmland)	12/0/0	12.00
Acre land (poor farmland)	4/0/0	1.50
Acre land (uncleared)	(not available)	2.00
Acre land (city)	100-1200/0/0	25-300.00

Open Sea:

1-9 —
 0 Roll again, a 9 or 0
 Results in a sighting.

Trade Lanes:

1 —
 2 —
 3 —
 4 —
 5 —
 6 —
 7 —
 8 —
 9 —
 0 x

Friendly Coast:

1 —
 2 —
 3 —
 4 —
 5 —
 6 x
 7 x
 8 x
 9 x
 0 x

Enemy Coast:

1 —
 2 —
 3 —
 4 —
 5 —
 6 —
 7 x
 8 x
 9 x
 0 x

CRITICAL HITS (IX.G.)**Extreme and Long Ranges**

1-85 Miss
 86 Ship's Officer hit
 87 Anchor cable parts
 88 Wheel or tiller smashed
 89-90 Fire on target ship
 91-95 Lose 1 crew section
 96-100 Lose 1 mast

Medium Range**Firing High**

+5% if firing dismantling shot

1-50 Miss
 51-52 Ship's officer hit
 53-65 Lose 1 crew section
 66-70 Lose 2 crew sections
 71-72 Anchor cable parts
 73-80 Fire on target ship
 81-83 Wheel or tiller smashed
 84-85 Rudder smashed
 86-100 Lose 1 mast

Firing Low

1-35 Miss
 36-38 Ship's officer hit
 39-50 Lose 1 crew section
 51-60 Lose 2 crew section
 61-75 Wheel or tiller smashed
 76-80 Rudder smashed
 81-88 Fire on target ship
 89-90 Anchor cable parts
 91-100 Lose 1 mast

Short Range

1-10 Miss
 11-20 Target ship afire
 21-25 Ship's officer hit
 26-30 Lose 1 crew section
 31-35 Lose 2 crew sections
 36-40 Lose 3 crew sections
 41-45 Rudder smashed
 46-50 Wheel or tiller smashed
 51-60 Lose 25% broadside
 61-65 Anchor cable parts
 66-70 Double hull hits
 71-80 Waterline damage
 81-100 Lose 1 mast

Point-Blank Range

1-10 Anchor cable parts
 11-20 Target ship afire
 21-25 Ship's officer hit
 26-35 Lose 2 crew sections
 36-40 Lose 3 crew sections
 41-50 Double hull damage
 51-57 Wheel or tiller smashed
 58-60 Rudder smashed
 61-70 Lose 25% of one broadside
 71-75 Waterline damage
 76-100 Lose 1 mast

Open Sea & Trade Lanes

1 Fishing fleet
 2 merchant ship
 3 merchant ship
 4 convoy (20% enemy)
 5 convoy (20% enemy)
 6 friendly warship
 7 friendly warship
 8 friendly squadron
 9 enemy warship
 0 enemy squadron

Friendly Coast

1 fishing fleet
 2 fishing fleet
 3 merchant ship
 4 merchant ship
 5 convoy
 6 convoy
 7 friendly warship
 8 friendly warship
 9 friendly squadron
 0 enemy warship

Enemy Coast

1 fishing fleet
 2 fishing fleet
 3 enemy convoy
 4 enemy convoy
 5 merchant ship
 6 merchant ship
 7 friendly warship
 8 friendly squadron
 9 enemy warship
 0 enemy squadron

merchant ship

1 brig
 2 brig
 3 sloop
 4 ship
 5 ship
 6 pink
 7 snow
 8 lugger
 9 ship
 0 ship

convoy

1 D100 merchant ship, 4 frigates, 2 sail of the line
 2 2D20 merchant ships, D4-1 frigates
 3 2D20 merchant ships, 1-2 sail of the line
 4 2D20 merchant ships, D4+1 frigates
 5 2D20 Indiamen
 6 D20 Indiamen
 7 D20 merchant ships, D4 frigates
 8 D20 merchant ships, D4 frigates
 9 D20 merchant ships, 2 brigs or sloops
 0 D20 merchant ships, 1 brig or sloop

Friendly Warship (Europe)

1 2nd Rate
 2 3rd Rate
 3 3rd Rate
 4 4th Rate
 5 5th Rate
 6 6th Rate
 7 Brig of War
 8 Sloop of War
 9 Cutter
 0 Privateer

Friendly Warship (U.S.)

1 4th Rate Frigate
 2 4th Rate Frigate
 3 5th Rate Frigate
 4 5th Rate Frigate
 5 6th Rate Frigate
 6 sloop of War
 7 sloop of War
 8 Brig of War
 9 Privateer
 0 Privateer

Enemy Warship

1 2nd Rate
 2 3rd Rate
 3 3rd Rate
 4 4th Rate
 5 5th Rate
 6 6th Rate
 7 Brig of War
 8 Sloop of War
 9 Privateer
 0 Privateer

Privateer

1 brig
 2 brig
 3 schooner
 4 sloop
 5 lugger
 6 lugger
 7 ship
 8 snow
 9 ship
 0 schooner

Squadron

1 D20 sail of the line, D4 frigates, D4 brigs or sloops
 2 D10 sail of the line, D4 frigates, brigs, or sloops
 3 D6 sail of the line, D4 frigates
 4 D6 sail of the line, D4 brigs or sloops
 5 D4 sail of the line, 1 brig or sloop
 6 D4 sail of the line
 7 2 frigates
 8 3 frigates
 9 3 brigs or sloops
 0 D4 brigs or sloops

Privateers and Gentlemen™

Name _____		Birth Date _____		Languages Known _____		Skill _____	
Social Rank _____		Legitimacy _____		Nationality _____		_____	
Strength _____		Handedness _____		_____		_____	
Sense Acuity _____		_____		_____		_____	
Mass _____		Strike Bonus ____ %		Parry Bonus ____ %		_____	
Constitution _____		Shoot Bonus ____ %		Strike Damage Bonus _____		_____	
Intelligence _____		Gunnery _____		Sailing Ability _____		General Seamanship _____	
Dexterity _____		Relatives in Service _____		Political Beliefs _____		_____	
Intuition _____		_____		_____		Seniority _____	
Charisma _____		_____		Politics of Superior _____		Rank _____	
Current Assignment: _____		_____		_____		Seniority _____	
Current Position in Ship: _____		Noticed in Current Assignment? _____		_____		Dating From _____	
_____		Current Salary _____		_____		_____	
_____		_____		_____		_____	
Equipment _____		Equipment Location _____		_____		_____	
_____		_____		_____		_____	
_____		_____		_____		_____	
_____		_____		_____		_____	
_____		_____		_____		_____	
_____		_____		_____		_____	
_____		_____		_____		_____	
Money _____		Where Kept _____		_____		_____	
_____		_____		_____		_____	
_____		_____		_____		_____	
Favorite Weapon _____		_____		Damage Points _____		_____	
Strike Order _____		Damage _____		Head: _____		damage points _____	
Attack _____ %		Parry _____ %		_____		damage taken _____	
Weapon _____		_____		Right Arm: _____		damage points _____	
Strike Order _____		Damage _____		_____		damage taken _____	
Attack _____ %		Parry _____ %		Left Arm: _____		damage points _____	
Weapon _____		_____		_____		damage taken _____	
Strike Order _____		Damage _____		Torso 1 _____		damage points _____	
Attack _____ %		Parry _____ %		_____		damage taken _____	
Weapon _____		_____		Torso 2 _____		damage points _____	
Strike Order _____		Damage _____		_____		damage taken _____	
Attack _____ %		Parry _____ %		Right Leg _____		damage points _____	
Weapon _____		_____		_____		damage taken _____	
Strike Order _____		Damage _____		Left Leg: _____		damage points _____	
Attack _____ %		Parry _____ %		_____		damage taken _____	

Skill and Starting Level	Current Level	Firearm _____
Astronomy (INT)	_____	Fire Order _____ Damage _____
Biology (1)	_____	Shoot _____ %
Carriage Driving (D20)	_____	
Chemistry (1)	_____	Firearm _____
Climb (DEX)*	_____	Fire Order _____ Damage _____
Dance (DEX)	_____	Shoot _____ %
First Aid (4)	_____	
Forgery (4)	_____	Firearm _____
General Knowledge (4)	_____	Fire Order _____ Damage _____
Geology (1)	_____	Shoot _____ %
Haggle (Avg. INT & CHA)	_____	
Hide (Avg. INT & CON)	_____	Firearm _____
History (INT)	_____	Fire Order _____ Damage _____
Law (4)	_____	Shoot _____ %
Literary Gent (D10)	_____	
Lockpick (4)	_____	
Make Speech (½ INT + D10)	_____	
Mapmaking (INT)	_____	
Mechanics (3)	_____	
Move Quietly (DEX)**	_____	
Play Instrument (0)	_____	
Pick Pocket (1)	_____	
Ride (D20)	_____	
Shipwright (INT)	_____	
Sing (½CHA +D10)	_____	
Swim (D20)	_____	
Weather Prediction (INT)	_____	
Write Own Language (INT)	_____	
Write Foreign Language (Language/5)	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	

*Sailors get D6 bonus.

** May not be higher than S.A.