

TRAFALGAR

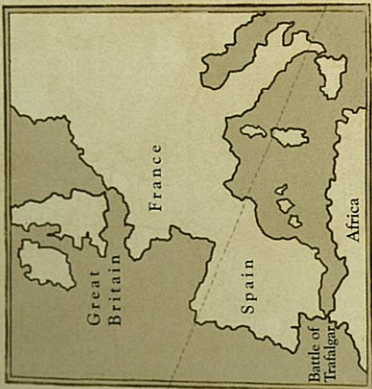
NAVAL WARFARE IN THE AGE OF SAIL (1795-1815)

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WARHAMMER
• HISTORICAL •

Battle of TRAFALGAR

21st October 1805



Combined French and Spanish Fleet

Division of Admiral Nelson

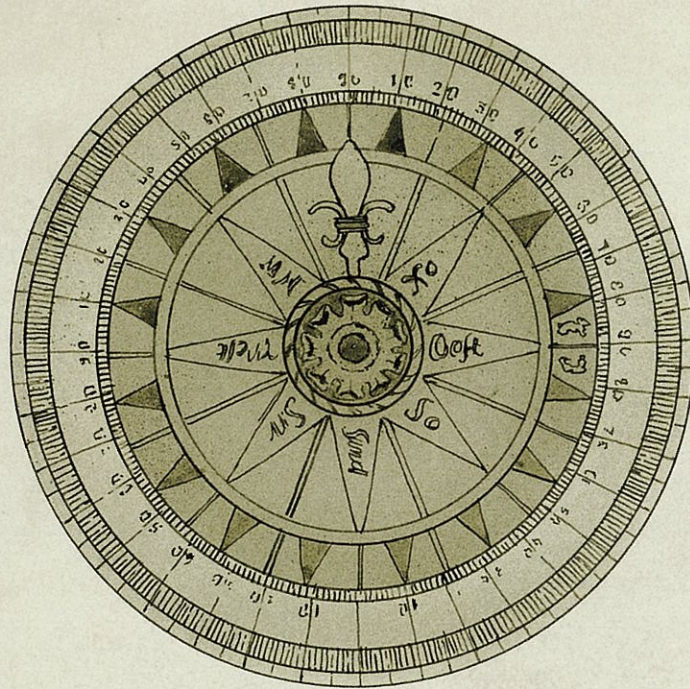


*Battle may become less you pray
your Father's power. Oct. 20th in the
morning we were with the mouth of the
Strait but the wind led us to come for
straight to the British fleet. The combined
fleet consisted of 33 ships of the line
and 11 frigates. A great number of the
line of the British were of the line
but it blows so very fresh that they
the French were before they were
clearly seen by us.*



TRAFALGAR

by MARK LATHAM





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*Bold Nelson's praise I am going to sing,
 (Not forgetting our glorious King)
 He always did good tidings bring,
 For he was a bold commander.
 There was Sydney Smith and Duncan too,
 Lord Howe and all the glorious crew;
 They were the men that were true blue.
 Full of care, yet I swear
 None with Nelson could compare,
 Not even Alexander.*

*Bold Buonaparte he threaten'd war,
 A man who fear'd not wound nor scar,
 But still he lost at Trafalgar
 Where Britain was victorious.
 Lord Nelson's actions made him quake,
 And all French pow'rs he made to shake;
 He said his king he'd ne'er forsake.
 These last words thus he spake,
 Stand true, my lads, like hearts of oak,
 And the battle shall be glorious.*

*Lord Nelson bold, though threaten'd wide,
 And many a time he had been tried,
 He fought like a hero till he died
 Amid the battle gory.
 But the day was won, their line was broke,
 While all around was lost in smoke,
 And Nelson he got his death-stroke,
 That's the man for old England!
 He faced his foe with his sword in hand
 And he lived and he died in his glory.*

- A forbitter



INTRODUCTION

Warfare in the Age of Sail was a brutal affair; tales of blood, glory and vengeance unfolded upon the high seas, as press-ganged sailors sought to blast their enemies to smithereens through the smoke and noise of battle, or back them to pieces in the cut and thrust of close action.

PLAYING TRAFALGAR

Despite the title, *Trafalgar* allows you to recreate the entire gamut of campaigns and battles of the later part of the Age of Sail, in what has become known as the 'carronade era' (ostensibly the period 1775-1815). However, the book takes its name from the single most famous battle in the history of naval warfare, and the campaign section near the back of this book allows you to fight out that very engagement.

The game itself is a rewarding one, requiring some investment of time to gather a fleet and master the rules. The thrill of commanding a fully painted and rigged fleet of sailing ships, and mastering the tactics required to take them to victory in battle, is something that is unique in the world of wargaming.

However, if you're new to tabletop gaming, don't be put off – these rules are written in such a way as to be accessible to all. Newcomers to the wargaming hobby and veteran players will find invaluable information and guidance within.

THINGS YOU'LL NEED

In order to play *Trafalgar*, you will need a few basic items in addition to this rulebook – the most obvious being miniatures to play with. At the back of the book you will find a set of concise reference sheets, which contain the basic information from the game rules at a glance. In this section, however, we'll focus on the essential materials you'll require for a game.

Dice

You will need a set of ordinary, six-sided dice, in a variety of colours, often referred to as D6 (so for example, if the rules ask you to roll 2D6, you should roll two six-sided dice). Occasionally you will be asked to roll a D3. This is done by rolling an ordinary die and counting a score of 1 or 2 as a '1', 3 or 4 as a '2', and 5 or 6 as a '3'.

In addition, in some special situations you may be required to roll an Artillery dice (a D6 with five numbers and a 'misfire' symbol) and a Scatter dice (a D6 with four direction arrows and two 'Hit' symbols). These are available from Games Workshop.

Measure

The movement of models and firing of weapons requires the use of a measure, marked in centimetres (cm). A tape measure or ruler will do just fine.

When measuring distances, the rules generally require you to make an estimate before actually measuring. For example, you must declare a target for your shooting





before measuring the range, and if your estimate is too generous the shot may well fall short.

NB. Some players may be more used to Imperial measurements (inches) than metric. In this instance, simply halve all the ranges given, so that 1cm = ½ inch. This will cause some discrepancies, but is a good rule of thumb, and if both players are using the same system there should be no problem.

Templates and Counters

Some instances in the game require a ship to be marked with a counter; for example, if the ship is moving under full sail, cannot fire for some reason, or is on fire. Ships also require a template to show how far they can turn. Additionally, some weapons have an area of effect that is represented by a template. All of these counters and templates are provided later in the book for you to photocopy and cut out. These are also available to download as a handy pdf file from the Warhammer Historical website.

Fleet Roster and Notepad

Also included in this book is a set of roster sheets for you to photocopy (or you can download them from our website). These illustrate the vessels in your fleet, and are used during a game to record damage to each vessel. In addition, a notepad and pencil will be invaluable for recording any special occurrences that may crop up.

Gaming Area

Of course, you will need somewhere to play. To set up the gaming area, or seascape, you will need any reasonably sized flat surface or area of floor. The average gaming area is 120cm/4' square, although some scenarios require an area of 172cm/6' by 120cm/4'. You may decide to cover this area with a blue cloth or blanket, or you may decide to construct a purpose-built seascape. Examples of both types can be found later in the book.

Scenery

The seascape is not always a wide-open stretch of ocean. Sometimes you will need shoreline, rocks, islands, shallows and shoals, or mud flats. The extent of your scenery collection is up to you, but a few well-placed pieces can really enhance a battle both tactically and visually. Terrain can be scratch-built or purchased commercially, and examples can be found later.

Miniatures

Any number of miniature ships can be used in a battle, and guidelines are given later as to how to choose a fleet. Several companies produce model ships, in a variety of scales, and the choice can often be quite confusing. A list of suppliers can be found on page 144. You will also find guidelines for painting and rigging your ships later. The main rules assume that you are using 1/1200 scale ships (so that every cm on the tabletop equates to roughly 1200cm – or 12 metres – in real life).

Basing Conventions

Some players prefer to base their models, as the delicate sails and rigging of models at this scale can be easily damaged by excessive handling. We recommend using rectangular bases, which can easily be constructed from stiff card or plasticard, measuring at least 1cm larger than

the hull of the ships on all sides. The rules are written to make provision for this base size.

A WORD ON SCALES

As mentioned previously, the rules assume that you are using ships of 1/1200 scale. However, this is by no means the only scale for sailing ships. Some players prefer to use smaller ships because they're more affordable and don't require any complicated rigging. Other players prefer the aesthetic of larger vessels, which have the added advantage that they can match available crew and military infantry models. If you plan on using a scale other than 1/1200, you will need to make provision for it in the measurements during the game, as outlined here. These are all approximations, designed to give you usable whole numbers without involving excessive maths. Remember that you'll need a smaller or larger gaming area too – so if you plan on using 1/100 ships, your gaming area will need to be rather large!

Scale	Measurements
1/2400	Halve all measurements shown
1/2000	Reduce all measurements by a quarter (25%)
1/1200	Standard measurements, no change required
1/900 (2mm)*	Increase all measurements by 25%
1/650 or 1/600	Double all measurements (x200%)
1/300 (6mm)*	Multiply all measurements by 225%
1/180	Multiply all measurements by 250%
1/100 (15mm)*	Triple all measurements

*Not strictly identical to the scale shown in parentheses, but close enough to be compatible with model soldiers of that size.

STARTING A GAME

Each game of Trafalgar represents a conflict between two opposing sides, or fleets. The objective of each game can be anything from capturing an enemy flagship to destroying a fortified harbour.

Choosing a Fleet

All ship models in the game are allotted a value in points, which reflects their effectiveness in the game. So, for example, a small Schooner will cost around 40 points, while a hulking, 100-gun 1st rate ship of the line will cost around 300 points. The actual costs vary from nation to nation. Vessels can be 'upgraded' by adding special crewmen and commanders, more guns, boarding nets, chase guns, and many other optional extras.

In a regular scenario, both players choose their fleets to a set number of points. So, for example, a 1,000-point game involves both players choosing ships and upgrades up to a maximum total value of 1,000 points. Fleets can weigh in less than this points allowance, but cannot exceed it. Some scenarios and campaign rules allow for mismatched battles, with differing points totals on each side.



THE RULES



THE TURN

In a real battle, ships from two opposing fleets would manoeuvre, open fire, perform boarding actions and be destroyed all at the same time, with smoke and the deafening roar of cannons confusing the issue further. In a game of Trafalgar, a strict turn sequence is employed to ensure that the battle is not quite so confusing for our players!

In a turn, players alternate between moving and firing with their ships. The turn is split into several 'phases' – when one phase has been completed by both players, the next one begins. The Turn Sequence is shown to the right.

ENDING A BATTLE

Battles are recreated on the tabletop through 'scenarios'. There are six standard scenarios presented in this book, plus a special Battle of Trafalgar scenario, with more to follow in the future. Scenarios usually contain rules for setting up the gaming area, deploying your fleet, and a clear objective that you must meet in order to win.



TURN SEQUENCE

1. Weather phase

The direction of the wind is determined, and the heavens themselves may unleash their fury upon your unsuspecting crews.

2. Sailing phase

The all-important manoeuvres are performed in this phase.

3. Gunnery phase

If they are able to, ships may fire at each other with their deadly broadsides in this phase.

4. End phase

Players take it in turns to resolve any effects that remain in play, such as fires and wreckage. The gaming area is then tidied up in preparation for the next turn's action.

WEATHER PHASE

THE WEATHER GAGE

The first thing to do in any game turn is determine which side holds the initiative – we call this 'holding the Weather Gage'. In historical naval battles, fleets that held the weather gage had a considerable tactical advantage over their opponents. In the game, the player with the Weather Gage gets to act first in many situations, giving him a few more options than his opponent.

To determine who takes the initiative, simply look at the direction of the wind. The side that has a vessel closest to

the source of the wind (i.e. closest to the table edge from which the wind 'originates') holds the Weather Gage.

WIND DIRECTION

At the start of a game, the wind blows across the table in the direction indicated by the scenario map (see the Scenarios section). In subsequent turns, the player who held the Weather Gage in the previous turn rolls a D6. On the score of a 1, there is a chance that the wind may change. Roll a further D6 and consult the Wind table.

THE WIND TABLE

D6 Score	Result
1	Wind maintains direction, but the weather changes. Roll on the Weather Conditions table and apply the result for this turn. Next turn, assuming the Wind table is not consulted again, roll a D6 before determining who holds the Weather Gage. On a 1, the weather conditions remain the same. On a 2+ they reset to 'normal'.
2-3	Wind changes 1 point clockwise.*
4-5	Wind changes 1 point anti-clockwise.*
6	Wind maintains direction, but changes strength. Roll on the Wind Strength table and apply the result for this turn. Next turn, assuming the Wind table is not consulted again, roll a D6 before determining who holds the Weather Gage. On a 1, the wind conditions remain the same. On a 2+ they reset to 'normal'.

* The points referred to are the points of the eight-sided compass, a template for which is provided later.

WEATHER CONDITIONS TABLE

D6 Score	Result
1-3	Fog. All gunnery ranges are reduced to 10cm. Vessels in Squadrons must move independently rather than follow the Squadron rules (see later).
4-5	Heavy Rain. All gunnery ranges are reduced to 20cm. No vessel may use sharpshooters this turn. Roll a dice for each ship on fire at the start of their move – on the score of a 6, the blaze goes out.
6	Raging Storm. Apply the effects of Heavy Rain (above), and Gale (see Wind Strength table). Additionally, Ships of the Line and Frigates must halve their Broadside ratings this turn as they close their lower gunports to avoid taking on water. Unrated Vessels may not fire.

WIND STRENGTH TABLE

D6 Score	Result
1-2	Becalmed. Other than obeying the rules of Inertia (see later), no sailing vessel may move.
3-4	Wind drops. All vessels reduce their total movement allowance by 2cm this turn. Any vessel Taken Aback this turn deducts -1 from the roll on the Foremast Damage table.
5-6	Gale. Any ship that is Taken Aback must subtract -1 from its roll on the Foremast Damage table. Tacking and Boxhauling manoeuvres are made with an additional -1 penalty to the Command check. Any vessel that begins its turn Beating must halve its movement allowance. Any ship that begins its turn Reaching or Running adds +2cm to its movement allowance this turn.

SAILING PHASE

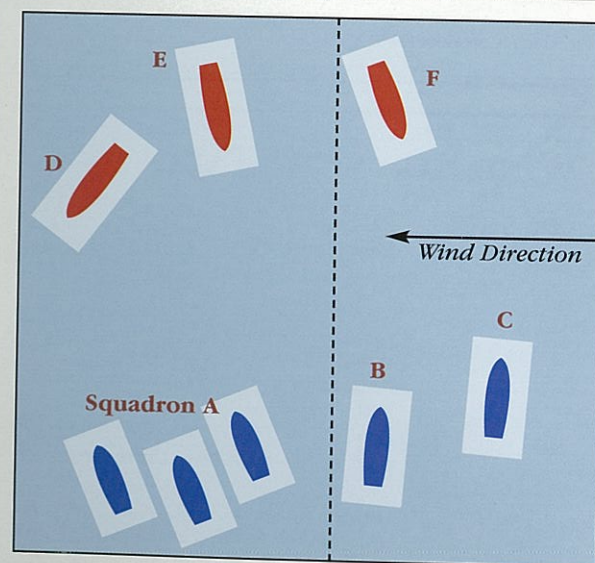
SEQUENCE OF PLAY

1. Nominate vessel or squadron
2. Work out inertia
3. Calculate movement allowance
4. Perform manoeuvres

ORDER OF MOVEMENT

Vessels are moved in strict order, depending on which player holds the Weather Gage. As a concept, this simply means that the ships that are furthest downwind move first, allowing those with the tactical advantage to react to their movements. In game terms, ships that are closest to the source of the wind are 'windward'. Ships that are furthest away are disadvantaged (or are 'leeward'). The more windward you are, the greater your advantage, and the later you move in the sequence.

To determine which ships move first, draw an imaginary, horizontal line across the board, perpendicular to the wind, as shown. If two or more ships from the same side are eligible to move at the same time, then the controlling player may simply choose which to move first.



Example A: This is a section of a typical setup at the start of a game. The red ship 'D' would move first, as it is furthest leeward. Next, blue squadron A would move, followed by red ship E. Deciding which vessel goes next is a very close call, as red ship F and blue ship B are strong contenders. By drawing an imaginary line perpendicular to the wind, we can see that ship F must go next, but only just! Any closer and players would have to decide between themselves, or let the decision rest on the throw of a dice or the toss of a coin. Finally, as ship C is the last to move, we can clearly say that the blue side holds the Weather Gage overall.

If several ships from opposing sides are eligible to move at the same time, then the player with the Weather Gage chooses which to move first. Each ship or squadron then moves following the rules in this section.

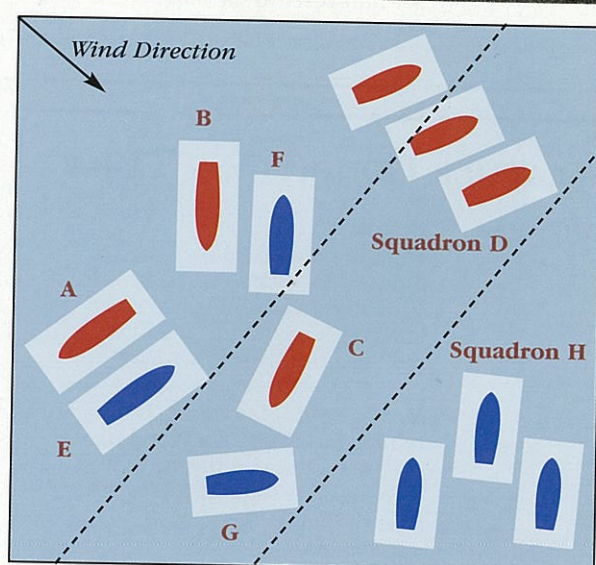
There are times, especially in larger games, when it can become very unclear who is windward and who is leeward. In such circumstances, players are urged to use the spirit of cooperation and fair play, and to consult the diagrams below for aid.

INERTIA

Inertia is an important concept in *Trafalgar*, as ships cannot simply turn on the spot and perform all manner of manoeuvres. If a ship moved under sail in its previous turn, then it must move an additional distance directly forwards this turn before any other movement is worked out. All vessels move 3cm under Inertia.

MOVEMENT ALLOWANCE

Every ship has a base movement rate, depending on its classification, given in centimetres (cm). This is how far it can move in any given turn (discounting the effects of inertia). Additionally, this rate can be affected by the weather, the vessel's Attitude to Wind, sail settings, shallow water or manoeuvres, as follows.



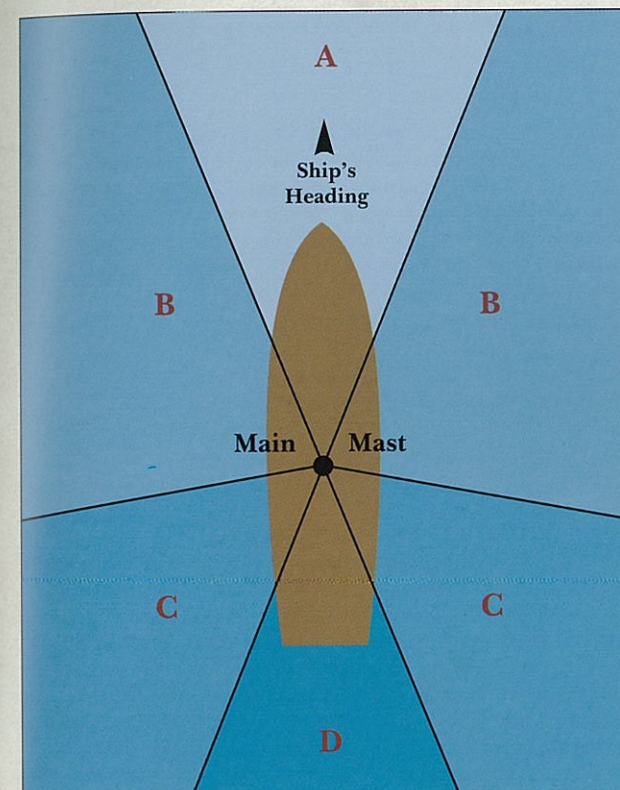
Example B: Here, several vessels have become entangled with opposition ships, and the wind has changed several times, making the initiative order a little less clear-cut. Again, by drawing our imaginary guidelines (although a long ruler or tape measure might prove more practical) we can see that squadron H moves first, then blue ship G, followed by red squadron D, then red ship C, and so on. This time, the red side holds the Weather Gage.

“SOMETHING MUST BE LEFT TO CHANCE;
NOTHING IS SURE IN A SEA FIGHT ABOVE ALL.”

– Nelson, before the Battle of Trafalgar.

ATTITUDE TO WIND

Once you have picked a ship and obeyed the Inertia rule, the first thing to do is check its position relative to the direction of the wind – see the diagram below.



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Position	Ship is...
A	Taken Aback
B	Beating
C	Reaching
D	Running

Later in the book you will find an Attitude to Wind template. During the game, you can use this to quickly check a ship's attitude. Simply place the hole in the centre of the template over the mainmast, with the arrow lining up to the vessel's bowsprit. Check which direction the wind is blowing from, and compare it to the template – this is the vessel's attitude to the wind.

Top Tip: To make a handy gaming aid, simply trace or photocopy the Attitude to Wind diagram onto a piece of clear plastic or acetate, and cut a small hole out of the centre (the main mast). You could even buy a set of Games Workshop's clear plastic Warhammer templates, and trace the diagram onto one of the circular templates; this would be extra-durable, and the hole is pre-cut.

A. Taken Aback

The ship is sailing before the wind. When the wind is against a ship, the sails are pressed back against the masts, which is potentially dangerous. If the wind is against a ship, then it will incur one of the following outcomes:

- If the ship moved last turn or was part way through its movement then it must attempt to move by either Tacking or Boxhauling (see page 13), or come to a full stop, resulting in a roll on the Foremast Damage table below. A ship that is forced to stop in this manner is deemed 'In Irons', and may not fire this turn.
- If the ship was stationary last turn then it can choose to Heave To to change heading, weigh anchor, or drift (see page 14).

In addition, a ship that begins its turn Taken Aback may not change its sail setting (described over the page).

B. Beating

The vessel is close-hauled to make the most of the wind. The ship moves normally. In addition, a vessel that begins its turn in a Beating position adds +1 to its Command check total when attempting to Tack in the same turn (see page 13).

C. Reaching

The ship is 'sailing free' – this is the optimum attitude of wind to the sails. The ship must move an additional 2cm this turn.

D. Running

The ship moves normally.

FOREMAST DAMAGE TABLE

D6 Score	Result
1	Foremast takes D3 points of damage with no saves allowed. If the mast is destroyed, then the mainmast takes 1 point of damage, too (saves as normal).
2	Foremast takes D3 points of damage (save as normal).
3	Foremast takes 1 point of damage (save as normal).
4-6	Mast Holds, no further effect.

In the case of two-masted vessels, apply foremast damage to the mainmast, and mainmast damage to the mizzen.

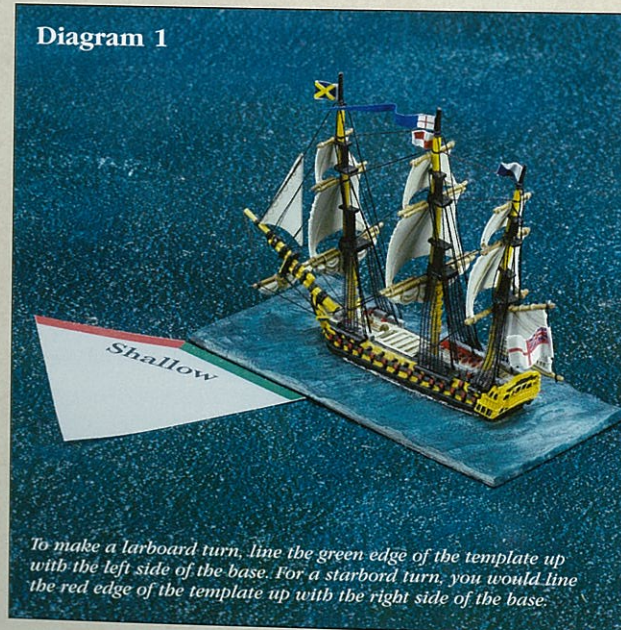


SAIL SETTINGS

Historically, there were many sail settings that ships could employ depending on their situation or the weather conditions. We summarise these here into three broad categories for ease of play.

- **Battle Sail:** Historically, battle sail would represent a ship at 'easy sail', usually with lower courses furled, and sometimes the topgallants, too. These settings prevented the lower sails, yards, and the running rigging from getting in the way of the gunners. This is the default sail setting, and unless the scenario conditions state otherwise, all your ships begin at battle sail. As a result, there are no special rules for this setting.
- **Full Sail:** A ship could change settings to 'all plain sail', or even bring up studding sails, in order to catch every breath of wind and make all haste. When a ship makes full sail, place a Full Sail counter next to it. For as long as it moves under this setting, all of its cannon dice are at -1 to hit (see the Gunnery phase, on pages 17-23), but the vessel adds +3cm to its movement allowance. In addition, if a ship is Taken Aback while under full sail, it must subtract -1 from the dice roll on the Foremast Damage table (page 11).
- **Backing Sail:** By adjusting the positions of sails and furling up some of the sheets, the crew of a sailing ship were able to slow their vessel down, usually to avoid collisions, hold out of range of enemy guns or hold a firm line of battle. When a ship employs backing sails, it reduces its total movement allowance by up to half this turn. The player must declare how much he wishes the ship to slow before measuring. No vessel may make a sharp turn when employing backing sails. Next turn, the vessel automatically resets to battle sail with no Command check required, or may come to a full stop (described later).

Diagram 1



To make a larboard turn, line the green edge of the template up with the left side of the base. For a starboard turn, you would line the red edge of the template up with the right side of the base.

Changing Sail Settings

A ship can attempt to change its sail setting before beginning its actual move. If successful, its movement allowance will need to be adjusted accordingly.

In order to change setting, declare your intention and take a Command check. If successful, the sail setting is changed. If unsuccessful, the ship remains at its current setting, and the vessel must halve its broadsides (see page 21) due to the extra men sent up into the rigging to rectify the mistake. If a vessel in a squadron wishes to change its sail settings, then all the ships in the squadron must do so (see the Squadron rules, later).

MANOEUVRES

Once a ship's attitude to the wind and movement allowance is calculated, it can choose to move that distance in a straight line or through a series of turns. This is referred to simply as 'normal movement'. There are other special manoeuvres that a ship can perform during a turn, and these are Tacking, Boxhauling, Heaving To and, if stationary, Moving Off. If a ship chooses to move under normal movement, then it must use all of its movement allowance, unless it collides with an obstacle first (hence the importance of backing sails – there were no brakes in the Age of Sail!). If a ship chooses to move using one of the other special manoeuvres, then its Movement allowance may be affected, as described later.

Turns during normal movement

There are two turning templates at the back of the book – one for shallow turns (of approximately 30 degrees), and one for sharp turns of 60 degrees approx. Some ships can only perform shallow turns, while others are not limited. When turning a ship, line the template up against the front larboard or starboard edge of the model (or its base) as illustrated below (Diagram 1). Move the model so that its front edge lines up with the front of the template (Diagram 2).

Diagram 2



The turning template shows the tightest turn that can be made. So long as the ship moves the full length of the first section of the template, it does not have to turn the full angle.



- A Ship of the Line can make up to two shallow turns, while a Frigate or Unrated vessel can make two shallow turns OR a single sharp turn during its move, unless otherwise stated on its roster sheet.
- A turn (shallow or sharp) uses up 3cm of a vessel's total movement allowance.
- When making multiple turns, a ship must move at least 2cm in a straight line between turns. If it doesn't have enough movement left to make this move and turn as well, then it may not perform further turns in this Sailing phase.

Fore-and-aft Rigged Vessels

If a vessel is 'Fore-and-aft rigged' (see the Shipyard section), then it can make as many turns as its movement allowance permits during the Sailing phase, providing it moves the required minimum of 2cm between each turn.

Tacking

Tacking was a complex manoeuvre, which required a disciplined crew to perform. Historically, a combination of shifting the position of the yards and pointing the helm into the wind at the same time ensured that the ship could seamlessly turn through the wind and continue on its way.

In the game, a ship that wishes to move into the wind (into a Taken Aback attitude), or finds itself there accidentally, can attempt to move by Tacking. As soon as the ship moves into the Taken Aback position, even if this happens mid-manoeuver, take a Command check (rules for Command checks can be found on page 26). If any of

the ship's masts are damaged, deduct 1 point from your Command value for this roll. If the check is successful, the ship must immediately make a sharp turn, to either larboard or starboard. The vessel may move normally, in spite of the wind direction, for the rest of the turn – the sharp turn does count towards its movement allowance, but not towards its turn limits. If your ship successfully Tacks, but does not end its turn clear of the wind, then it begins that turn stationary and Taken Aback. It may then only Heave To, lower its anchor, or drift as described on page 14.

If the Command check for tacking is failed, the ship stops immediately at the point where it entered the Taken Aback position, and is 'in irons' as detailed on page 11. The vessel begins its next turn stationary, in a Taken Aback position.

Boxhauling

Boxhauling was a similar manoeuvre to tacking, though it was even more complicated, and was developed so that ships could change heading in the tight confines of rivers and lakes.

As with tacking, a vessel that wishes to turn into the wind during its movement, or finds itself there accidentally, may attempt to boxhaul by taking a Command check. However, the manoeuvre is so complex that the Command check suffers a -1 penalty (cumulative with the -1 penalty if any of its masts are damaged). If the test is successful, do not move the ship any further. Instead, turn it on the spot 180 degrees, so that it is now pointing directly away from the wind. Boxhauling uses up all of a ship's remaining movement allowance.



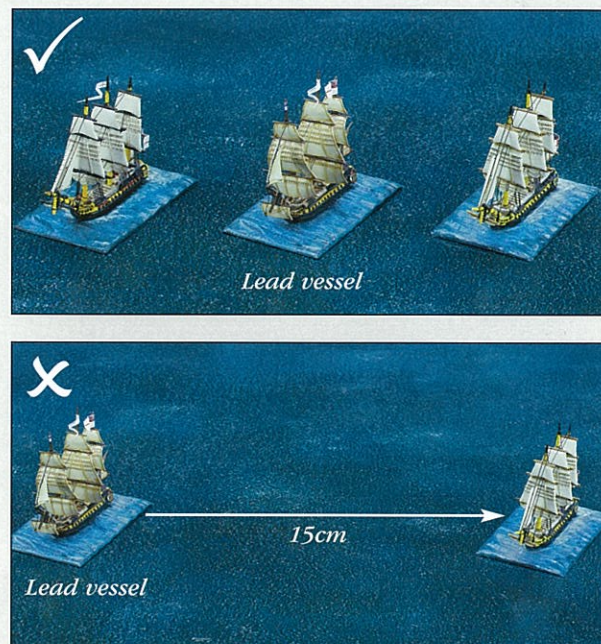
SQUADRONS

Some Frigates and Unrated vessels may be included in your fleets in squadrons of two or more models. If you choose this option, then you must follow these rules during the Movement phase.

First, pick one of the ships in the squadron to be the lead vessel. This vessel gains +1 to its Command value (see pg 26), effectively 'promoting' the commander of that vessel. Any Command checks taken by this vessel also apply to all other ships in the squadron, as long as they are within 14cm of it. Test once for each type of action that requires a Command check, and apply the result to the other vessels in the squadron.

Secondly, you must endeavour to keep every ship in a squadron within 14cm of another vessel from the same group. Any ship that moves outside this range is a straggler, and will suffer a -2 penalty to its Command value until it catches up.

All ships in a squadron move at the same time in the Sailing phase, based on the position of the most leeward ship.



Unusually, if a ship fails to boxhaul, it may still attempt to tack instead. If this tacking attempt fails, or if the player does not wish to tack, then the ship is in irons as described on page 11. It must come to a full stop, may not fire this turn, and must begin its next turn stationary.

Heaving To

Historically, heaving to was a manoeuvre that was performed while the ship was beating and backing sails, and simply described a sharp turn towards the wind. In our game, there are already rules in place to describe this course of action, so we use the term 'Heaving To' a little differently.

When a ship is Taken Aback and is completely stationary, the only manoeuvre it may make is to Heave To. Upon a successful Command check, it may turn on the spot to either larboard or starboard up to a maximum of 90 degrees. This uses up the vessel's entire move for the turn, but it may move off normally next turn (without any Inertia, of course). Vessels that have Hove To must halve their Broadside rating for the rest of the turn.

Come to Full Stop

A vessel may only voluntarily stop if it spent its last turn moving with backing sail. After applying the effects of inertia the vessel simply stops. It begins its next turn stationary (see Drifting and Anchoring).

Moving Off

When a vessel begins its turn stationary, but is not incapacitated or facing the wind, then it may move off. Do not apply the effects of inertia. The vessel halves its movement allowance for the turn (rounding fractions up) as it picks up speed, but may otherwise act normally. The vessel automatically assumes Battle Sail at the start of the turn in which it moves off, regardless of its previous sail

setting. There are no penalties to broadside ratings nor Command checks to take if such a change is required.

DRIFTING AND ANCHORING

A vessel that begins its turn stationary for whatever reason, and cannot (or chooses not to) Heave To or move off, must either lower its anchor or drift. Lowering an anchor is automatic, and simply allows a vessel to stay in place. Put an Anchored counter next to the model. When you wish to raise the anchor, simply announce that you are doing so at the start of the ship's movement. Raising an anchor costs 3cm of the vessel's movement allowance, and it counts as starting its move as stationary.

If a model drifts, then it does so in the direction of the wind, at a speed determined by the size of the vessel:

- Ships of the Line drift only D3 cm.
- Frigates and Merchants drift D6 cm.
- Unrated vessels drift D6+1 cm.

If the weather is becalmed, no vessel can drift further than D3 cm. Drifting vessels do *not* change their facing.

MOVING UNDER OARS

The biggest exception to the sailing rules are, of course, oared vessels. These vessels ignore inertia, can move off freely, and can make any number of turns without the need for the 2cm move between turns. In addition, they don't need to use all of their movement in a turn. If they run aground, oared vessels can attempt to free themselves by pushing off (page 16). Some oared vessels also have sails, and have two different movement values. These ships can choose whether to move under sail or oars at the start of their move.

“ IN MY VIEW NO CAPTAIN CAN DO VERY WRONG IF HE PLACES HIS SHIP ALONGSIDE THAT OF AN ENEMY. ”

– Nelson.

FIRE AS SHE BEARS!

During movement, it is highly likely that enemy vessels will occasionally pass alongside each other's broadsides. When this occurs, the sequence of play can be interrupted, and both players can choose to open fire immediately before continuing their moves, or save their broadsides for the Gunnery phase. This is explained fully on page 18.

PERILS OF THE SEA

Some scenarios (and, indeed, players' scenery sets) have shorelines, shallow areas or shoals marked on them. Before the game begins, any areas of the board that are not open water should be designated as 'Shallow', 'Very Shallow' or 'Land' (the last type should be obvious).

Shallow Water

Unless it has the 'Shallow' special rule, any vessel moving into shallows must halve its remaining movement allowance (rounding fractions up). In effect, every cm of movement through shallows counts as 2cm of the vessel's movement allowance. Additionally, any Ship of the Line moving through shallows must roll a D6 at the start of each turn it remains there: on a 2-6 it moves through regardless, but on a 1 it runs aground! Vessels with the Shallow special rule ignore shallow water.

Very Shallow Water

Reefs, mud banks, sandbars and rocks below the surface were treacherous features of non-familiar waters. If a Ship of the Line moves into very shallow water, then it automatically runs aground, following the rules below. Frigates and unrated vessels move at a quarter of their movement allowance in very shallow water (rounding up to the nearest whole cm), and run aground on the D6 score of a 1, just like Ships of the Line in shallow water. Vessels with the Shallow special rule move at half speed through very shallow water.

Land

Any ship moving to within 1cm (or base contact, if you're using the recommended basing convention) of a solid piece of land or rocks must immediately stop. It counts as having run aground (see next page). Once the effects of the collision have been resolved, the ship must immediately consult the rules for running aground.

COLLISIONS (RUNNING FOUL)

As ships do not always have full control over how far they can move, or how fast, there may be times when they collide with other vessels, rocks, land or wreckage. Any ship moving to within 1cm (or base contact) of a solid feature or another ship's base has collided.



Collisions with other vessels

If the collision involves another ship, then both vessels suffer the effect of damage. All vessels involved take a number of hits to their hulls (low locations), as stated on the Ship Collision chart overleaf, with saves allowed as normal. Note that different-sized vessels inflict varying amounts of damage. So, for example, if an Unrated vessel collides with a Ship of the Line, the Unrated vessel will take D6 points of damage, while the Ship of the Line will take only D3.

Roll a D6 for every vessel involved in the collision. Any ships that score the same number on this dice roll have become entangled with each other, and must remain in base contact. Any vessel not entangled must move directly away from the ship it struck by the shortest possible route, until its frontage is clear of the other vessel (see diagrams overleaf). It is important not to adjust the model's facing when moving it in this manner. If a vessel cannot move far enough for fear of colliding again, then simply move it as far as possible.

Friendly vessels that become entangled come to a full stop, and must spend the entirety of their next turn untangling the rigging and pushing free. In the next Sailing phase, separate the two vessels as described above – the most leeward vessel is moved or, if that is not possible, or it cannot move far enough, the other vessel is moved. They may not move further or fire that turn.

In the Advanced Rules, collisions may be made intentionally to instigate a boarding action – see page 29 for details. If enemy vessels become entangled, then they must fight a boarding action in the Gunnery phase, exactly as described on page 30. This action supersedes the remaining rules for collisions.

Any vessel involved in a collision comes to a full stop and must begin its next Sailing phase stationary. Unless it is entangled, it may move off as described on page 14. If its exit is not clear, it may heave to. Additionally, ships may need to 'Brace for Impact', as described in the End phase section (page 25).

SHIP COLLISION CHART

Vessel Hit	Low Location Hits
Ship of the Line	D6
Frigate	D3+1
Unrated Vessel	D3

Collisions with Solid Objects

If a ship collides with a solid, inanimate object, such as rocks or floating debris, then only the ship takes damage, as detailed on the Collision chart (right). Saving throws are allowed as normal against each point of damage.

The vessel must immediately take a Command check. If successful, it is moved directly away from the object it struck until its exit is clear, exactly as if it had run foul of another ship (see above). However, as this may result in an inordinate amount of extra movement, the vessel may only move a maximum of 3cm – if further movement is

required, then it must turn on the spot instead, until its frontage is pointing clear of the obstacle (see diagrams). If the Command check is failed, however, then the ship has run aground.

COLLISION CHART

Item/Vessel Hit	Below Waterline Hits
Rocks/solid land	D6
Debris/flotsam & jetsam	D3

Running Aground

A ship that runs aground immediately receives a further D3 below the waterline hits. Saves may be taken against each of these hits as described in the Damage section on page 20. Using the basic rules, if the vessel is not destroyed in the collision then it is now stuck in place for the remainder of the game (or until the debris has cleared), unless it has oars. Oared vessels can choose to 'push off' from scenery when aground – roll a D6 when it is the vessel's turn to move. On the result of a 6, the vessel may turn on the spot to face away from the scenery and move off. If you are choosing to use the advanced rules (pages 27-30), the ship may be able to move off by kedging (employing the ship's boats).

LEAVING THE PLAYING AREA

It is possible that, during a game, a vessel may involuntarily (or even deliberately) leave the gaming area. If any part of a ship – even its base – moves off the edge of the board, then it is removed from play and is treated as a destroyed vessel unless the scenario rules specifically state otherwise.

Diagram 1

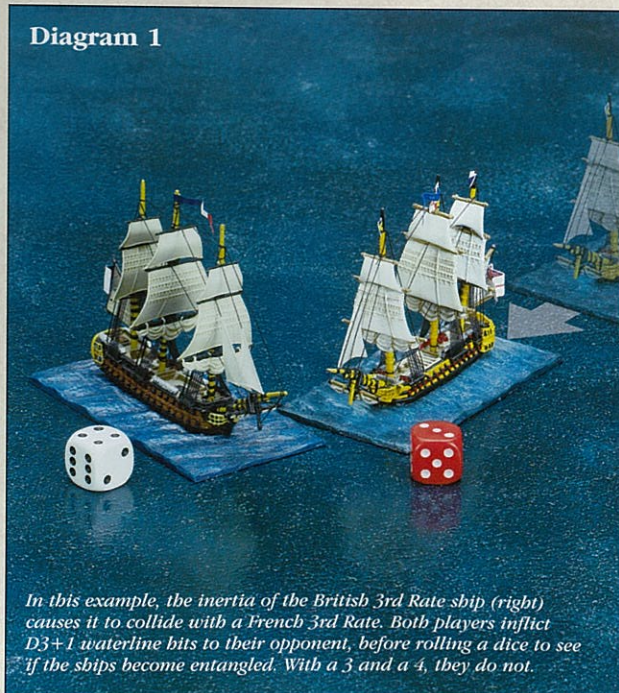
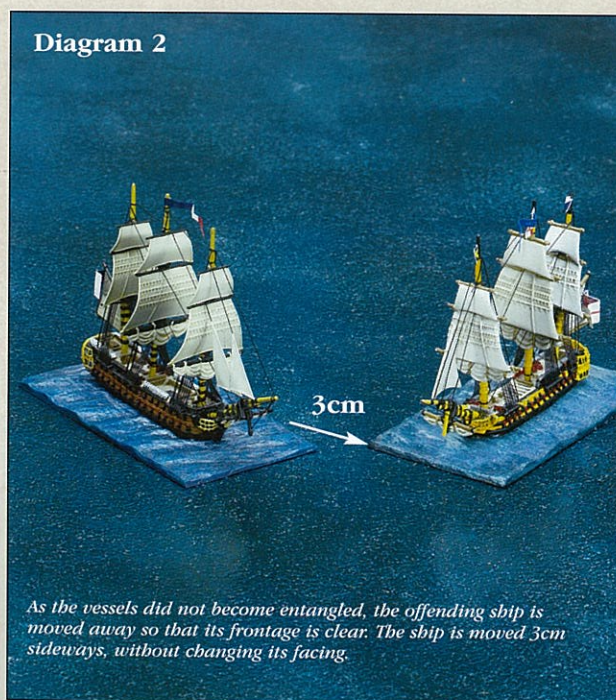


Diagram 2



GUNNERY PHASE

SEQUENCE OF PLAY

1. Nominate a ship
2. Declare target
3. Aim
4. Check range and open fire
5. Calculate effects of damage

ORDER OF FIRE

Any ship that has a target vessel within its arc of fire may shoot if it is eligible able to do so. Although vessels with the Weather Gage fire first, a vessel that is sunk may still return fire at a viable target that turn if the player wishes, albeit at reduced effectiveness – ships are rarely blown out of the water, and can return fire as they slowly sink. The player with the Weather Gage chooses a single ship or squadron at a time and fires its cannons if possible, until all of his ships have fired. The opponent then does the same. The phase ends when every ship that wishes to fire has done so.

WEAPON TYPES AND RANGES

Cannons are grouped into three broad types: Light, Heavy and Carronade. Light cannon were those of 18lbs or less, and were the most common. Heavy cannon were those of 24lbs or higher, which were most useful due to their superior effective range and fearsome close-range capability. Carronades were short-barrelled, large-calibre weapons, which were devastating at short range. Though historically these were only used by British and American fleets, other nations had naval howitzers, which for game purposes use the same rules. Some vessels also carried mortars or rockets, used mainly for lobbing explosives over the walls of coastal fortifications. In game terms, these weapons have different ranges and damage effects, which are summarised below.

WEAPONS CHART

Weapon Type	Range (cm)	Effects
Light (LT)	20	Only roll D3 instead of D6 on the Critical Hit tables.
Heavy (HV)	30	-1 to enemy saves if target is below half range (0-15cm).
Carronade (CR)	10	-1 to enemy saves and +1 to all dice rolls on the Critical Hit tables.
Mortar (MR)	Guess range 10-20cm	See Mortar special rules.
Rocket (RK)	Guess range 10-30cm	See Rocket special rules.

FIRING PROCEDURE

The sequence for firing is as follows:

- A. Declare a target.
- B. Measure range
(or guess range for mortars and rockets).
- C. Choose to aim high or low.
- D. Resolve effects of hits. Defender takes saving throws.
- E. Resolve effects of critical damage.

Declare a Target

Ships are able to fire directly to their sides (using broadsides) or, sometimes, to their front or rear (using 'chasers'). A vessel can fire a full broadside (to larboard or starboard), and/or one of its chasers. A vessel may also choose to fire both broadsides with reduced effectiveness (see the Fire at Will! rule, later), but cannot fire a chaser in the same turn. Broadside have an arc of fire of 30 degrees from the bow or stern edge of the ship's base (or the edges of the hull if you aren't using bases) – use the Shallow Turns template to check the fire arc, lining the edge of the template up against the front or stern of the ship, as shown below. Chasers may fire ahead or backwards in a 30 degree arc, using the Chase Guns template as shown. Any vessel that protrudes into these fire arcs is a potential target.





Targets must be picked in order of the Weather Gage – players indicate each ship in turn, starting with the most leeward, and declare which (if any) enemy vessel(s) it is firing at. When using the advanced Rules of Engagement (see page 29), the declaration of targets is very important.

Line of Sight

Sometimes a ship is prevented from properly sighting its intended target by intervening obstacles, such as a friendly ship or a wreck. You may only fire at a ship if you can draw an uninterrupted line to any point of the target area (usually the side, bow or stern zone of the target vessel) from every point along your own hull (diagram 1), within the permitted fire arc. If using a basing convention for your ships, don't include the base when working out if you can see. Use actual line of sight to determine the target – stoop down to the table to get a 'model's eye view' of the target. If you're aiming high, then you must be able to see at least half of the sail sheets on the model, rather than the hull. Note that you can always choose not to fire – which is usually the best option if an intervening obstacle is one of your own ships!

Measure Range

Once you have established a valid target, check the range. Any of your cannon that are in range may fire. As the cannons all have different ranges depending on their classification, you'll only get to fire your entire complement of guns at short range.

If you underestimate the distance to your target, and none of your cannon are in range, then you lose the opportunity to fire at all with the specified broadsides or chasers. You may not choose an alternative target, as you will now know the range!

Open Fire!

Most ships have a Broadside rating, which very roughly equates to a tenth of the number of guns that were historically present on a vessel. This rating is broken down into cannon types, and is written in parts of these rules as three numbers, in the following format: (light cannon/heavy cannon/Carronades).

FIRE AS SHE BEARS!

As mentioned on page 15, ships can interrupt the Sailing phase in order to shoot at each other when an opportunity arises. A ship gains the opportunity to fire in this way if a viable target presents itself at any point during the Sailing phase, and the vessel has yet to fire.

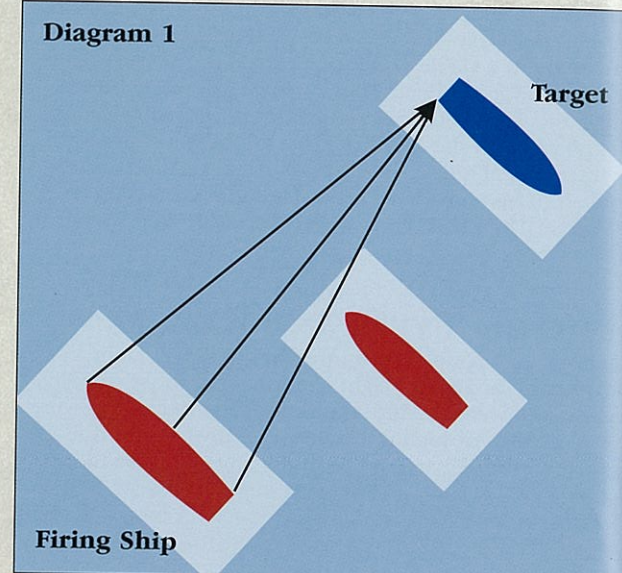
When this occurs, make a note of how far the moving vessel has left to sail, and temporarily stop. Both ships may now fire at each other in the usual manner, but at -1 to their rolls to hit. Firing like this is not compulsory, but either player can declare the shot whenever a vessel enters the broadside arc and estimated range of a target. If vessels start the turn within the fire arc of an enemy, then either player can take a shot as soon as one of the ships involved begins its move. If both players wish to 'Fire as She Bears',

For example, HMS Victory, the most famous British First Rate Ship of the Line, had 104 guns. In game turns, this translates into a broadside rating of 10, divided into 4/4/2 – four light cannons, four heavy cannons, and two Carronades.

All ships have a base Gunnery value of 4+, which means that each cannon dice requires a score of a 4 or more to hit a target. There are a range of modifiers that can be applied to this roll, and these are summarised in the Gunnery chart on page 20. Additionally, some fleets, such as the British, can ignore certain firing penalties. Once all of the modifiers – positive and negative – have been applied, you will have the minimum score required on a D6 in order to hit.

Every cannon gets to fire once, and you get a single dice for each gun. We heartily recommend gathering different-coloured dice for each cannon type, as it's lots of fun (and somewhat daunting for your opponent) when you roll an entire broadside volley in one go.

Diagram 1



the player with the Weather Gage goes first, although the shooting is considered to be simultaneous. Even if a vessel is sunk, it still gets to fire back at the enemy, as the broadsides are considered to be unleashed at the same time. However, if a ship loses any guns due to damage (as described later) then these effects are applied immediately – the ship will not be able to return fire with its full complement of cannon. This confers a small advantage to the player with the Weather Gage.

Firing vessels are considered to have fired a full broadside this turn, and should be marked appropriately. If the moving ship is still seaworthy after this exchange, then it may continue its move. If a ship is destroyed as a result of this opportunity fire, then obviously further movement is impossible!



Diagram 2



To continue our example, the British player rolls 10 dice for the Victory – four white dice for his light cannon, four red dice for his heavy cannon, and two black dice for the Carronades (Diagram 2). All scores of 3 or more are hits. Had the target been 10-20cm away, the Carronades could not have fired, reducing the Broadside rating to 8, and requiring a 4+ to hit. If the target had been more than 20cm away, only the four heavy guns could have fired, and these would have required a 5 or more to hit (see page 20).

In a single turn of shooting you can fire one full broadside (all your dice) to either the larboard or starboard side. In addition, you can fire one set of chasers (either bow or stern, see page 62).

When a ship has opened fire, mark that it has done so. We prefer to use small balls of cotton wool as cannon markers, purely for the aesthetics!

Fire at Will!

A ship is capable of firing all its broadside guns in a single turn, but at reduced effectiveness, representing the crew splitting up between the different areas of the vessel. A ship may fire to both larboard and starboard using half its broadside rating (see page 21 for details of reducing broadsides). A vessel may not fire chasers or special weapons in the same turn as firing both broadsides.

Ships Without Broadsides

Some vessels, such as gunboats, ketches and galliots, don't have broadsides at all. Instead, they have a cannon of one sort or another (sometimes several) pointing aft or stern, or a mortar or rocket battery. These weapons either fire in the same manner as Chasers (discussed in the Shipyard section), or follow the rules for mortars and rockets (pages 22-3).

Aiming High or Low

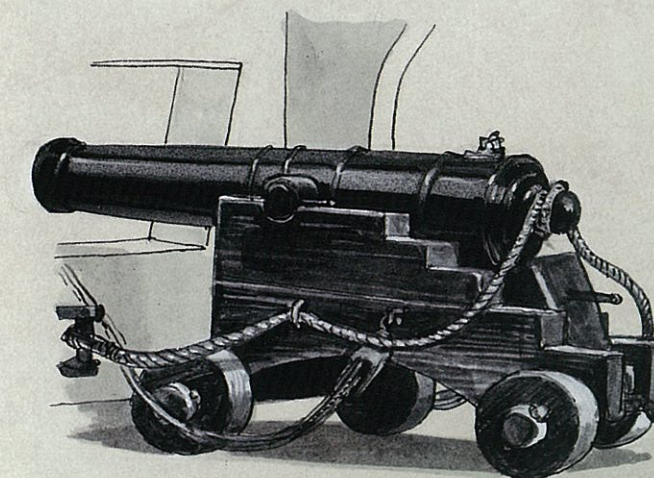
Cannon crews were well drilled to take aim either at the hulls of oncoming vessels (low), or the rigging (high). Many sources state that the British used to always aim low, as they were most concerned with crippling enemy ships, whereas the French nearly always aimed high to immobilise the enemy and close in for the capture.

DOUBLE SHOTTING

Double shotting was the practise of loading an extra shot or grapeshot on top of a regular round cannon shot, firing both at once in a devastating cannonade. Ships of the Line and Frigates may attempt a double shot during the Gunnery phase instead of firing normally. Double shotting is only effective at close range (no more than 10cm).

Double shotting is prepared before battle is joined, and can only be used the first time the ship fires. You must specify at the start of the battle which of your ships, if any, have prepared a double shot – note it on your roster. If you choose to fire your cannons at a range greater than 10cm earlier in the battle, then not only do you lose the chance of double shotting, but that first shot suffers a -1 to hit penalty. When double shotting, every hit you roll allows you to roll an extra dice to hit. So, for example, if you roll a broadside of 5 shots and hit 3 times, you may roll an extra 3 dice. These extra dice will always be of the same cannon type (light, heavy, or Carronade) as the original shot. Only regular shot may be double shotted (not disabling shot or other special types of ammunition). However, double shotting increases the cleaning and reloading time for each gun, and the vessel may not fire next turn – place a 'May Not Fire' counter next to it.

When firing at a vessel, you must decide which parts you are aiming at. Unless your fleet special rules state otherwise, your dice rolls to hit are reduced by a -1 penalty when aiming high – there was more to aim at, but less of it was integral to the fighting ability of a ship. To give players the benefit of the doubt during the heat of battle, if they forget to declare their shots before rolling the dice, the shot is deemed to be aimed low by default.



Modifiers to Gunnery

Sometimes you can gain bonuses to hit a target. However, regardless of how many bonuses you accumulate, rolls of a 1 always miss. Likewise, penalties may reduce your chance of hitting, but scores of 6 always hit. The Gunnery chart summarises all of the penalties and bonuses that must be applied to your rolls to hit. Finally, put any scores of 6 to one side – these are critical hits, and can sometimes cause additional damage, as described later.

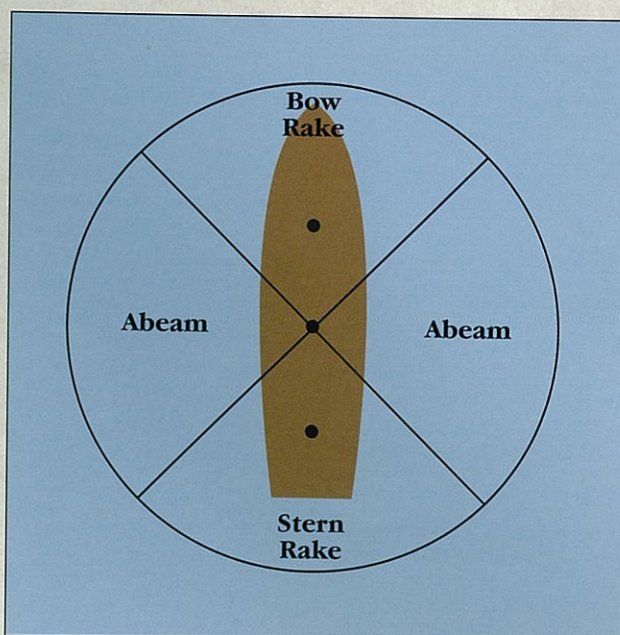
Raking Fire

The position of a target vessel relative to the firing vessel is very important, as it will determine which locations on the enemy ship are hit. The diagram below illustrates the effects of a ship's position. If the majority of the firing vessel's shots fall within a 90 degree arc to the front of the target, it is a bow rake. If they fall within a 90-degree arc to the rear, it is a stern rake. If they fall within 90 degrees to either side, the shot is abeam.

- **Bow Rake:** If aiming low, -1 to enemy saves and +1 to rolls on the Critical Hit table (pg 22). If aiming high, the foremast will be hit first.
- **Abeam:** No special effects. If aiming high, randomly determine which mast is hit.
- **Stern rake:** If aiming low, -2 to enemy saves and +1 to rolls on the Critical Hit table (pg 22). If aiming high, the mizzenmast will be hit first.

Saving Throws

All vessels have a saving throw value for their high, low and below the waterline areas. This is the score required on a D6 to cancel out the damage inflicted by guns and collisions. Set aside every dice that hit the target and hand them to your opponent. He must roll these to see how many shots he can ignore, and how many get through his defences. Remember that some weapons reduce saving throws – again, coloured dice for different cannon types will really speed up play here.



If you scored any 6s to hit, your opponent must roll these saves separately, as failure could result in critical damage to his vessel.

Critical Hits

Any scores of 6 to hit are critical hits. If your opponent does not save against these shots then they may cause additional damage to his vessel, as described in the Critical Damage section, below.

Requiring 6 or More To Hit

Sometimes a shot may be so difficult and have so many negative modifiers applied to it, that only the score of a 6 (or more) can actually hit the target. In these rare circumstances, rolls of a 6 always hit the target, but cannot score critical hits.

GUNNERY CHART

Situation	To Hit Modifier*
Firing at close range (10cm or closer)	+1
Firing at long range (more than 20cm)	-1
Aiming High	-1
Fire as she bears!	-1
Moving at Full Sail	-1

*All modifiers are cumulative.

DAMAGE

Every ship on your roster has a profile sheet, illustrated on the following page, upon which are marked various locations in the form of tick boxes, referred to as the damage tracker. These are explained in more detail in the Shipyard section. Each time your vessel takes a point of damage, cross off the next box in that location area. When you cross off a shaded box, apply the effect stated on the sheet. Against High locations (the sails and rigging), once a mast is destroyed then any further damage to the same area is ignored. Against Low locations (the hull), you must move on to the next line down on the damage tracker once a location is destroyed. 'Below Waterline' is a special location that can usually only be damaged by critical hits or collisions.

Normal Damage

For every non-critical hit scored and not saved, a target vessel must take a single point of damage to the location in question. When you reach a shaded box, a location – or part of a location – has been destroyed, and the effects must be applied instantly. In an exchange of gunfire, the player with the Weather Gage has the advantage – if he can remove some of his opponent's guns by aiming low, then the enemy ship will return fire at a reduced rate. If the enemy vessel is sunk or crippled, it may still return fire as described earlier, using whatever broadsides remained on its last row of damage points.

Critical Damage

Whenever a critical hit goes unsaved, roll a D6 once on the Critical Hit table on page 22 (choosing either High or Low, depending on the target) to determine the effects

of the shot. Remember that light cannon roll a D3 against the Critical Hit tables, and so can only score a maximum result of 3. Heavy cannon hits roll a D6 on the table, while Carronades roll D6+1.

Reducing Broadside Ratings

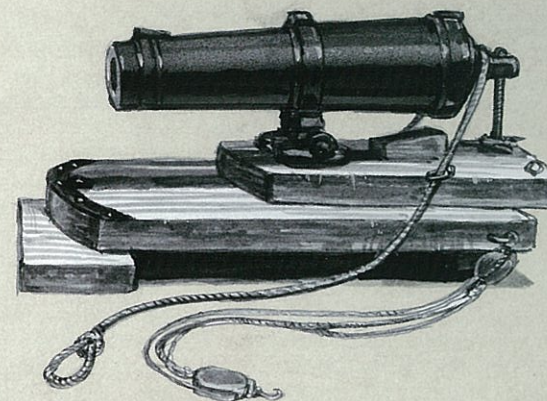
Some situations and damage effects call for a reduction in the overall Broadside rating of a vessel by a half. A ship with a rating of 8 must be reduced to 4, for instance. When this happens, work out how many guns must be lost, and halve each of the gun types on the profile. When using this method to split fire between broadsides, fractions must be rounded down. This will result in some guns not being able to fire at all, but that's a small price to pay. Obviously, vessels with a broadside rating of 1 cannot fire on two sides at once.

Example: HMS Victory attempts to change sail setting in her Sailing phase, but fails. Her Broadside rating of 10 temporarily becomes 5. As her guns are usually (4/4/2), they count as (2/2/1) for the duration of the turn.

A ship with halved broadsides may never halve them again. If the rules force this situation, then the ship simply may not fire. For instance, a vessel that has failed to change sail setting and is therefore firing at half broadsides may also wish to 'Fire at Will!' Unfortunately, this would require a further reduction, and so such a shot may not be taken.

CRIPPLED SHIPS

When a ship has taken all the low hits that it is able to on its profile, it is crippled. This is the most common way of taking an enemy ship out of action. When a vessel is crippled, all of its guns (including chasers and swivel



guns, if it has them) are lost. If using the rules for repairing vessels, then it can no longer make repairs to low locations in the End phase.

Additionally, the crew are so demoralized that the Command value of the ship is halved, though it can still use the influence of a nearby commander, as detailed in the Admiralty phase (pg 26).

When crippled, the vessel is considered to be taking on water, and all hands are ordered to the pumps! To represent this, the base Movement allowance of the vessel is halved from now on (rounding fractions up), and it suffers penalties in any boarding action it may have to fight (see the rules for boarding actions on page 29).

Finally, crippled vessels count as being captured at the end of the game, if they are on the losing side. This may be important in some scenarios.

1ST RATE SHIP OF THE LINE

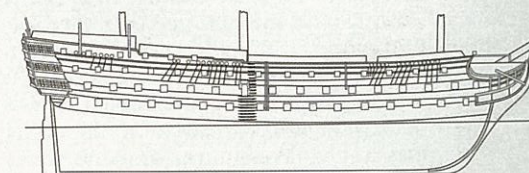
Name:
HMS Victory

Command Value: 4 (7)

Speed: 10

Nation: Gt Britain

Broadside Rating: 4 / 4 / 2



High Locations (Save 5+)

FOREMAST: ☒ ☒ ☐ ☐ ☐ Lose 3cm Speed*
MAINMAST: ☒ ☐ ☐ ☐ ☐ Lose 3cm Speed*
MIZZENMAST: ☐ ☐ ☐ ☐ ☐ Lose 3cm Speed*

Low Locations (Save 4+)

☒ ☒ ☒ ☐ ☐ ☐ ☐ ☐ ☐ Lose Carronades
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ Lose heavy cannons
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ Crippled

Below Waterline (Save 4+)

☐ ☐ ☐ ☐ ☐ ☐ Sunk

Crew

☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ -1 Command Value
☐ ☐ ☐ ☐ ☐ ☐ Decrewed

Upgrades: Admiral Nelson on board; Boarding Nets; Master Gunner; Marines; Grapeshot; Sturdy Construction

*When all masts are destroyed, the ship may not move.



SINKING SHIPS

A ship usually only sinks if it suffers more hits below the waterline than it can take. If a ship is sunk during the Gunnery phase, do not remove it from play straight away. Instead, simply mark that it is destroyed.

LOSS OF CREW

There are several situations that require a vessel to lose Crew points. Each time Crew points are lost, they are crossed off the vessel's damage tracker in the same way as other types of damage, reducing the vessel's Crew rating. For many vessels, the loss of a certain amount of Crew points (usually half) will apply a penalty to the vessel's Command value. This represents loss of morale, and the difficulty of changing sail setting and generally handling a vessel with a skeleton crew.

LOW LOCATIONS CRITICAL HIT TABLE

D6	Result
1	Panic spreads throughout the ship as the shots strike home. Take a single point of damage as normal – however, the vessel may not fire this turn or next. Place a 'May Not Fire' counter next to it.
2	A great chunk of the ship is torn away, washing men overboard. Take a single point of damage as normal and cross off D3 Crew points.
3	The tar-saturated wood catches light, and flames begin to spread across the ship. Take a single point of damage as normal and place an Ablaze counter next to the ship. Test on the Blaze table in the next End phase.
4	The rudder is hit! Take a single point of damage as usual. In addition, the vessel may not make any turns or manoeuvres until it is repaired. Roll a D6 at the start of each subsequent Sailing phase. On the score of a 6, the rudder is repaired.
5	Cannonballs tear into the ship, sending splinters flying through the decks. Take D3 damage points instead of the usual 1, and lose a Crew point. Take a Below the Waterline saving throw – if you fail, take one Below the Waterline hit.
6	The lower decks are torn apart and the ship takes on water. Take D6 damage points instead of 1, and lose D3 Crew points. Take a Below the Waterline saving throw – if you fail, take D3 Below Waterline hits.

Later, you will find rules for repairing a ship's damage locations – however, Crew points may never be recouped in this manner.

If a ship loses all of its crew, then it is abandoned. It may be re-crowed by other friendly vessels or scuttled by the enemy (see later). Until then, unless it is anchored it must move by drifting every turn.

SHIPS ABLAZE

If a ship is set on fire as a result of a Critical Hit, place an Ablaze counter next to it. During the End phase, the vessel must test on the Blaze table (See the End phase section, page 24). Only when the fire is put out as a result of this test is the counter removed.

As long as a vessel remains ablaze, it must take a Command check every time it wishes to fire. If the test is failed, the ship may not fire.

SPECIAL WEAPON TYPES

Mortars and Congreve rockets were usually carried by specialist bomb vessels and small ketches, and were used primarily for lobbing large explosive shells towards harbour defences. They were quite ineffective at destroying moving targets, but their ability to fire over fortified walls was incredibly useful.

HIGH LOCATIONS CRITICAL HIT TABLE

D6	Result
1	The men panic and take cover, temporarily abandoning the rigging. Take a single point of damage as normal. In addition, the ship may not change its sail setting next turn.
2-3	The mast is struck. If the hit is unsaved, take 2 points of damage instead of 1.
4-5	The mast is struck. If the hit is unsaved, take D3 points of damage instead of 1. If the mast is destroyed, it falls onto deck – remove 1 crew point. If the boats have not been deployed, they are destroyed. If a mast is destroyed in this way, it may never be repaired during the game.
6	Catastrophic Damage. If the hit is unsaved, the mast is destroyed. It falls onto the deck, killing D3 crew and inflicting a hit on the hull. If this hit is unsaved, the hull takes D3 points of damage. If the boats have not been deployed, they are destroyed. If a mast is destroyed in this way, it may never be repaired during the game.

Historical Note: Rockets were experimented with throughout the Age of Sail by some nations, but it was not until the Congreve family of Great Britain spent time developing the weapon that they became widely used. We use the term 'Congreve rocket' here to apply to all types of incendiary rockets after the Congreve innovations.

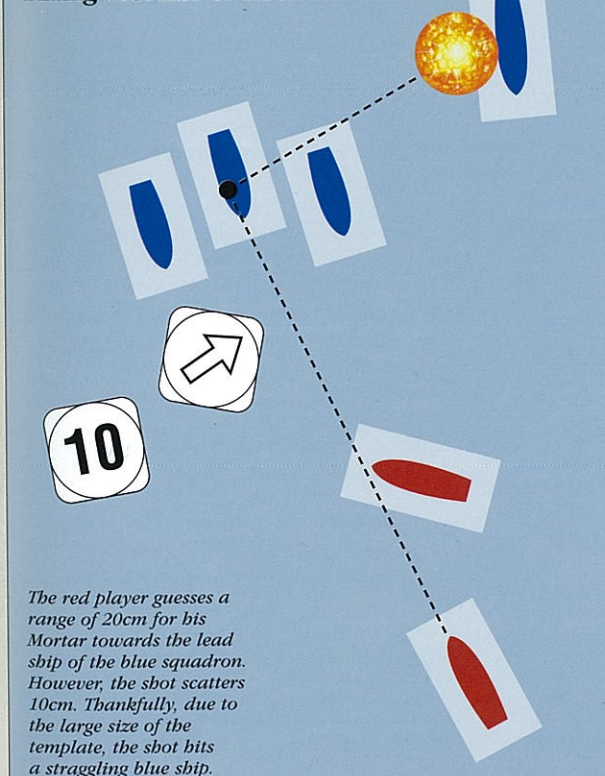
Firing Mortars and Rockets

Mortars and Rockets can only be fired from stationary platforms – bomb vessels must anchor before firing. Nominate a target for your mortar or rocket in the same way as you would for cannon (except that you don't need line of sight to the target), but before you measure the range to the target you must guess the distance you wish to fire. This guess must lie between the minimum and maximum distances allowed for the weapon type.

To avoid an unfair advantage, if you have several 'guess range' weapons in your fleet, you must nominate the target and range for each at the same time, and before any other firing has commenced. In short, you must not measure the distance for any type of shooting attacks until you have guessed the ranges of all your mortars and rockets. Place markers or dice next to each vessel to remind you of the distances guessed.

When you come to resolve the hit, measure the distance you guessed in a straight line towards the target, and place a small marker or dice on the spot. Don't worry about intervening scenery or ships, as these weapons ignore such inconveniences. Next, roll a Scatter dice and an Artillery dice together. The number on the Artillery dice indicates how far, in cm, the shot has scattered,

Firing Mortars & Rockets



The red player guesses a range of 20cm for his Mortar towards the lead ship of the blue squadron. However, the shot scatters 10cm. Thankfully, due to the large size of the template, the shot hits a straggling blue ship.



while the arrow on the Scatter dice shows the direction in which the shot has deviated. If you roll a HIT on the Scatter dice, then the shot does not deviate, and instead falls bang on target. However, if you roll a MISFIRE on the Artillery dice, all other results are overruled, and you must immediately roll on the Misfire table, below.

Damage from Mortars and Rockets

Once you've worked out where the shot lands, place the appropriate template so that the dead centre is over the target spot. Mortars use the large round template, and rockets use the small round template.

If a target has a choice of locations, mortars and rockets always hit the high locations under the template first. Every high location under the template is struck once, and a saving throw must be made for each. If the save is failed, rockets inflict D3 points of damage on the location, while mortars inflict D3+1 points.

Further Damage

Mortars and rockets cannot cause critical hits. However, against targets with multiple locations (like ships), they can go on to cause additional damage. If the initial (high) location is destroyed by the first hit, then the shell or rocket will fall through to the low locations, inflicting a single point of damage unless a saving throw is made.

Mortar Special Rules

Mortars were designed to inflict heavy casualties rather than penetrate hulls or fortifications. For every full 3 points of damage caused by a mortar from a single shot, regardless of which locations these are against, the target must lose 1 Crew point.

Rocket Special Rules

If a rocket does not destroy a location outright, there is a chance that the pyrotechnic explosion may set fire to the target instead! If a rocket causes damage to any location on a target vessel, but does not destroy that location (i.e. the opponent doesn't cross off a shaded box on his profile sheet), you may roll a further D6. On the score of a 4 or more, place an Ablaze counter next to the target. Test on the Blaze table in the End phase.

MISFIRE TABLE

D6	Result
1	Explodes! Calculate damage as if the mortar or rocket had hit your own vessel.
2-3	Falls short – the shot explodes D6cm away from the firing vessel, in the original direction.
4-5	Dud – no effect.
6	May not fire this turn or the next – Place a May Not Fire counter.



END PHASE

RESCUE SURVIVORS

If you have any ships (or boats, if you're using the advanced rules) within 2cm of a friendly special crew counter, then the counters are removed and placed on the ship roster. This can lead to situations where the Admiral of the fleet ends up on board an unrated vessel – as you'll see later, he cannot lead his fleet effectively from such a ship. However, the ship that now carries special crew counters will itself benefit from their special rules.

REMOVE DEBRIS

If a ship is sunk during the Gunnery phase, remove it from play and replace it with a wreckage marker of the appropriate size. If there are any special crew members aboard (such as the Fleet Commander or Physician), then place a Survivor counter of the appropriate type next to the wreckage.

Any wreckage markers that were already present (i.e. that were in play throughout the last turn) are removed. If there are any survivors clinging to the wreckage when it is removed, then they are now lost.

BLAZE TABLE

D6	Result
1	Powder Explosion! The ship takes D6 points of damage to the hull, and 1 Below Waterline hit, with no saves allowed. In addition, lose D3 Crew points. The ship remains ablaze, but further rolls on this table add +1.
2-3	The Fire Spreads. The damage location takes 1 more point of damage with no save allowed, and the ship remains ablaze. In addition, lose D3 Crew points to the blaze. Roll a D6: on the score of a 4+, the fire spreads to the sails. Randomly determine which mast is affected first. Roll on the Burning Sails table immediately, and every turn thereafter until the fire goes out.*
4-5	Remains Afire. The damage location takes 1 more point of damage with no save allowed, and the ship remains ablaze. In addition, lose D3 Crew points to the blaze.
6	The crew battle the inferno, and manage to put it out. Remove the Ablaze counter.

* If a mast is already alight, the fire spreads to the next closest mast. If they're all alight, then you don't need to incur any more penalties – you have enough to worry about!

ABLAZE!

Any ships that currently have fires on board must test to see if the blaze is brought under control or spreads. Roll for each vessel in turn on the appropriate table below.

Tackling the Blaze

Players with ships on fire may declare that they are diverting some of their crew to tackle the blaze. If the player chooses to do this, then he may add +1 to the rolls on the Blaze table and/or Burning Sails table immediately (avoiding a nasty accident that could lead to an explosion, for example).

In addition, in the *next* End phase, the fire automatically goes out, without having to roll. As explained in the Burning Sails table, if the fire on the hull goes out, there is no need to roll for the sails – therefore you only have to put the one fire out regardless of the number of locations ablaze. However, because most of the crew are battling the fire, the ship may not change sail setting, make special manoeuvres, declare a boarding action or shoot next turn. The ship, however, may still defend itself in a boarding action if attacked, as normal.

BURNING SAILS TABLE**

D6	Result
1	Mast Destroyed. The mast falls onto the deck, killing D3 crew and inflicting a hit on the hull. If this hit is unsaved, the hull takes D3 points of damage. If the boats have not been deployed, they are destroyed. If a mast is destroyed in this way, it may never be repaired during the game.
2-3	Fire Spreads. The damage location takes D3 points of damage with no save allowed, and remains ablaze. Roll a D6: On a 4+, an adjacent mast is set alight (determine randomly if necessary) if it hasn't already done so – mark it as ablaze and roll on this table at the end of the next turn. If your ship has the Sharpshooters upgrade, it is lost for the remainder of the battle.
4-5	Remains afire. The location takes 1 more point of damage with no save allowed, and the ship remains ablaze.
6	The crew battle the inferno, and manage to put it out. Remove the Ablaze counter.

** Always roll on the regular Blaze table before this one. If the fire goes out, there's no need to roll here. Make one roll for every mast on fire, unless/until a 6 is rolled.



TRANSFERRING CREW

If one of your ships is within 2cm (base contact) of a friendly ship with no remaining crew, then you may re-crew the abandoned vessel. Both ships are immediately anchored, and must begin their next Movement phase stationary. Cross off up to half your remaining crew points from your ship roster, and immediately add these to the decrewed ship. You may not transfer more crew points than the ship has slots for. The decrewed ship will be fully functional from the next turn onwards.

This same method can be used to transfer special crew counters (such as Admirals or Physicians) between fully crewed friendly vessels, or simply to supplement a vessel with regular Crew points if it has suffered heavy losses. In the latter case, the vessel receiving aid may never exceed its starting number of Crew points.

SCUTTling

If one of your ships is within 2cm (base contact) of an enemy ship with no remaining crew, then you may scuttle the enemy vessel (providing you are not at Full Sail). Your jubilant crew jump across and smash and blast holes in the enemy vessel, compromising the hull and sinking the ship. Your ship automatically drops its anchor, and begins its next turn stationary. Replace the enemy vessel with a wreckage marker.

BRACE FOR IMPACT

If any vessels are certain to collide in the next Sailing phase, then steps must be taken now to avoid this eventuality. Players may not deliberately collide with an enemy vessel unless they are planning to declare a boarding action – they must take the following measures if at all possible.

The most leeward ship in the potential collision may move up to 3cm directly away from the vessel(s) it would run afoul of, and/or change its heading by turning on the spot up to 90 degrees. If a collision still looks certain, then the next ship must do the same.

Ships must move by the minimum distance possible, causing the least disruption to their facing and the surrounding gameplay.

If, after all vessels have braced for impact, a collision still looks likely, then the players must grin and bear it and hope that they can avoid the same situation next turn (assuming, of course, that they remain afloat!)

TIDY THE GAMING AREA

The last thing to do before starting a new turn is to remove any other markers that are no longer required, such as firing markers.





ADMIRALTY

COMMAND CHECKS

At many points in the game you will need to take a Command check. The method for these is always the same: work out the highest eligible Command value for the test, roll 2D6 and add the total to that Command value. If the total score is 10 or more, you've passed. If it is less than 10, you've failed.

The Commander

The overall commander of your fleet, often an Admiral or Rear Admiral, has a major influence on the force. The



Commander of the fleet must be the officer with the highest Command value. The Commander is a special crew type, and is represented by means of a counter placed on or near to the flagship model.

Command and Control

Any friendly vessel within 14cm of the Commander's ship can use his Command value for any and all Command checks it is required to take. This rule only applies for as long as the Commander is on board a Ship of the Line or Frigate. If he ever boards an unrated vessel or boat, then his Command value only applies to that vessel, and the rest of the fleet is on its own until he moves onto a more fitting vessel.

Top Tip: If the Commander's radius of influence affects the lead vessel of a squadron, then it also applies to the rest of the squadron, even if they are out of range. By organising the line of battle carefully, spacing out your squadrons' lead vessels to maximize their 'areas of influence', you can effectively increase the command radius of your flagship.

SHIP COMMANDERS

As mentioned above, there are several types of commanders, and these have associated costs, as you will see in the Fleet lists later. However, their relative merits are presented here:

Squadrons

As mentioned on page 14, the lead ship in a squadron automatically promotes its commander, earning +1 to its Command value. So, a squadron of Frigates would all begin with Captains in charge, but the lead Frigate would be under the command of a Post-Captain. Likewise, a squadron of Schooners (unrated) would usually all be commanded by a Master, but the lead vessel would have a Captain at the helm.

CAPTURING A COMMANDER

There are several situations in which a Commander may be captured by the enemy – usually this will happen if his ship is boarded or surrenders, he is picked up by an

ADMIRALTY CHART

Type	Command Value	Notes
Admiral	6	
Rear-Admiral	5	
Post Captain	4	3rd Rates or higher
Captain	3	6th Rates or higher
Master	2	Unrated only



COMBINED FLEETS

Sometimes, you may wish to ally your fleet with that of another player to take part in a multi-player battle, or simply collect the fleets of two nations yourself and use them as a single force. The Fleet Lists contain guidelines for Allies that allow you to do either.

In the first instance you will almost certainly have two Commanders. You must nominate one to be in overall command of the fleet, while the other becomes his Vice Commander. The overall Commander uses his command radius to affect any nearby vessel in the allied force, regardless of nationality, while the Vice Commander can only affect his own nation's ships.

Additionally, a combined fleet counts as a single force for the purposes of deciding when the fleet is broken.

enemy vessel while clinging to wreckage, or he escapes on a boat and is captured (see later). Simply use a Commander counter to denote which vessel is in control of the officer at any given time.

It's quite possible that a Commander can be recaptured and restored to the admiralty during a game, too. Again, just pass the counter around to represent this. Obviously, while in the hands of the enemy, the Commander does not confer any command bonuses to his fleet!

BREAKING A FLEET

In many of the scenarios presented later, a fleet loses the game when it is 'broken'. A fleet is considered to be broken when half its starting number of vessels (rounding up) are sunk, have left the gaming area or have surrendered ('struck their colours'). A squadron counts as a single ship for these purposes.

STRIKING THE COLOURS

Sometimes a game will not end when a fleet is broken, and the fleet must fight on. At the start of each turn, every vessel in the broken fleet must take a Command check. If it passes, it may fight on as normal. If it fails, it must strike its colours.

When a ship strikes its colours, its crew surrenders to the enemy. It may take no further part in the game, but it stays on the tabletop. It counts as a stationary vessel, and will drift each turn. If the drift will take the ship into a

collision, it will automatically drop its anchor instead. A ship that has struck its colours counts as captured at the end of the game. It may be fired upon, boarded and destroyed during the game as normal – but bear in mind that such action is deemed bad show!

ADVANCED RULES

The rules presented thus far are all you need to have an enjoyable gaming experience in the Age of Sail setting. This section, however, looks at some optional, advanced rules, which bring an extra element of historical accuracy to the gameplay. Feel free to use those rules from this section that appeal to you and your opponent, and disregard any that don't.

BOATS

Ship's boats were incredibly important in the Age of Sail, and were carried aboard all Ships of the Line and some smaller vessels. They were used primarily for rescuing men overboard, escaping sinking ships, towing their parent ships out of danger, and transferring crew from one vessel to another.

Boats are represented in the game by counters, or can be modelled onto 20-25mm bases. The number of boats a vessel has is important to the rules, and the correct number is either displayed on the counter or modelled onto the base. First and Second Rate ships have three boats, while other rated vessels and Frigates have two.

Deploying Boats

A ship may deploy its boat counter at any time during the Sailing phase. Simply place the counter within 1cm (or base contact) of its parent vessel. Boats may also be deployed when a ship is sunk, but will require a successful Command check to do so.

Moving Boats

Boats move under oars, and have a movement allowance of 5cm. They may move independently of their parent vessel, ignore inertia, and may make any number of turns – even turning on the spot if they wish. They don't need to use all of their movement in a turn, moving as much or as little as they like. They also ignore shoals and shallows, and may even move onto beach scenery without running aground, though they must stop as soon as they do so. In effect, they do not move like ships at all. However, if the wind strength changes to a gale, the boats must halve their speed – they simply aren't designed for rough, open water.

Rescuing Survivors

Boat counters are especially useful for rescuing survivors, such as Commanders or Physicians who are clinging to wreckage. They can pick up these counters by moving



into contact with them, and can then transfer them to another vessel in exactly the same way as a ship would. If boats are successfully deployed when a ship is sunk, then any special crew counters on that ship are automatically placed on the boat counter, rather than the wreckage.

Kedging and Towing Vessels

If a ship has run aground but is still seaworthy, or if it is stranded due to being becalmed or Taken Aback, then a boat counter may tow the ship by moving to within 1cm (or base contact) with its front. Turn the ship on the spot by the shortest possible distance, until it faces away from the problem – so turn it back towards open water if it has run aground, or into a sailing position if it is Taken Aback. If it is simply becalmed due to lack of wind, there is no need to turn the ship, though you can if you wish, up to a maximum of 90 degrees.

The boats may then tow the vessel – a 3-boat counter may tow a ship 3cm per turn, while a 2-boat counter may tow it up to 2cm per turn. If more than one boat counter is used, then add +2cm to the distance a ship is towed each turn. A towed vessel follows all the usual rules for moving ships, but ignores inertia.

At the start of any Movement phase when it is possible to do so, the ship may sail away freely by moving off (pg 14) – move the boat counter out of the way by the shortest distance possible.



Transports

When boats are deployed, a player may choose to place any special crew counters onto them in order to transfer them to another vessel. While in a boat, special crew counters are very vulnerable, and your Commander will not confer his Admiralty bonuses onto the fleet.

Attacking Boats

Historically, attacking a boat was considered a dishonourable act, as they were often carrying wounded or rescued sailors. Boats may never be targeted by cannon-fire, except by Gunboats. They can, of course, be accidentally hit by scattering mortars, or be involved in collisions with ships. A boat has a single point of damage with a saving throw of 6, and a single Crew point.

If a ship sails into a boat counter during its Movement phase, then the boat must pass a Command check (usually with its base Command value of 2) or be automatically destroyed. If the boat survives, place it behind the ship (in its wake), then continue the ship's move as normal.

If a boat is carrying a Commander counter, then an enemy vessel may declare a boarding action against the boats to capture the counter, requiring a Command check to do so. If successful, the Commander is transferred to the enemy vessel, while the boat counter and any other special Crew counters with it are removed. No boarding action needs to be fought.

LIGHTHOUSES

Some scenarios give the options for using lighthouses, and they're a common feature of many gamers' scenery sets. The effects of lighthouses in your games are quite simple to represent.

If a vessel is about to move into part of the gaming area that could cause it to either run aground or collide with inanimate scenery, and that scenery piece is within 30cm of a lighthouse, then the vessel can take a Command check to attempt to avoid the negative effects. If successful, the vessel stops just before it enters the shallows, contacts the rocks, or whatever. Make a turn on the spot of up to 60 degrees away from the dangerous area (use the Sharp Turn template as a guide), then continue the ship's move. If the Command check fails, the ship must continue its move as normal, colliding or running aground as it would have done.

RULES OF ENGAGEMENT

Naval doctrine included a strict code of honour, which all nations upheld. In game terms, this translates as follows:

- No Ship of the Line may fire upon or declare a boarding action against a Frigate or Unrated vessel, unless it first passes a Command check.
- No Frigate may fire upon or declare a boarding action against an Unrated vessel, unless it first passes a Command check.
- If one of your vessels has already been fired upon by a smaller class of ship in the same turn, or the smaller vessel has just declared a shot against the larger ship, then you may return fire on that same ship without the need for a Command check. This exception only applies for that turn.

Historically, some fleets customised or over-gunned their vessels to get around this code of conduct. The USA, for example, created several 'super-frigates', which were classed as Frigates while carrying the equivalent firepower of a small Ship of the Line.

AIMING LEEWARD

The attitude of a vessel to the wind was very important when determining the gun crew's ability to aim. If a vessel is in a Beating position when it wishes to fire, then it may only aim high into the wind. The side of the ship pointing away from the wind (called the lee side) cannot aim high, as the ship heels in that direction.

BOARDING ACTIONS, OR 'SIGNAL CLOSE ACTION'

Boarding actions were not altogether commonplace in the Napoleonic era, mainly because they were incredibly dangerous. Well-armed marines, grapeshot-loaded cannon and boarding nets were just some of the difficulties facing boarders. The death toll was always

high, but sometimes it proved the most decisive way to capture or scuttle an enemy ship.

Making a Boarding Action

To begin a boarding action, a player must declare that his ship is going to attempt the action before he moves it. As soon as the vessel moves within 2cm (or base contact) of an enemy ship, it stops. The boarding player must pass a Command check – if successful, the ship stops, ending its move, and suffering no ill effects. If the check is failed, resolve collision damage as normal. The boarding action may be attempted in either case. A ship may never instigate a boarding action if it is moving under full sail.

Grapples Away

The attacking vessel may attempt to grapple the enemy ship in the Sailing phase to make sure they remain locked in combat. This can only be attempted when the sides of the two ships' hulls are in contact – not when a vessel is in contact with a bow or stern. Grappling is automatic – you only need declare your intention. However, the defender can avoid being grappled with a successful Command check.

If grappled, both ships immediately align as neatly as possible. They come to a full stop, and thus begin their next turn stationary. If the grappling attempt is failed, the target ship is free to move off next turn and only the attacker begins the turn stationary.

Resolving the Action

In the Gunnery phase, both players roll a D6. The following chart shows various modifiers that either the attacker or the defender may add to this total. If you have extra dice, you must always choose the highest result from those rolled.

The result is the final Attack or Defence rating. Compare the total scores. The highest score wins. The loser must deduct the difference in the scores from his ship's crew rating. Such is the danger of bloody close action, however, that the winner also runs the risk of losing crew.

BOARDING MODIFIERS CHART

Modifier	Attacker	Defender
Higher Crew Value	Roll an extra D6	Roll an extra D6
Largest Ship (rate)	Roll an extra D6	Roll an extra D6
Vessel is the Flagship	+1 to roll	+1 to roll
Ships are grappled	Roll an extra D6	Roll an extra D6
Boarding Nets	-	+1 to roll
Grapeshot	-	+D3 to roll
Marines	+1 to roll	-
Swivel Guns	-	Roll an extra D6
Grenades	+D3 to roll	-
Vessel outnumbered*	-1 to roll	-1 to roll
Vessel is crippled	-1 to roll	-1 to roll

*Engaged in a boarding action by two or more enemy ships.

For every lost Crew point you inflict upon an enemy vessel, roll a D6. On the score of a 1, you must deduct a Crew point too.

If the Crew rating of any vessel is reduced to 0, the boarding action ends, and the defeated vessel is captured. If the ship is not re-crewed during the game, then the attacker may gain additional rewards for capturing the vessel, as described in the scenario rules. If both vessels are reduced to 0 Crew points, then they begin the next turn adrift!

If both ships have crew remaining at the end of the Gunnery phase, then next turn they will either remain locked in combat (if grappled) or move away (if they're free to do so). If locked in combat, the defending ship may attempt to cut grapples at the start of the next Gunnery phase. Either way, neither ship can move next turn and the Gunnery phase is spent fighting another boarding action.

Decrewed ships may be scuttled if you wish, following the usual rules in the End phase. If this occurs, then the ship counts as destroyed, rather than captured.

Multiple Boarding Actions

A situation could arise in a turn where several ships are fighting at once. Resolve these combats one at a time. It is important to note that a ship that has been attacked in a boarding action cannot itself launch a boarding attack. However, it may defend itself against several attackers. This means that a vessel may attack an enemy ship, but then finds itself attacked in turn. In this instance, the player with the Weather Gage chooses whether his ships are attacking or defending.

If a vessel has a choice of targets when instigating a boarding action, it must choose one. A vessel may only make one boarding attack in a turn. Finally, a victorious ship can only capture or scuttle a defeated enemy vessel once all the other ships in the combat have been defeated or have disengaged. A victorious crew may be in a position to scuttle or capture multiple enemies in the same turn.

Firing into Boarding Actions

As long as you can draw a clear line of sight to an enemy vessel, there is nothing stopping you from firing at it, even when it is involved in a boarding action against one of your own ships! Resolve shooting as normal. However, as cannonballs tear through the decks, or miss their

DESIGNER'S NOTE

Due to their unpredictable nature, boarding actions were not quite as commonplace as the movies depict, but did play a substantial role in some of the most famous actions of the day. In game terms, a close action is a calculated risk – if you have a larger ship, you're more likely to win. However, that also depends on the upgrades your opponent has chosen for his vessel. The only certainty is that neither side will leave the action unscathed!

mark, they may hit the friendly vessel instead. All rolls of a 1 to hit count as hits against friendly vessels involved in the boarding action. If you have several friendly vessels engaged, then randomly split the damage between them.

Firing from Boarding Actions

If your vessel is engaged in a boarding action, then it may still fire its guns as long as the side of the ship you're shooting from is completely clear of boarders. Shooting is resolved at half Broadside rating. In addition, any bonus you would have had in the boarding action due to your Crew rating are lost, as you are diverting what crew you can spare to the gun decks!

Boarding Actions and Blazes

If locked in a boarding action against a ship that is on fire, then there is a chance that your ship will catch fire too! When the Ablaze vessel rolls any 'Fire Spreads' result, the fire not only damages the burning ship, but also sets the locked vessel afire! Place an Ablaze counter next to the engaged vessel – it must test on the Blaze table from the next End phase onwards.

Captured Commanders

If a fleet Commander is on board a vessel that is decrewed because of a successful boarding action, then he is automatically captured. The Commander takes his position as prisoner on the attacking ship. Obviously, he may be recaptured later.

REPAIRS

If you wish, you can attempt to repair damaged vessels at the very end of the turn. Simply roll a D6 for each damaged ship in your fleet. On the score of a 6 you may restore a single damage point, to either a low or high location of your choice. You may not repair waterline hits. If your current Crew rating is greater than 5, you may add +1 to the repair roll.

FIRESHIPS

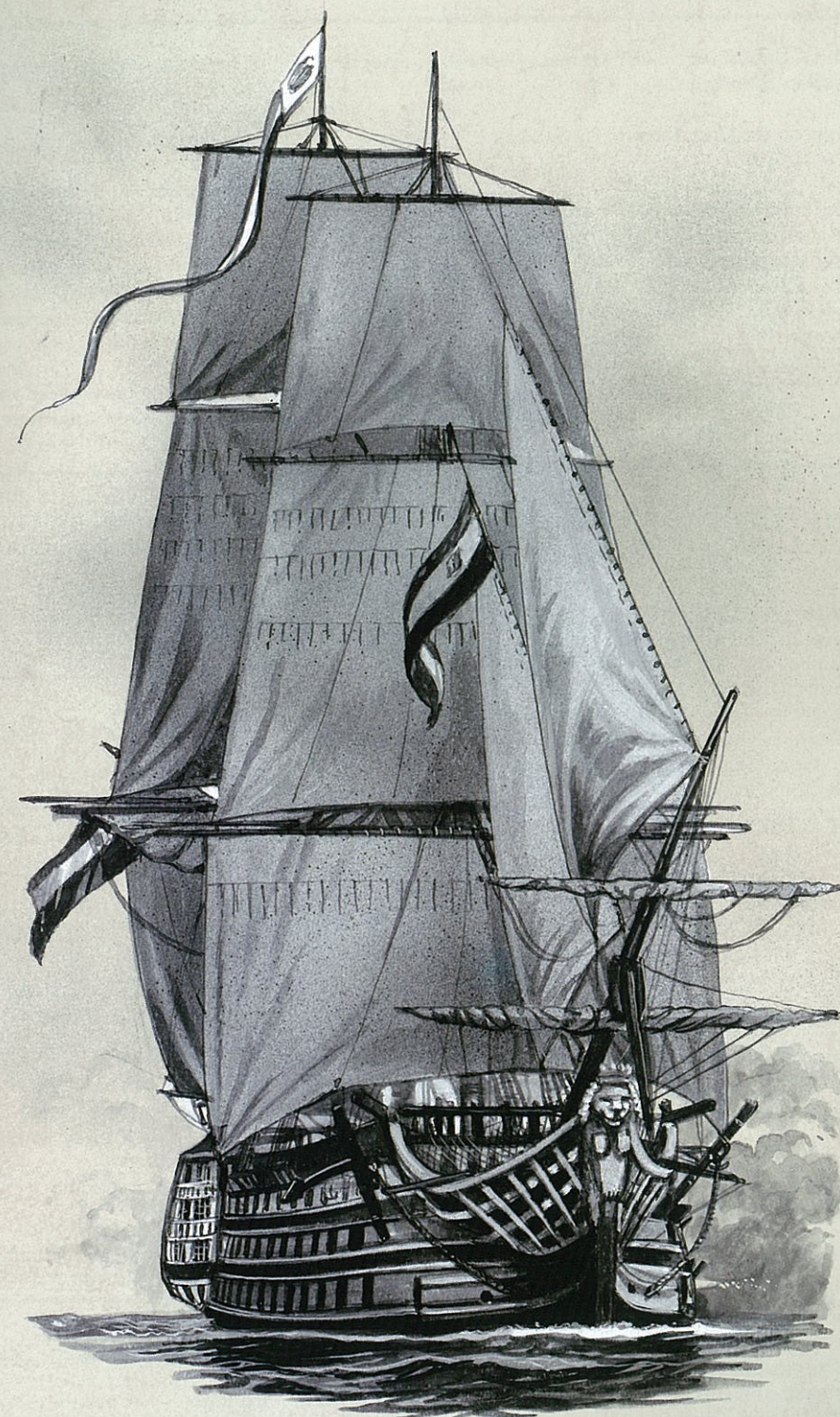
So long as both players agree on their use before a game, then either or both players may include one or more Fireships in their fleet

A Fireship follows all of the usual rules, using its profile as given in the Fleets section. However, at the start of any of the owning player's Sailing phases, all the Fireships in the fleet can be set ablaze. Mark the ship in some way to show that it is on fire. In addition, place a 3-boat counter within 3cm of the ship, and remove the crew from the ship roster. Once the signal is given, all the Fireships in a fleet must be set alight at the same time.

Once set ablaze, a Fireship no longer follows the usual rules for moving. Instead, each turn it moves 2D6cm in a dead straight line forwards, adding +2cm to the total if it is in a Reaching position. If Taken Aback, the ship will become stationary as normal, but then cannot move off. A stationary Fireship will drift each turn.

Any vessel that collides with a Fireship will be set alight. Place a Blaze counter next to the ship and follow the usual rules for blazes. Fireships remain ablaze for the rest of the battle, and do not roll on the Blaze tables.

THE FLEETS





THE SHIPYARD

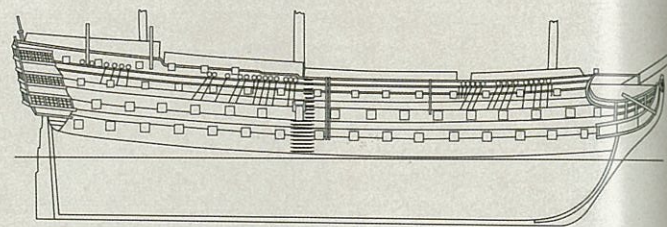
In this section you will find historical information, special rules and roster sheets for every type of vessel you can use in games of *Trafalgar*. The information contained in the Shipyard is presented in the following format:

Ship Type:	The rating of the vessel, or name if it is smaller than 6th rate.	Speed:	The basic movement rate, in centimetres (cm).
Category:	Ship of the Line, Frigate, Unrated or Fortification.	Crew:	The ship's initial Crew rating.
Broadsides:	The standard Broadside rating, followed by the breakdown in parentheses. So, for example, the entry for a 1st Rate Ship of the Line would be 10 (4/4/2), indicating that it has a Broadside rating of 10, comprising 4 Light cannon, 4 Heavy cannon, and 2 Carronades.	Command:	The vessel's standard Command value. Note that this can be increased if the ship is the lead vessel in a squadron, or if there is a Commander on board.
		Background:	A brief historical description of the vessel.
		Special Rules:	Some ships have additional rules, which are presented here.

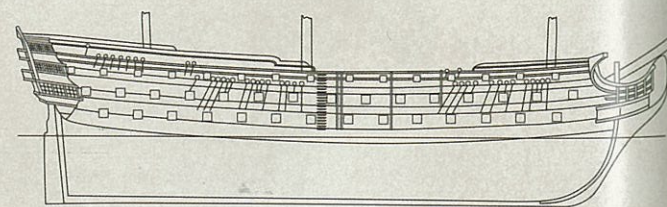
SHIPS OF THE LINE

1ST RATE

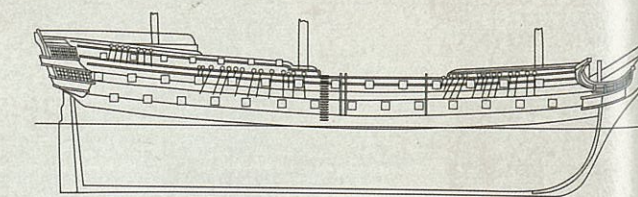
Background: First Rate warships were the most powerful vessels to sail the seas during the Napoleonic period. Each ship had three decks, laden with 100+ cannon and carronades. Though slow and ponderous, they were incredibly resilient vessels and their massive payload of guns made them truly fearsome. First Rates generally had ample quarters for senior officers and additional crew, making them favoured as flagships.



Ship Type:	1st Rate	Category:	Ship of the Line
Broadsides:	10 (4/4/2)	Speed:	10
Crew:	10	Command:	4



Ship Type:	2nd Rate	Category:	Ship of the Line
Broadsides:	9 (4/3/2)	Speed:	10
Crew:	9	Command:	4



Ship Type:	3rd Rate (Large)	Category:	Ship of the Line
Broadsides:	7 (4/2/1)	Speed:	12
Crew:	8	Command:	4

2ND RATE

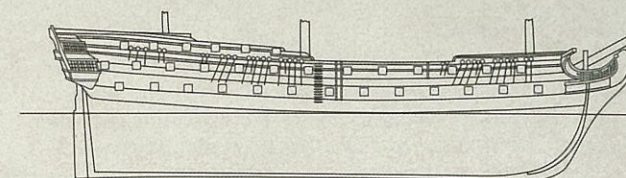
Background: Though copied or captured by a few other nations, the Second Rates were three-deckers of uniquely British design. Carrying 86-98 guns, Second Rates were not a particularly successful invention, being neither as powerful as the larger 100-gunners, nor as fast as the more versatile Third Rates.

3RD RATE (LARGE)

Background: The 74-gun ship of the line, or large Third Rate, was the most common and versatile vessel to be found in the line of battle. Their balanced design and numerous guns afforded them good sailing abilities and the power to speak with authority in battle. Larger Third Rates (usually of 80 guns) were common in the French fleet, and many were captured by the British.

3RD RATE (SMALL)

Background: Nelson's favourite ship, the *Agamemnon*, was a 64-gun Third Rate. Though these vessels were not always popular with Captains, they were dependable and useful vessels. The introduction of the larger class of third rates meant that 64s were gradually phased out.

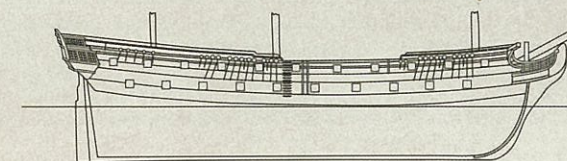


Ship Type:	3rd Rate (Small)	Category:	Ship of the Line
Broadsides:	6 (3/2/1)	Speed:	12
Crew:	8	Command:	4

4TH RATE

Background: Fourth Rate ships were two-deckers, carrying between 44 and 60 guns. They were the smallest Ship of the Line, though few were built after 1750, as many officers considered them unequal to the task. As sail of the line became increasingly large, Fourth Rates could not hold the line of battle, and yet were too slow to serve effectively as Frigates.

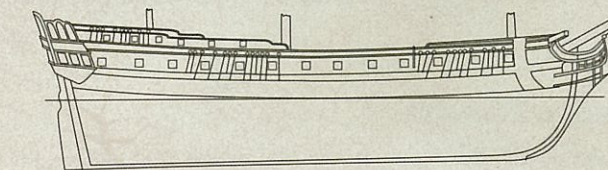
Special Rules: If using the optional 'Rules of Engagement' rule, then 4th Rates never have to take a Command check in order to fire upon or board Frigates, as many Captains believed the two categories of vessel to be equal. They must pass a Command check to fire upon or board Unrated vessels as normal.



Ship Type:	4th Rate	Category:	Ship of the Line
Broadsides:	5 (2/2/1)	Speed:	12
Crew:	7	Command:	3

LARGE MERCHANT

Background: Merchant fleets were essential during the Age of Sail, and all nations maintained a sizeable number of vessels. Largest of all merchant fleets was the British, most of which belonged to the East India Trading Company. In times of war the biggest ships in any trading fleet could be fitted with additional cannon and pressed into service as line of battle ships.



Ship Type:	Large Merchant	Category:	Ship of the Line
Broadsides:	5 (4/1/-)	Speed:	10
Crew:	6	Command:	3

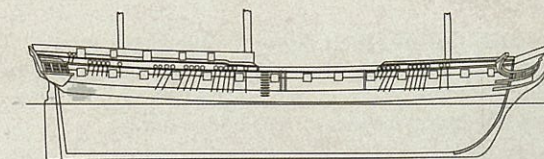
FRIGATES

5TH RATE

Background: The most popular and numerous warship during the Napoleonic era of the Age of Sail, large Frigates were quick, manoeuvrable and carried a decent complement of cannon. Frigates were single-decked, square-rigged ships, and most 5th Rates carried between 32 and 44 guns.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.



Ship Type:	5th Rate	Category:	Frigate
Broadsides:	4 (2/2/-)	Speed:	14
Crew:	5	Command:	3

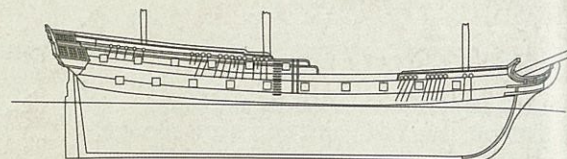
RAZEE FRIGATE

Background: Before the British began to build 5th Rates, they discovered they needed an answer to the large 40-gun Frigates built by the French. The Razee filled this gap, being essentially a cut-down 3rd or 4th Rate vessel. While they were seaworthy and resilient vessels, they were never as manoeuvrable as genuine Frigates, and thus proved unpopular.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Cut Down: Though technically a Frigate, a Razee is not as manoeuvrable as those vessels that have been built for purpose. As such, Razee Frigates may only make turns as though they were Ships of the Line (up to two shallow turns, and no sharp turns).



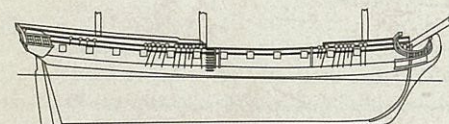
Ship Type: Razee Frigate **Category:** Frigate
Broadsides: 4 (2/2/-) **Speed:** 14
Crew: 6 **Command:** 3

6TH RATE

Background: After the introduction of the larger Frigates, 6th Rates (Frigates carrying 20-30 guns) became used mainly for reconnaissance and escort duties. However, they were swift, dependable vessels, only let down by their lighter armament.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.



Ship Type: 6th Rate **Category:** Frigate
Broadsides: 3 (2/1/-) **Speed:** 14
Crew: 4 **Command:** 3

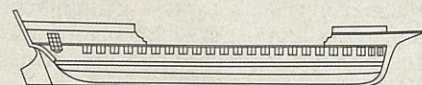
OARED FRIGATE

Background: Most commonly used by the Baltic fleets, the Oared Frigates – sometimes called Galley Frigates – combined the properties of a 5th Rate with the oars of a traditional galley. While not quite as powerful as its 5th Rate counterpart in open sea, it was very successful in the Baltic.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Sail/Oars: May move under oars. See page 14.



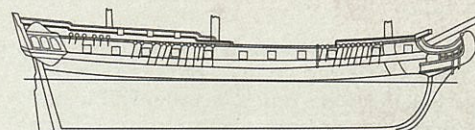
Ship Type: Oared Frigate **Category:** Frigate
Broadsides: 3 (2/1/-) **Speed:** 14 (sail), 8 (oars)
Crew: 5 **Command:** 3

MERCHANT

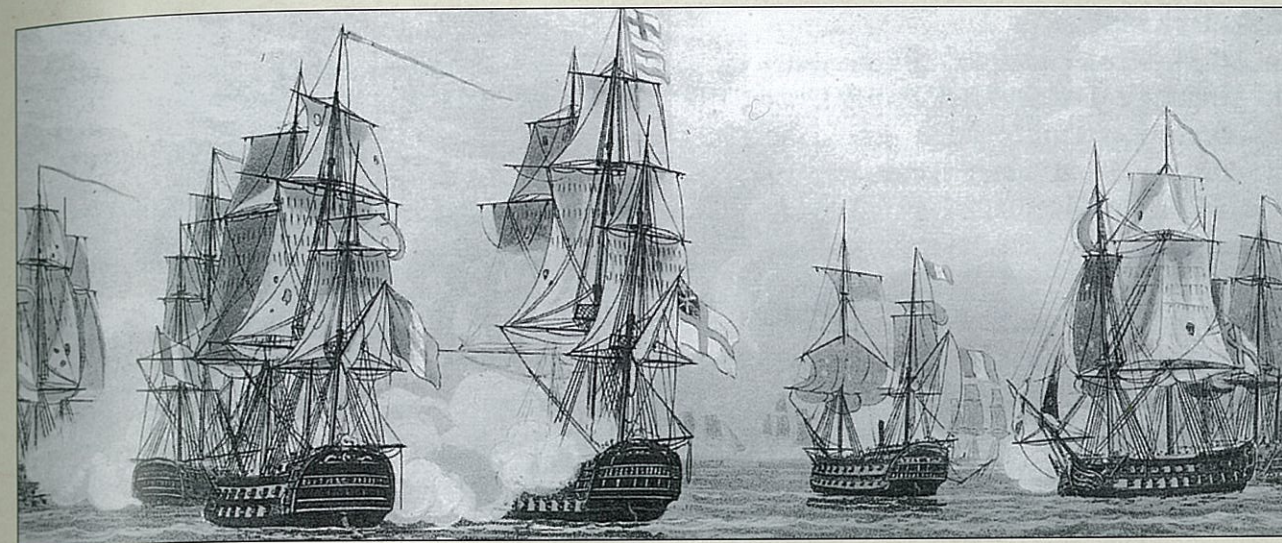
Background: Just like their larger counterparts, many Merchantmen were pressed into service as makeshift Frigates in remote stretches of ocean, where the best way to protect a nation's trade interests was to arm her traders!

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.



Ship Type: Merchant **Category:** Frigate
Broadsides: 3 (3/-/-) **Speed:** 12
Crew: 4 **Command:** 3



UNRATED

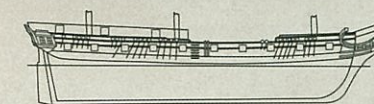
SHIP-SLOOP/CORVETTE

Background: This category covers a variety of small sailing warships with single gun decks, carrying on average 18 guns, usually three-masted, square-rigged on the two front masts. In terms of sailing properties and battle role, there was little to distinguish 'sloops-of-war' from Corvettes, so the two are grouped together for game purposes.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.



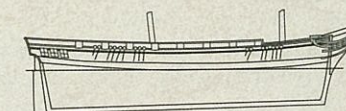
Ship Type: Ship-sloop (or Corvette) **Category:** Unrated
Broadsides: 2 (2/-/-) **Speed:** 16
Crew: 3 **Command:** 2

BRIG-SLOOP

Background: Similar to a ship-sloop, brigs were two-masted, single-decked warships, based on the smaller brigantine design. Often more heavily armed and sturdily constructed than sloops, brigs were useful vessels for reconnaissance and escort duties. This class of vessel also covers the 'snow', which was almost indistinguishable from the brig but for its trysail mast stepped directly behind the mainmast.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.



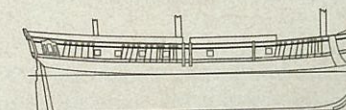
Ship Type: Brig-sloop **Category:** Unrated
Broadsides: 2 (1/1/-) **Speed:** 14
Crew: 3 **Command:** 2

BARQUE

Background: A non-descript but swift French vessel, usually three-masted, square rigged on the fore and mainmast, and lug-rigged on the mizzen.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.



Ship Type: Barque **Category:** Unrated
Broadsides: 2 (2/-/-) **Speed:** 16
Crew: 2 **Command:** 2

BOMB VESSEL

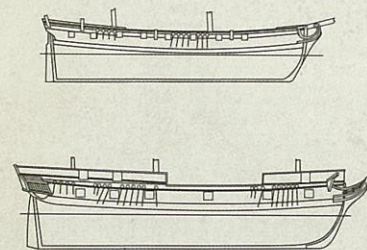
Background: Bomb vessels, also called bomb-ketches, were specialist vessels designed to carry mortars (or sometimes rockets), which were used to lob shells into enemy fortifications. Often converted from small merchantmen, the appearance of these craft varied greatly, though the most common type carried a fore-and-aft ketch rig.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Choice of Weapons: Bomb vessels are armed either with a mortar, or a single Congreve rocket battery. Some can mount a second mortar. Mortars and rockets fire in a 30-degree arc to the front of the vessel, in the same way as a chase gun.

Fore-and-aft rigged: This vessel can make as many turns as its movement allowance permits during the Sailing phase, as described on page 13.



Ship Type: Bomb Vessel **Category:** Unrated
Broadsides: 2 (2/-) **Speed:** 12
Crew: 2 **Command:** 2

SCHOONER

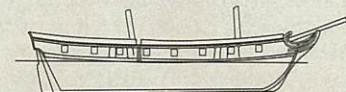
Background: The original schooner, *Royal Transport*, was a form of yacht designed by the Marquis of Carmarthen and launched in 1695. Its purpose was to safely transport King William III, being swifter than privateers and well armed with 18 guns. The schooner design became a great success, and was adopted by many world navies, proving incredibly popular with the Americans.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.

Fore-and-aft rigged: This vessel can make as many turns as its movement allowance permits during the Sailing phase, as described on page 13.



Ship Type: Schooner **Category:** Unrated
Broadsides: 1 (1/-) **Speed:** 18
Crew: 2 **Command:** 2

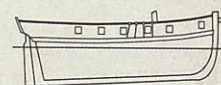
CUTTER

Background: Cutters were a uniquely English development, which also proved popular among smugglers and privateers. These cruisers were swift, single-masted ships with sharp lines and a large fore-and-aft rig. In later periods, larger cutters were developed with two masts in order to sustain a lengthened hull and additional guns.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Fore-and-aft rigged: This vessel can make as many turns as its movement allowance permits during the Sailing phase, as described on page 13.



Ship Type: Cutter **Category:** Unrated
Broadsides: 1 (1/-) **Speed:** 18
Crew: 2 **Command:** 2

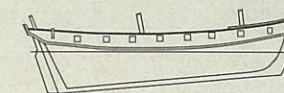
LUGGER

Background: French Luggers were favoured as fast dispatch vessels, and were often used by Privateers because of their manoeuvrability. These vessels generally had a large crew complement to handle their rigs.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Fore-and-aft rigged: This vessel can make as many turns as its movement allowance permits during the Sailing phase, as described on page 13.



Ship Type: Lugger/
Chasse-marée **Category:** Unrated
Broadsides: 1 (1/-) **Speed:** 16
Crew: 4 **Command:** 2

PRAM

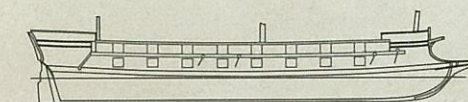
Background: Prams were shallow, flat-bottomed vessels carrying up to 20 guns on a single gundeck. Often used as troop transports due to their speed and draught, they were favoured by the French and were swift, reliable vessels.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Fore-and-aft rigged: This vessel can make as many turns as its movement allowance permits during the Sailing phase, as described on page 13.

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.



Ship Type: Pram **Category:** Unrated
Broadsides: 2 (2/-) **Speed:** 14
Crew: 3 **Command:** 2

XEBEC

Background: This versatile, highly manoeuvrable vessel was used to great effect by Barbary corsairs against the US Navy, and the design was soon adopted by the French and Spanish, who recognised in it not only a useful merchant vessel, but also an effective attack craft.

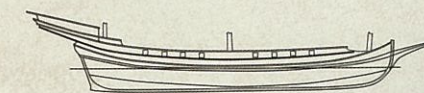
Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.

Sail/Oars: May choose to move under sail or oars (pg 14).

Fore-and-aft rigged: This vessel can make as many turns as its movement allowance permits during the Sailing phase, as described on page 13.



Ship Type: Xebec/
Chebec **Category:** Unrated
Broadsides: 2 (2/-) **Speed:** 16 (sail),
6 (oars)
Crew: 3 **Command:** 2

GUNBOAT/GUN-YAWL/KANNONJOLLE

Background: The smallest class of fighting vessel in use during the carronade era, the basic definition of which was a small warship with at least one heavy gun, usually fixed forward. The gunboat represented by this profile carries a 32-pounder bow gun.

Special Rules

Squadron: May be selected as a Squadron of 2-3 vessels, in which case the lead vessel gains +1 to its Command value.

Sail/Oars: May choose to move under sail or oars (see page 14).

Small: Gunboats are very small vessels, and may never instigate a boarding action upon, or be boarded by, anything larger than a Gunboat or Gunbrig.

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.

GUNBRIG/KANNONSLUP

Background: From around 1794, a larger form of the gunboat began to appear in Royal Navy fleets as defensive vessels. These eventually became classified as 'Gunbrigs', and were used extensively as coastal defence and patrol vessels, and for hunting larger ships that found themselves slogging through shallows.

Special Rules

Squadron: May be selected as a Squadron of 2-3 vessels, in which case the lead vessel gains +1 to its Command value.

Small: Gunbrigs are very small vessels, and may never instigate a boarding action upon, or be boarded by, anything larger than a Gunboat or Gunbrig.

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.

FIRESHIP

Background: Fireships were terrifying, if somewhat imprecise weapons in the Age of Sail. As ships were made of wood, with seams caulked with tar, ropes greased with fat, and carried stores of gunpowder, they were highly vulnerable to fire. Fireships were old or inexpensive vessels, filled with combustibles. In battle they would be steered towards the enemy fleet, then set alight. The men would abandon the ship and its inertia would carry it into the enemy fleet, causing chaos.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

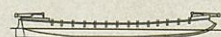


Ship Type:	Gunboat/ Gun-yawl/Kannonjolle	Category:	Unrated
Broadsides:	0 (-/-)	Speed:	12 (sail), 6 (oars)
Crew:	1	Command:	2

Fore-and-aft rigged: This vessel can make as many turns as its movement allowance permits during the Sailing phase, as described on page 13.

Fixed Guns: Gunboats have a single Heavy Cannon, which fires forwards in exactly the same way as a Fore Chaser.

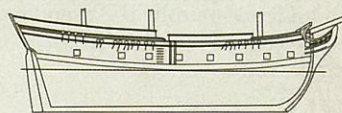
In addition, single-gunned vessels cannot bring to bear the sheer destructive power of a cannon battery. As such, this vessel may never cause critical hits.



Ship Type:	Gunbrig/ Kannonslup	Category:	Unrated
Broadsides:	1 (-/-1)	Speed:	12
Crew:	2	Command:	2

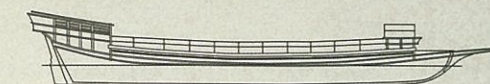
Fixed Guns: In addition to their small broadsides, Gunbrigs have a single Heavy Cannon or Carronade, which fires forwards in exactly the same way as a Fore Chaser.

In addition, single-gunned vessels cannot bring to bear the sheer destructive power of a cannon battery. As such, this vessel may never cause critical hits.



Ship Type:	Fireship	Category:	Unrated
Broadsides:	0 (-/-)	Speed:	12
Crew:	2	Command:	2

Fireships: These vessels have their own set of special rules, detailed on page 30.



Ship Type:	Galley	Category:	Unrated
Broadsides:	2 (1/1-)	Speed:	12 (sail), 8 (oars)
Crew:	4	Command:	2

GALLEY

Background: Galleys were favoured by Russian and Swedish fleets, as their shallow draughts and oar banks were invaluable in the coastal waters and shallow inlets of the Baltics. Either two or three-masted with a lateen rig, galleys often combined light broadsides with substantial chase guns.

Special Rules

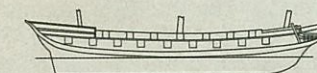
Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.

Sail/Oars: May choose to move under sail or oars (see pg 14).

Fore-and-aft rigged: This vessel has a lateen rig, and can make as many turns as its movement allowance permits during the Sailing phase, as described on page 13.

Chase Guns: Galleys have a single Heavy Cannon die, which fires forwards in the same way as a Fore Chaser.



Ship Type:	Hemmema	Category:	Frigate
Broadsides:	3 (3/-)	Speed:	12 (sail), 8 (oars)
Crew:	4	Command:	3

HEMMEMA

Background: A Swedish vessel designed by H F af Chapman, and named after part of the Swedish coastline, just like the Udemma. Vessels such as this were essentially large galleys, with a hull similar to a conventional frigate. Hemmema were often referred to as coastal frigates, though some were lateen-rigged.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Fore-and-aft rigged: Some Hemmema can be fore-and-aft rigged. If so, they can make as many turns as their movement allowance permits during the Sailing phase, as described on page 13, while they move under sail.

Sail/Oars: May choose to move under sail or oars (see page 14).

KAIK

Background: A small galley-type vessel used by the Russians in their Baltic fleet. Kaiks were two-masted, lug-rigged vessels, with a pair of guns fixed both fore and aft.

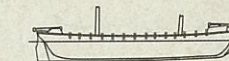
Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.

Sail/Oars: May choose to move under sail or oars (see pg 14).

Chase Guns: Kaiks have a single Light Cannon die to both fore and aft, which fire in the same way as chase guns.



Ship Type:	Kaik	Category:	Unrated
Broadsides:	0 (-/-)	Speed:	12 (sail), 6 (oars)
Crew:	2	Command:	2



SECRET BOAT

Background: Russian 'Secret Boats' were developed during the operations against Sweden in the Baltic. Very little is known about these vessels, except that they were modelled on the Swedish Udemas. Source material varies on the specifics – some sources say that the vessel was 36 metres long, propelled by 22 pairs of oars, with guns arranged in a single keel-line battery. Other sources claim they had 30 pairs of oars, and carried 44 guns like an oared frigate.

Special Rules

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.

Sail/Oars: May choose to move under sail or oars (see pg 14).

Keel-line Battery: The cannons of a Secret Boat work in exactly the same way as broadsides, except that they may only fire to one side at a time. This means that, although they can employ double shooting, they cannot Fire at Will.

UDEMA

Background: An oared Swedish vessel, designed to operate along the Baltic coast. The Udemas were similar to a conventional galley, but were square-rigged, with up to 13 guns arranged in a single battery along the keel-line.

Special Rules

Squadron: May be selected as Squadrons of 2-3 ships, in which case the lead vessel gains +1 to its Command value.

Sail/Oars: May choose to move under sail or oars (see pg 14).

Shallow: The vessel ignores shallow water and moves at half speed through very shallow water, as described on page 15.

Keel-line Battery: The cannons of an Udemas work in exactly the same way as broadsides, except that they may only fire to one side at a time. This means that, although they can employ double shooting, they cannot Fire at Will.

Chase Guns: Udemas have a single Heavy Cannon dice fore, and a Light Cannon dice aft, which fire in the same way as chase guns.

NAVAL MISCELLANY

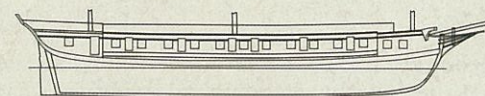
BLOCK-SLOOP (OR BLOCKSHIP)

Background: An effective harbour defence system, developed during the naval war of 1812, block-sloops were similar to floating batteries but were built for purpose. A basic square rig enabled the vessel to move, albeit slowly, though their bulky hulls were unsuited to sailing.

Special Rules

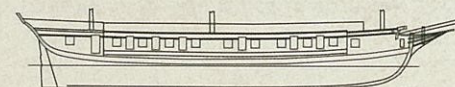
Fortification: Block ships are placed as part of the scenery in certain scenarios. They must be placed in an area of water – not shallows – and are treated as a Ship of the Line.

Sails: Block ships can move, albeit very slowly. They begin the game anchored, but can move just like any other square-rigged Ship of the Line, but they cannot change their sail

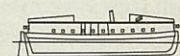


Ship Type:	Secret Boat	Category:	Unrated
Broadsides:	3 (2/1/-)	Speed:	12 (sail), 8 (oars)
Crew:	4	Command:	2

This schematic of a Russian secret boat is our designer's interpretation of the vessel's appearance, based on the only available descriptions of it. It seems that the secret boat really was a tightly guarded secret.



Ship Type:	Udemas	Category:	Unrated
Broadsides:	1 (1/-/-)	Speed:	12 (sail), 6 (oars)
Crew:	3	Command:	2



Ship Type:	Block-sloop	Category:	Fortification
Broadsides:	3 (1/2/-)	Speed:	3
Crew:	4	Command:	2

setting nor employ any manoeuvre other than turns. Once they begin moving, they are affected by inertia at the start of their sailing phases as normal.

In addition, such is the slow movement of these ponderous vessels that they only move 1cm per turn under inertia rather than 3cm.



FLOATING BATTERY

Background: Harbour defence was crucial in the Age of Sail, as blockades were often the most effective way for an enemy to put a stop to a nation's naval ambitions. Floating batteries were sometimes custom-built, being little more than large rafts carrying something akin to a gun deck. More often, they were aging ship hulks, cut down for the purpose and anchored in a defensive position.

Special Rules

Fortification: Floating batteries are placed as part of the scenery in certain scenarios. They must be placed in an area of water – not shallows – and are treated as a permanently anchored, dismasted ship of the line.

Fixed Batteries: The cannons of a floating battery work in exactly the same way as broadsides, except that they only have guns on one side. This means that, although they can employ double shooting, they cannot Fire at Will.

MARTELLO TOWER

Background: These small fortresses, inspired by a round tower at Mortella Point in Corsica, were built by the British to protect coastlines across the Empire. Typically standing 40 feet high and manned by a small garrison, they usually housed a single heavy artillery piece.

Special Rules

Fortification: Martello towers are placed as part of the scenery in certain scenarios. They must be placed on land.

Fixed Batteries: The cannons of a Martello tower work in a similar way to broadsides, except that they may fire all around (360-degree arc of fire), and may never employ special firing modes such as double shooting or Fire at Will.

SHORE FORTRESS

Background: This generic profile represents one of the many castles and fortresses that were either adapted or purpose-built to defend strategic stretches of coastline from naval invasion. These fortresses were generally well-manned and supplied, and housed many artillery pieces.

Special Rules

Fortification: Fortresses are placed as part of the scenery in certain scenarios. Shore fortresses must be placed on land.

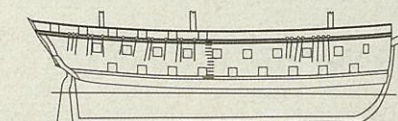
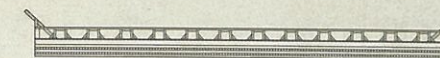
Fixed Batteries: The cannons of a shore fortress work in a similar way to broadsides, except that they have an arc of 180 degrees to the front, and may never employ special firing modes such as double shooting or Fire at Will.

LIGHTHOUSE

Background: Since around 280 BC, lighthouses have stood on dangerous coastal areas across the world, warning unwary sailors of rocks, shallows and shoals.

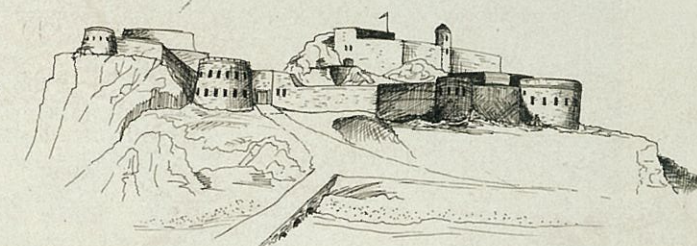
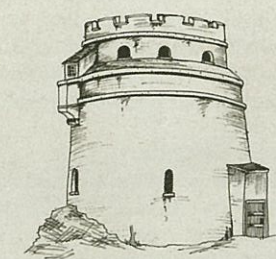
Special Rules

Fortification: Lighthouses are placed as part of the scenery in certain scenarios. They must be placed on land or stretches of rock. In addition, they have their own special rules, detailed on page 28.



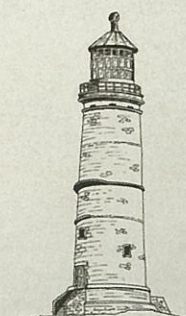
Ship Type:	Floating Battery	Category:	Fortification
Broadsides:	2 (1/1/-)	Speed:	0
Crew:	4	Command:	2

Type:	Martello Tower
Category:	Fortification
Broadsides:	1 (-/1/-)
Speed:	0
Crew:	3
Command:	2



Type:	Shore Fortress	Crew:	8
Category:	Fortification	Command:	2
Broadsides:	5 (3/2/-)		
Speed:	0		

Type:	Lighthouse
Category:	Fortification
Broadsides:	0
Speed:	0
Crew:	1
Command:	2



TRAFALGAR FLEET LISTS

CHOOSING YOUR FLEET

A fleet is chosen to a number of points, either determined by the scenario or decided on between players. Fleets of 500-1,000 points are ideal for small actions between a handful of ships, while larger fleet actions would best be played out with 2,000 points plus. You may select ships and upgrades up to the agreed points limit, but may not go even a single point over.

Ship Types

There are three types of vessel in the game: Ships of the Line, Frigates and Unrated vessels. Unless otherwise stated, you cannot spend more than 50% of your points on unrated vessels.

The Flagship

Every fleet must have a flagship, which is in overall command. The smallest possible ship you can use as a flagship is a 5th Rate Frigate. However, no vessel in your fleet can be bigger (i.e. be of a higher rate) than the flagship, so choose carefully!

Restrictions

Certain vessels are limited in your fleet by a number next to them (such as 0-5). This represents the minimum and maximum number of that ship type available to your fleet. Some vessels have no quantities next to them, which means you can select as many as you can afford.

Special Rules

Some navies have special rules that apply to the entire fleet. These are stated in the list. Some vessels also have their own special rules, and these are listed in each vessel's entry, along with a page reference to the rule in question.

Options

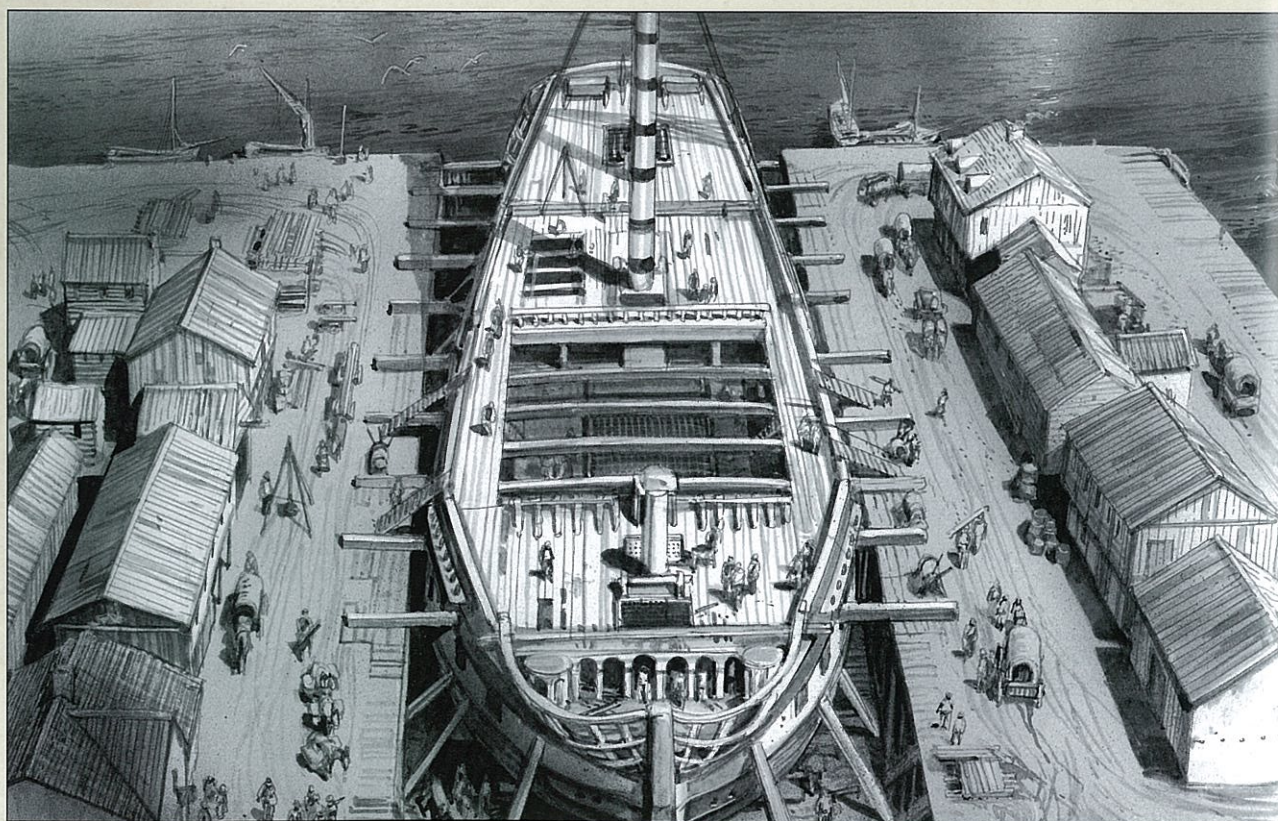
Many ships have unique options, which may even be specific to a particular nation. These are listed here.

Upgrades

The Upgrades section lists which upgrades from the previous section you can choose and how much they cost. These details vary from fleet to fleet, and ship to ship. Note that if you take an upgrade for a ship from a squadron, then all vessels in the same squadron must take the same upgrade.

Allies

Some fleets can ally with others. So, for example, if you have a 1,000-point French fleet, you can ally with another player who has a 1,000-point Spanish fleet, or you can simply collect ships from both nations yourself and play them as a single force. Rules for determining command of the combined fleet are given in the Admiralty section.



GREAT BRITAIN

The Royal Navy was the most powerful naval force in the world during the Age of Sail. Simply put, they had the strongest fleet and their warships were in good condition. The most important factor in the success of the British navy, however, was its men. Despite almost half the crews of British ships having been press-ganged into service, and the horrendous conditions on board ship, they were excellent at sailing and gunnery, were well-trained and efficient, highly patriotic, and benefitted from a good command structure, discipline and superb leaders.

While many other nations saw the seas as a means to an end, for trade and transport, the British viewed control of the seas and the blockading of enemy ports as paramount to their war efforts. This was reflected in their naval doctrine; no British commander worth his salt would avoid battle with an enemy, so long as there was at least a small chance of success. The more enemy ships destroyed, the fewer enemies would dare take to the seas. The Age of Sail was indeed one in which Britannia ruled the waves.

FLEET SPECIAL RULES

Iron Men: The British fleet has the best Admirals in the world, who command incredible respect and loyalty from their men. You may re-roll the first failed Command check in the game taken on behalf of your fleet Commander. The result of this re-roll must be accepted.

Drilled Crew: The Royal Navy had some of the best-drilled gunnery crews in the world.

If a British vessel has a 'May Not Fire' counter next to it, you may remove it in the End phase upon a successful Command check.

In addition, whenever a crew takes a normal shot, aiming low, and using a single broadside (i.e. no double shotting, special ammunition shots, aiming high, or firing on both sides at once, etc.), then any scores of 1 to hit may be re-rolled. The results of the re-roll must be accepted.

Allies

British fleets may ally with Russia or Portugal.

COMMANDERS

Your Flagship may upgrade its Post-Captain to one of the following ranks at the cost given:

Admiral +50pts
Rear-Admiral +35pts

SHIPS OF THE LINE

1ST RATE 325pts

A British fleet may include one 1st Rate vessel for every other Ship of the Line in the fleet.

Special Rules

Crew complement: If a British 1st Rate vessel has the fleet's Admiral on board, then it increases its initial Crew rating by +2.

Options: May exchange up to two Light Cannon dice for Carronade dice at +5 each.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Marines (+15); Master Gunner (+35); Overgunned (+45); Sharpshooters (+15); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); Sturdy Construction (+15); and/or Swivel Guns (+10).



2ND RATE 275pts

A British fleet may include any number of 2nd Rate ships.

Special Rules

Crew complement: If a British 2nd Rate vessel has the fleet's Admiral on board, then it increases its initial Crew rating by +1.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Marines (+15); Master Gunner (+35); Sharpshooters (+15); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); Sturdy Construction (+15); and/or Swivel Guns (+10).

3RD RATE, LARGE 225pts

A British fleet may include any number of large 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Marines (+15); Master Gunner (+35); Sharpshooters (+15); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); Sturdy Construction (+15); and/or Swivel Guns (+10).

3RD RATE, SMALL..... 200pts
A British fleet may include any number of small 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Marines (+15); Master Gunner (+35); Sharpshooters (+15); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); Sturdy Construction (+15); and/or Swivel Guns (+10).

(0-3) 4TH RATE 150pts
A British fleet may include up to three 4th Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Marines (+15); Sharpshooters (+15); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

(0-3) LARGE MERCHANT..... 145pts
A British fleet may include up to three Large Merchant ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Marines (+15); Sharpshooters (+15); Ship's Physician (+5); and/or Swivel Guns (+10).



Designer's Note: Crossing the 'T'

When designing the British fleet, I really wanted to reflect the fact that their superior commanders and rate of gunnery were the deciding factors in their naval dominance.

The first part was easy – the Iron Men special rule will often keep a British fleet moving after an initial bout of misfortune. However, the gunnery part was more tricky. The Drilled Crew rule is ostensibly quite innocuous, but actually allows the British fleet to enact Nelson's famous historical tactic: crossing the 'T'. The special rule allows you to double (or treble) shot at an enemy vessel, then remove the resultant 'May Not Fire' counter, enabling you to fire normally in the following turn. When sailing into an enemy line and raking an opposing vessel, this opening torrent of cannon fire will most likely cripple an enemy vessel in short order.

FRIGATES

(0-3) RAZEE FRIGATES 140pts per ship
A British fleet may include up to three Razee Frigates, which may combine to form a squadron.

Special Rules: Cut down (see page 34).

Options: A Razee Frigate may exchange any of its Heavy Cannon dice for Carronades at no additional cost, making its Broadside rating (2/1/1) or (2/-/2).

Upgrades: Boarding Nets (+5); Grenades (+10); Marines (+15); Special Shot: Chain Shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

5TH RATE 125pts
The fleet may include any number of 5th Rate Frigates, which may be organised into squadrons of 2-3 ships.

Options: A British 5th Rate Frigate may exchange one of its Heavy Cannon dice for a single Carronade at no additional cost, making its Broadside rating (2/1/1).

Upgrades: Boarding Nets (+5); Grenades (+10); Marines (+15); Special Shot: Chain Shot (+10); Special Shot: Grapeshot (+10); Sturdy Construction (+10); and/or Swivel Guns (+10).

(0-6) 6TH RATE FRIGATES..... 110pts per ship
A British fleet may include up to six 6th Rate Frigates, which may be organised into squadrons of 2-3 ships.

Options: A British 6th Rate Frigate may exchange one of its Light Cannon dice for a single Carronade for +5 points, making its Broadside rating (1/1/1).

Upgrades: Boarding Nets (+5); Grenades (+10); Marines (+15); Special Shot: Chain Shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

Of course, getting close enough to perform this tactic is tricky, which is why many British ships also have the option to make their hulls more resilient with the Sturdy Construction upgrade.

Taking this upgrade makes your ships rather expensive, so a good commander of a British fleet will really have to be canny with his manoeuvring in order to bring his firepower to bear where it is most needed. In addition, never forget the usefulness of Frigates or Brigs to harass the enemy line until the big guns can get there.

Finally, it's important to note that the US fleet (later) also has the Drilled Crew special rule, but for entirely different reasons. The Americans' lack of Ships of the Line makes crossing the 'T' a foolhardy exercise, but their improved firepower lends itself instead to devastating hit-and-run tactics.

UNRATED

SHIP-SLOOP 50pts
A British fleet may include any number of Ship-sloops, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.

BRIG-SLOOP 60pts
A British fleet may include any number of Brig-sloops, which may be organised into squadrons of 2-3 vessels.

Options: Any Brig-sloop may exchange its Heavy Cannon for a Carronade at no additional cost.

SCHOONER 40pts
A British fleet may include any number of Schooners, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13).

Options: Any British Schooner may replace its Light Cannon with a Carronade for +10 points, OR take an extra Light Cannon (for a total BR of 2) for +15 points.

CUTTER 30pts
A British fleet may include any number of Cutters, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13).

Options: None.

BOMB VESSEL 50pts
A British fleet may include any number of Bomb Vessels, which may be organised into squadrons of 2-3 vessels.

Special Rules: Choice of weapons (see page 36); Fore-and-aft rigged (see page 13).

Options: A Bomb Vessel may exchange its Mortar for a single Congreve Rocket at no additional cost, OR it may take a second mortar for +10 points.

GUNBOAT 15pts
A British fleet may include any number of Gunboats, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14); Fixed Guns (see page 38); Small (see page 38).

Options: May exchange its Heavy Cannon for a Carronade at no additional cost; and/or may purchase a single Light Cannon as a Stern Chaser for +5 points.

GUNBRIG 20pts
A British fleet may include any number of Gunbrig, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fixed Guns (see page 38); Small (see page 38).

Options: May exchange its Heavy Cannon for a Carronade at no additional cost; and/or may purchase a single Light Cannon as a Stern Chaser for +5 points.

(0-6) FIRESHIPS 25pts per ship
A British fleet may include up to six Fireships, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.

PRIVATEERS

Up to 10% of the total fleet may comprise vessels from the Privateers list.



FRANCE

In stark contrast with its army, the French navy was sorely lacking in most departments. French ships were generally longer and slimmer than their British counterparts, which meant that they handled better, but the undisciplined sailors and inexperienced commanders at their helms virtually negated this advantage. The revolution that sparked the Napoleonic war also led to a lack of discipline in favour of egalitarian fervour.

Despite these inadequacies, France was a major player in the war at sea in the 1792-1815 period, primarily due to the large number of ships of the line at her disposal. However, as the Napoleonic war raged on, many ships became unseaworthy, and were left to rot in dry dock. The neglected state of the navy reflected the complete lack of understanding of the importance of sea power by the rulers of France.

FLEET SPECIAL RULES

Disabling Shot: The French adopted a general policy of aiming high when firing at enemy ships, hoping to disable and then capture rather than sink them. French vessels suffer no 'to hit' penalty when aiming high.

Allies

French fleets may ally with Spain and/or The Netherlands.

COMMANDERS

Your Flagship may upgrade its Post-Captain to one of the following ranks at the cost given:

Admiral +45pts
Rear-Admiral +30pts

French Flagships increase their initial Crew rating by +1 if an Admiral is on board.

SHIPS OF THE LINE

(0-2) 1ST RATES 300pts
A French fleet may include up to two 1st Rate vessels.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Overgunned (+40); Sharpshooters (+15); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); Streamlined Hull (+15); and/or Swivel Guns (+10).

3RD RATE, LARGE 200pts
A French fleet may include any number of large 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Overgunned (+30); Sharpshooters (+15); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); Streamlined Hull (+15); and/or Swivel Guns (+10).

3RD RATE, SMALL 175pts
A French fleet may include any number of small 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Sharpshooters (+15); Ship's Physician (+5); Special Shot: chain shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); Streamlined Hull (+15); and/or Swivel Guns (+10).

FRIGATES

5TH RATE 125pts
A French fleet may include any number of 5th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5); Bow Chasers (+10); Stern Chasers (+10); Overgunned (+30); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+15); Streamlined Hull (+20); and/or Swivel Guns (+10).



(0-3) 6TH RATE FRIGATES 100pts per ship
A French fleet may include up to three 6th Rate Frigates, which may be organised into a squadron.

Options: None.

Upgrades: Boarding Nets (+5); Bow Chasers (+10); Stern Chasers (+10); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+15); Streamlined Hull (+20); and/or Swivel Guns (+10).

UNRATED

CORVETTE 45pts
A French fleet may include any number of Corvettes, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.

BRIG-SLOOP 55pts
A French fleet may include any number of Brig-sloops, which may be organised into squadrons of 2-3 vessels.

Options: Any Brig-sloop may exchange its Heavy Cannon for a Carronade at no additional cost.

SCHOONER 35pts
A French fleet may include any number of Schooners, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13).

Options: Any French Schooner may take an extra Light Cannon die (for a total BR of 2) for +15 points.

BARQUE 45pts
A French fleet may include any number of Barques, which may be organised into squadrons of 2-3 vessels.

Special Rules: Fore-and-aft rigged (see page 13).

Options: None.

LUGGER 40pts
A French fleet may include any number of Luggers, which may be organised into squadrons of 2-3 vessels.

Special Rules: Fore-and-aft rigged (see page 13).

Options: None.

PRAM 50pts
A French fleet may include any number of Prams, which may be organised into squadrons of 2-3 vessels.

Special Rules: Fore-and-aft rigged (see page 13).

Options: None.

BOMB VESSEL 50pts
A French fleet may include any number of Bomb Vessels, which may be organised into squadrons of 2-3 vessels.

Special Rules: Choice of weapons (see page 36); Fore-and-aft rigged (see page 13).

Options: A Bomb Vessel may exchange its Mortar for a single Congreve Rocket at no additional cost, OR it may take a second Mortar for +10 points.

GUNBOAT 15pts
A French fleet may include any number of Gunboats, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14); Fixed Guns (see page 38); Small (see page 38).

Options: May exchange its Heavy Cannon die for a Carronade die at no additional cost; and/or may take a single Light Cannon as a Stern Chaser for +5 points.

(0-3) FIRESHIPS 25pts per ship
A French fleet may include up to three Fireships, which may be combined to form a squadron.

Special Rules: Shallow (see page 15).

Options: None.

PRIVATEERS

Up to 25% of the total fleet may comprise vessels from the Privateers list.





SPAIN

In 1792, the Spanish navy had 72 ships of the line, but only 56 were in serviceable condition and the dockyards were in such a poor state that repairs or additions to the fleet were rarely forthcoming. Before that time, however, Spain had been a respectable naval power, with many magnificent ships at her disposal.

The main problem with the Spanish navy was corruption. Spain's armed forces had been reduced to a shadow of their former selves thanks to the power struggles within the upper echelons of Spanish society. The promotion system in the army and navy relied heavily on financial backing, meaning that seniority, talent and military knowledge became scarce. This led to terrible morale amongst the common soldiery, and even more so amongst the sailors, who had horrific conditions aboard ship to contend with, too.

As a result of all these problems, the Spanish fleet rarely put to sea. After Trafalgar, Spain had few ships left with which to fight, and any naval ambitions she may have harboured were quashed.

FLEET SPECIAL RULES

Heavy: Spanish 1st Rate Ships of the Line must replace two of their Light Cannon dice with Heavy Cannon dice at no additional cost, making their initial Broadside rating 2/6/2. However, Spanish vessels had a reputation for being so laden with cannon that they were slow and ponderous. Therefore, Spanish 1st Rates can only make a single shallow turn during their move, unless they first pass a Command check.

Allies

Spanish fleets may ally with France and/or The Netherlands.

COMMANDERS

Your Flagship may upgrade its Post-Captain to one of the following ranks at the cost given:

Admiral+45pts
Rear-Admiral+30pts

Spanish Flagships increase their initial Crew rating by +1 if an Admiral is on board.

SHIPS OF THE LINE

(1+) 1ST RATE 310pts
A Spanish fleet must include at least one 1st Rate vessel.

Options: Up to one Spanish 1st Rate ship in the fleet may add 1 Light Cannon to its broadsides for +15 points, or a single Carronade for +25 points, making its Broadside rating either 3/6/2 or 2/6/3 before any upgrades are added.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Overgunned (+40); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

3RD RATE, LARGE..... 200pts
A Spanish fleet may include any number of large 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Overgunned (+30); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

3RD RATE, SMALL..... 175pts
A Spanish fleet may include any number of small 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

“ [SPAIN'S] FLEETS...
ALWAYS FOUGHT IN SUCH
A MANNER AS TO MERIT
THE ENCOMIUMS OF
THEIR CONQUERORS. ”

– The Gibraltar Chronicle, 1806

FRIGATES

5TH RATE 125pts
The fleet may include any number of 5th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5); Bow Chasers (+10); Stern Chasers (+10); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+15); and/or Swivel Guns (+10).

(0-6) 6TH RATE FRIGATES..... 100pts per ship
A Spanish fleet may include up to six 6th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5); Bow Chasers (+10); Stern Chasers (+10); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+15); and/or Swivel Guns (+10).

UNRATED

BRIG-SLOOP 55pts
A Spanish fleet may include any number of Brig-sloops, which may be organised into squadrons of 2-3 vessels.

Options: None.

SCHOONER 35pts
A Spanish fleet may include any number of Schooners, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13).

Options: None.

XEBEC 55pts
A Spanish fleet may include any number of Xebecs, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14).

Options: None.

BOMB VESSEL 50pts
The fleet may include any number of Bomb Vessels, which may be organised into squadrons of 2-3 vessels.

Special Rules: Choice of weapons (see page 36); Fore-and-aft rigged (see page 13).

Options: None.



GUNBOAT 15pts
A Spanish fleet may include any number of Gunboats, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14); Fixed Guns (see page 38); Small (see page 38).

Options: May exchange its Heavy Cannon die for a Carronade at no additional cost; and/or may purchase a single Light Cannon as a Stern Chaser for +5 points.

(0-3) FIRESHIPS 25pts per ship
A Spanish fleet may include up to three Fireships, which may be organised into a squadron.

Special Rules: Shallow (see page 15).

Options: None.

PRIVATEERS

Up to 10% of the total fleet may comprise vessels from the Privateers list.



PORTUGAL

By 1792, the once-proud navy of Portugal had fallen into disrepair. Portugal had a long colonial history, and was still a major player in world affairs, but her armed forces had been neglected by the Portuguese government for some time.

It was only when an alliance was formed with Britain that the Portuguese navy enjoyed some small renaissance. British officers were seconded to Portuguese vessels, and a Portuguese squadron even served with the Royal Navy in the Mediterranean.

In 1807, Napoleon demanded that Portugal close her ports to Britain and confiscate British goods. The Portuguese refused, and the Franco-Spanish army occupied Portugal. The Portuguese royal family fled the country, escorted by most of the ships of the navy, and moved their government to Brazil until such time that their country may be liberated. They left behind derelict and unserviceable ships, some of which were repaired and pressed into service by the Spanish General Junot. The French eventually evacuated Portugal in 1808, under the terms of the Convention of Sintra. Though the Portuguese vessels were returned to national control, the navy took no further part in naval warfare before the end of the period.

FLEET SPECIAL RULES

None.

Allies

Portuguese fleets may ally with Great Britain.

COMMANDERS

Your Flagship may upgrade its Post-Captain to one of the following ranks at the cost given:

Admiral+45pts
Rear-Admiral+30pts

SHIPS OF THE LINE

(0-1) 2ND RATE 275pts
A Portuguese fleet may include a single 2nd Rate vessel.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

(0-3) 3RD RATE, LARGE 200pts per ship
The fleet may include up to three large 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Overgunned (+30); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

3RD RATE, SMALL 175pts
A Portuguese fleet may include any number of small 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

4TH RATE 150pts
A Portuguese fleet may include any number of 4th Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

LARGE MERCHANT 135pts
A Portuguese fleet may include any number of Large Merchant ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); and/or Swivel Guns (+10).

FRIGATES

(0-3) 5TH RATE FRIGATES 125pts per ship
A Portuguese fleet may include up to three 5th Rate Frigates, which may combine to form a squadron.

Options: None.

Upgrades: Boarding Nets (+5); Bow Chasers (+10); Stern Chasers (+10); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+15); and/or Swivel Guns (+10).

6TH RATE 100pts
The fleet may include any number of 6th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5); Bow Chasers (+10); Stern Chasers (+10); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+15); and/or Swivel Guns (+10).

UNRATED

SHIP-SLOOP 40pts
The fleet may include any number of Ship-sloops, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.

BOMB VESSEL 50pts
The fleet may include any number of Bomb Vessels, which may be organised into squadrons of 2-3 vessels.

Special Rules: Choice of weapons (see page 36); Fore-and-aft rigged (see page 13).

Options: None.

GUNBOAT 15pts
A Portuguese fleet may include any number of Gunboats, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14); Fixed Guns (see page 38); Small (see page 38).

Options: May purchase a single Light Cannon as a Stern Chaser for +5 points.

(0-3) FIRESHIPS 25pts per ship
A Portuguese fleet may include up to three Fireships, which may be combined to form a squadron.

Special Rules: Shallow (see page 15).

Options: None.

PRIVATEERS

Up to 25% of the total fleet may comprise vessels from the Privateers list.



NETHERLANDS

ALSO 'THE BATAVIAN REPUBLIC'

Holland has a long and successful naval history, and a proud seafaring tradition. Prior to 1795, the Dutch fleet was small but highly competent, comprising good quality ships with efficient crews and able captains. The Dutch had a long-standing rivalry with Britain, and had fought against the Royal Navy many times in the past.

However, in 1795 the French invaded the Republic of the United Netherlands, converting an enemy into an ally named the Batavian Republic. The Dutch ships were then amalgamated into the French fleet – seeing significant action against the British in the unsuccessful Battle of Camperdown in 1797 – and at one point were intended to be used to launch an invasion of England; an audacious plan that was abandoned shortly before the Battle of Trafalgar.

While under French control, the navy of the Batavian Republic suffered the same lack of interest and direction from the government as the navy in France. By 1815, when France relinquished control of Holland, the Dutch fleet was a shadow of its former self, having suffered years of neglect and idleness due to the British policy of blockading enemy ports.

FLEET SPECIAL RULES

None.

Allies

Dutch fleets may ally with Spain and/or France.

COMMANDERS

Your Flagship may upgrade its Post-Captain to one of the following ranks at the cost given:

Admiral+45pts
Rear-Admiral+30pts

SHIPS OF THE LINE

(0-1) 2ND RATE 300pts
A Dutch fleet may include a single 2nd Rate vessel.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Master Gunner (+35); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

3RD RATE, LARGE 200pts
A Dutch fleet may include any number of large 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Master Gunner (+30); Overgunned (+30); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

3RD RATE, SMALL 175pts
A Dutch fleet may include any number of small 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Master Gunner (+30); Ship's Physician (+5); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+10); Special Shot: Red Hot (+20); and/or Swivel Guns (+10).

4TH RATE 150pts
A Dutch fleet may include any number of 4th Rate ships.

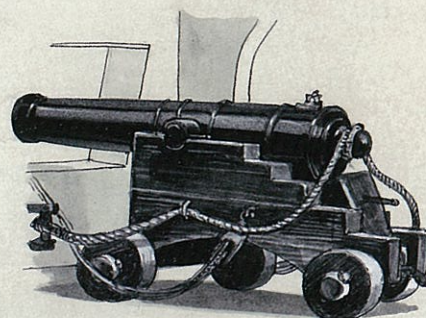
Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

LARGE MERCHANT 135pts
A Dutch fleet may include any number of Large Merchant ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); and/or Swivel Guns (+10).



FRIGATES

5TH RATE 125pts
The fleet may include any number of 5th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5); Bow Chasers (+10); Stern Chasers (+10); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+15); and/or Swivel Guns (+10).

6TH RATE 100pts
The fleet may include any number of 6th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5); Bow Chasers (+10); Stern Chasers (+10); Special Shot: Chain Shot (+5); Special Shot: Grapeshot (+15); and/or Swivel Guns (+10).

UNRATED

(0-3) GALLEYS 60pts
A Dutch fleet may include up to three Galleys.

Special Rules: Shallow (see page 15); Oars (see page 14); Fore-and-aft rigged (see page 13); Chase Guns (see page 39).

Options: None.

CORVETTE 45pts
A Dutch fleet may include any number of Corvettes, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: A Dutch Corvette may add an extra Light Cannon to its Broadside rating for +20, making its total BR (3/-).

BRIG-SLOOP 55pts
A Dutch fleet may include any number of Brig-sloops, which may be organised into squadrons of 2-3 vessels.

Options: None.

SCHOONER 35pts
A Dutch fleet may include any number of Schooners, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13).

Options: None.

BOMB VESSEL 50pts
A Dutch fleet may include any number of Bomb Vessels, which may be organised into squadrons of 2-3 vessels.

Special Rules: Choice of weapons (see page 36); Fore-and-aft rigged (see page 13).

Options: A Bomb Vessel may exchange its mortar for a single Congreve Rocket at no additional cost, OR it may take a second mortar for +10 points.

GUNBOAT 15pts
A Dutch fleet may include any number of Gunboats, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14); Fixed Guns (see page 38); Small (see page 38).

Options: May purchase a single Light Cannon as a Stern Chaser for +5 points.

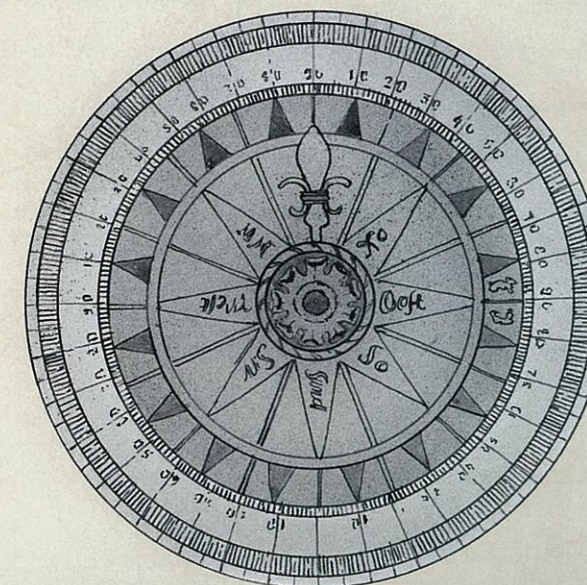
(0-3) FIRESHIPS 25pts per ship
A Dutch fleet may include up to three Fireships, which may combine to form a squadron.

Special Rules: Shallow (see page 15).

Options: None.

PRIVATEERS

Up to 25% of the total fleet may comprise vessels from the Privateers list.



RUSSIA

The Russian fleets suffered from ice-bound ports and land-locked seas, and saw little action on the world stage. However, their British-trained commanders were able and efficient, and their crews professional. The navy was split into three fleets: the Baltic, the Black Sea and the Caspian Sea fleets. Like the Swedish, the Russians developed several specialist shallow-draught vessels to operate in the Baltic.

FLEET SPECIAL RULES

Baltic Veterans: Russian crews are used to fighting in the shallow waters of the Baltics. Russian vessels may re-roll the dice when testing to see if they run aground in shallow or very shallow water.

Allies

Russian fleets may ally with Great Britain.

COMMANDERS

Your Flagship may upgrade its Post-Captain to one of the following ranks at the cost given:

Admiral+45pts
Rear-Admiral+30pts

SHIPS OF THE LINE

(0-2) 1ST RATE 300pts per ship
A Russian fleet may include up to two 1st Rate vessels.

Options: None.

Upgrades: Boarding Nets (+10); Bow chasers (+15); Stern chasers (+10); Grenades (+10); Marines (+15); Master Gunner (+35); Overgunned (+40); Ship's Physician (+5); Special Shot: chain shot (+15); Special Shot: Grapeshot (+10); Sturdy Construction (+15); and/or Swivel Guns (+10).

(0-3) 3RD RATE, LARGE 200pts per ship
A Russian fleet may include up to three large 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow chasers (+15); Stern chasers (+10); Grenades (+10); Marines (+15); Master Gunner (+30); Ship's Physician (+5); Special Shot: chain shot (+15); Special Shot: Grapeshot (+10); Sturdy Construction (+15); and/or Swivel Guns (+10).

(0-3) 3RD RATE, SMALL 175pts per ship
A Russian fleet may include up to three small 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow chasers (+15); Stern chasers (+10); Grenades (+10); Marines (+15); Master Gunner (+30); Ship's Physician (+5); Special Shot: chain shot (+15); Special Shot: Grapeshot (+10); Sturdy Construction (+15); and/or Swivel Guns (+10).

4TH RATE 150pts
The fleet may include any number of 4th Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow chasers (+15); Stern chasers (+10); Grenades (+10); Marines (+15); Ship's Physician (+5); Special Shot: chain shot (+15); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

LARGE MERCHANT 145pts
A Russian fleet may include any number of Large Merchant ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow chasers (+15); Stern chasers (+10); Grenades (+10); and/or Swivel Guns (+10).

FRIGATES

(0-3) OARED FRIGATES 135pts per ship
A Russian fleet may include up to three Oared Frigates, which may combine to form a squadron.

Special Rules: Oars (see page 14).

Options: None.

Upgrades: Boarding Nets (+5); Grenades (+10); Marines (+15); Special Shot: chain shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

(0-3) 5TH RATE FRIGATES 125pts per ship
A Russian fleet may include up to three 5th Rate Frigates, which may combine to form a squadron.

Options: None.

Upgrades: Boarding Nets (+5); Grenades (+10); Marines (+15); Special Shot: chain shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

(0-6) 6TH RATE FRIGATES 100pts per ship
A Russian fleet may include up to six 6th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5); Grenades (+10); Special Shot: chain shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

(0-3) MERCHANTS 65pts per ship
A Russian fleet may include up to three Merchantmen, which may combine to form a squadron.

Options: None.

Upgrades: Boarding Nets (+5); Grenades (+10); and/or Swivel Guns (+10).

UNRATED

(0-3) SECRET BOATS 95pts per ship
A Russian fleet may include up to three Secret Boats.

Special Rules: Shallow (see page 15); Oars (see page 14); Keel-line battery (see page 40).

Options: None.

Upgrades: Boarding Nets (+5); and/or Swivel Guns (+10).

GALLEY 60pts
A Russian fleet may include any number of Galleys.

Special Rules: Shallow (see page 15); Oars (see page 14); Fore-and-aft rigged (see page 13); Chase Guns (see page 39).

Options: None.

(0-3) XEBECS 55pts per ship
A Russian fleet may include up to three Xebecs, which may combine to form a squadron.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14).

Options: A Russian Schebek may add an extra Light Cannon to its broadsides for +15.

BRIG-SLOOP 55pts
A Russian fleet may include any number of Brig-sloops, which may be organised into squadrons of 2-3 vessels.

Options: None.

SHIP-SLOOP 45pts
A Russian fleet may include any number of Ship-sloops, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.

KAIK 35pts
A Russian fleet may include any number of Kaiks, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Oars (see page 14); Chase Guns (see page 39).

Options: None.

BOMB VESSEL 50pts
The fleet may include any number of Bomb Vessels, which may be organised into squadrons of 2-3 vessels.

Special Rules: Choice of weapons (see page 36); Fore-and-aft rigged (see page 13).

Options: None.

GUN-YAWL 15pts
A Russian fleet may include any number of Gun-yawls, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14); Fixed Guns (see page 38); Small (see page 38).

Options: May exchange its Heavy Cannon die for a Carronade at no additional cost; and/or may purchase a single Light Cannon as a Stern Chaser for +5 points.

(0-6) FIRESHIPS 25pts per ship
A Russian fleet may include up to six Fireships, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.



SWEDEN

Although Sweden possessed a small and serviceable 'high seas' fleet, her navy was rarely seen outside of the Baltic. It was there, among the treacherous shallows, inlets and reefs, that the Swedish fleet saw the most action, against its old enemy, Russia. Within such an environment, only specialist vessels could operate successfully, and so Sweden, like Russia, went to war aboard shallow-draught vessels, more like galleys than conventional men of war. Outside the coastal waters, these oared vessels required the protection of larger sailing ships, but were deadly at close quarters in areas where ships of the line simply could not venture. Sweden's High Seas fleet was made up of a core of serviceable third rate vessels, along with several large frigates and supporting unrated vessels.

Sweden was, unfortunately, another country whose naval ambitions were crippled by poor funding, leadership and lack of morale. Her shipyards went short due to lack of funding, ultimately leading to Russian dominance in their long-running feud. In 1809, Sweden lost Finland to Russia, along with most of her Baltic fleet, which hamstrung Sweden's naval operations for many years.

FLEET SPECIAL RULES

Baltic Veterans: Swedish crews are used to fighting in the shallow waters of the Baltics. Swedish vessels may re-roll the dice when testing to see if they run aground in shallow or very shallow water.

Allies

Swedish fleets may not ally.

COMMANDERS

Your Flagship may upgrade its Post-Captain to one of the following ranks at the cost given:

Admiral+45pts
Rear-Admiral+30pts

SHIPS OF THE LINE

3RD RATE, LARGE..... 200pts
A Swedish fleet may include any number of large 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

3RD RATE, SMALL..... 175pts
A Swedish fleet may include any number of small 3rd Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

(0-3) 4TH RATE 150pts
A Swedish fleet may include up to three 4th Rate ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

LARGE MERCHANT 145pts
A Swedish fleet may include any number of Large Merchant ships.

Options: None.

Upgrades: Boarding Nets (+10); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

FRIGATES

(0-3) 5TH RATE FRIGATES..... 125pts per ship
The fleet may include up to three 5th Rate Frigates, which may combine to form a squadron.

Options: None.

Upgrades: Boarding Nets (+5); Grenades (+10); Marines (+15); Special Shot: Chain Shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

(0-3) HEMMEMA 125pts per ship
A Swedish fleet may include up to three Hemmema, which may combine to form a squadron.

Special Rules: Oars (see page 14).

Options: A Hemmema may be fore-and-aft rigged, at a cost of +50.

Upgrades: Boarding Nets (+5); Grenades (+10); Special Shot: Chain Shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

6TH RATE 100pts
The fleet may include any number of 6th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5); Grenades (+10); Special Shot: Chain Shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

(0-3) MERCHANTS 65pts per ship
A Swedish fleet may include up to three Merchantmen, which may combine to form a squadron.

Options: None.

Upgrades: Boarding Nets (+5); Grenades (+10); and/or Swivel Guns (+10).

UNRATED

GALLEY 60pts
A Swedish fleet may include any number of Gallies.

Special Rules: Shallow (see page 15); Oars (see page 14); Fore-and-aft rigged (see page 13); Chase Guns (see page 39).

Options: None.

UDEMA 55pts
A Swedish fleet may include any number of Udemas, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Chase Guns (see page 40); Keel-line Battery (see page 40).

Options: None.

(0-3) BRIG-SLOOPS 55pts per ship
A Swedish fleet may include up to three Brig-sloops, which may combine to form a squadron.

Options: None.

BOMB VESSEL 50pts
The fleet may include any number of Bomb Vessels, which may be organised into squadrons of 2-3 vessels.

Special Rules: Choice of weapons (see page 36); Fore-and-aft rigged (see page 13).

Options: A Bomb Vessel may exchange its Mortar for a single Congreve Rocket at no additional cost, OR it may take a second Mortar for +10 points.



KANNONJOLLE (GUNBOAT)..... 15pts
A Swedish fleet may include any number of Kannonjolle, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14); Fixed Guns (see page 38); Small (see page 38).

Options: May purchase a single Light Cannon as a Stern Chaser for +5 points.

(0-3) KANNONSLUPS (GUNBRIGS) 20pts per ship
A Swedish fleet may include up to three Kannonslups, which may combine to form a squadron.

Special Rules: Shallow (see page 15); Fixed Guns (see page 38); Small (see page 38).

Options: May purchase a single Light Cannon as a Stern Chaser for +5 points.

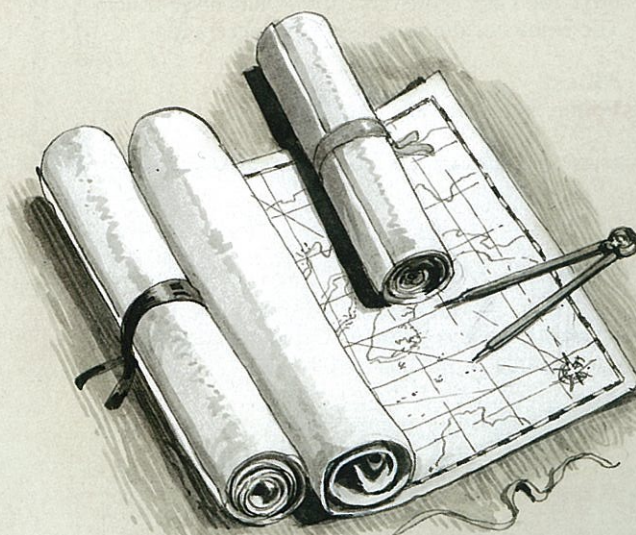
(0-6) FIRESHIP SQUADRON 25pts each
A Swedish fleet may include up to six Fireships, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.

PRIVATEERS

Up to 10% of the total fleet may comprise vessels from the Privateers list.



USA

The United States came late to the world stage as a naval power, but when it did the world sat up and paid attention. The first major naval conflict for the US Navy took place in 1812, when Congress declared war on Britain in response to the Royal Navy's policy of blockades and trade embargoes at sea.

With only seventeen rated ships at her disposal, none larger than frigates, the Americans were underestimated by their British opponents. After the opening engagements of the war, the British realised that these American 'super frigates' were heavily armed and well crewed. The American marines were more daring than any other foe the Royal Navy had previously encountered, making them unpredictable and dangerous. Ultimately, the Royal Navy was able to bring more resources to the fray than the Americans, which led to the naval element of the war ending relatively quickly. However, the fact that such a fledgling fleet was able to successfully challenge the world's greatest sea-going power was a sign of things to come.

FLEET SPECIAL RULES

Drilled Crew: The US fleet, whilst a fledgling naval power, had some of the best-drilled gunnery crews in the world. If a US vessel has a 'May Not Fire' counter next to it, remove it in the End phase upon a successful Command check.

In addition, whenever a crew takes a normal shot, aiming low, and using a single broadside (i.e. not double or treble shooting, Fire at Will, Fire as She Bears, special ammunition shots, or aiming high, etc.), then any scores of 1 to hit may be re-rolled. The results of the re-roll must be accepted.

Allies
US fleets may not ally.

COMMANDERS

Your flagship may upgrade its Captain to one of the following ranks at the cost indicated:

Admiral+45pts
Rear-Admiral+30pts
Post-Captain+15pts
(if not already part of a squadron)

FRIGATES

(1+) 5TH RATE..... 130pts per ship
The fleet must include at least one 5th Rate Frigate. 5th Rates may be organised into squadrons of 2-3 vessels.

Special Rules: US fleets must have a 5th Rate vessel as their flagship. This vessel must be purchased alone, and may not be part of a squadron.

Options: Any US 5th Rate Frigate may exchange its 2 Light Cannon dice for 1 Heavy Cannon or Carronade die at no additional cost. Additionally, they may purchase a single Carronade die for +15 points.

Upgrades: Boarding Nets (+5); Bow Chasers (+15); Stern Chasers (+10); Grenades (+10); Marines (+15); Master Gunner (+25); Overgunned (+30); Sharpshooters (+15); Ship's Physician (+5); Special Shot: Chain Shot (+15); Special Shot: Grapeshot (+10); Sturdy Construction (+15); and/or Swivel Guns (+10).

6TH RATE 110pts
A US fleet may include any number of 6th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: An American 6th Rate Frigate may exchange one of its Light Cannon dice for a single Carronade for +5 points, making its Broadside rating (1/1/1).

Upgrades: Boarding Nets (+5); Grenades (+10); Marines (+15); Special Shot: Chain Shot (+10); Special Shot: Grapeshot (+10); and/or Swivel Guns (+10).

UNRATED

Note: American Fleets can spend as many points as they like on Unrated vessels.

SHIP-SLOOP 50pts
A US fleet may include any number of Ship-sloops, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.

BRIG-SLOOP 60pts
The fleet may include any number of Brig-sloops, which may be organised into squadrons of 2-3 vessels.

Options: Any Brig-sloop may exchange its Heavy Cannon for a Carronade at no additional cost.

SCHOONER 40pts
A US fleet may include any number of Schooners, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13).

Options: Any American Schooner may take up to 2 extra Light Cannons for +15 points per cannon.

CUTTER 30pts
A US fleet may include any number of Cutters, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13).

Options: None.

BOMB VESSEL 50pts
A US fleet may include any number of Bomb Vessels, which may be organised into squadrons of 2-3 vessels.

Special Rules: Choice of weapons (see page 38); Fore-and-aft rigged (see page 13).

Options: None.

GUNBOAT 15pts
A US fleet may include any number of Gunboats, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14); Fixed Guns (see page 38); Small (see page 38).

Options: May exchange its Heavy Cannon for a Carronade at no additional cost; and/or may purchase a single Light Cannon as a Stern Chaser for +5 points.

GUNBRIG 20pts
A US fleet may include any number of Gunbrigs, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fixed Guns (see page 38); Small (see page 38).

Options: May exchange its Heavy Cannon for a Carronade at no additional cost; and/or may purchase a single Light Cannon as a Stern Chaser for +5 points.

PRIVATEERS

Up to 33% of the total fleet may comprise vessels from the Privateers list.



PRIVATEERS

Pivateers were private ships, fitted for war, that were issued letters of marque by a country's government – essentially authorising the vessels to attack enemy shipping during war time. This was in essence legalized piracy, as the sole objective of the privateers was to rob valuable cargoes and take prize ships and, in some cases, slaves. Privateers played a significant part in naval warfare from the 16th to 19th centuries, although in later years they were frowned upon by many world powers. The distinction between privateer and pirate became a grey area when privateers preyed upon ships of peaceful or neutral countries. Technically speaking this was an act of piracy, conducted outside of the remit of their letters of marque, but some nations actively encouraged these activities, even offering a measure of protection for the captains of the offending vessels.

After 1790, privateers were unlikely to band together into fleets *per se*, though it was not completely unknown. American and Bermudan privateering vessels continued to harass the British right through to the mid 1800s.

FLEET SPECIAL RULES

Letters of Marque: Although a Privateer fleet may be purchased using the usual rules, it is more likely that they will ally with another fleet. Any Privateer vessels chosen as part of another fleet do not count towards the restrictions in that fleet, and must choose upgrades from this list rather than that of their ally.

Pirates: Privateers and pirates were often thought of as one and the same, and many sailors feared a surprise attack by these ruthless opponents. Any Frigate or unrated vessel, friend or foe, within 14cm of a Privateer vessel must temporarily reduce its Command value by 1 point. Ships of the Line are exempt from this rule, as they are too well-armed to be afraid of mere pirates.

Disabling Shot: Privateers made most of their bounty from captured ships, often using these to add to their fledgling fleets, or to procure a better vessel for their Captain. Privateer vessels suffer no 'to hit' penalty when aiming high.

Allies
Privateers have special rules for allying with other fleets, described above.

Historical Note: Barbary Corsairs
This list, and associated special rules, can also be used to represent the corsairs of the Barbary coast if both players agree to their use. Corsairs may only choose unrated vessels from the fleet list. In addition, as their resources were limited, a Corsair fleet may never total more than 250 points.

COMMANDERS

Privateers may not upgrade their Commander, but if the Flagship is not part of a squadron then it adds +1 to its Command value, to represent a particularly fearsome or experienced Captain leading the fleet.

The Flagship of a Privateer fleet must be the largest class of ship available, as normal. If there are no Frigates in the fleet, then the unrated vessel with the highest Broadside rating will be the Flagship.

FRIGATES

5TH RATE 135pts
The fleet may include any number of 5th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5pts); Bow Chasers (+10pts); Stern Chasers (+10pts); Overgunned (+30pts); Special Shot: Chain Shot (+5); Streamlined Hull (+20); and/or Swivel Guns (+10).

6TH RATE 110pts
The fleet may include any number of 6th Rate Frigates, which may be organised into squadrons of 2-3 vessels.

Options: None.

Upgrades: Boarding Nets (+5pts); Bow Chasers (+10pts); Stern Chasers (+10pts); Special Shot: Chain Shot (+5); Streamlined Hull (+20pts); and/or Swivel Guns (+10pts).

UNRATED

Note: Privateer Fleets can spend as many points as they like on unrated vessels.

(0-3) GALLEY 60pts per ship
A Privateer fleet may include up to three Gallies.

Special Rules: Shallow (see page 15); Oars (see page 14); Fore-and-aft rigged (see page 13); Chase Guns (see page 39).

Options: None.



CORVETTE 50pts
A Privateer fleet may include any number of Corvettes, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15).

Options: None.

SCHOONER 40pts
A Privateer fleet may include any number of Schooners, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13).

Options: Any Privateer Schooner may take up to two extra Light Cannon for +15 points per Cannon dice.

XEBEC 55pts
A Privateer fleet may include any number of Xebecs, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fore-and-aft rigged (see page 13); Oars (see page 14).

Options: None.

LUGGER 45pts
A Privateer fleet may include any number of Luggers, which may be organised into squadrons of 2-3 vessels.

Special Rules: Fore-and-aft rigged (see page 13).

Options: None.

GUNBRIG 20pts
A Privateer fleet may include any number of Gunbrigs, which may be organised into squadrons of 2-3 vessels.

Special Rules: Shallow (see page 15); Fixed Guns (see page 38).

Options: May purchase a single Light Cannon as a Stern Chaser for +5 points.



SHIP UPGRADES

Presented here is the complete list of upgrades available to Ships of the Line and Frigates. Not every nation can take every upgrade, and not every type of ship can be fitted with them. Consult the Fleet lists for available options.

BOARDING NETS

+1 to defence during boarding actions.

CHASERS, BOW

Choose either 2 light cannons or 1 heavy cannon – you must specify the type before the battle begins. May fire at a target within a 30-degree arc directly forwards, measured from the end of the bowsprit (use the template provided at the back of the book). Chasers may not be combined with special ammunition, nor are they affected by damage to low locations.

CHASERS, STERN

Choose either 2 light cannons or 1 heavy cannon. May fire at a target in a 30 degree arc directly aft, measured from the centre point of the stern (use the template provided). Chasers may not be combined with special ammunition, nor are they affected by damage to low locations.

GRENADES

+D3 to attack in a boarding action.

MARINES

+1 to attack in a boarding action.

OVERGUNNED (TYPE)

Adds +2 Heavy Cannon to broadsides for 1st Rate Ships of the Line, +1 Heavy Cannon to broadsides for all other Ships of the Line and Frigates, and +1 Light Cannon to Unrated vessels. In addition, an overgunned vessel receives a +1 bonus to its Crew rating. This upgrade often applies to a specific ship type rather than a whole category, as specified in the Fleet list upgrades.

SHARPSHOOTERS

Whenever your ship is involved in a boarding action, roll a D6. On the score of a 4+, the enemy vessel loses 1 Crew Point. On the score of a 6, you may target one of the enemy's special crew members, or sharpshooters if any are present – choose which if there are several options. The enemy player may take a saving throw as if rolling for a low location – if the saving throw is failed, the special crew member is killed (or the sharpshooters upgrade is stuck from the roster). If the save is successful, he removes a normal Crew point instead.

SPECIAL CREW: MASTER GUNNER

A Master Gunner is a special crew member, represented by a counter in the same way as a Commander or Physician. The Master Gunner allows you to employ treble shotting the first time you fire a broadside. Treble shotting follows all of the rules for double shotting, but also allows you to re-roll any scores of a 1 to hit.

In addition, if a Master Gunner is on board a Ship of the Line, that ship may employ rapid firing! The ship may choose to fire twice with its light and heavy cannons (not carronades), but at -1 to hit. Carronades are not affected by this penalty. Rapid firing may not be combined with double or treble shotting.

SPECIAL CREW: SHIP'S PHYSICIAN

This learned man is much more than a mere surgeon. Roll a dice during the 'repairs' part of the End phase. A score of a 6 restores a single lost Crew point. This may never take your Crew points above their starting level.

SPECIAL SHOT: CHAIN SHOT

May be fitted to Heavy and Light cannons only. Carronades may not fire in the same turn as Chain Shot. Chain Shot may only be fired high. All shots are at an additional -1 to hit, but a successful unsaved hit inflicts double damage (2 points for every 1 hit), and adds +1 to rolls on the High Critical Hits table.

SPECIAL SHOT: GRAPESHOT

May be used by all cannon and carronades, and grants a +D3 Defence bonus against boarders.

SPECIAL SHOT: RED HOT

May be fitted to Heavy and Light cannon only. Carronades may not fire in the same turn as Red Hot Shot. Any critical hits automatically set locations on fire, in addition to other damage. One use per game.

STREAMLINED HULL

Grants a +2cm bonus to the ship's base Speed.

STURDY CONSTRUCTION

This vessel's hull is finely crafted from superior timbers, or is copper-bottomed to protect it from the rigours of long voyages. The ship adds +1 to all saving throws below the waterline.

SWIVEL GUNS

These small cannon were often mounted along the sides of ships, as a visible deterrent to enemy boarders. This ship rolls an extra dice when working out its Defence value against boarders. It must choose the highest roll, as described on page 29.



HISTORY





DISPATCHES

A HISTORY OF THE AGE OF SAIL

This section is designed to give an overview of the historical events, ships and tactics of the period covered by this book – 1793-1815. Of course, the 'Age of Sail' encompasses a much wider timeframe than that, but these dates are important for several reasons. First and foremost, this is the period from Britain's declaration of war with Revolutionary France to the final defeat of Napoleon at Waterloo. It also includes the War of 1812, which was one of the most exciting and unpredictable conflicts ever to take place on the oceans. In terms of technology, this was the height of the carronade era, where naval ordnance had developed to such an extent that sailors from just fifty years prior would have been terrified at the might of the large three-deckers. Most importantly, perhaps, it was considered the heyday of fighting sail. After 1815, steam began to take over, and so signalled the final days of the romance of sail. It also meant that the tactics of the day were refined to an art form, and those daring souls who were prepared to take chances to secure victory would go down in history.

Much of the historical information presented here is either directly related to, or derived from, information about the Royal Navy of Georgian Britain. This is partly because the Royal Navy was the largest, most powerful and most important naval fighting force of the day, but also because the vast majority of available source information from the time is from the Royal Navy. It is important to note that many of those sources, however, do not tally up in every respect, and so the author has sometimes been forced to choose between sources, electing for the perceived most consistent and reliable source in each instance.

THE SHIPS

In any discussion of fighting sail, an understanding of the construction and fitting of the ships of the day is essential. It was within these wooden monsters that hundreds of men lived and fought, putting their faith in wooden walls and iron shot.

Classification

All warships of the period were made of wood, and the vast majority were propelled by sails. While some nations used oared galleys as late as the 1790s (and the Russian and Swedish fleets even later than that in the Baltic), these were the exception. The Royal Navy 'rated' all of their warships according to their size and firepower. This rating system is used throughout this book for all nations as a convenience – every nation possessed ships of comparable size and armament, though not all used the same rating convention. The Royal Navy divided their ships into 'ships of the line' or 'line of battle' ships (which they called first, second and third rates), and 'below the line' ships (fourth rate vessels, and the frigates that were categorised as fifth and sixth rates). Last of all came the unrated vessels, including brigs, sloops, cutters and bomb vessels. Rated ships were all three-masted and

square-rigged, and were commanded by post-captains. Unrated vessels were commanded by lieutenants or commanders, and varied greatly in size and design.

SHIP COMPARISON

Rate	Decks	Guns	Ship's Complement
First	3	100+	750-875
Second	3	90-98	743-750
Third	2	64, 74 or 80	494-724
Fourth	1 or 2	50	345
Fifth (Frigate)	1	32-44	217-297
Sixth (Frigate)	1	20-28	138-198

Line of battle ships were so called because they were considered capable of holding the line against a powerful foe. Frigates, meanwhile, were the 'eyes of the fleet' – agile vessels used for reconnaissance, engaging smaller vessels in single-ship actions, conveying signals during large battles, and even rescuing damaged warships.

Construction and Rigging

The material of choice for the hulls and support struts was oak, while elm was often used for deck planking, and tall Baltic pines were sought after for masts. Some trees were deliberately trained as they grew, to achieve a natural curve. Britain maintained large forests of the correct types of wood, but these were insufficient to build and maintain an entire fleet, and so Britain imported vast quantities of timber from the Baltic. A ship of the line took around two years to construct, at an average cost of around £50,000 (in contemporary terms this would amount to around £25 million pounds sterling). Ship building was a long-established art, and the industry was a long-term one. Britain's commitment to its fleet was unparalleled by the standards of any other national navy, and went a good way to explaining the Royal Navy's dominance.

Once a timber frame for the hull had been constructed, it was planked both inside and out. This part of the process was the most important – hulls had to be thick enough to withstand enemy fire, and strong enough to carry an enormous amount of cannon and ammunition. Designers constantly refined their plans to make the hulls as narrow as possible to increase speed, whilst allowing sufficient room for the gun crews to operate.

Once the hull was planked, the seams between the planks were stuffed with a fibrous substance called oakum, before being covered in hot pitch. Next, the interior supporting timbers were installed and the decks were added. The interior was completed by the addition

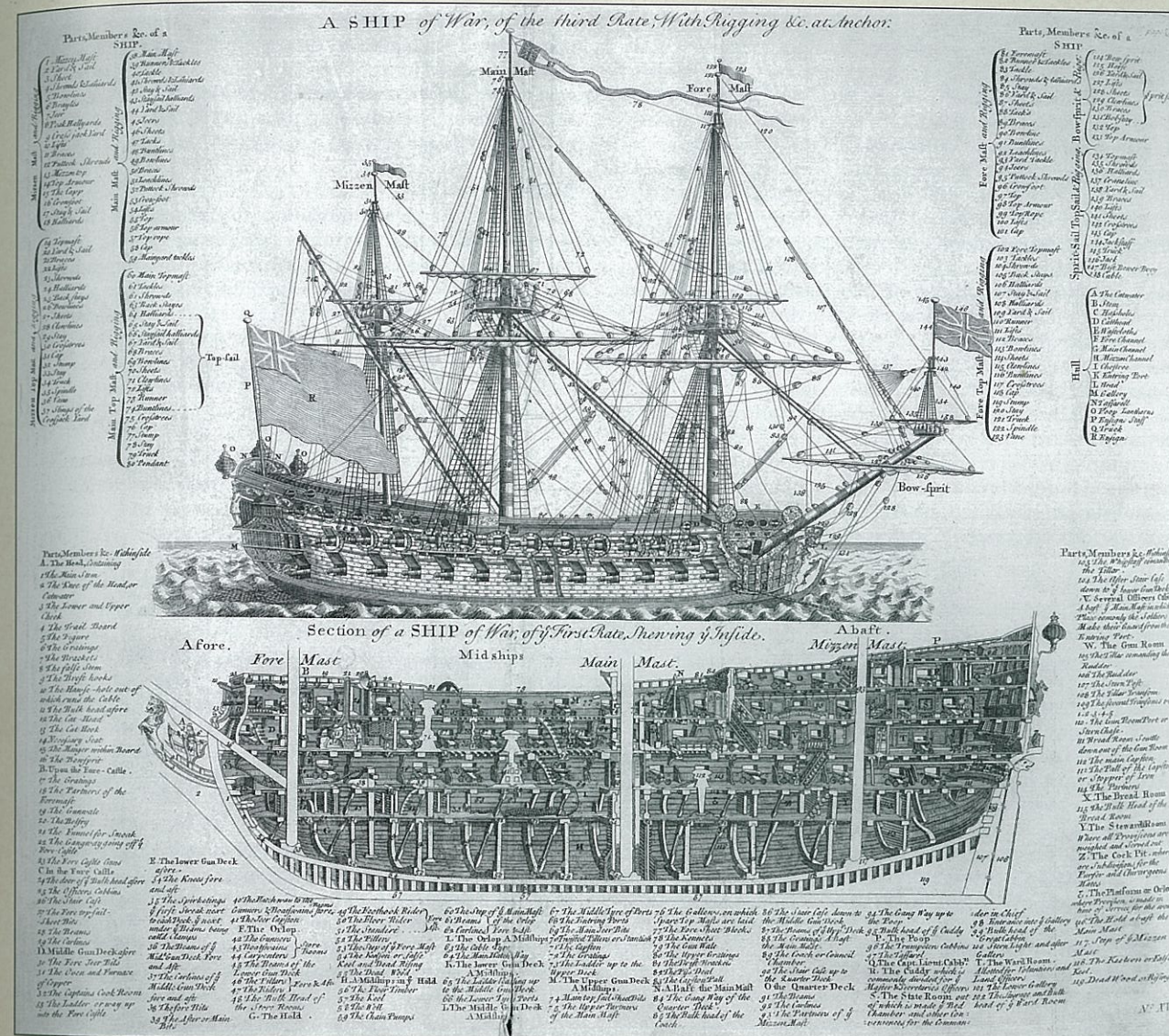


Diagram of a warship, from the 1728 Cyclopaedia, Volume 2.

of hatches, rooms and companionways. Vessels built after 1779 had the external part of the hull below the waterline sheathed in copper, to protect them against marine pests and to streamline them.

The masts were added last of all. These were often so large, and were required to take such a weighty amount of sail, that they had to be constructed in three sections (two for the bowsprit). The thickest, strongest section was the lower portion, and in larger ships this ran through the decks, right down to the keel. Three-masted ships required a mizzenmast (at the rear), a mainmast (in the centre), a foremast (at the front), and a bowsprit, which protruded over the figurehead of the vessel. Once the masts were complete, the spars were affixed. These comprised the yards, booms and gaffs that held the sails.

Once the masts and spars were completed, the ship was rigged. The first and most important set of rigging was the 'standing rigging', which included the ropes, cables and chains that were used to support the masts and spars. Next, the 'running rigging' was added, along with

the blocks and tackles – this was used to adjust the sails and yards. Finally, the shrouds and stays were added to support the masts and allow the men to climb aloft. These included the ratlines, which ran from the sides of the ship to the fighting tops. Once all of the rigging was complete, the sails could be added. The training of the crew to handle the rigging and sails was integral to the performance of a ship in battle. Handling a large warship was an incredibly complex business, and manoeuvrability was paramount to success.

When rigged, the ship was ready to be fitted out. This meant that all additional equipment was fitted, such as the rudder and wheel, anchors, capstans (large winches used for raising anchors or lifting heavy items and yards), ship's boats, galley equipment and pumps. The pumps were vital to the integrity of the ship at sea, as all wooden ships leaked to some extent, and this was compounded when the ship was damaged during battle. Finally, the guns were added and the captain's quarters, magazine and store rooms were fitted out. After a very lengthy and intricate process, the warship was ready to sail.

THE CREW

A ship's complement was divided by a complex system of rank and discipline, often reflecting the social status of the men in their lives outside the navy. The crew of a Royal Navy vessel was divided into four broad categories. The first were the commissioned officers, who were in charge of the vessels. Beneath them were the warrant officers, who were placed on a ship by one of the many official boards that made up the Royal Navy – these officers included surgeons, carpenters, boatswains and chaplains, who had very specific duties to perform. The third category was the petty officers, who usually supported the warrant officers in their duties. Petty officers included the gunner's mates, the cook and the master-at-arms. Finally came the seamen, who laboured to maintain and sail the ship, and to fight in battle. That was not all, however; every ship had a small number of servants aboard it to look after the officers and assist in the running of the vessel. In addition, ships usually supported a detachment of marines – fighting infantry specialising in naval actions. Up to 1815, ships of the line were allocated between 650 and 875 men, plus marines.

Officers

Regardless of their actual social background, all officers were considered gentlemen, and were expected to act as such at all times. The Royal Navy was organised very differently from the Army – while Army officers could buy their commissions, naval officers had to rise through the ranks, earning their promotions. In this way, a low-ranking officer could hope to become an admiral, should fortune favour him and bravery guide him. On board ship, the captain was the ultimate authority, and his policy towards his men and the running of the ship determined the morale and discipline of the crew, and thus the vessel's fighting effectiveness. The hierarchy of commissioned officers in the Royal Navy was as follows:

- *Admiral of the Fleet*
- *Admiral* (of the White, Blue or Red)
- *Vice Admiral* (of the White, Blue or Red)
- *Rear Admiral* (of the White, Blue or Red)
- *Commodore* (a captain temporarily placed in charge of a squadron)
- *Captain* (on board a rated vessel, he would be a 'post-captain')
- *Commander*
- *Master* (of an unrated vessel – not the same as a 'ship's master', who was a warrant officer)
- *Lieutenant*

The colour in an admiral's title denoted his seniority, with red being the most senior and blue the least. Red was introduced after 1805; before that the Admiral of the White was most senior, so that at Trafalgar the two divisions belonged to Nelson (white) and Collingwood (blue), with Nelson in overall command.

Depending on the size of a vessel, a number of lieutenants would be present to assist the captain, keep watch, fly signals, command sections of guns, and various other command tasks. All lieutenants had previously spent at least six years as a midshipman, who were privileged young men, often gentlemen, assigned to various duties on board ship as officers in training.

Of the warrant officers on board, the most important perhaps was the ship's master, who was often the highest-paid crew member on board after the captain. The master was responsible for navigation and identifying hazards, setting up the sails and rigging, supervising the midshipmen and keeping the log book in order.

Sailors

'Private men' or seamen made up the majority of a ship's complement, and joined the ranks of the navy either voluntarily or through impressment. 'Ordinary seamen' were inexperienced or plain incompetent, while able seamen were those sailors adjudged to be skilled and experienced. Some able seamen could be promoted to petty or warrant officers. There were also 'boys' and 'Landsmen' aboard – new recruits, and those who had not set foot on a ship before.

The life of a sailor was a hard one. Conditions were cramped, and their duties included back-breaking or dangerous work, from swabbing the decks and rowing the ship's boats, to 'going atop' to lower the sails and operate the rigging. Discipline on board was also hard, and it had to be. In such a closed environment as a ship of the line, rowdy and insubordinate behaviour was seen to be as great a threat to the ship as the enemy. Petty crimes could be punished by caning, confining the seaman to quarters, cleaning out the latrines, clapping the sailor in irons, standing a double watch, or having his rum ration withdrawn. More serious crimes, such as theft or insubordination would often be dealt with by publicly flogging the offender. Some crimes, such as murder, sodomy, cowardice, sedition or treason, were punishable by death – these would have to be carefully considered by a court martial. It was very important that a captain should maintain strict discipline and order aboard his ship, yet he had to also maintain a balance, and acknowledge hard work and exceptional performance. The success of the Royal Navy was down to the morale and efficiency of its common sailors. Should the men be unhappy, a ship would not perform as well as expected, and this would reflect badly on the officers in charge. As such, leisure hours were important to provide the men with a distraction from their arduous duties. During these moments the men would sing forbitters and shanties, dance jigs to the sounds of the fiddle and accordion, create scrimshaws (carvings), and all manner of other inventive forms of recreation. Bearing in mind that a ship's crew would often remain on board for the commissioned life of the vessel, rarely returning home for the extent of their careers, the men would form a close-knit and well-organised fighting unit, to which morale and teamwork were key.

NAVAL TACTICS

Between the middle of the 17th century and the first half of the 19th, the accepted form of naval engagement was the line of battle. Simply put, opposing fleets or squadrons would put up one behind the other, in single file, and exchange broadsides as they passed each other. A ship of the line was considered eminently fit for the duty of holding a place in the line of battle.

The line of battle tactic was developed with the increasing use of large guns at sea, which made the

previous tactic of laying close alongside an enemy in order to board her almost obsolete. The development led to ships with very strong sides, mounting heavy guns low down in the hull for stability. Unfortunately the practise also led to a weakness, as the bows and sterns of the ships of the line were extremely vulnerable. A raking shot across from ahead or astern could travel the length of a vessel, wreaking death and destruction as it went, and the attacker would be at little risk from return fire except from perhaps a few small chase guns. As it offered each ship of the line the most protection, the line of battle became the accepted fighting formation for more than two hundred years. As a result, many battles were indecisive, as ships would pound each other with cannon, only for the most damaged ships to be taken out of the line and replaced by others while they underwent repairs. This process could be repeated time and again, so it was not unusual for naval engagements to last for several days.

One downside to the tactic was that orders could not easily be signalled from the flagship, as most friendly ships would not be in a position to see. As such, a system

of signalling with flags was developed, and ships were expected to repeat these signals when they received them to show that they understood, and to pass the order along to other vessels in the line. During the Napoleonic Wars, however, the custom of fighting in a rigid line was modified. A new outlook was pioneered by the likes of Sir John Jervis (later Lord St Vincent) Admiral Duncan and Horatio Nelson to counter French revolutionary fervour. For these men, victory in battle was no longer enough – victory had to be total, and the enemy had to have the will and the means to fight removed. Individual ships' captains were given more independence and were encouraged to use their initiative. Though the line of battle was the standard means of approach, once engaged ships were free to wreak havoc amongst the enemy; the British belief was that the risk of approaching an enemy head-on was outweighed by the damage that could be caused if the manoeuvre proved successful. These tactics were employed again and again, and famously so at the battles of Cape St Vincent and the Nile, until they were refined to an art form at Trafalgar, where Nelson's ships sailed straight at the enemy line, allowing the enemy to cross their 'T' and rake the lead ships.

AGE OF SAIL TIMELINE (1793-1815)

THE WAR OF THE FIRST COALITION (1792-7)

Events in Revolutionary France had reached critical mass, and all the major powers of Europe were focussed on the actions of the fledgling republican government. When France invaded Austria in April 1792, a coalition was formed between them and Britain, Spain, Russia, the Netherlands, and the Italian kingdoms. This was the first major concerted effort between these neighbours to contain France. After a shaky start, the French armies began to stand up to the professional armies of their foes, and their victories mounted. At sea, however, revolutionary enthusiasm could not compensate for lack of training, and the French fleet was defeated time and again.

February 1793: After Corsica revolts against France, Admiral Lord Hood arrives to secure the island. He blockades the port of Bastia for seven weeks. Captain Nelson, operating in Corsica, loses sight in his right eye when sand is thrown into it from a cannonball striking near to the position of his landing party.

August 1793: Admiral Lord Hood, commanding Victory (100), captures the primary French naval base at Toulon without firing a shot. His 21 ships of the line are reinforced by 17 Spanish of the line, 12 captured French of the line, and 24 captured frigates. Hood proceeds to block French ports, taking control of shipping routes in and out of France.

December 1793: Toulon is evacuated. Some of the French ships are burned. The French republican general Fréron slaughters approximately 6,000 of the French

citizens who were left behind in Toulon as an example to other royalists still in France. The remaining French ships captured in the initial assault are recovered by the revolutionaries – a failure on the part of the allies attributed largely to Lord Hood.

February 1794: Vice-Admiral Sir John Jervis takes control of the West Indian islands of Guadeloupe and Martinique from the French.

April 1794: Lord Howe, commanding 34 ships of the line and 14 frigates, is dispatched to intercept a French merchant convoy carrying supplies from America. Howe's fleet separates in order to scour Brest and Biscay for the French convoy.

May 1794: Howe encounters a convoy of 16 ships, which he defeats. Burning the ten captured vessels and taking no prizes, he sails on. On 28th May he meets his prey – a French fleet of 26 ships of the line (the same size as Howe's), under the command of Rear-Admiral Villaret-Joyeuse. The action lasts for two days, during which time there is no decisive engagement due to poor weather and rough seas. Howe leads by example on the second day, steering the Queen Charlotte through the French line, forcing the French to flee.

June 1794: Rear Admiral Comte Martin takes the Toulon fleet to sea, but is sighted by Lord Hood. Fleeing to Cannes, he takes up a strong defensive position in Golfe Juan, where he is forced to stay for five months. Elsewhere, the French regain control of Guadeloupe.



June 1794: *The Glorious 1st June.* Howe's fleet never loses sight of Villaret-Joyeuse. When they engage again, Howe orders each vessel to find its counterpart, steer for it and break through the line, before engaging once more from the lee side. Only a quarter of the British vessels manage to carry out the plan. Howe's Queen Charlotte (100) cuts between *Jacobin* (80) and *Montagne* (120) at approximately 9:30am, raking both and causing horrific casualties. When the fleets finally close, the British gunnery proves supreme, and Howe signals a general chase at 10:13am. Despite a failure to engage the entire fleet effectively, the British victory is impressive. However, Villaret-Joyeuse succeeds in his mission to delay Howe, so that the supply convoy lands safely at Brest after all.

January 1795: France overruns the Netherlands and sets up the revolutionary Batavian Republic. France claims the Dutch fleet. Britain at once extends her blockades to cover all Batavian ports.

February 1795: Villaret-Joyeuse finally returns to Brest.

March 1795: Rear-Admiral Comte Martin finally puts to sea with the Toulon fleet, comprising 15 ships of the line and 12 frigates, with the intention of retaking Corsica. Meeting Vice-Admiral Hotham, the fleets form line of battle, but the wind is too light for them to come to grips. The action lasts three days, during which time the only damage inflicted was due to the ineptitude of the French crews, who manages to collide two ships and lose the topmast of a third. In a brief skirmish, two French third rates strike their colours. Captain Horatio Nelson distinguishes himself in the engagement. The French invasion of Corsica is thwarted.

April 1795: Admiral Renaudin arrives in Toulon with six ships of the line to reinforce the fleet.

June 1795: Admiral Lord Bridport, commanding 14 ships of the line, encounters Villaret-Joyeuse. Bridport wins decisively, but the French are allowed to slip into Lorient.

February 1797: *The Battle of Cape St Vincent.* Despite their disastrous performance in December 1796, the French still desired the invasion of Ireland. General Hoche, in command of the operation, orders Spanish Admiral Don José de Cordova to bring his fleet to Brest via Cadiz. This fleet comprises 27 of the line and 12 frigates, with the mighty *Santisima Trinidad* (130) as Cordova's flagship. Unfortunately for the Spanish, their fleet is sighted by the British frigate *Mínerve* off Cadiz, which takes word back to Jervis' fleet. The British fleet, comprising 15 sail of the line, engages the Spanish fleet at 11am on 14th February. Seeing that the Spanish fleet has six stragglers, including the flagship, Jervis orders the line of battle to cut them off from the main body. The action only partly succeeds, and the British line is in danger of becoming overwhelmed. Seeing the danger,

July 1795: Hotham meets Rear-Admiral Martin near Toulon. The action is short but fierce. The French *Alcide* (74) strikes her colours, but catches fire and explodes. In the same month, Nelson takes Elba, while Prussia and Spain sign a peace treaty with France, effectively ending the coalition.

August 1795: Spain becomes France's ally. Austrian forces are pushed eastwards, allowing France to gain naval bases in the northern Mediterranean. Vice-Admiral Hotham's lack of vigour in pursuing and destroying French vessels means that the Royal Navy is tied up holding the French in check rather than operating freely.

November 1795: Hotham hands control of the fleet to Admiral Sir John Jervis, who breathes new life into British operations.

March 1796: Napoleon takes control of the Army of Italy, forcing Sardinia to sign a treaty with France and to surrender Nice and Savoy. This isolates Austria from the British fleet.

April 1796: Rear Admiral Sir Hugh Christian, with General Abercromby, takes St Lucia and several small Batavian colonies in South America.

June 1796: Napoleon's successful land war causes the British Admiralty to withdraw from Corsica and Elba.

October 1796: Spain declares war on Britain. 19 Spanish ships of the line and 10 frigates, commanded by Admiral Juan de Langara, leave Cadiz and sail for Toulon. The combined fleet outnumbers Jervis' squadron, which retreats to Gibraltar. Despite a string of losses at sea, the French had wrested control of the Mediterranean from the Royal Navy.

December 1796: In an attempt to exploit the anti-English sentiment in Ireland, Villaret-Joyeuse, together with 20,000 troops under command of General Hoche, were ordered to prepare for the invasion of Ireland. Villaret-Joyeuse opposes the venture due to the poor condition of the ships provided for the invasion. He is replaced by Vice-Admiral Morard de Galles. With a small

Commodore Nelson, aboard HMS *Captain*, veers off to ensure that the Spanish lines remain separated. First engaging the giant *Santisima Trinidad*, then *San Nicholas* (80), which he boards. The *San José* (112) then becomes entangled with the two ships, and strikes her colours before Nelson's boarding party can reach her. Elsewhere, the *Santisima Trinidad* is engaged in a furious fight with *Orion*, *Irresistible*, and *Excellent*, and strikes her colours at 4:00pm. By 5:00pm the fight is over and the Spanish are defeated. The British capture five ships of the line and cripple ten others, at a cost of 5,000 Spanish dead, wounded and captured. In return, the British lose 73 men and have 227 wounded, while suffering severe damage to five vessels. The planned invasion of Ireland is thwarted – the Spanish fleet retreats to Cadiz where it is blockaded by Jervis for several years.



British squadron opposing them, the invasion fleet was scattered by poor weather and even poorer seamanship. The vessels that finally reached Ireland were in disarray – two were wrecked attempting to make landing. The remainder fled for Rochefort, harried all the way by British vessels.

July 1797: Jervis sends a small squadron under Rear-Admiral Nelson to Tenerife, to capture a silver galleon in the Spanish harbour of Santa Cruz. After an initial attempt at storming the garrison north of the bay is abandoned, Nelson is reinforced by the arrival of HMS *Leander* (50). The assault is, however, repelled and Nelson loses his arm.

October 1797: Still with the intention of invading Ireland, the Batavian fleet under Vice-Admiral de Winter evades a British blockading squadron in an attempt to link up with the fleet at Brest. Admiral Duncan, having failed to contain the Batavians, engages them at

THE WAR OF THE SECOND COALITION (1798-1802)

Frustrated by their inability to invade Ireland, France instead dispatches General Napoleon Bonaparte to Egypt, planning to cripple England by taking her colonial interests, including Syria, Persia and India. While Napoleon was on campaign, a number of France's enemies – principally Britain, Russia, Austria and Italy – formed the second coalition in a bid to wrest France's previous conquests from her control.

August 1798: After the Battle of the Nile, Nelson sends six prize ships back to the British base at Trafalgar, while Captain Hood is left to blockade the French transports at Alexandria. Nelson leaves for Naples. The remainder of the squadron at Alexandria is joined by a Portuguese squadron, and together they sail to Malta to encourage an uprising against the French occupiers.

September 1798: Commodore Bompert leads a small squadron and 3,000 French troops in another attempt to invade Ireland. They are met by a British squadron under Sir John Borlase Warren and scatter. The British pursue the French mercilessly, and only two frigates manage to return safely to France.

October 1798: A Russo-Turkish fleet under Vice-Admiral Uschakov occupies the Ionian islands and besieges Corfu. Nelson requests that the fleet moves on to Egypt, but Uschakov refuses.

November 1798: Lord St. Vincent (the new title of Sir John Jervis since his peerage) sends a successful expedition to Minorca to reoccupy Port Mahon.

March 1799: Napoleon, having been dangerously exposed by the coalition navies, had marched through Syria and Mesopotamia en route to India. Coming across Acre (Acco), he realises the city has been fortified by a Royal Navy squadron under the command of Sir Sidney Smith. Napoleon organises a logistic resupply for his army, and begins a siege which is to last almost two months.

Camperdown. Duncan's fleet passes through the enemy line at two points, causing chaos. De Winter conducts himself courageously, but is eventually forced to strike, ending the action. The British claim 11 prizes, but are in no fit state to chase the remnants of the Batavian squadron. One British commander, Captain Williamson of the *Agincourt* (64) is court-martialed for his failure to bring battle in accordance with Duncan's signals. Captain Thomas Hopper, a Royal Marine aboard the *Agincourt*, is quoted as saying *'This is the second time that I have seen the British flag disgraced by the cowardice of my Captain.'* Nevertheless, after the Battle of Camperdown, General Hoche's plans for the invasion of Ireland are finally abandoned.

At the end of 1797, France forces Austria to sign the Peace of Campo, leaving Great Britain the only member of the coalition to remain an active enemy of France.

August 1798: *The Battle of the Nile (Aboukir Bay).* Napoleon sails first from Toulon, and takes the French fleet to Malta, where he conquers the island in order to provide a naval base, securing their lines of communication and reinforcement between Toulon and Egypt. From there, Napoleon sails to Alexandria, where the troops storm and occupy the city. The battle fleet sails on to Aboukir Bay, some 7km from Alexandria, where it makes anchor. However, the Royal Navy was busily tracking the French fleet, and Rear Admiral Nelson, recovered from his wound at Tenerife, takes command of a squadron and confronts the French fleet under the command of Vice-Admiral Brueys at Aboukir. Brueys fails to prepare effectively for the arrival of the enemy, and so the French batteries on the island have little impact on the battle.

The British, approaching around the shallows, concentrate their efforts on the enemy's van. Nelson's fleet forms two lines – the first breaks through the French line at around 6:30pm, weighs anchor, and engages from the shoreward side. The second line, led by Nelson in the *Vanguard* (74), remains seaward. The French rear, under Villeneuve, is unable to make an impact on the battle. The French van is overwhelmed and strikes. Fighting continues piecemeal until around 9am the following day, when the French frigate *Artémise* explodes, prompting the remainder of the fleet to attempt an escape. At midday, Villeneuve escapes with three ships of the line. Total French losses are 1,700 dead, 1,500 wounded, 2,000 prisoners of war, two captured frigates and 11 captured ships of the line. The British lose 218 men, with a further 678 wounded. In the short term, the French army had been cut off in Egypt.



June 1799: Nelson blockades Naples while Russian forces under General Suwarow overrun the French occupiers across Italy. Cardinal Ruffo defeats the French near Naples on June 5th. The capitulation of the French and Neapolitan Republicans is accepted by the Russian and Turkish commanders, and is overseen by Captain Foote of the Royal Navy. However, Nelson annuls the capitulation – reputedly under the insistence of his mistress, Lady Hamilton – and the surrendered rebels are held on board transport vessels in the bay of Naples for over a month, on a diet of bread and water, in contravention of international agreements.

July 1799: Coalition forces advance up the west coast of Italy. The French are ejected from Naples, Rome and Tuscany. In the Atlantic, a long game of cat-and-mouse results in the French fleet at Toulon finally evading the British blockading fleet of Admiral St Vincent, and managing to unite with their Spanish allies at Brest. Back in Egypt, Acre is reinforced by 20,000 Turkish troops, which are quickly defeated by Napoleon. Sir Sidney Smith sends newspapers to Napoleon, in which he learns of French defeats across Europe. Napoleon boards a frigate and slips past the British squadron, abandoning his army in Egypt and returning to France. Napoleon is named First Consul and sole leader of France by the end of the year.

August 1799: An Anglo-Russian fleet under Admiral Lord Duncan escorts around 30,000 soldiers to the Batavian Republic with the aim of making gains in the Helder. Early successes result in the capture of a dozen Franco-Batavian vessels.

October 1799: Anglo-Russian forces are defeated at Castricum, at a cost of around 5,000 men, and forced out of the Batavian Republic.

November 1799: Lord Nelson arrives at Malta and demands the surrender of the French garrison at Valetta fortress, but General de Vaubois refuses, word of Napoleon's appointment to First Consul having raised the morale of his men. The British squadron responds by stepping up the blockade of Malta.

February 1800: Lord Keith and Nelson rout a squadron from Toulon that had been attempting to resupply the Valetta garrison.

March 1800: General Kléber, now commander of the French forces remaining in Egypt, breaks a ceasefire and attacks the Grand Vizier Jussuf at the village of Matarich. Kléber re-establishes himself in Egypt, at the head of a 21,000-strong army.

August 1800: The French at Valetta fortress are forced to break up a frigate to use as firewood. The remaining two frigates, *Diane* and *Justice* (both 40), are sent to sea in an attempt to slip past the British blockade and return to Toulon. They are discovered by HMS *Success* (32), which forces the crew of the *Diane* to strike. *Justice* escapes to France.

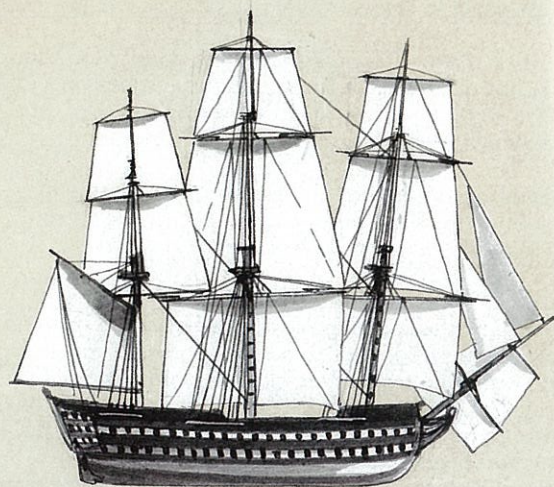
September 1800: Valetta capitulates.

February 1801: The British dispatch an expedition to Egypt, determined to remove Kléber's army. General Sir Ralph Abercromby leads 16,000 British troops, transported by a six-strong squadron of vessels. Abercromby storms the shore defences and forces the French to pull back to the safety of Alexandria. The British consolidate their position in the desert outside the city.

March 1801: The French attempt to attack the British outside Alexandria, and launch a ferocious attack on the British camp with heavy cavalry. Despite early signs that the attack was succeeding, the British repel the French troops decisively. However, both Sir Sidney Smith and General Abercromby are killed. On March 26th, British forces are reinforced by 5,000 Turkish and Albanian troops. This coalition army takes Rosetta Castle and the castle of Jullien, opening up the Nile delta, allowing the allies to resupply. Similar victories follow.

July 1801: A French squadron under Rear-Admiral Linois puts into Algeciras after learning that Cadiz had been blockaded by the British. Rear-Admiral Sir James Saumarez of the Royal Navy discovers this squadron and engages. There is little wind, and the British anchor next to the French ships and begin to fire. Shore batteries more than make up for the numerical deficiency of the French squadron. The British squadron withdraws to Gibraltar for repairs – both fleets prepare to reengage. Two days later, the French squadron is reinforced by Spanish Vice-Admiral Moreno and five sail of the line, which had managed to slip out of Cadiz. These are shadowed by two British frigates and a brig, which sail on to Gibraltar to gather Saumarez's repaired squadron. As the combined fleet attempts to escape Algeciras, it is engaged once more and soundly beaten. The *Real Carlos* is mistakenly engaged by her sister ship, *San Hermenegildo* (112), in the confusion. *Real Carlos* (112) blows up, and the *San Hermenegildo* is set on fire by the resulting explosion, and also explodes.

August 1801: Combined British and Turkish forces attack Alexandria. The French soldiers in the city finally surrender on September 2nd. Several French frigates and a 64-gun ship of the line are captured and given to the Turks. The recapture of Alexandria signals the end of Napoleon's oriental ambitions.



THE ARMED NEUTRALITY (1793-1801)

Throughout both coalition wars and peace time, Britain had resorted to the tried-and-tested tactic of blockading enemy ports. Unfortunately, the blockades were not restricted to Britain's enemies, which resulted in maritime trade across the world becoming dominated by Britain. In 1794, Denmark, Norway and Sweden had formed the 'Armed Neutrality' in a bid to break Britain's stranglehold over international trade. The Admiralty refused to budge on the matter, as this policy maintained their primary advantage over France, though at the expense of other nations.

In 1798, a British envoy landed in Copenhagen, escorted by nine ships of the line, forcing Denmark to continue talks over the future of the Armed Neutrality in London. This was considered by many as an act of aggression, and an outraged Tsar Paul I of Russia sequestered all British goods in Russian harbours, and signed a neutrality pact with Sweden and Prussia, whose aim it was to oppose the British practice of stopping, searching and confiscating trade vessels. This pact was supported by Napoleon Bonaparte. The British reaction was swift. Aware that the Russian navy was icebound each winter, the Royal Navy struck in January, and William Pitt declared an embargo over 150 Danish, Russian and Swedish vessels. Danish colonies in the East and West Indies were then occupied. Finally, the Royal Navy set out to subdue Denmark, hoping from there to break out into Russia and Sweden.

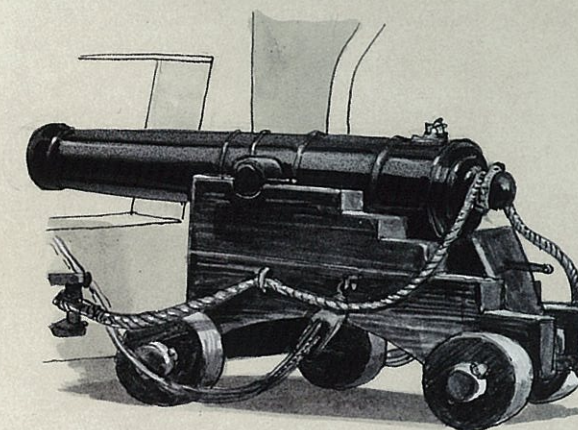
March 1801: The Battle of Copenhagen. The British fleet, under the command of Sir Hyde Parker, with Vice-Admiral Nelson assisting, sails from Yarmouth. Nelson and Parker famously disagreed on preparations for the expedition, with Nelson desiring to make as much haste as possible – Nelson believed that the British fleet should arrive in Copenhagen during the diplomatic talks, to reinforce the strong-arm tactics that Britain hoped would subdue Denmark. During the voyage, Parker displays signs of excessive caution in approaching the Danish coast, causing a delay of almost two days. Parker anchors at Vinga, and sends a notification of the opening of hostilities to the Danish government. This is a costly mistake, as the original intent was to move the fleet to Copenhagen, and have it battle-ready when the ultimatum was sent – now the Danes had almost five days to prepare for battle. The British fleet prepares to attack from the Sound, south-west of Copenhagen. No sooner is the die cast than the wind changes SSW, causing a further delay.

On 30 March, the fleet weighs anchor and moves into the Sound and towards Copenhagen. In order to attack Copenhagen, the British fleet is forced to negotiate armed hulks, floating batteries, shore batteries and forts. Danish volunteers manned the defences. Nelson takes a squadron, including several bomb vessels, into Holland Deep to establish a foothold. Meanwhile, Parker calls a council of war – a meeting in which an admiral is able to ask his most trusted subordinates for

April 1801: Nelson supersedes Sir Hyde Parker as Admiral in charge of operations in the Baltic.

June 1801: Britain raises its embargo on the ships of the armed neutrality following an agreement with Russia. Russia's change of heart comes after the demise of Tsar Paul I.

August 1801: Danish colonies under the control of Britain are returned to Denmark. A peace treaty is later signed, and hostilities between Britain and all the members of the Armed Neutrality are soon ended.



advice – in the hope that he can still find a peaceful solution. This action serves only to damage Parker's standing in the eyes of his men. Nelson's voice is heard, a battle plan is drawn, and battle is finally joined on 2 April. The squadron makes slow progress along King's Deep, and three vessels run aground on mud spurs. Seeing that the British sail of the line could no longer cover the Dutch squadron effectively, Captain Riou – under his own initiative – takes a small squadron of frigates to the head of the line. This was an unheard-of situation for smaller ships. Once battle is joined, the two lines of battle begin a long slogging fusillade, conducted at range due to the shallows between the squadrons. The Danish fleet is aided by the formidable guns of the Trekroner battery. The British eventually begin to thin the Danish line, as their superior gunnery starts to tell. Parker – on board HMS *London* and not involved in the firing – flies signal no. 39: 'Discontinue the Engagement'. At this, Nelson famously holds his telescope to his blind eye and says to Captain Foley, 'You know, Foley, I have only one eye and I have a right to be blind sometimes – I really do not see the signal.' The order to disengage can only be enacted should Nelson decide to reciprocate the signal. The battle continues, with only the frigates breaking off. Soon after, the Danes are broken. It is widely believed that Parker acted in accordance with his code of conduct, as he was unable to affect the battle himself, and wished to allow Nelson to retreat if necessary without any disgrace.



THE NAPOLEONIC WARS (1803-15)

This period represents a time of vast struggle, born out of the French Revolution of 1789, and continuing out of resistance by many nations to Napoleon's attempt to bring all of Europe and beyond under a single monarchical government. The 'wars' (plural) actually took place from 1793-1815, but Britain and France signed a peace treaty at Amiens in 1802, resulting in a temporary halt in hostilities. The period of the Napoleonic Wars was also significant in that it was the last in which wooden sailing ships would be used, and almost all major world powers were involved in battle ranging across Europe and beyond. On land, Napoleon was most bitterly opposed by Wellington's army, while at sea it was Nelson, now Admiral of the White, who would vehemently oppose French ambitions.

June 1803: The British capture St Lucia and Tobago from the French.

July 1803: Nelson leaves Brest for Toulon in a frigate and takes command of a squadron of eight ships of the line on 8 July 1803. These vessels, despite being in urgent need of a refit, continue their vigorous blockades in the Mediterranean for over a year. Elsewhere, French reinforcements arrive to bolster Rear-Admiral Rainier's squadron in India, although no significant naval actions occur in the ensuing war.

September 1803: Royal Navy operations in the West Indies continue apace, as the Batavian colonies of Demerara and Barbice are taken. The French colony of San Domingo becomes the negro republic of Haiti.

November 1805: A joint force of Russian and British soldiers land near Naples to disrupt French hegemony in the Italian peninsula. The British maintain forces on Capri and Sicily for the next two years.

December 1805: An Austro-Russian force is defeated at Austerlitz. The French army pours forth along the coast, seizing the islands to cut Austria off from possible Royal Navy intervention.

The Peace of Pressburg allows Napoleon to concentrate his energies against Britain. Unable to wage war at sea, Napoleon enforces a system of customs controls throughout Europe, in an attempt to cripple British trade. These measures become known as 'Napoleon's War Against Commerce'. The measures prove unpopular, even within France, and Napoleon's allies are reluctant to enforce them. This prompts Napoleon to turn on his allies and absorb them into 'Metropolitan France' – a course of action that would eventually lead to his undoing.

January 1806: The Russians assemble a fleet at Corfu under Vice-Admiral Dmitri Nicolaievitch Seniavin. On land, General Baillie marched through Dalmatia to harry the French and blockade their ports, which he did expertly. Seniavin sails to Montenegro and organises an uprising against the French, determined to liberate all of Dalmatia.

The Campaign of Trafalgar (1805)

This campaign and the titular battle itself are covered in great detail on pages 79 onwards. In short, Admiral Villeneuve slipped out of Toulon on 29 March 1805, and evaded Nelson long enough to gather a sizeable allied fleet of Spanish and French sail of the line. When the two adversaries finally met at sea on 21 October 1805 off Cape Trafalgar, the ensuing battle had repercussions for the entire course of the war. The British victory was absolute – so much so, in fact, that no enemy in Europe would dare to directly challenge British naval supremacy until the next century. Crucially, the conflict enabled the British to carry forces across the sea with impunity, landing an army in Portugal in 1808 to begin British involvement in the Peninsular War. However, the victory was a bittersweet one, as Nelson lost his life, and Britain mourned her greatest naval hero.

Commodore Sir Home Popham lands in Table Bay, Africa, and captures Cape Town and large stores of supplies.

July 1806: Seniavin's plans are almost scuppered when Russia and France sign a peace treaty. The French commander in Dalmatia, General Marmont, demands the withdrawal of Russian forces. Seniavin refuses to budge until the Tsar himself sends orders to that effect.

The British invade Calabria, southern Italy, with the aim of disrupting French plans for the invasion of Sicily. Thanks to a resounding victory over the French on land, the Royal Navy is able to capture all of the coastal forts that had been prepared for the invasion of Sicily, forcing the French to abandon Calabria.

September 1806: Contravening the peace treaty, the Tsar orders Seniavin to continue his Dalmatian conquest. On land the French under General Marmont do battle with Baillie's Russo-Montenegrin force, and are soundly beaten. In December, Baillie storms and captures the fortified island of Curzola. Seniavin boldly sails into Trieste and rescues twenty Russian merchantmen from Austrian clutches. The Russian forces then move on, storming island after island, chasing Marmont's beleaguered forces before them.

November 1806: Napoleon issues the Berlin Decrees as part of his war against commerce, forbidding the import of British goods into countries allied with, or dependent on, France.

December 1806: The Russians invade Moldavia, prompting Turkey to enter the war. Seniavin links up with Vice-Admiral Sir John Duckworth of the Royal Navy, and an attempt is made to seize the Turkish fleet.

February 1807: Sir John Duckworth's fleet is unable to enter the Dardanelles until February due to adverse weather conditions. When the squadron reaches the Turkish fortifications, all resistance is swept aside. Duckworth dithers, and eventually the British squadron retires, deeming the conflict unprofitable. Seniavin takes the island of Tenedos, using it as a base to blockade the Turks. A game of cat and mouse ensues, with Seniavin attempting several times to entice the Turkish fleet to battle. Finally he succeeds, but the Turks have no stomach for the fight and flee to Lemnos, with the Russians in pursuit.

June 1807: The Battle of Lemnos. Seniavin attacks the Turkish squadron at dawn on 19 June 1807. The Turks form line of battle, while Seniavin attempts to sail at them, emulating Nelson at Trafalgar. The Russians lose their lead ships in the assault, but win through thanks to their superior gunnery and seamanship. Several Turkish ships are captured, and the Turkish commander, Seid-Ali, loses an arm. Seid-Ali then summons the captains of two vessels aboard his ship and has them strangled for their poor performance. Seniavin's fleet, now unopposed in the archipelago, returns to Tenedos.

July 1807: Treaty of Tilsit signed between France, Prussia and Russia. The Russians withdraw from the Adriatic. A secret article of this treaty decreed that other nations were to be persuaded to cease trading with Britain. One of these nations was Denmark, and when the British discovered this, an expedition to Copenhagen was hastily arranged.

August-September 1807: The British fleet under Admiral Gambier arrives at Copenhagen, and demands that the Danish fleet be handed over to them immediately. The Danes prepare to sink their own fleet rather than give it up, and while negotiations take place, they prepare strong defences. Talks fall through, and the British attack begins. The siege of Copenhagen rages for nearly a month. The army seals off Zealand from any possible French support. While the Royal Navy supports the siege, it is the army under the command of Sir Arthur Wellesley that accounts for the success. The navy employs new Congreve rockets to great effect, causing terrible fires that claim many civilian lives and shatter Danish morale. Eventually the Danes capitulate – the British take what ships and munitions they need and destroy everything else. Crown Prince Friedrich of Denmark refuses to ratify the treaty signed at Copenhagen, and remains at war with Britain until 1814 in a series of minor battles known as the Gunboat War.

November 1807: The French invade Portugal, forcing the Portuguese court to flee to Brazil under British escort. The Portuguese shift allegiance to Britain, who soon after land an army on the European mainland for the first time.

December 1807: Seniavin's squadron leaves Corfu, shadowed by Collingwood. The British fleet prepares to destroy the Russian vessels rather than let them fall into

French hands. Seniavin puts in at Lisbon, where they are immediately blockaded. This lasts until the summer of the following year, when British and Russian squadrons battle each other in the Baltic.

February 1808: Russia invades Finland. Further expansion leads to a declaration of war between Russia and Sweden.

August 1808: The Russo-Swedish War sees its only major naval action. A Swedish squadron, blockading a Russian shallows fleet at Baltischport, is reinforced by two British ships of the line under Admiral Sir Samuel Hood. Part of the Russian high seas fleet, under Admiral Chanichof, attempts to reconnoitre British activity, but is sighted and attacked by the Implacable and Centaur (74s). In the ensuing chase, a Russian 74, *Vsevolod*, is disabled, but Chanichof returns to rescue it and tow it to safety. The Russian squadron shelters at Fort Baltic in nearby Ragerswik. *Vsevolod* is caught again by Hood's Centaur, and a vicious boarding action breaks out between the two vessels, with neither side able to secure victory. The Russian vessel strikes when the Implacable finally catches them up. Chanichof remains holed up in Ragerswik for over a month, and the Anglo-Swedish squadron is unable to engage them. When Chanichof finally returns to Russia, he is demoted to a common soldier for his ineptitude.

September 1808: Disgusted by French conduct in Lisbon, Seniavin requests that his squadron be taken into protective custody by the British, on condition that they are escorted back to Russia safely. Thus ended Russian activity in the Mediterranean.

October 1808: The French take the Italian island of Capri from the British forces garrisoned there.

April 1809: Earlier in the year, French Rear-Admiral Willamez had slipped out of Brest Harbour with eight sail of the line, eventually reaching the relative safety of the Basque Roads, where he is joined by three more French ships of the line, before being blockaded by the British. Admiral Gambier of the Royal Navy sends word to the Admiralty, and he is given permission to deploy fireships. These vessels are escorted into enemy waters by Captain the Lord Cochrane and William Congreve (with supplies of his famous rockets). Avoiding the nearby citadel at Aix, the fireships are sent towards the French line, with covering fire supplied by two bomb vessels. Such was the confusion caused that, by morning, only two French ships of the line and one frigate were capable of sailing, the rest having run afoul of the shallows. Cochrane attacks, and victory is swift. This action severely damages French morale and establishes the dominance of Britain's naval power and tactics.

June 1809: Wellington lands at Lisbon with army reinforcements.

September 1809: After a series of disastrous battles, the Swedes are forced to sign the humiliating Treaty of Fredrikshamn with the Russians. Finland and parts of Norbotten – under Swedish rule for 700 years – are signed over to the Russians. This marks the end of the Russo-Swedish War.





February-August 1810: Joachim Murat, king of Naples, prepares an assault on British-held Sicily. Murat orders the construction of gunships to aid the poor Neapolitan Navy (which comprised only one frigate and one corvette), and prepares his 35,000 troops for invasion. The British garrison in Sicily was relatively small (14,000 British and 7,000 Sicilians), but was denied reinforcements. It did, however, boast three ships of the line and eight frigates under Admiral Martin, who watched his opponent's movements in the Straits of Messina keenly. Murat's plans were ill-fated. On 30 June, Martin observed the enemy conducting a rehearsal of the planned embarkation. On 15 August, he watched as the French soldiers conducted a parade in honour of Napoleon's birthday. Martin ordered a bombardment that put an end to the parade. On 5 September, the embarkation began, but Martin again ordered a bombardment, forcing the French to abandon the plan. On 17 September 1810, part of the army (a mere 3,000 men) manages to cross to Sicily, where they are hard pressed by local guerrillas and British troops. The Neapolitans withdraw – Murat blames his general, Grenier, for the defeat, while Napoleon conveys his displeasure to the king.

September 1810: A French squadron comprising seven prams and fifteen gunbrigs is defeated off Boulogne by HMS Naiad and three Royal Navy brigs.

THE NAVAL WAR OF 1812 (1812-15)

Britain's heavy-handed approach at sea had left many nations frustrated and angry, not least of which was America. Resentful of the foothold that the British still held in Canada, a tense political situation was compounded by the Royal Navy's blockades along important trade routes, and impressments of American merchant sailors. While the Napoleonic Wars raged, angry American forces attempted to capitalise on Britain's distraction by snatching British-held territory in Canada, leading to the bitterly contested Anglo-American War, or the War of 1812. The Americans declared war on Britain thanks to an unbelievably narrow vote, and Great Britain found herself fighting on several fronts. At the start of the war, the Americans found themselves outclassed, as their forces were inexperienced and their commanders naïve. However, by the end of the conflict in 1815, the United States army and navy had developed into a formidable power. Though this conflict was marked by some intense land battles and infamous moments – including the burning of the White House by the British – it is the naval war for which it has become best remembered, characterised by some incredible single-ship duels, and the British found themselves a worthy adversary at sea for perhaps the first time in almost a century.

June 1812: Declaration of war by the United States against the United Kingdom of Great Britain and Ireland. In one of the first naval clashes of the war, the British frigate Belvidera (36) narrowly manages to escape a small squadron of four American vessels at Chesapeake Bay.

March 1811: After a lengthy siege of Wellington's Anglo-Portuguese army, Marshal Masséna's French forces are forced to withdraw from the Lines of Torres Vedra for fear of starvation. The British position is secured, partly thanks to the protection of the army's flanks by Royal Navy vessels.

June 1813: Wellington's army claims a decisive victory over the French at Vittoria. Naval power is vital for a logistic resupply of the army, and to ensure that the Spanish uprisings against the French cannot easily be suppressed.

January 1814: Britain and Denmark sign a peace treaty, ending the Gunboat War, and also putting an end to Danish piracy, which had targeted British merchantmen for the previous seven years.

June 1815: Wellington defeats Napoleon at the Battle of Waterloo, marking the end of the Napoleonic Wars.

July 1815: Napoleon Bonaparte surrenders to Captain Frederick Maitland of HMS Bellerophon, and is transported to Torbay.

July 1812: General William Hull's army invades Upper Canada at Sandwich.

August 1812: Captain Porter of the USS *Essex* completes the first legal capture of a British ship. The Royal Navy ship *Alert* was not deemed an honourable prize, but it was a victory nonetheless. The first major ship-to-ship engagement is soon to follow, however, when Isaac Hull of USS *Constitution* captures HMS *Guerriere* after a slugging match. Despite firing three broadsides for every two American, the British ship succumbs to superior weight of shot.

September 1812: Battle of Fort Wayne.

October 1812: The ship-sloop *Wasp*, commanded by Master Commandant Jacob Jones, is inadvertently forced into an engagement with the Royal Navy brig, HMS *Frolic*, after a heavy storm. After skilful manoeuvring on both sides, the opening high volleys reduce the sailing abilities of both vessels. During the battle, *Wasp* is able to move into a raking position, where she stays for half an hour before beginning boarding actions. The British brig is defeated, with less than 20 of her crew left uninjured. However, victory is short lived for the Americans, as the 74-gun HMS *Poictiers* arrives, forcing the crew of the *Wasp* to surrender.

The Battle of Queenstown Heights.

October 1812: *United States vs. Macedonian*. On 25 October 1812, the *United States* (44), under Stephan Decatur, sights the HMS *Macedonian* (38) off her weather bow. Believing the American frigate to be the *Essex*, which was armed primarily with short-ranged carronades, Cpt. John Surman Carden of the *Macedonian* orders a long-ranged battle, rather than drawing up on the target and raking her. The *United States*, armed with 24-pounders compared to the *Macedonian's* 18s, is able to wear several times and gets the better of her adversary in the initial exchanges. By backing her mizzen topsail and letting go of the jib sheets, the *United States* is able to hold her distance from the *Macedonian*, shooting her to pieces at range. When The *United States* finally closes in, Carden is forced to strike. Upon hearing the news, the Admiralty orders that no single Royal Navy vessel should engage an American foe. The Royal Navy had apparently met its match, and from now on would hunt in packs.

November 1812: The British blockade South Carolina and Georgia.

December 1812: Commodore Bainbridge in the USS *Constitution* sights the Royal Navy frigate *Java* offshore near Bahia, and captures her after a bloody, three-and-a-half-hour battle.

Great Britain blockades Chesapeake Bay and Delaware Bay.

January 1813: Americans defeated at the Battle of Frenchtown, also known as the River Raisin massacre.

March 1813: Oliver Hazard Perry constructs the Lake Erie fleet.



April 1813: Lewes, Delaware bombarded by the British.

May 1813: British abandon Fort Erie. Colonel John Harvey retreats to Burlington Heights.

June 1813: *Shannon vs. Chesapeake*. After several losses to American frigates, British morale receives a boost. The ambitious Captain Philip Bowes Vere Broke was unusual in his passion for gunnery. He believed that the Americans were the match – if not the betters – of the British in naval gunnery, and that fact, coupled with their large frigates, was leading to defeat after defeat for the Royal Navy. He believed that accuracy, not rate of fire, was the way to beat the Americans, and so begins to carry out unauthorised and experimental modifications to the cannon aboard his frigate, HMS *Shannon* (38). His opportunity to test his theories comes on 1 June 1813, when an overconfident Captain James Lawrence of the *Chesapeake* (38) sets out to meet the *Shannon* in battle. As the *Chesapeake* bears down upon them, the crew of the *Shannon* remain ominously silent – upon their Captain's orders – listening to the cheers of the buoyant American crew. As soon as the *Chesapeake's* bows come into view of the guns, the *Shannon* opens fire with its double-shotted 18-pounders. At Captain Broke's insistence, the *Shannon* fires low – 'Kill the men and the ship is yours' he'd said. Even the chase guns are unerringly accurate, killing a quartermaster and smashing the wheel. After just six minutes, the *Chesapeake* is in poor condition. Broke orders a boarding action. During the melee, he is cut down, but his men go on to win the battle. Statistically, this single action was the bloodiest battle in the entire Age of Sail – of the 725 men present, 96 died and 134 were wounded.

June 1813: Battle of Stoney Creek, a British victory that signals the turning point in the defence of upper Canada.

June 1813: Battle of Craney Island.

July 1813: Following a mission to convey a US minister to France, the brig *USS Argus* undertakes an unprecedented and dangerous mission, hunting merchantmen and disrupting commerce convoys near the British Isles. After some phenomenal success, the *Argus* is finally caught by the British brig, *Pelican*, one of the few such vessels more heavily armed than her American counterpart. After 43 minutes of carronade fire, the *Argus* is forced to strike. However, the daring raid showed how vulnerable British commercial vessels were close to home, when their escorts had left them.

September 1813: Battle of Lake Erie. The British had controlled Lake Erie since the start of the war, and it fell to Master Commandant Oliver Hazard Perry to reclaim it. Perry wins a famous victory, after which he pens the message: 'Dear General; We have met the enemy and they are ours. Two ships, two brigs, one schooner and one sloop. Yours with great respect and esteem, O.H. Perry.'

September 1813: The brig HMS Boxer is captured by *USS Enterprise (16)* off Pemaquid Point, Maine. British Captain Samuel Blyth is killed in the engagement.

October 1813: Battle of the Thames, a decisive American victory, which takes place near Chatham, Ontario. It results in the death of the Shawnee chief Tecumseh, and the destruction of his aboriginal coalition.

October 1813: Battle of Chateaugay. A force of around 1,600 French Canadians and Mohawk Indians decisively repulses a 4,000-strong US invasion force.

November 1813: American forces are defeated at the Battle of Crysler's Farm.

December 1813: British take Fort Niagara.

March 1814: *USS Essex (38)*, having been trapped for six weeks in the neutral waters at Valparaiso by the British frigate HMS *Phoebe (36)* and the sloop *Cherub (18)*, makes a break for open sea. Foul weather damages her topmasts and forces her to return to the harbour, but the British vessels, sighting a prize, disregard the neutrality and attack. Captain David Porter valiantly resists the British onslaught for over two hours, before being forced to strike. The *Essex* is captured and refitted as a Royal Navy frigate.

March 1814: Battle of Lacolle Mills. A small British garrison in lower Canada repels a numerically superior American force, aided by a Congreve rocket detachment of the Royal Marine Artillery.

April 1814: The 14-gun sloop *USS Frolic* surrenders to the British frigate HMS *Orpheus (36)*.

April 1814: The US lifts the Embargo Act against the British and French. In the same month, however, the British extend their blockade to New England.

April 1814: The sloop-of-war *USS Peacock* and the brig HMS *Epervier* engage off Cape Canaveral. *Epervier* is captured.

June 1814: Under the command of Johnston Blakely, the *USS Wasp* takes the Royal Navy brig HMS *Reindeer* in a short but bloody action.

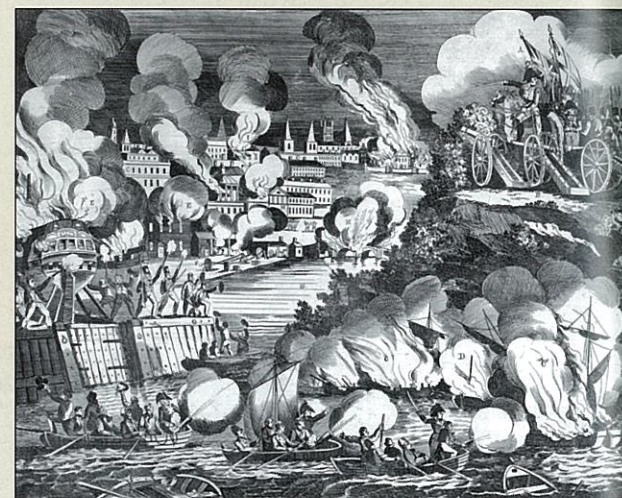
July 1814: Battle of Chippawa marks the first victory for American ground forces against a similarly sized British force in the field.

Battle of Lundy's Lane. British and American forces fight to a virtual standstill in one of the bloodiest battles in the history of Canada. This battle signals how far the American regular army has developed in such a short space of time.

The Battle of Mackinac Island. This Michigan island had been captured by the British at the outset of the war, and the Americans wanted it back. Despite heavy shelling from the American naval squadron, the British held fast and, with the help of 150 Menominee Indians, repulsed the attack.

After their failure at Mackinac, the Americans attempt to blockade the British forces with the gunboats *USS Tigress* and *USS Scorpion*. During the engagement at Lake Huron, 60 men of the Royal Newfoundland Fencibles engage these vessels in four large boats, capturing them and securing the British hold on the region.

August 1814: Battle of Bladensburg. The British victory here leads to the march on Washington D.C. and the burning of the White House.

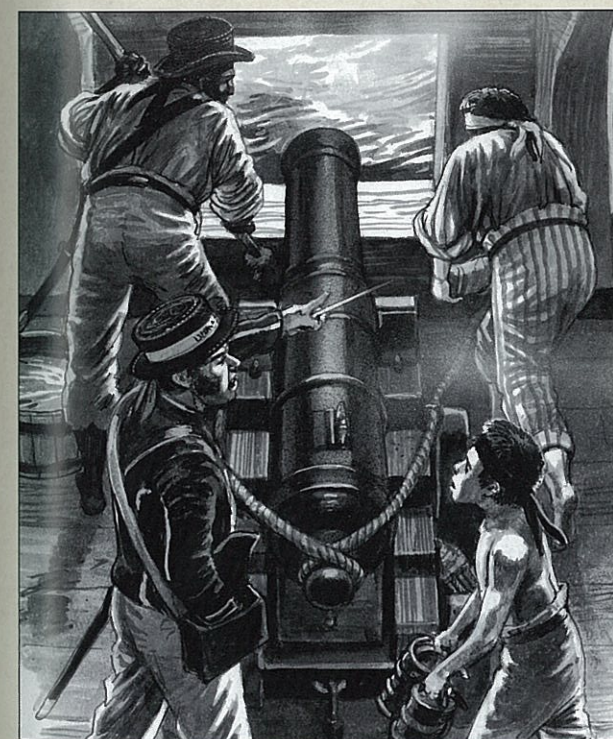


September 1814: HMS *Avon* is sunk by *USS Wasp* in the English Channel. *Wasp*, under Johnston Blakely, then sails to Madeira, capturing prizes as she goes. The ship is last seen by a Swedish vessel near Madeira in October 1814, after which point she vanishes without trace.

September 1814: A British squadron captures *USS General Armstrong*.

September 1814: Battle of Lake Champlain. This battle combines a naval action with a land battle at nearby Plattsburg. The naval engagement is fought mainly between brigs, sloops and gunboats, although the British have a 36-gun frigate, the *Confiance*, at their disposal. Knowing that they are outgunned, the American squadron draws the British ships into Plattsburg Bay, where they engage at close quarters. Deficiencies in the British tactics and American gunnery skills result in a defeat for the Royal Navy, marking an impressive victory against the odds for the American commander, Thomas Macdonough. With the British no longer in control of Lake Champlain, the ground forces are encouraged to attack the British positions at Plattsburg. Realising the situation is hopeless, Lieutenant-General Sir George Prevost orders a general retreat. At the time, the light company of the British 76th Regiment of Foot are operating as skirmishers in advance of the main body on a wide flanking attack in the area of Pikes Ford, achieving considerable success, until the retreat is heard. At this point, the skirmishers are cut off from the rest of the British army and are surrounded by the Vermont Militia. Captain John Purchas is killed in the act of waving a flag of truce, while more than 30 ranking soldiers are taken prisoner. The British are forced to retreat to Canada, all thanks to the influence of the naval engagement.

September 1814: Battle of Baltimore. 5,000 British troops march on Baltimore as a Royal Navy squadron under Admiral Sir Alexander Cochrane bombards Fort McHenry. After a 25-hour bombardment, the British fail to take the fort.



October 1814: The Battle of Cook's Mills marks the end of fighting along the Niagara frontier, as General Gordon Drummond repels US General George Izard's forces. After the battle, neither side is able to hold a strategic point in the area.

December 1814: The Treaty of Ghent is signed in Belgium, effectively ending the war. By the terms of the treaty, all lands, ships and prisoners are returned to their rightful owners, and the status quo is restored, making the War of 1812 a technical draw. Britain agrees to return all slaves to America, but later reneges on the deal as it contravenes Admiralty policy on slavery, opting to pay the USA £250,000 instead. Word of the treaty does not reach the frontlines for several weeks, leading to some important battles taking place after the end of the war.

December 1814/January 1815: The Battle of New Orleans. After Royal Navy gunboats clear Lake Pontchartrain and Lake Borgne of American resistance, the British army under General Edward Pakenham, encouraged by Admiral Cochrane, marches on New Orleans with 7,500 soldiers. The defenders, with some 5,000 men led by future president Andrew Jackson, repel the British result in a week-long series of engagements, resulting in the USA's most famous victory against the British on land.

January 1815: Capture of the *USS President*.

Commodore Stephen Decatur, commander of the *USS President (44)*, attempts to lead a small squadron comprising the *President*, the sloop-of-war *USS Peacock* and *USS Hornet*, and the tender *USS Tom Bowline*, out of New York harbour past a British squadron. The British squadron blockading New York consisted of the razee'd ship of the line *Majestic* and the frigates *Endymion*, *Pomone* and *Tenedos*. The British vessels were blown off course by a high wind, prompting Decatur to attempt to escape alone, aiming to cause enough confusion to allow the smaller vessels to slip out later.

Decatur is ill fated from the start. Running afoul the harbour bar, he becomes entangled for two hours, after which time the *President* is badly damaged. He flees along the coast, with *Endymion* in pursuit. The two vessels exchange fire infrequently – the British aim low, while the Americans utilise disabling shot, successfully crippling the British frigate. The damage inflicted slows her escape further, and the *President* is caught by *Pomone* and *Tenedos*. Decatur surrenders before more shots are fired, and his ship is captured. The vessel is not returned under the terms of the Treaty of Ghent, and is later broken up by the Royal Navy.

February 1815: In the final hostile actions of the war, the sixth rate frigate HMS *Cyane* is captured by *USS Constitution*, and the brig-sloop HMS *Penguin* is captured by *USS Hornet*. When the vessels return to port, the crews discover that the war is over. The end of the War of 1812 also signals the last major naval engagement of the Age of Sail.

GLOSSARY OF NAVAL TERMS

Able Seaman: An experienced sailor.
Afore: To the front of the vessel.
Aft: To the rear of the vessel.
Aloft: In the rigging/masts.
Astern: Behind.
Ballast: Weights of gravel, pig iron or stone carried in the ship's hold to increase stability.
Bar: Shallow water across the entrance to a harbour.
Beam: Width of a ship.
Bilge: The angle of a ship's hull between the bottom and the side.
Bilges: The lower compartment of a ship, often filled with waste water.
Binnacle: Locker situated in front of the ship's wheel, containing the ship's compass.
Block: A pulley.
Boarding nets: Heavy nets, strung out from a ship's side to deter boarders.
Boatswain (Bo'sun): Ship's officer, in charge of equipment and crew.
Boom: A light spar, often used to extend the existing spars to apply studding sail.
Bounty: An amount of money paid upon completion of a task, often for capturing enemy vessels.
Bowsprit: A spar projecting over the front of the ship.
Boxhauling: A method of going about by sailing into the wind and backing up; often used to recover from a failed tack.
Brace: A rope used to hold a sail in position.
Broadside: The battery of cannon positioned on one side of a ship, or the simultaneous fire of every broadside gun.
Bulkhead: Vertical partition on the inside of a vessel.
Burgoo: A type of porridge.
Canister shot: Anti-personnel ammunition fired from a cannon.
Capstan: A cylindrical device turned by sailors as a means to haul up unwieldy cables.
Careen: To lay a ship down on its side for cleaning and maintenance.
Carronade: Short-ranged, powerful naval cannon, designed by the Carron Ironworks in Scotland in the 1770s.
Caulking: The practise of sealing gaps between planks in a ship's hull with unpicked rope and pitch.
Chase guns: Guns firing fore or aft, most often used when chasing a foe or being chased.
Close-hauled: A ship sailing as close to the direction of the wind as possible (about 70 degrees for a square-rigged vessel).
Flag officer: Admiral.
Fireship: A vessel either converted or specially made to be expended as a floating incendiary device.
Fore: Front of a ship.
Forecastle: Small, raised deck at the front of a ship.
Gaff: A yard supporting the tops of some sails.
Halyards: Ropes used to raise and lower flags, sails and yards.
Heads: Latrines used by the crew.
Jib: Triangular sail at the bow of a ship.
Jollyboat: Often the smallest of the ship's boats.
Larboard: Port (left)
Lateen Sail: A triangular sail.
Lee: Direction away from the wind or downwind (Leeward).

Luff: To turn a ship closer to the wind.
Lug sail: Four-sided sail.
Mast: Vertical spar (post) that supports sails, yards, gaffs and spars. Ships of the line had three masts: fore, main and mizzen.
Midshipmen: Junior officers.
Muster: List of names of people aboard ship.
Ordinary Seaman: A sailor with limited experience.
Orlop deck: The lowest deck on a vessel, either level with or below the waterline.
Petty officer: A senior seaman with special responsibilities, such as the quartermasters, sailmakers and surgeon's mates.
Pinnace: A ship's boat.
Pipe: To give an order, usually accompanied by a blow from the boatswain's whistle.
Pitch: Movement of a ship when the stern and head plunge into the sea alternately.
Poop: The short, raised deck at the rear of the vessel.
Privateer: A privately funded warship licensed to attack enemy shipping.
Quarterdeck: Raised deck running from the stern to midway along the length of a ship.
Ratlines: A net-like series of ropes tied across a ship's shrouds to allow access to the rigging.
Royal: A squaresail positioned beneath the topgallant mast.
Sheets: Ropes attached to the bottom corners of the sails, used to control them.
Ship: A square-rigged vessel with three masts.
Shrouds: Support ropes running from the masts to the sides of the ship.
Spanker: A fore-and-aft sail, set with a gaff and boom at the aftermost part of a ship.
Spar: A thick, strong pole or length of timber from which sails are hung.
Square-rigged: A ship rigged with horizontal squaresails at its masts.
Stays: Fore-and-aft support ropes required for the masts.
Tack: To direct a ship into and through the wind.
Top/Fighting top: Platform around the lower mast, allowing men to work or fight aloft.
Topgallant: The highest of the three spars used to make a mast.
Wardroom: An area used as the officers' mess.
Wear: To turn a ship by moving the bow in the direction of the wind.
Windage: The extent to which a ship is blown off course by the wind.
Windward: In the direction that the wind is blowing.
Yard: A horizontal spar that holds up the sails.
Yardarm: Outer section of a yard.



THE CAMPAIGN OF TRAFALGAR

The following essay was written by Dr John Rickard for his excellent website, History of War. It is reproduced here with kind permission. The article can be viewed in its original form at:

www.historyofwar.org/articles/battles_trafalgar1.html

THE PEACE OF AMIENS

The battle of Trafalgar is probably the most famous naval battle of all time (at least in Britain). It was certainly Britain's most decisive victory at sea. A combined French and Spanish fleet of thirty three ships of the line was destroyed by a smaller British fleet of twenty seven, without the loss of a single British ship. For the remaining ten years of the Napoleonic Wars, the French never again threatened British control of the sea. Its place in the public imagination was cemented by the death of Admiral Horatio Nelson, already one of Britain's greatest naval heroes, at the moment of his triumph. Whatever its impact on the overall course of the war, Trafalgar effectively ended the naval war. It was the greatest naval battle of the revolutionary and Napoleonic wars, and also the last.

The events that led to the battle of Trafalgar mark the half way point in the great series of wars that rocked Europe between the French revolution of 1793 and the final defeat of Napoleon at Waterloo in 1815. This period also saw a distinct change in the nature of those wars. The Revolutionary Wars are normally taken as having ending with the Peace of Amiens in 1802, with the Napoleonic wars beginning when hostilities resumed on 18 May 1803. This does reflect the changing nature of power in France. On his return from the disastrous Egyptian campaign in 1799, Napoleon had found the French government in turmoil and on 9-10 November 1799 had seized power. Initially, he had himself declared First Consul, as part of a triumvirate (shades of Julius Caesar!), although he soon became the sole Consul. During the peace of Amiens, Napoleon promoted himself to First Consul for life. One year after the end of the peace, on 18 May 1804, Napoleon was appointed Emperor of the French, restoring a hereditary monarchy under a different name (In a blatantly rigged referendum 3.5 million voted for his coronation, only 3,000 against. Since

then, well over 3,000 'no' votes have been discovered still intact around France).

The collapse of the Peace of Amiens is still controversial. Amongst many ironies of the peace is that many of the liberal supporters of the revolution who took the chance to visit Paris came back disillusioned with Napoleon, a view reinforced by the reintroduction of slavery into French territories. Napoleon spent much of the peace expanding in Italy, where several districts were annexed or occupied, including Piedmont, which became officially part of France. These were not exactly breaches of the treaty, having already been secretly agreed with the involved parties in advance, but they worried the British. The British government under Addington decided to apply more pressure on France, hoping to gain concessions.

The trigger for the collapse of the peace was Malta. The island had been seized from the Knights of St. John by Napoleon on his way to Egypt, before being occupied by the British, and was seen as an important naval base. Under the conditions of the treaty of Amiens, the island was to be returned to the Knights of St. John, and her independence guaranteed by Britain, France, Russia, Austria, Spain and Prussia. However, none of the guarantees materialised, the Knights turned out to be too impoverished to run the island, and French gains in Italy started to make Malta look more important. The British were unwilling to evacuate until the guarantees of independence appeared, while Napoleon was unwilling to wait. After a series of negotiations apparently foiled by Napoleon's intransigence, the British ambassador was withdrawn, and on 18 May 1803, Britain declared war on France.

This declaration has allowed Napoleon's supporters to place the blame for the renewal of the war entirely on the British. However, that is unjustified. While there



were voices calling for war in Britain throughout the peace, Napoleon has to take some of the blame. The style of diplomacy that had served him well in wartime was not suited to peace. It was too bold, and too one sided – he expected forceful diplomacy to result in dramatic successes and was not willing to balance success with concessions.

NAPOLEON'S FIRST PLAN

The British were faced by a massive invasion force. The 'Army of England' mustered some 160,000 men, newly equipped and armed, but by no means inexperienced – many of the same men had spent the year before the peace of Amiens on the same coast preparing to invade Britain. This army was soon to become famous as the 'La Grande Armée' as it won victory after victory across Europe. For the moment, it was arrayed along the channel coast, with well over 110,000 men directly preparing for the invasion. To support them, Napoleon ordered the construction of a fleet of invasion barges. This fleet was eventually capable of carrying the entire invasion army and at first this was Napoleon's plan. The entire army would embark and sail across the channel taking advantage of some suitable weather – either fog or the aftermath of a storm would do. In ten uninterrupted hours, the flotilla of barges would carry the Army of England to England, where it could capture London before the Royal Navy could react.

This plan soon collapsed. It entirely ignored the huge numbers of British sloops, frigates, bomb vessels and other small warships based on the south coast. This British flotilla launched almost daily assaults on the French invasion fleets. To back the defenders up, there was a small battle squadron commanded by Lord Keith based on the Downs, with bases at Great Yarmouth and the Nore.

Napoleon also had his unrealistic view of the channel weather changed in a most dramatic way. On 20 July 1804, he had decided to hold a review of the Boulogne flotilla. When his admirals warned him that a storm was coming, he dismissed the commander at Boulogne (one could draw a parallel with the behaviour of a later dictator faced with bad military news). The review went ahead, and so did the gale, driving twenty sloops onto the shore, drowning 2,000 men as Napoleon watched. Faced with this evidence, he slowly formed a more realistic view of how long it would take to transfer his army across the channel until eventually he acknowledged that it could take weeks. There was no way this could be achieved without

winning a naval victory that would prevent the Royal Navy from reeking havoc amongst the invasion barges.

This was where Napoleon ran into his greatest problem. The French fleet was widely scattered in a series of ports around the Atlantic and Mediterranean coasts. Each of these mini-fleets was blockaded by a British squadron. To Napoleon, this meant that his fleets were resting while the British were being worn down by the weather. What actually happened was that the French fleets decayed in port. Inexperienced sailors never had the chance to gain any experience at sea. There must have been many men on the French ships whose first sea voyage as a sailor ended in a battle.

THE BRITISH RESPONSE

The British fleet facing them was already battle hardened by 1803. The core of the British defensive plan was also well established. The most important fleet was the western squadron, commanded by Admiral Cornwallis. The bulk of this fleet was concentrated on the blockade of Brest, with squadrons detached to blockade other French ports such as Rochefort. In the case of a French breakout, this fleet's duty was to block the western end of the Channel. A small cruiser squadron commanded by Saumarez was based at the Channel Islands, helping to link Cornwallis to Lord Keith.

The second main British fleet was the Mediterranean squadron, commanded by Nelson. At first, his command extended west as far as Cape Finisterre at the tip of Portugal, but once Spain entered the war in 1804 a third squadron under Sir John Orde was created, with responsibility for the area between Ferrol and Gibraltar. This annoyed Nelson, as it took from him the part of his command most likely to produce valuable prizes, but in reality Nelson already had more than enough to deal with in the Mediterranean. While his main job was to blockade the main French fleet at Toulon, his responsibilities spread east to Turkey and Egypt, covered Sicily and Italy and still reached west as far as Gibraltar. The problems of protecting such a large area soon became apparent.

Facing this blockage were three main French squadrons. Nelson was faced by Admiral Villeneuve at Toulon, Cornwallis by Missiessy at Rochefort and Ganteaume at Brest. Nelson and Cornwallis had very different approaches to blockade. Cornwallis engaged in a close blockade, hoping to pin the French in their ports. Nelson preferred a looser blockade, hoping to

encourage Villeneuve to take to sea, allowing Nelson to defeat the French fleet in battle. This is not to criticise Cornwallis. Nelson only had one French fleet to worry about – that at Toulon – while Cornwallis had to make sure that the squadrons at Brest, Rochefort and a variety of other Atlantic and channel ports were unable to join together.

NELSON IN THE MEDITERRANEAN

The danger of this approach was that there was always a risk that Villeneuve could escape Nelson's watch, and early in 1805 this was exactly what happened. After a series of minor disappointments during the summer of 1804, Napoleon decided on a new plan. Ganteaume was to take the Brest fleet and one army corps to Ireland. Villeneuve from Toulon and Missiessy from Rochefort were to break out and sail to the West Indies, where they were to do as much damage as possible, before returning to France via Ferrol. While this was going on, the army of England stood down from invasion readiness (how much of this was due to the winter weather and not a change of plan is hard to say).

The attack on Ireland never even got under way. Missiessy was able to escape from Rochefort on 11th January 1805, while the blockading squadron was away picking up water. He was able to reach the West Indies, arriving at Martinique on 20th February, but once there he did little of value and only stayed for six weeks, narrowly missing a later order to remain. Villeneuve's own foray was even less successful, but receives attention because of Nelson's reaction.

The Toulon fleet left harbour on 17th January, taking advantage of a strong north-westerly wind that Villeneuve judged would give his fleet a good chance of escaping Nelson's watch although not the ideal wind for escaping the Mediterranean. Unfortunately, by the 20th that wind had turned into a gale, which the French fleet was unable to cope with. Twenty months stuck in harbour had reduced the seaworthiness of the French ships and seen the sailors' skills atrophy. The situation was made worse by the presence of a large number of sea-sick sailors on board, and Villeneuve felt that he had no choice other than to return to port. On 21st January any observer would have found the French fleet back in Toulon.

Sadly for Nelson, he had no such observer. His frigates had observed the French leaving Toulon and had followed them throughout the 18th. Nelson was taking on provisions at the Madalena Islands, between

Sardinia and Corsica when news of the French move reached him on the 19th. His main duty was to protect Sicily, Naples and with them Italy. After that, he was to protect Greece and Egypt and prevent the French repeating their success of 1798. Nelson had firm intelligence that Villeneuve had 7,000 soldiers on board, double the real figure, and so was convinced that the expedition had a significant objective in mind. With this in mind, Nelson sailed down the east coast of Sardinia, ready to block any French move east. The same gales that forced the French back on the 20th, now trapped Nelson in place until the 26th.

Once the weather abated, Nelson was faced with a difficult decision to make. He had no idea where the French were, or where they were going. He had no way to know that they had already returned to Toulon. His eventual decision was to sail east. His logic was sound. There was no way the French fleet could have sailed west – the winds had prevented that. If they had returned to Toulon, then they were already back in port. However, if they had remained at sea, then they must have swept past Nelson's fleet. Accordingly, Nelson decided to head east. On 30th January he reached Messina, and could be sure that Sicily and Naples were safe. 2nd February saw him off the Greek coast, and the 7th saw him off Alexandria, each time with no sign of any French fleet. Wherever the French were, they were not in the eastern Mediterranean, and Nelson now decided to return west. The same winds that had prevented the French from heading west now made Nelson's journey difficult – it was not until the 19th of February that he reached Malta and discovered that the French had been back in Toulon for nearly a month.

Villeneuve's foray was insignificant, but Nelson's response to it was scrutinised in great detail at the time. The location of the French fleet had been unknown for nearly a month, and Nelson had disappeared east on a wild goose chase. However, the contemporary judgement was that Nelson had done the right thing. Until the gales of the 20th, the French had been closely watched. If the weather had been better, the French would have sailed straight into Nelson's fleet off the south coast of Sardinia, where the poor seamanship they had already demonstrated would almost certainly have handed Nelson another famous victory.





NAPOLÉON'S GRAND PLAN

Napoleon now moved on to his grand design. The aim of this plan was to bring about a concentration of the scattered French and Spanish fleets at Martinique. This combined fleet would then return to Europe, overwhelm Cornwallis's channel fleet and allow the Grand Army to cross over into England. The key actors in this drama were to be Villeneuve and Ganteaume. Ganteaume was to break out of Brest without a battle, sail to Ferrol, drive off the blockading squadron to free a French fleet trapped there and then sail to Martinique, where he was to wait for 30 days for Villeneuve. Meanwhile, Villeneuve was to escape from Toulon, drive off the squadron blockading Cadiz and with the Spanish fleet join Ganteaume. This combined fleet was then to return to Europe, defeat the British fleet off Ushant, sail to Boulogne, and from there they were to force their way up the channel.

The problem with this plan was that Napoleon never grasped the realities of warfare at sea under sail. His plan depended on his blockaded fleets being able to escape from port without a fight, so that they could overwhelm the British fleet. This effectively trapped Ganteaume at Brest, who had some opportunities to force his way out past temporarily weakened blockading forces, but his orders did not allow him to make the attempt.

Napoleon also totally ignored the possibility of any British countermoves. Quite how the British fleets off Toulon and Brest would be prevented from interfering at Ferrol and Cadiz was never explained. Napoleon had himself evaded the Royal Navy on his way to and from Egypt, perhaps causing him to overestimate the ease with which his fleets could repeat the feat. However, he may not have been aware of how close he had been to disaster on the way to Egypt, apparently coming within earshot of Nelson's fleet at night, while his journey back was in a single fast ship, never an easy target before the invention of radar.

Of the three French squadrons involved in this plan, two can be quickly dismissed. Despite repeated prodding and some opportunities, Ganteaume never left Brest. Missiessy was already in the West Indies, but took the first opportunity to return to French, narrowly missing orders to remain there until Villeneuve or Ganteaume appeared. He arrived back in France at the same time that Villeneuve was reaching the West Indies.

It was Villeneuve who once again was able to escape from Toulon, and once again this was because Nelson wanted him to do so. Still convinced that the French target was Egypt, Nelson decided to make an appearance near Barcelona, to encourage Villeneuve to come out, while actually basing his fleet at the southern end of Sardinia, ready to ambush the French on their way east.

If the French objective had been Egypt then this would have been a good plan, but the true French objective was to the west. Villeneuve was successfully fooled into believing that Nelson was indeed off the Spanish coast, and it was only very firm orders to sail from Napoleon that forced him out of harbour, very pessimistic about his chances of reaching Gibraltar unmolested. Worse, Nelson was waiting for a move in the wrong direction.

Villeneuve left Toulon for the last time on the 29th of March 1805. His plan was to sail south of the Balearic Islands, to avoid Nelson's fictional fleet off Barcelona. This would have brought him dangerously close to Nelson's real position, and if Nelson's frigates had been able to stick with the French fleet then an early battle might have resulted. However, Villeneuve was able to evade the frigate *Active* overnight on the 31st. Nelson was temporarily blind. Worse was to come. On the next day, Villeneuve encountered a neutral merchant who had just seen Nelson's fleet. Now Villeneuve knew that the Spanish coast was clear, and he immediately changed course to sail north of the Balearics. There were two advantages of this. First, it was a quicker, shorter route, allowing him to pull away from Nelson. Second, it meant that Nelson lost all contact with the French fleet. For two weeks Nelson was operating blind, and it did not take long memories to recall his eventually pointless trip to Egypt earlier that year.

For these two weeks, Nelson based his actions on his responsibilities. His first responsibility was to protect Sardinia, Sicily and Naples. After that came the east – Greece, Turkey and Egypt. Of all the possible French actions Nelson had to guard against, their leaving the Mediterranean worried Nelson least. Accordingly, he placed himself between Sardinia and North Africa, to make sure that the French did not pass him, or if they did that he would have definite news of them before he headed east. He was prepared to admit that the French might assume that he would head to Egypt again, and that they might have slowed their own movements to take that into account.

To add to Nelson's worries, on 11th April he learned that a British expedition was to head into the Mediterranean. This force, under Sir James Craig, left Portsmouth on 19th April, heading for Malta. This force of 4,000 men was insignificant in numbers, and was ridiculed by Napoleon, but its true purpose was to encourage Russia to join the war, and in this it succeeded. However, for the moment all it did was add to Nelson's worries. He now began to suspect that the French were heading west, and if so Craig's expedition was in great danger.

On 16th April, Nelson learnt that a French fleet had been seen sailing west off Cape de Gate. If this was Villeneuve's fleet, then he was almost certainly heading into the Atlantic. Nelson now decided to return to Toulon to see if Villeneuve had retired to his home port again, having already made sure that he was not heading east. Finally, on 18th April he learnt from a neutral that the French had been seen sailing through the straits of Gibraltar on 8th April. Nelson's only option was to follow them. Now the weather took a hand, and contrary winds slowed him down so much that it took him until the 6th of May to reach Gibraltar.

While Nelson was frozen in the Mediterranean, Villeneuve was making good progress west, but all the time haunted by the threat of Nelson. He had been a captain at the Nile, commanding one of the very few French ships to escape, largely because he had not been engaged. This fear of Nelson had a negative influence on his actions over the next few months, starting at Cartagena. He arrived at the Spanish port on 6 March, where he found six Spanish ships of the line. They needed a few more days to take on powder, but Villeneuve was in too much of a hurry to wait, and on 8 March he sailed on.

His lack of nerve showed again on 8 April. His fleet sailed through the straits of Gibraltar and found a small British squadron under Orde taking on provisions in the Bay of Cadiz. Five British ships of the line found themselves facing a French fleet of eleven ships of the line and six frigates. Any British admiral faced with a similar situation would have leapt to the attack, and almost certainly inflicted a crushing defeat on the smaller force, but Villeneuve made no effort to interrupt Orde as he slowly sailed from the bay.

Orde was probably in the best position to understand the French plan at this moment. He knew that Missiessy had already escaped port, and that

Ganteaume had made an attempt to copy him. Now Villeneuve was also heading into the Atlantic, and Orde came to the correct assumption. His conclusion was that the French were hoping to meet up in the West Indies and then attempt to overwhelm the British fleets guarding the western approaches to the channel. His only mistake at this point was that he didn't realise what a hurry Villeneuve was in. He reached Cadiz at eight in the evening on 8th April. Two hours later the Spanish began to sail out of Cadiz. Astonishingly, Villeneuve was so worried about Nelson that he didn't even give his allies time to join the fleet, and at two in the morning he set sail, leaving the Spanish to catch up as best they could. Orde reported his conclusion to the Admiralty, and then made his way to join the fleet guarding the channel.

Nelson now faced the same decision. He knew that Villeneuve had left the Mediterranean, and a central principle of British naval strategy over the last century was that if the enemy fleet left the Mediterranean, the British commander of the fleet there, in this case Nelson, should either follow in person or send enough ships to make sure that the enemy fleet would not win tactical supremacy wherever it sailed. Nelson's problem was that he did not know where Villeneuve was heading.

Despite Nelson's uncertainty, the Royal Navy was never in any real danger of falling for Napoleon's plan. The central plank of the British strategy was to defend the western approaches to the channel. With the French fleets at sea, the new First Lord of the Admiralty, Lord Barham (appointed after the fall of Melville, and in office from 30th April) ordered as many ships as possible to rally off Ushant to protect the channel.

Nelson was well aware of this. For several weeks no news of Nelson reached England, causing serious concern in London. Finally, on 19th May a despatch sent by Nelson in mid April reached London, in which Nelson announced his intention to make his way to Scilly or join the fleet off Ushant. Although this plan was not in the end followed, it caused great relief in London. Meanwhile, Nelson had finally received news of Villeneuve. His source was Rear-Admiral Donald Campbell, then serving in the Portuguese navy. On 9th May, Campbell came aboard Nelson's flagship in conditions of great secrecy, and confirmed that the combined fleet was heading to the West Indies. This was the news that Nelson needed, and enabled him to finally decide on his next course of action. Campbell



was to suffer for his actions. The French discovered what he had done, and were able to force the Portuguese to dismiss him. Campbell was not rewarded in England, where he died in poverty.

Nelson was now able to plan for his Atlantic voyage. At Lagos bay he found Ordes' supply ships, and took on supplies that should last for five months. Finally, on 11th May Craig's expedition reached Lagos. Nelson detached one of his slowest ships to guard the expedition, and then at 6.50 on the evening of 11th May Nelson's fleet set sail. The great chase had begun.

THE ATLANTIC AND THE WEST INDIES
Villeneuve had a massive head start. He had left Cadiz on 9th April, and reached Martinique on 13th May, only two days after Nelson left Lagos bay. While Villeneuve had taken 34 days to reach the West Indies, Nelson only took 24, arriving on 4th June. Villeneuve had not used his time well. His main objective was to combine with Ganteaume, but Ganteaume had been unable to escape from Brest, and Villeneuve waited in vain. While he was waiting, he was unwilling to risk his fleet, and the only significant action his fleet carried out was the recapture of Diamond Rock, a small island off the south west tip of Martinique. Diamond Rock had been captured by a small British landing party in January 1804, and resisted all French attempts to recapture it until finally Villeneuve sent a fleet of sixteen ships, including one ship of the line. This fleet pummelled the small British garrison into submission, forcing their surrender on 3rd June.

On 8th June, Villeneuve managed to intercept a largely unguarded sugar convoy. This apparent success effectively ended his time in the West Indies – his prisoners told him that Nelson had reached the West Indies, and two days later he sailed east. The spectre of the Nile was still haunting him, but he was not helped by the poor condition of his fleets. Napoleon was still convinced that his fleets should have been in much better condition than the British, having spent so much time in harbour, but once they got to sea the French and Spanish fleets proved themselves unequal to the task. Their lack of practical experience, both in general seamanship and in battle, was their undoing.

Nelson's time in the West Indies was no more fruitful than Villeneuve's, but at least he was active. While the French were at Martinique, Nelson reached Barbados. There, he received news from a reliable source that a French fleet had been seen to the south, heading for Trinidad and Tobago. Accordingly, Nelson sailed

south, away from the French. There, a series of misfortunes beset him, including a remarkable clash of signals on 6th June, in which Nelson's agreed signal for the presence of the French at Trinidad was the same signal agreed on at Trinidad to indicate the arrival of a British fleet! The next day, an accident at a British fort caused an explosion visible from the fleet. Nelson was now convinced that he was about to get his battle, but when they sailed into the Gulf of Paria at Trinidad they were faced with an empty ocean.

Things got no better. News came in of French plans to attack a variety of islands, including Grenada, Dominica, Antigua and St. Kitts. On 12th June, Nelson was at Montserrat, where he received very little information, but he was starting to believe that Villeneuve had already left the West Indies. Despite all of the false information he had received, Nelson was confident enough to begin the return voyage on the following day, only three days after Villeneuve.

RETURN TO EUROPEAN WATERS

The combined fleet now began the next stage of Napoleon's plan. Villeneuve set course for Ferrol, where he could attempt to relieve the British blockade and produce the combination of fleets that Napoleon had ordered. The chances of this plan succeeding were small – as we have already seen, the British strategy placed their strongest fleet guarding the channel, but its chances were reduced even further when the Curieux, a brig that Nelson had sent back to England with his despatches, sighted the combined fleet. This was on 19 June, and confirmed the direction the French and Spanish were taking. This news reached Plymouth on 7th July, and was at the Admiralty two days later. Barham was able to plan his counter moves before Villeneuve's slower moving fleet had returned to European waters.

A casual glance at the numbers would suggest that the French and Spanish had quite an advantage at this point. Villeneuve had twenty ships of the line. At Ferrol he should gain another fourteen. Facing him, the western squadron under Cornwallis would number thirty three. In Brest was a French fleet twenty-one strong. Napoleon seems to have assumed that this fleet would be able to combine with Villeneuves, overwhelming the Royal Navy. There were two flaws with this idea. First, Nelson with another fourteen ships of the line would be rapidly approaching from Cadiz. Unless Villeneuve was to find an unexpected turn of speed, the combined fleet of fifty five would face a Royal Navy fleet of forty seven, odds that

Nelson and any other British admiral would relish (Trafalgar saw thirty three against twenty seven, a very similar ratio).

A second, and even more serious flaw with the French plan was that it was almost impossible for the twenty-one ships blockaded in Brest to play any part in their own rescue. The first reason for this was that there was very little chance of their discovering that any such rescue was underway in time to take part in it. The bulk of the blockading squadron would always be invisible over the horizon, with only the smaller ships maintaining a watch visible from port. Any battle between the relieving fleet and the blockaders would probably be underway well before the blockaded fleet got news of it. Once they did get news of a battle, it could take a fleet of warships under sail quite some time to leave harbour. The combined fleets took two days to leave Cadiz before Trafalgar, and few of the blockaded crews would have had any significant recent experience of sailing their ships. As the crisis of the campaign approached, the British were able to use their blockading fleets to search for Villeneuve, secure in the knowledge that the French would probably not discover they had gone until it was too late. Even if the blockaded fleet was ready and willing to sail, their progress would be at best slow. In all but the most unusual of circumstances, the winds would be against them. Any wind that could carry Villeneuve to Brest would help pin Ganteaume in harbour. The French admirals knew all of this, but Napoleon did not, and persistently failed to learn the realities of naval warfare under sail.

While Villeneuve and Nelson were returned across the Atlantic, Barham took precautions. The squadron guarding Rochefort left on 12th July to join Calder. No better demonstration of the time needed for a blockaded fleet to move could be provided – it took five days for Commodore Allemand, newly appointed to command at Rochefort, to leave harbour, but his squadron was never to join with Villeneuve, despite a series of lucky escapes from the increasing number of British fleets in the area. The 12th also saw Cornwallis leave Brest to search for Villeneuve on the approaches to that port. He was away until 24th July, but despite this the Brest fleet did not move. The home fleets were all in place. All that was left was for Villeneuve and Nelson to reach Europe.

The superior seamanship of Nelson's fleet once again resulted in a faster crossing. Unfortunately, he was heading too far south, lacking the intelligence provided

by the Curieux. Nelson still had the Mediterranean in mind, and headed south towards the Straits of Gibraltar. As he got closer to the Mediterranean, he despatched his frigates ahead in an attempt to gain news of Villeneuve (who at this point was much further north and several days behind). On 17th July Nelson reached sight of land. He had reached the North African coast without gaining any news of Villeneuve. On 20th July, Nelson's fleet reached Gibraltar. Here Nelson went ashore for the first time in two years – he had not left the Victory since taking command off Toulon!

Villeneuve's return to Europe was not so straightforward. On 22nd July he encountered Sir Robert Calder's fleet, blockading Ferrol. Calder had fifteen ships of the line to Villeneuve's twenty, but despite this, Calder had no doubts about attacking. The battle began late, after five, and was fought in poor visibility, effectively as a series of long range gun battles. Calder captured two Spanish ships and knocked one French and three more Spanish ships out of the rest of the campaign, but over the new few days he failed to take the chance to inflict more damage on the French and Spanish, something for which he was eventually to be reprimanded (admittedly at a court-martial of his own requesting.) Although Calder's action was not appreciated in Britain, it had a significant impact on Villeneuve. Having initially claimed a victory, Villeneuve now found himself unable to reach Ferrol and had to put into Vigo, a most unsuitable harbour. It was not until 1 August that Villeneuve was finally able to limp into Ferrol, and then he only reached harbour safely because a gale had driven Calder's fleet off station. This time, Calder's thirteen would have faced Villeneuve's fifteen ships of the line. Only the weather protected Villeneuve from an early defeat.

At Gibraltar it became clear to Nelson that the combined fleet had gone further north. Nelson began to plan to join the squadrons off Ushant and Ferrol. Final confirmation came on 25th July, via an unexpected source – a Portuguese newspaper report on the arrival of the Curieux in Britain and the news it had carried. Nelson immediately set sail to join the key western squadrons, by now coming together off Ushant. Calder joined Cornwallis on 14th August. Nelson arrived on the following day, and was immediately given permission to return to England. The great chase was over, and at least temporarily Nelson was removed from the centre of affairs.

FINAL BUILD-UP TO BATTLE

Nelson set foot in England for the final time on 19th August. He was to have only twenty five days before duty called him back to sea, and he spent most of that time at his house at Merton. Surprisingly to our eyes, he was uncertain of his reception, having missed Villeneuve repeatedly during the chase. Lord Barham, at the Admiralty, examined Nelson's logs and supported his every move. The public had no doubts at all, greeting him as a victorious hero.

Merton was well placed on the road between London and Portsmouth. On 2nd September Captain Blackwood of the frigate *Euryalus* was making that journey to report that Villeneuve had managed to struggle into Ferrol, from where he made one last attempt to sail north in obedience to Napoleon's orders, before finally giving up and returning to Cadiz. Nelson was in no doubt that he would be asked to command the fleet that would be sent to blockade Cadiz, and he, along with Emma Hamilton, followed Blackwood to London. His instincts were correct, and on the following day he received his orders. Once again the *Victory* was to be his flagship – she had already been prepared to sail to join *Collingwood* off Cadiz. Nelson had only ten more days with his family, before leaving them for the last time on the evening of the 13th of September. On the following morning, he re-embarked on the *Victory*, and set sail for Cadiz. On the 28th he reached the fleet off Cadiz. All he needed now was the opportunity to fight.

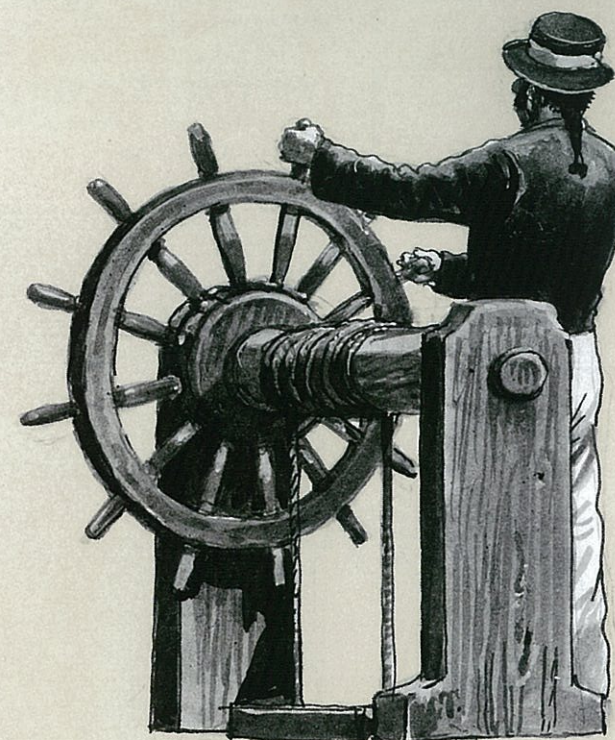
Trafalgar was fought because after months of desperately avoiding battle, Villeneuve finally sailed his fleet into mortal danger. To find the cause of this change of attitude we must move the focus of our attention to Napoleon. At the start of August, he was still intent on his invasion of England, although perhaps his interest was starting to wane. His activities in Italy had started to worry the Austrians, who still saw northern Italy as a legitimate area of interest, and Napoleon's attention appears to have been moving east, before news of what he saw as a final failure on the part of the navy reached him. Villeneuve had been ordered to make one more attempt to reach the channel, but contrary winds forced him to remain in Corunna bay for the first half of August. When the winds relented on 11th August, he made one last attempt to break for the north, but the poor state of the fleet and the ever present British frigates made progress impossible. On the night of 15-16th August, Villeneuve was forced to turn south for Cadiz.

Meanwhile, the news that the fleet had spent two weeks in Corunna Bay reached Napoleon on 13th August. Showing his typical lack of understanding of all naval matters, he took this as a deliberate failure to obey his orders. As we have seen, Villeneuve was to make one more attempt to obey his orders, but it was too late to satisfy Napoleon. Finally, news of Villeneuve's final move to Cadiz reached Napoleon on 22nd August. This was the last straw. By 25th August, the invasion had been called off. The army of England was given new marching orders on the 26th, and the invasion camps began to break up on the 28th. The Army of England had become the Grand Army, and after three years of training on the French coast, it was about to march off to glory.

Meanwhile, Napoleon was sending out a series of orders that would send the combined fleet to its doom. On 14th August, he sent out orders to Villeneuve to sail into the Mediterranean, where he was to move against the kingdom of Naples. On the following day (the day Nelson left Portsmouth) he finally lost faith in Villeneuve, and decided to replace him with Vice-Admiral Rosily. It was the combination of these two orders that finally prodded Villeneuve to move out of Cadiz and into Nelson's hands. The order to sail arrived well before Rosily could arrive with his own orders. The orders to sail arrived on 28th September, the same day that Nelson reached the fleet off Cadiz. Rosily moved much slower, reaching Madrid on 12th October. There he was delayed while an escort to take him on to Cadiz was organised. News of his arrival at Madrid soon reached Villeneuve, who realised that this could only mean that he was being replaced, and almost certainly disgraced. We do not know exactly when the news reached Cadiz, although we can guess that it was at some point between 16 and 18 October.

This news reached Villeneuve at what looked like a particularly positive time. The weather appeared to be favouring him – fine easterly winds, ideal for a fleet that wanted to leave Cadiz. More significantly, six ships of the line under Admiral Louis from the fleet off Cadiz had been sighted escorting a convoy. Nelson was short six ships and a trusted commander. Villeneuve would never have a better chance to escape from Cadiz, and from disgrace. Accordingly, on 18th October, Villeneuve issued the order to sail.

SCENARIOS



SCENARIOS

Although some naval battles are straightforward engagements between two fleets, it's just as likely that the Admirals will have some specific objective to achieve. This section provides the rules for fighting various kinds of battles.

CHOOSING A SCENARIO

For your first few games we recommend playing the 'Fleet Engagement' scenario on the following page, to get you used to the game mechanics and building fleets. There are six scenarios in total, which can be tailored to the size of your fleet. Players can either choose which scenario they'd like to play, or roll on the Random Scenario table, below.

2D6	Scenario
2	Coastal Raid
3	Harbour Defence
4-9	Fleet Engagement
10	Capture the Flagship
11	Pursuit
12	Signal Close Action

ATTACKERS AND DEFENDERS

In some scenarios you need to determine which fleet is attacking and which is defending. You can either decide on this between you, or used some random method to decide, such as rolling a dice or tossing a coin.

THE SCENARIOS

Each scenario is presented in the following format:

MAP AND WEATHER GAGE

This shows you the recommended board layout and size for the scenario, along with a compass rose indicating which way the wind is blowing at the start of the game. Remember that you don't roll for a change in the weather on the first turn – only from turn 2 onwards.

FLEET DISPOSITION

This section tells you the restrictions on your fleets, if any.

THE SEASCAPE

Here you'll be told what size of gaming area is best suited to the scenario, and what other scenic features, if any, are required to play.

DEPLOYMENT

This section gives instructions for each of the fleets, showing where they begin the battle and how to set up.

GAME LENGTH

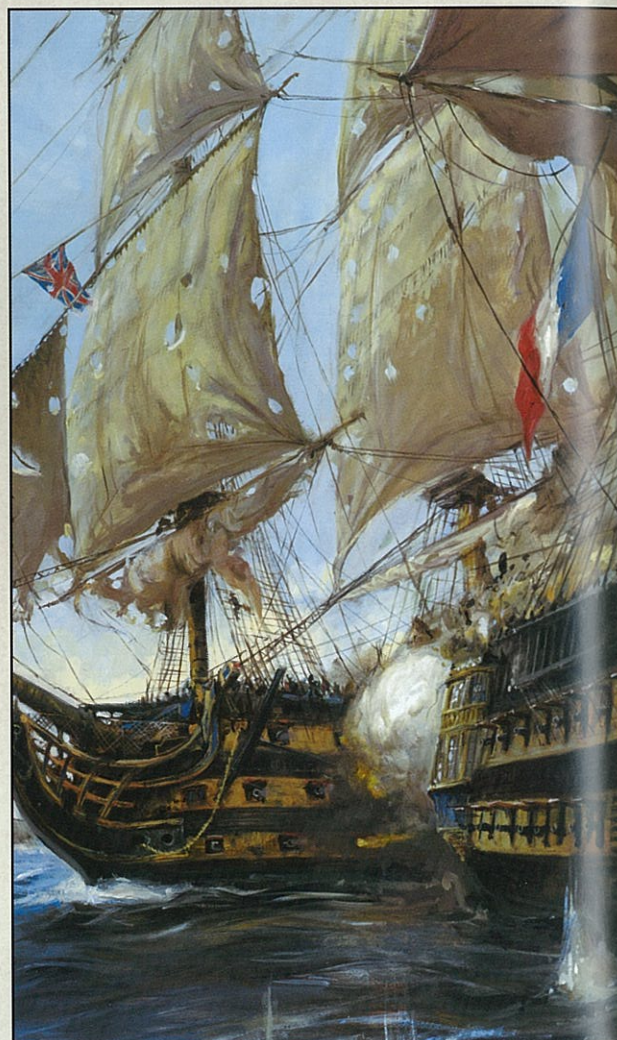
This simply indicates how many turns the battle will last for, along with any special events that may trigger the game to end.

SPECIAL RULES

This part provides details of any rules that are specific to the scenario. These may supplement or replace the main game rules.

VICTORY CONDITIONS

This is the important bit, as it details what you need to do to win the game!



SCENARIO 1: FLEET ENGAGEMENT

Two fleets have converged on a stretch of contested water, and form line of battle. This is the most common type of engagement, and the easiest to play.

FLEET DISPOSITION

This battle takes place between two fleets of equal size, with no limitations.

THE SEASCAPE

If the fleets are picked to 1,500 points or less, then use a 120cm/4' square board. If using larger fleets, use a 180cm/6' by 120cm/4' board, as shown.

Scenery is optional – players may opt to place up to one scenery piece each, no larger than 30cm diameter. These may not be placed closer than 30cm to the centre of the board or within either deployment zone.

DEPLOYMENT

Both players roll a D6 – the player who scores highest chooses which board edge they want to set up on, and whether to start deploying first or second. Players then take it in turns to place one ship or squadron at a time in their deployment zone.

GAME LENGTH

The game lasts for a maximum of 20 turns, though it may end before this if the objective is reached.

VICTORY CONDITIONS

The game ends at the end of the turn when one fleet is broken, or after 20 turns, whichever comes first. If both fleets are broken in the same turn, then the game is a draw. If the 20th turn is reached and neither fleet is broken, then players add up their respective Victory Points using the following chart:

	Destroyed	Crippled	Captured
Flagship	200	100	250
Ship of the Line	100	75	150
Frigate	50	25	75
Unrated	25	10	50
Commander	+50	-	+100

The player with the most Victory points is the winner. If the scores are equal, then the game is a draw.



SCENARIO 2: HARBOUR DEFENCE

One fleet converges upon a harbour in enemy territory. To control a harbour is to control the supplies of a land army, and prevent the refitting of enemy ships.

FLEET DISPOSITION

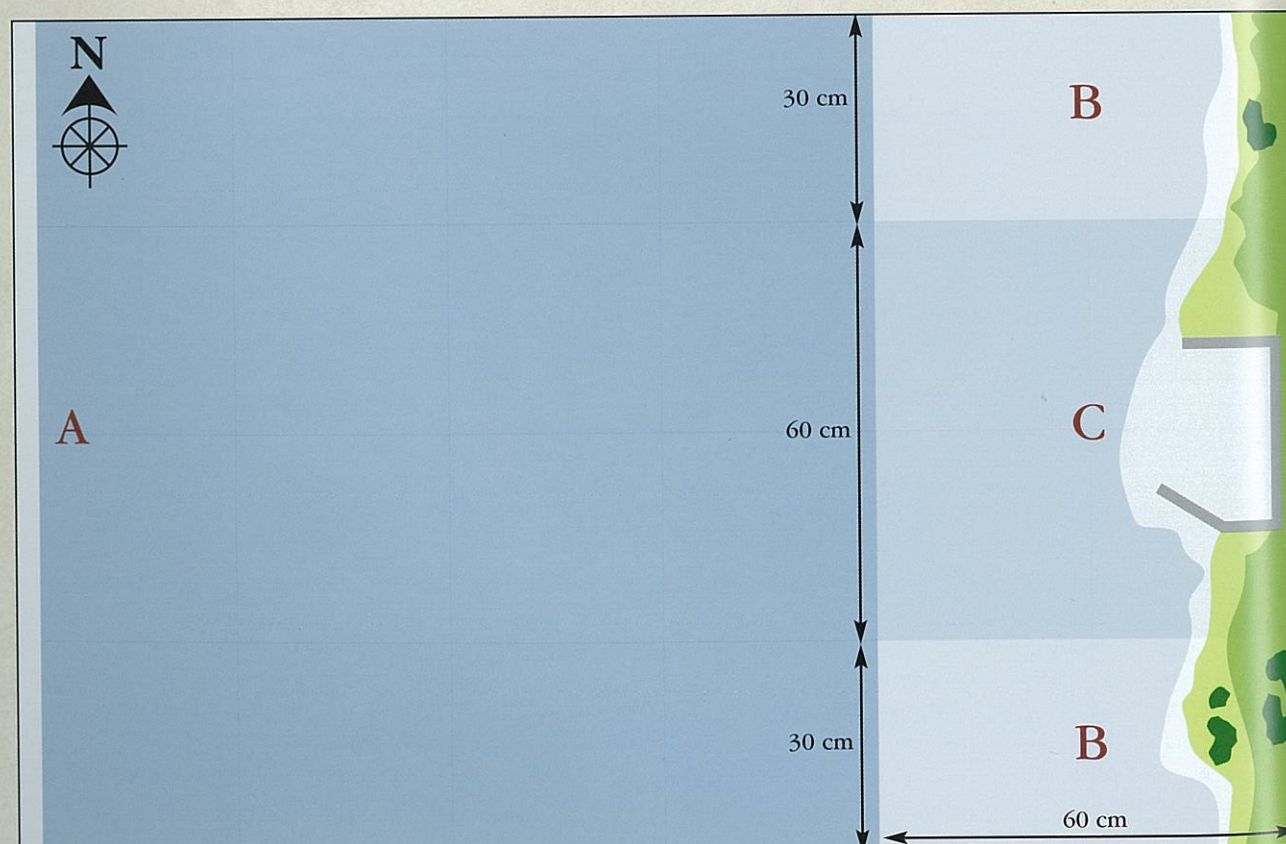
Decide who is the attacker and who is the defender. The attacker has twice as many points to spend on their fleet as the defender. However, the defender has an extra 500 points to spend on any of the following:

- 0-1 Lighthouse 50pts
- 0-2 Martello Towers (British only) 125pts
- Floating Battery 100pts
- 0-1 Coastal Fortress* 275pts
- 0-2 Blockships (British and USA only) 125pts

**A Coastal Fortress may take a single Mortar in addition to its normal armament for +10 points, and/or Red Hot Shot for +30 points.*

THE SEASCAPE

The game is played on a 180cm/6' by 120cm/4' board. The eastern short edge represents a stretch of coastline. The middle part of this coast is taken up by a harbour, between 30-60cm long, with walls stretching no further than 30cm onto the board from the edge.



DEPLOYMENT

The defender deploys his fleet in one or both of the zones marked 'B' on the map above. The attacker deploys all of his vessels in contact with the board edge marked 'A'. Finally, the defender places any additional items in zone 'C'. Lighthouses, fortresses and Martello Towers must be placed on land. A lighthouse may be placed within one of the 'B' zones if desired.

GAME LENGTH

The game lasts for a maximum of 20 turns, though it may end before this if the objective is reached.

VICTORY CONDITIONS

- The attacker must move at least half their starting number of ships into zone C to win the game. Decrewed and disabled vessels, and ships that have struck their colours do not count. Squadrons count as a single ship for victory purposes.
- The defender wins if it becomes impossible for the attacker to meet the objective.
- If the end of the 20th turn is reached without a result, then the game is a draw.

SCENARIO 3: CAPTURE THE FLAGSHIP

A fleet has been sent to capture a notorious enemy commander. The ambush is set, and the enemy commander must escape at all costs.

FLEET DISPOSITION

This battle takes place between two fleets of equal size, with no limitations. Decide who is the attacker and who is the defender before the game starts.

THE SEASCAPE

If the fleets are picked to 1,500 points or less, then use a 120cm/4' square board. If using larger fleets, use a 180cm/6' by 120cm/4' board, as shown. Scenery is optional – players may opt to place up to one scenery piece each, no larger than 30cm diameter. These may not be placed closer than 30cm to the centre of the board or within either deployment zone.

DEPLOYMENT

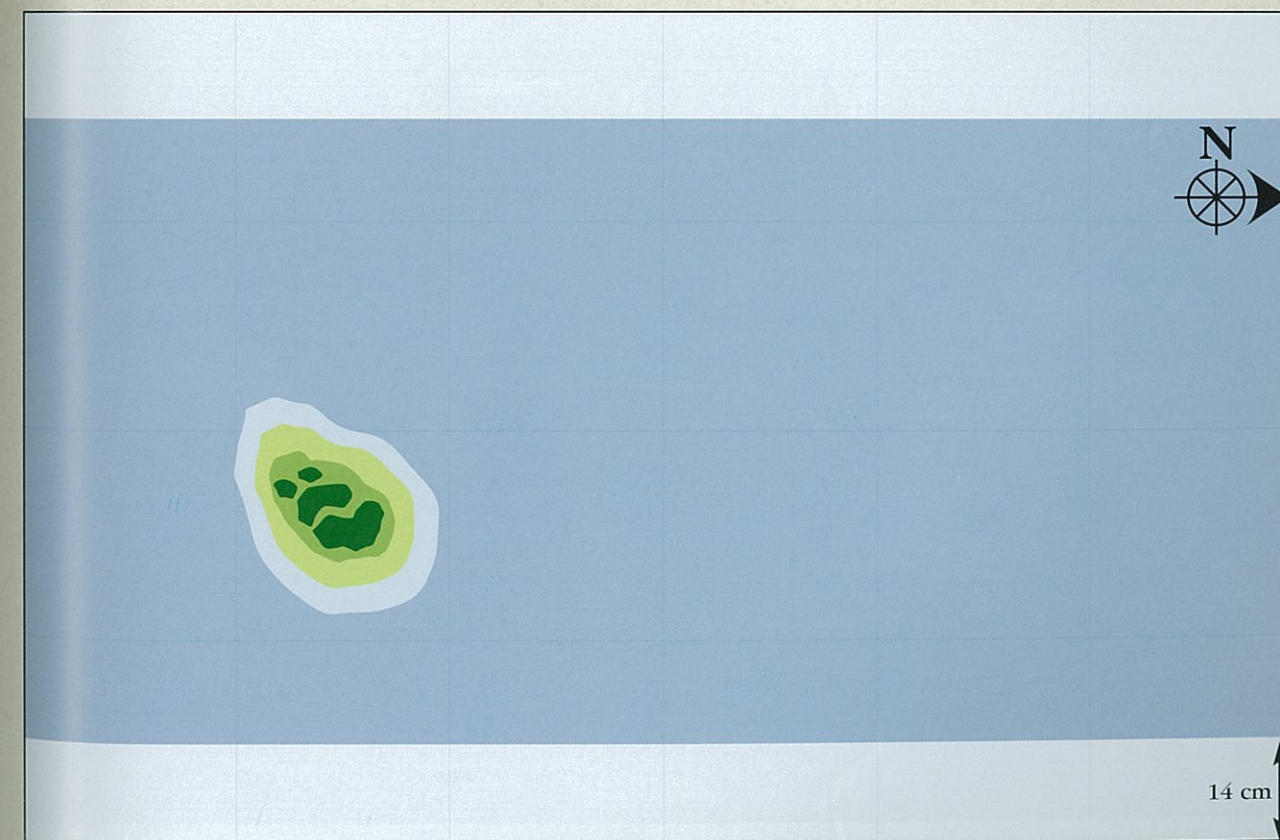
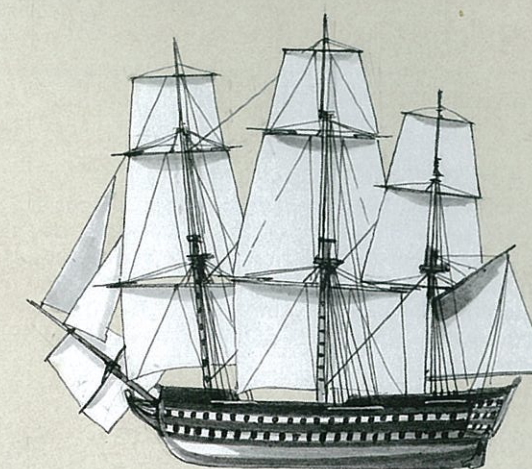
Both players roll a D6 – the player who scores highest chooses which board edge they want to set up on, and whether to start deploying first or second. Players then take it in turns to place one ship or squadron at a time in their deployment zone.

GAME LENGTH

GAME LENGTH
The game lasts for a maximum of 15 turns, though it may end before this if the objective is reached.

VICTORY CONDITIONS

THE ATTACKER must sink or cripple the enemy flagship before his own fleet is broken. The defender wins if the attacker fails to meet the objective within 15 turns.





SCENARIO 4: SIGNAL CLOSE ACTION

The battle has been raging for several hours, and both fleets are in disarray. The signal flags fly for close action, and the ships from both fleets prepare for boarding actions!

FLEET DISPOSITION

This battle takes place between two fleets of equal size, up to a maximum of 2,000 points.

THE SEASCAPE

The game is played on a 120cm/4' square board with no scenery pieces.

DEPLOYMENT

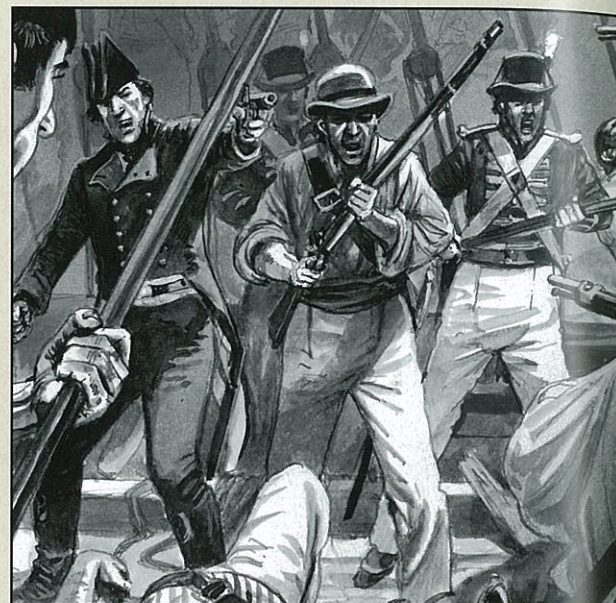
Both players roll a D6 – the player who scores highest chooses which board edge they want to set up on, and whether to start deploying first or second. Players then take it in turns to place one ship or squadron at a time in their deployment zone. No ship may be placed closer than 10cm to an enemy vessel, or within 10cm of any board edge.

GAME LENGTH

The game lasts for 10 turns.

VICTORY CONDITIONS

The player who scuttles the most ships in 10 turns wins the battle. If the number of scuttled ships is equal, or if no ships have been scuttled, the game is a draw.



HMS Victory becomes entangled with the Redoutable, as HMS Temeraire and the Bucentaure close in support.



SCENARIO 5: PURSUIT

A squadron of enemy ships has been terrorising trade routes for some months. A fleet has been dispatched to hunt them down in a deadly game of cat and mouse.

FLEET DISPOSITION

This battle takes place between two fleets of equal size, with no limitations. However, this scenario works best with small fleets of around 500-1,000 points. Before battle commences, nominate who is the attacker and who is the defender.

THE SEASCAPE

The game is played on a 180cm/6' by 120cm/4' board. The players place one scenery piece each, no larger than 30cm in diameter. These may not be placed closer than 30cm to the centre or any edge of the board.

DEPLOYMENT

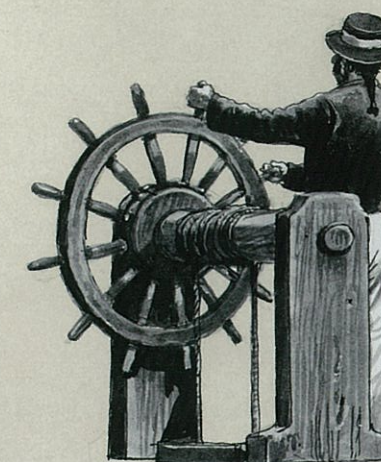
The defender deploys within 14cm of edge 'A'. The attacker then deploys in contact with either of the edges marked 'B' on the map. The attacker may split his forces between both 'B' zones if he wishes. Finally, the defender must nominate a single vessel which may not be part of a squadron. This ship is the quarry.

GAME LENGTH

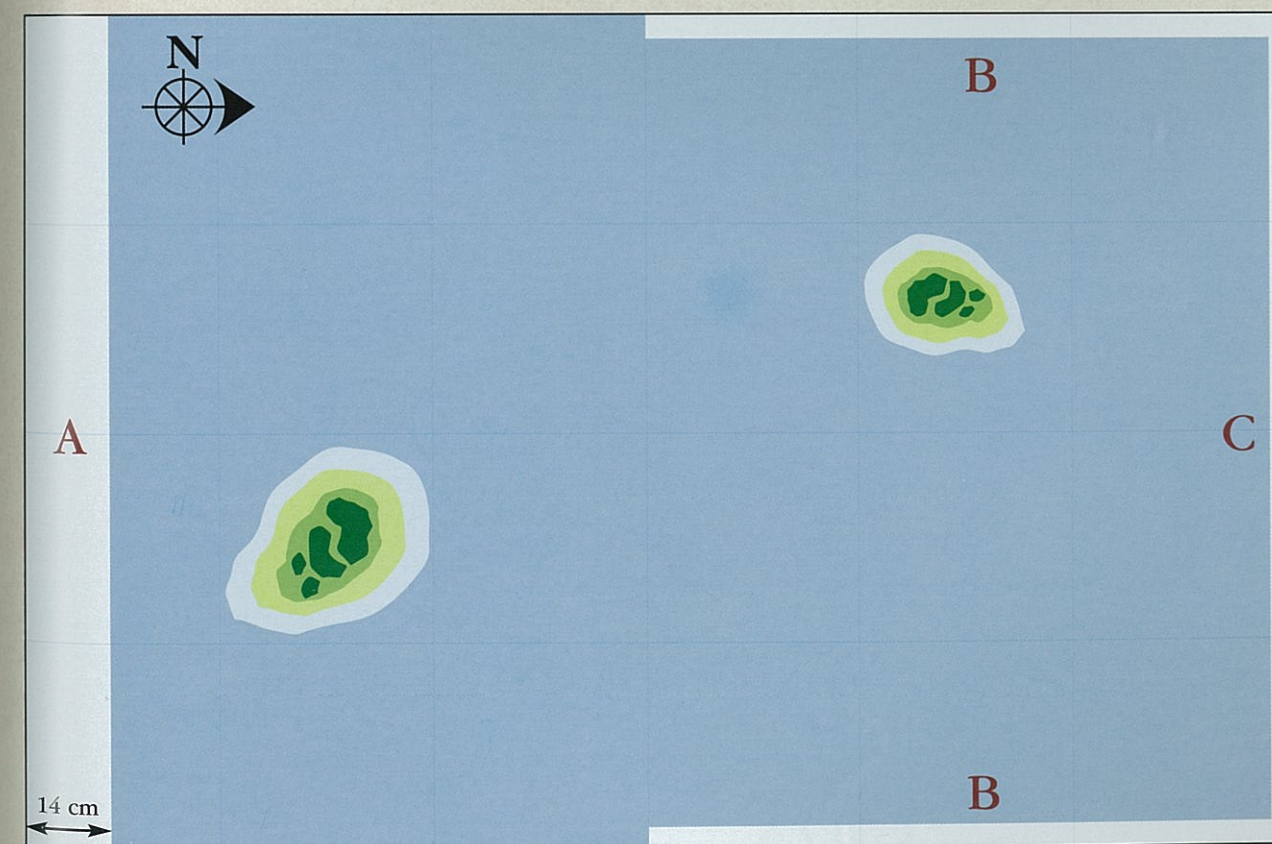
The game lasts until one fleet achieves its objective.

VICTORY CONDITIONS

The defender wins if the quarry can escape by moving off edge 'C'. The attacker wins if the quarry is captured or destroyed.



90 cm





SCENARIO 6: COASTAL RAID

One fleet is attempting to clear the way for landing parties to begin the assault on enemy soil. The other must stop them at all costs.

FLEET DISPOSITION

This battle takes place between two fleets of equal size, with no limitations. Decide who is the attacker and who is the defender before the game starts. The defender may purchase any of the items below as part of his fleet, and place them on the coastline area before deployment:

- 0-1 Lighthouse 50pts
- 0-2 Martello Towers (British only) 125pts
- 0-1 Coastal Fortress* 275pts

*A Coastal Fortress may take a single Mortar in addition to its normal armament for +10 points, and/or Red Hot Shot for +30 points.

THE SEASCAPE

The game is played on a 120cm/4' square board. However, if the fleets are larger than 2,000 points you may decide to use a 180cm/6' square board instead, if you

have one available. A large beach occupies the south-east corner. If your scenery piece contains any rocky areas, then a lighthouse is present.

DEPLOYMENT

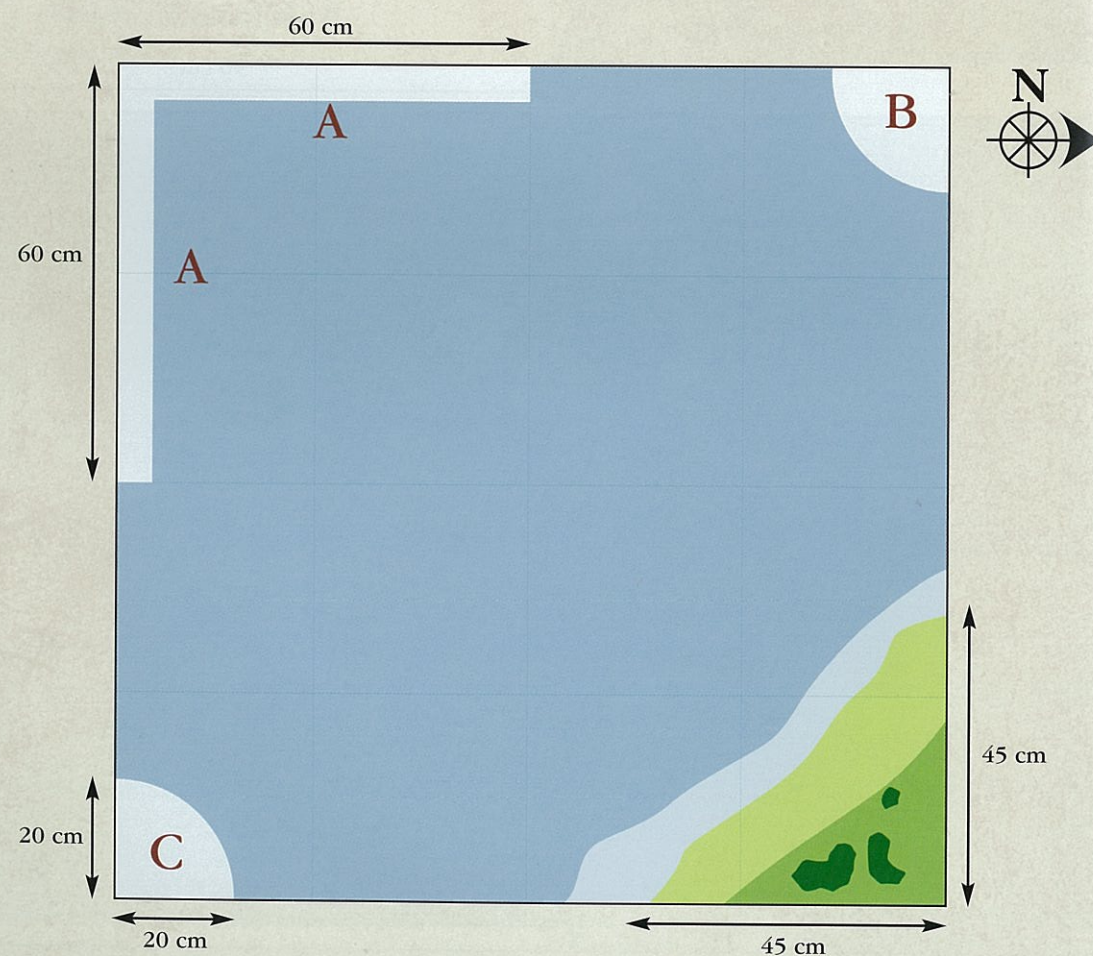
The attacker deploys his ships in contact with any of the edges marked 'A'. The defender splits his force into two halves, with a roughly equal number of ships in each (squadrons count as a single vessel). One half deploys within 20cm of corner 'B', and the other within 20cm of corner 'C'.

GAME LENGTH

The game lasts for a maximum of 20 turns, though it may end before this if the objective is reached.

VICTORY CONDITIONS

The game ends at the end of the turn when one fleet is broken, or after 20 turns, whichever comes first. If both fleets are broken in the same turn, or if the end of the 20th turn is reached without a result, then the game is a draw.



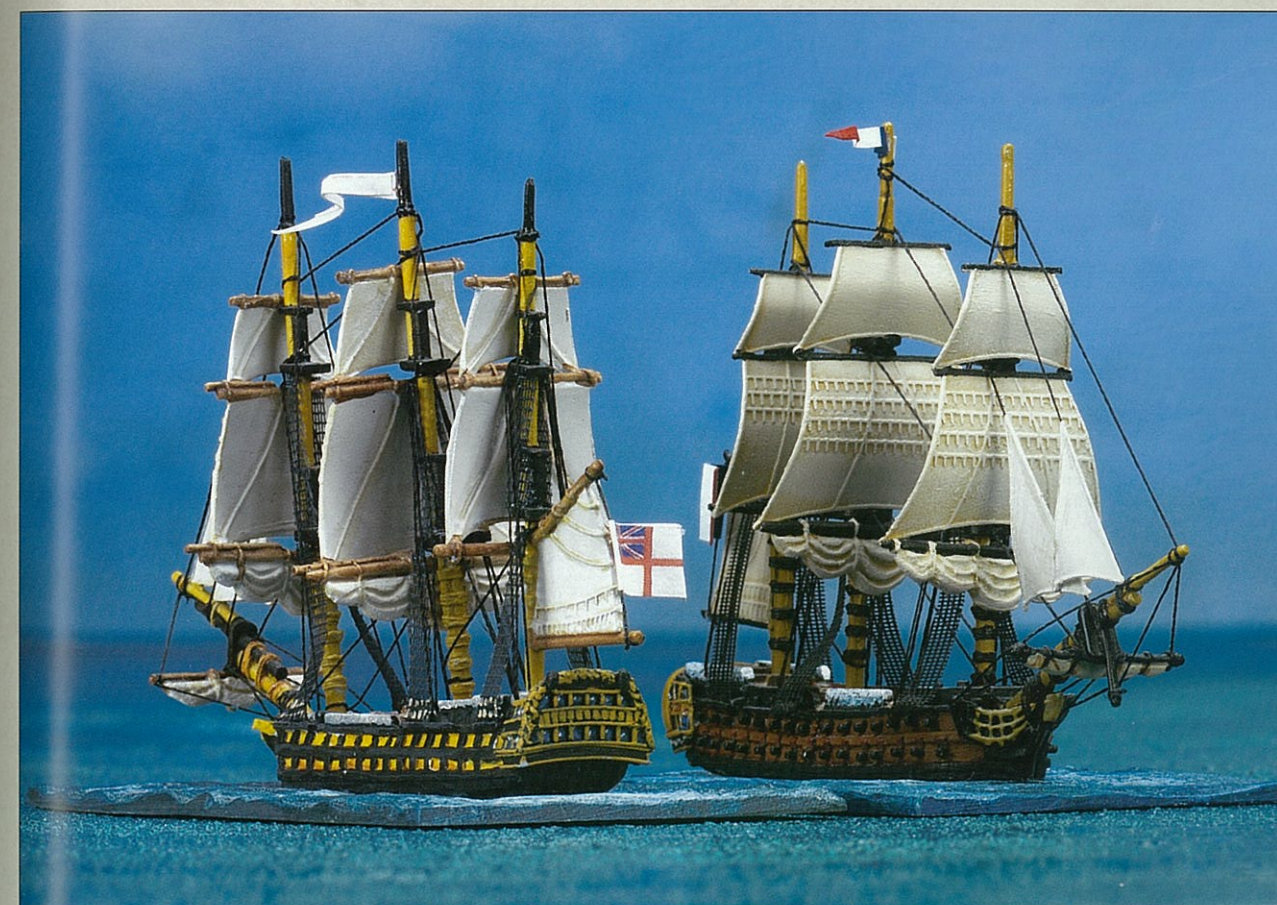
NAVAL WARGAMING

Naval wargaming is slightly different to other types of tabletop gaming, largely because the miniatures involved are so unlike other types of miniature playing pieces, and the approach to collecting a sailing fleet is somewhat different from collecting an army in other games.

The complexity of the playing pieces in naval wargaming often puts newcomers off, but with a little practical guidance and – most importantly of all – practice, getting your first few ships painted, rigged and on the tabletop isn't as daunting as you might imagine. In fact, everyone who painted models for this book commented on how therapeutic and relaxing this side of the hobby can be. If you are a wargamer of other periods and genres to begin with, you'll doubtless find the change of pace and style quite refreshing. This section provides some practical advice on assembling, painting, rigging and basing vessels, along with some tips on how to create a seascape over which to do battle against your opponents.



Above: A fully rigged, 1:1200-scale 74-gun ship of the line.
Right: The same type of vessel in 1:2400 scale.



HMS Leviathan (74) exchanges broadsides with the French 74 Redoutable.

PAINTING SHIPS



A Royal Navy frigate tries to outrun a French 74.

ASSEMBLY

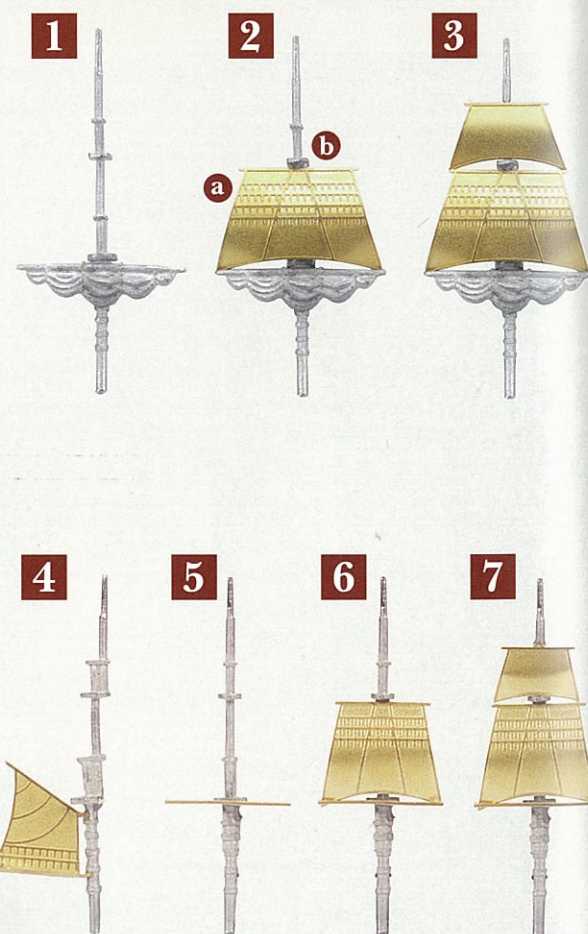
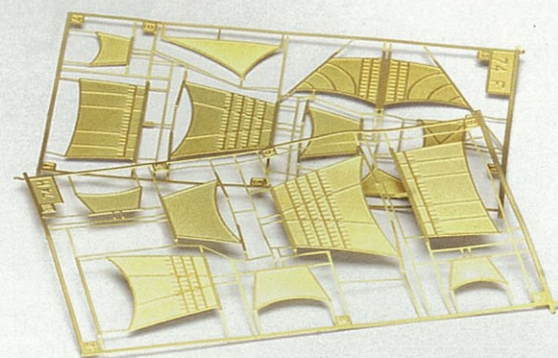
Whilst naval wargaming miniatures are available in a variety of scales, the most common by far are 1:1200 and 1:2400. The only real difference between collecting these scales is that the larger 1:1200 vessels require rigging, whereas the smaller vessels do not. Whichever scale you choose, ships fundamentally come supplied in the following pieces: hull, stern, masts and bowsprit, sails and, in some cases, a base. It is easiest to assemble the masts and sails (see below) and paint these separately from the hull. The hull itself can be assembled with the bowsprit and stern, and painted as one piece.

As well as a selection of acrylic paints, you will need several modelling tool and materials, namely a pin vice (small drill) with a small drill bit (0.5mm or 0.6mm is ideal), a craft knife and small file for cleaning mould lines off the metal components, a pair of fine tweezers for rigging, along with some black, 100% viscose thread (not cotton), and some thin liquid superglue. The use of each of these items are discussed in turn later.

SAIL ASSEMBLY

Model sailing ships are supplied with sails in either white metal or brass etch. Brass etch sails are the most realistic and finely detailed of the two, but are quite tricky to assemble, as each sail sheet is supplied separately. As such, we've provided a quick guide to assembling this type of sail.

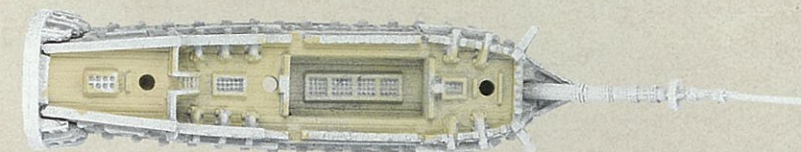
1. Stick the furlled metal courses (if you have these) to the fore and mainmast. 2. Slightly bend the mainsail (a) and glue this on next, with the bottom corners resting on the yards of the courses, and the top part resting beneath the fighting top (b). 3. Finally, glue the topsail with the bottom corners touching the top of the mainsail and the top yard touching the mast. Some brass etch sails have small brass 'teeth', which you can wrap around the mast to provide extra purchase. 4. The spanker sail usually needs to be folded down the middle and glued together. Once this is done, use the brass teeth at one end to help affix the sail to the mizzenmast. 5. Next, attach a brass yard to the front surface of the lower fighting top – this is a delicate operation! 6. Using the yard as a guide, affix the mainsail to the mizzenmast in the same way as in Step 2. 7. Finally, affix the topsail to the mizzenmast in the same way as in Step 3.



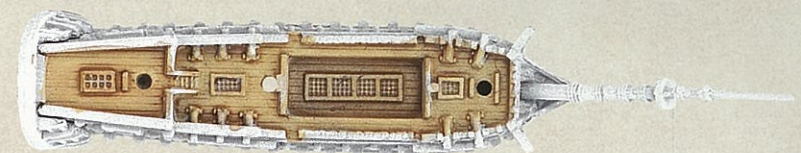
PAINTING THE HULL

This painting guide shows how Matt Hutson paints his ships – in this case the 74-gun Spanish vessel *San Justo*. The paints used in this step-by-step guide are from Games Workshop's Citadel Colour, Foundation and Wash ranges.

1 After undercoating the ship with white spray primer, the deck is given a basecoat of slightly thinned Bleached Bone. Try to get a flat, even coat – you may require several thin coats rather than one thick one, to prevent the fine details from getting filled in.



2 The planking is then shaded with a wash of thinned-down Devlan Mud.



3 Lightly drybrush the decking with Bleached Bone, being careful not to obscure the detail.



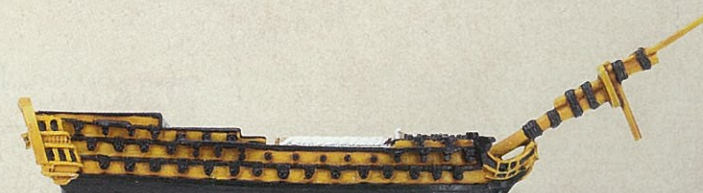
4 Next, paint the hull and bowsprit with a flat, even coat of Bubonic Brown. This ship will follow the classic 'chequerboard' pattern, so the strakes – the raised lines running along the length of the hull – are not painted now, as they'll be over-painted later with black.



5 The hull and bowsprit are then shaded with a wash of Gryphon Sepia.

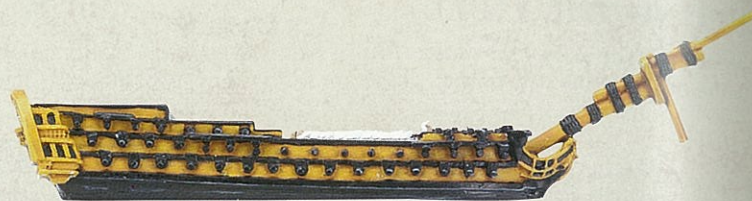


6 Next, the strakes, ship's bottom, cannons, gunports, windows and ropes are painted Chaos Black, as are the tops of the bulwarks and the cannons on the deck (see Step 9).

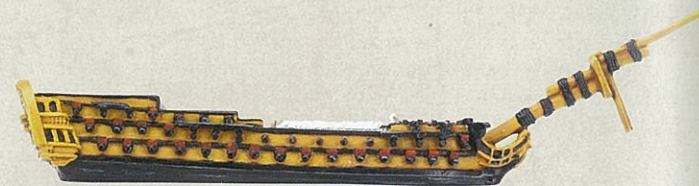




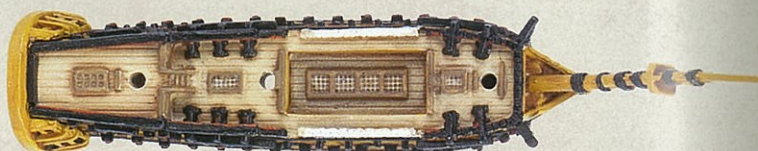
7 All of the black areas are given a highlight with Codex Grey – this job requires a fine paintbrush and a steady hand.



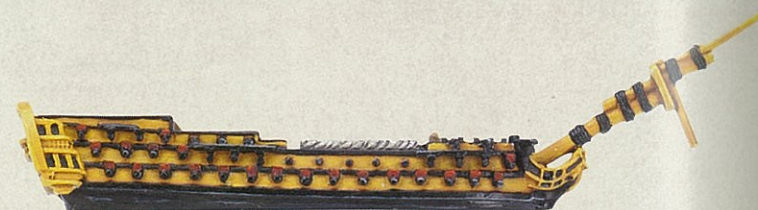
8 The outermost edges of the open gunport lids are painted Mechrite Red – historically most ships had the insides of their gunports painted red, which was revealed when they opened them ready for action. At this point, the deck is revisited, as the inner walls of the bulwarks were also painted red.



9 All of the deck details – grating, riding bits, companion way, binnacle, etc. – are painted Bestial Brown. The hammock netting is then touched up with Skull White.



10 Finally, the hammock netting receives a wash of slightly thinned Badab Black to bring out the sculpted detail.



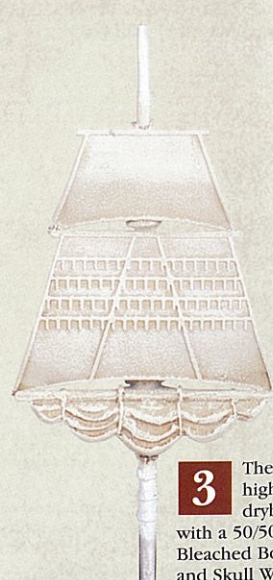
PAINTING THE SAILS



1 After undercoating all the masts and sails with white primer, a flat coat of Bleached Bone is applied to the sail sheets.



2 A very thin wash of Devlan Mud is applied to the sails to bring out the raised detail.



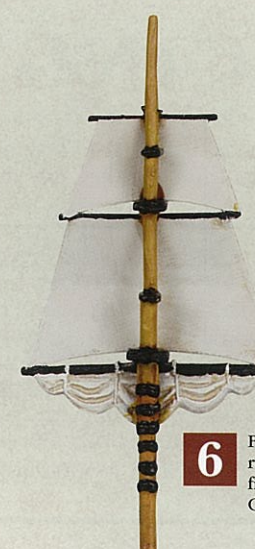
3 The sails are then highlighted by drybrushing them with a 50/50 mix of Bleached Bone and Skull White.



4 Basecoat the mast itself with Bubonic Brown.



5 Give the mast a shading wash of Gryphonne Sepia.

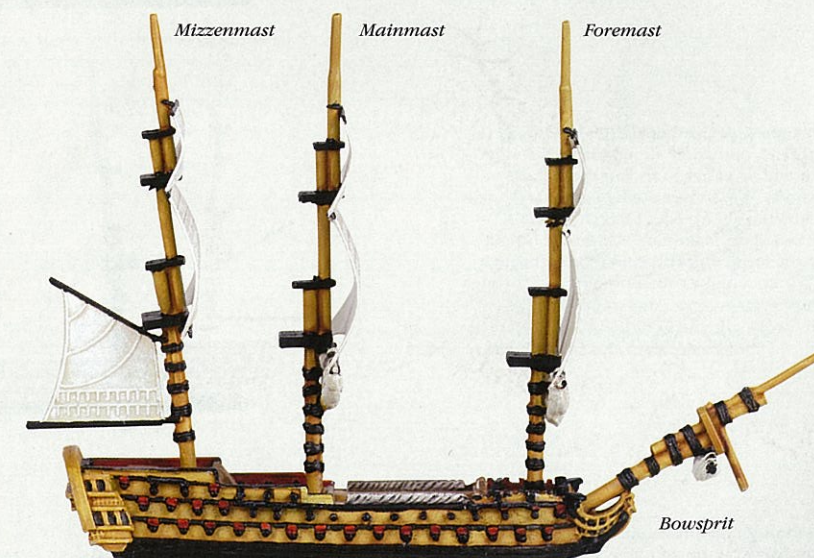


6 Finally, paint the ropes, yards and fighting tops with Chaos Black.

ATTACHING THE SAILS

Once everything is dry, it's time to glue the masts to the hull using the pre-drilled holes. It is a good idea to use a pin vice to drill through those holes, straight through the underside of the ship – this will prevent any excess glue from bubbling up onto the deck when

you insert the masts. Finally, glue the spritsail to the bowsprit. The photograph below shows the ideal positions of the masts. Note that the mizzenmast is angled slightly backwards, and the foremast slightly forwards, while the mainmast is straight.



VARNISHING THE SHIP

If you plan to varnish your ship to protect the paint job, then now is the time to do it. If you varnish the ship after you've completed the rigging, then you'll end up with an unsightly 'cobweb' effect. The most

pleasing finish will be achieved with matt or satin varnish, which is available either as a spray or liquid. Because the scale of these models is so small, and the detail so fine, it's best to apply varnish in thin coats.



RIGGING SHIPS

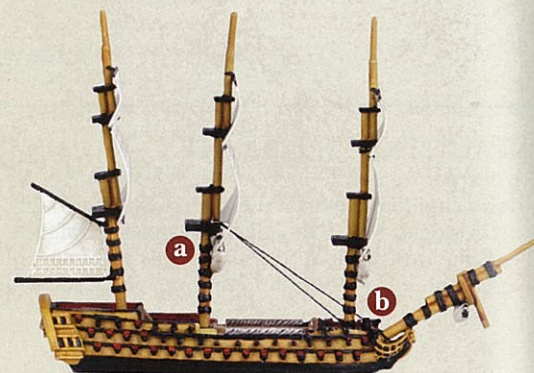
Rigging is not an essential part of finishing a ship, but it not only makes the vessels look great, it also adds strength to the assembly. This guide covers only the 'standing rigging' – the most essential parts of the rigging on any ship.

RIGGING ESSENTIALS

Before you embark on rigging a ship, there are a few materials that you'll need, and it's essential that you get the right types. First of all, you'll need a pin vice (modelling drill) and a selection of small drill bits – the most useful being 0.5mm. Next, you'll need some thin black thread. It's vital that this thread is 100% viscose, NOT cotton, as cotton thread will fray,

leaving unsightly fibres in your rigging. You'll also need a fine pair of modelling tweezers – this is finicky work for fingers. Finally, you'll need some runny liquid superglue, the thinner the better. This can be soaked into the ends of your thread, making it go hard and therefore easier to thread through the drilled holes.

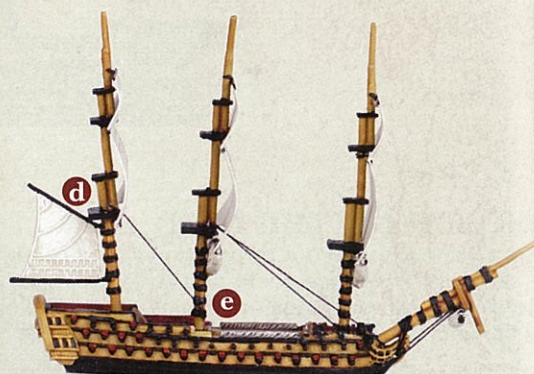
1 Here's where those tiny drill bits become invaluable! First, drill a small hole through the mainmast, just above the first fighting top (a). Now, take two small pieces of black thread. Tie one to the base of the bowsprit (b), and add a tiny spot of superglue to secure the knot. Tie the other piece to the bottom of the foremast, as close to the hull as you can go. Again, secure the knot with glue. Now take the free ends of both pieces of thread, pass them through the drilled hole from opposite sides, and tie them off (a). Add a spot of glue to secure them. Now, cut off any unsightly ends of thread with a craft knife – once the superglue has soaked into the thread and dried hard, this should be quite easy.



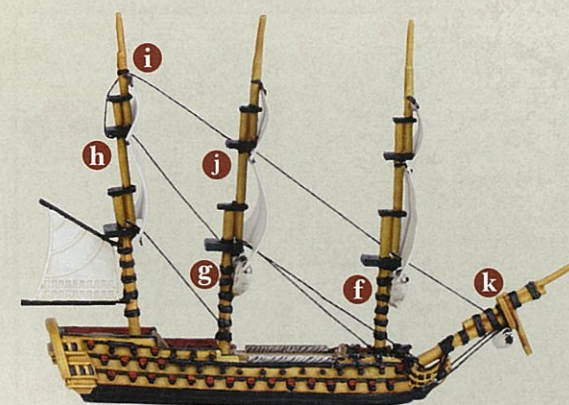
2 Carefully drill a 0.5mm hole just beneath the headrails (c). Take a length of thread, and apply superglue to the ends – when this is dry, it will be easier to thread through the hole. Pass it through the hole, loop it over the bowsprit, and back through the hole again. Now, take it up over the yard of the spritsail, but beneath the bowsprit. Make sure the thread is taut, and glue it in place. Take the loose end and pass it back through the hole at (c), then wrap it up and over the bowsprit and through the hole several times, until you can't pass any more thread through the hole. Tie the thread off, glue it in place and trim off the excess.



3 Drill a small hole through the mizzenmast, just above the lowest fighting top (d). Now, tie and glue a small piece of thread to the base of the mainmast (e). Take the thread and pass it through the hole you just drilled. Loop the loose end around the mizzenmast, just above the fighting top, and glue it in position before cutting off the excess thread.



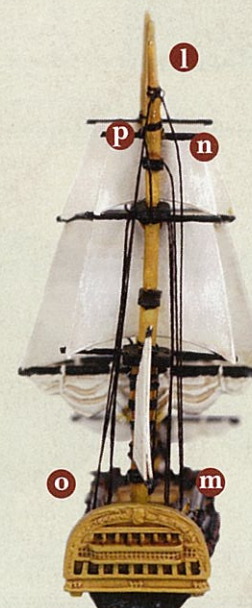
4 Start by drilling a small hole through the foremast, just above the lowest fighting top (f). Pass the end of a long length of thread through the hole in the mainmast (g), tie it off and add glue. Take the thread beneath the topsail of the mizzenmast, and loop it around the mast just beneath the fighting top (h). Now, run the thread up past the fighting tops and loop it around the mast, just above the topsail (i). Add glue at each point. Run the thread down to the mainmast, and loop it around the mast just underneath the fighting top (j); keep the thread as taut as possible during this process. Now, without gluing it this time, run the thread to the hole at (f) and pass it through once, before running on again to the bowsprit. Pass the thread beneath the bowsprit, just above the yards of the spritsail (k); wrap it around the bowsprit a few times, tie off and glue.



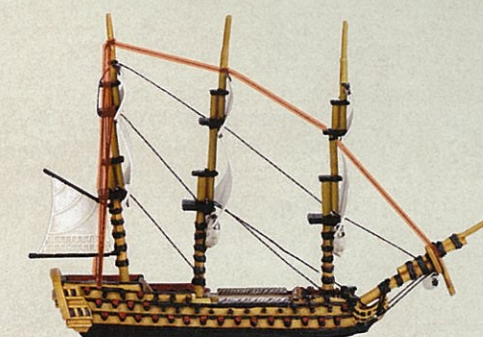
5 The next three stages are all very similar, and the basic techniques are shown here. To begin with, though, you'll need to drill small holes in the channels – three on each side of the hull – a few millimetres behind the position of each mast. Once this is done, you can begin the vertical rigging, using the rear view photo, below, as a guide. Tackle each mast in turn, starting with the mizzen and working your way forwards.

Tie one end of a long length of thread to the upper mast and secure it with glue (l). Dip the other end in superglue to harden it. Take the thread down to the starboard drilled hole (m) and pass the end through the hole. Pull the thread through and run it up to the fighting top (n), threading it through the gap between the main and top sails, round the mast and back through the other side of the gap. Now, take it down to the drilled hole at the port side (o) and pass the thread through from the inboard side – this can be very fiddly, so have patience! This time, pull the thread up to the highest top (p), pull it tight and rest it on top of the small platform. Add glue to secure it. Once the glue is dry, run the thread down the hole at (m), passing it through the hole from the port side before passing it once more through the gap at (n), just like before. Now take it through the hole at (o) once more, remembering to pass it from the inboard side out this time, before finally running the thread back up to the starting point at (l), tying it off. Add glue to secure the rigging so far, but don't chop off the excess yet – there's more.

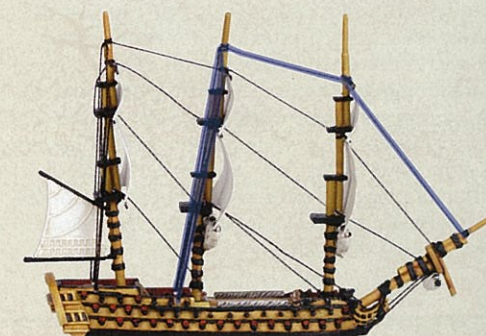
The diagrams below show you what to do with the rest of the thread (highlighted with different colours for clarity); follow each in turn, wrapping the thread around the mast at the points indicated, before tying it off at the appropriate point on the bowsprit – that's when you can apply glue and tidy up the excess thread.



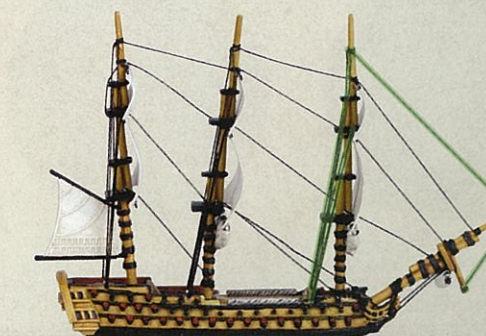
MIZZENMAST



MAIN MAST

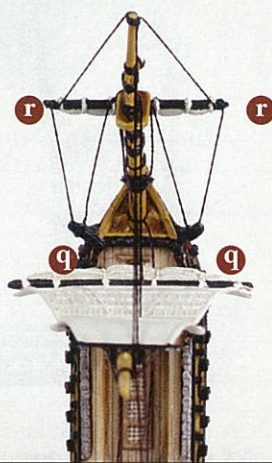


FOREMAST





6 Start by drilling small holes just below the catheads (q). Tie the middle of a length of thread around the tip of the bowsprit and add glue. Take one side of the thread and wrap it once around the end of the spritsail yard (r). Run onto the holes at (q), passing it through from the outside. Run it on to the middle of the spritsail yard and leave it loose for now. Now repeat the procedure with the other end of the thread, mirroring the rigging you just made. Tie the two loose ends together under the bowsprit, above the spritsail, and add glue. Once you've tidied up the excess thread, the rigging is finished!

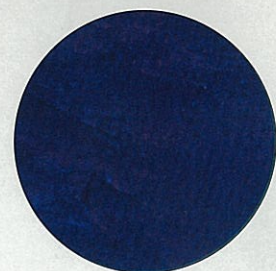


FINISHING TOUCHES

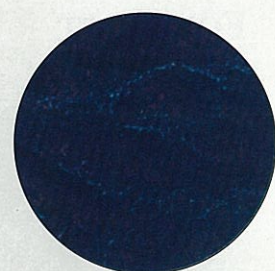
Once the standing rigging is complete, it's time for a few finishing touches. The first thing to do is apply the ratlines, which run from the channels to the fighting tops. Matt has used special ratline netting from Langton Miniatures, although you can also buy brass-etch ratlines. Note that Matt has only applied the lower ratlines, omitting the smaller set that runs from the fighting tops to the cross trees, as these are very fiddly and not essential. Next, stick the ship to a base with superglue (if you use bases in your games). The good thing about bases is that they allow you to move ships around without putting your hand in direct contact with the ship, which protects the paintwork from unnecessary wear and tear. The base in these photos is a textured, resin one from Langton Miniatures, but you can just as easily make your own from plasticard or mount board, and texture it with filler or modelling putty. The advantage of making your own bases is that you can change the shape and dimensions to suit your games. Finally, use the thin superglue to stick pennants, ensigns and signal flags to your masts. The number that you apply is a matter of personal preference. A few examples are shown opposite, which you can shrink to size on a colour photocopier if you wish.



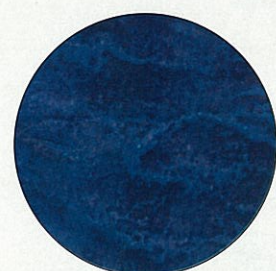
PAINTING THE SEA BASE



1 Begin with a basecoat of Regal Blue. A couple of thin coats will ensure an even coverage.



2 Start building up the highlights by brushing Scaly Green quite heavily over the texture.



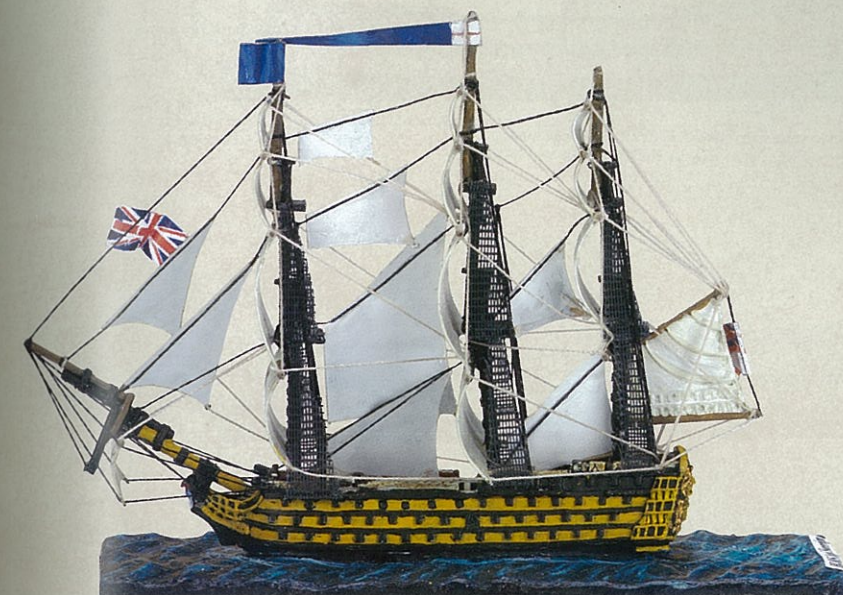
3 Apply a drybrush of Hawk Turquoise to pick out more of the wave texture.



4 Drybrush Skull White very lightly over the base, before applying a coat of gloss varnish.

NEXT STEPS

If you're feeling really ambitious, the next thing to do is apply the running rigging to the ship. This is a level of madness that we couldn't cope with, so we called in playtester and naval enthusiast Gabrio Tolentino to show us how it's done. Gabrio uses light brown viscose thread to represent the thinner ropes - we're sure you'll agree that the results are most impressive.

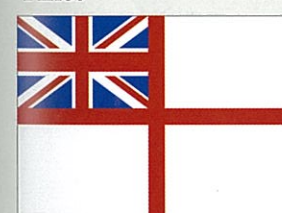


Gabrio also likes to display the names of his model ships so that he can tell them apart at a glance on the tabletop. To do this, he prints out the names onto paper, cuts them out in small strips, and glues the new name labels to the rear of the ships' bases.



FLAGS AND SIGNALS

FLAGS



Royal Navy Ensign



The Spanish Ensign



French Tricolour Ensign

PENNANTS



POPHAM'S LETTER CODE

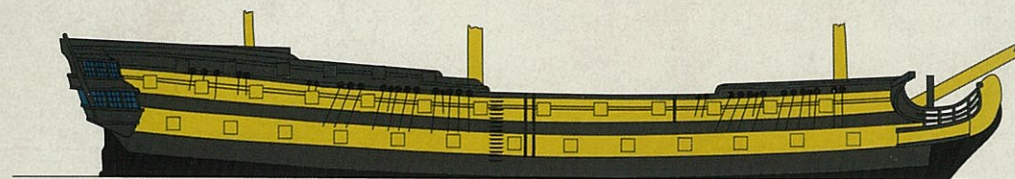
A	1	K	0	Q	6	W	2
B	2	L	1	R	7	X	3
C	3	M	2	S	8	Y	4
D	4	N	3	T	9	Z	5
E	5	O	4	V	0	Telegraph flag	
F	6	P	5	U	1		
G	7	I&J	9				

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We recommend reducing these designs to size on a colour photocopier before gluing them to your ships.

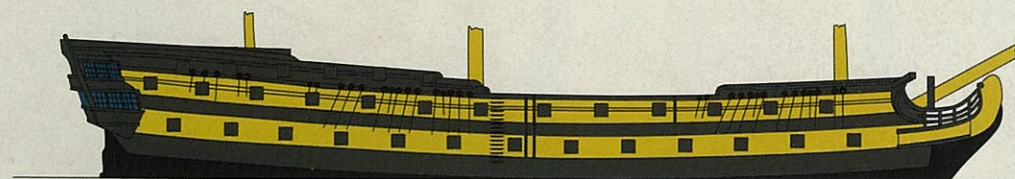
COLOUR SCHEMES

1



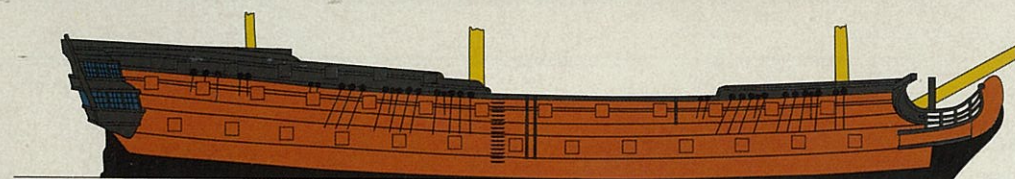
This common paint scheme, with the gunports painted the same yellow colour as the hull, was common amongst all navies. Several British vessels were painted this way at the Battle of the Nile.

2



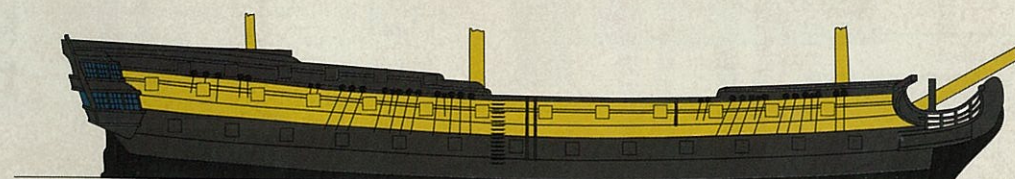
The famous black-and-yellow pattern was used by all Royal Navy vessels at Trafalgar – this became known as 'Nelson's Chequer'.

3



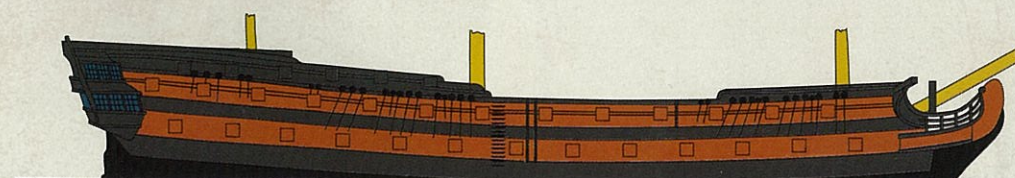
This deep red colour scheme was found in some navies pre-1800, particularly the French and Spanish fleets.

4



By painting the lower row of gunports black, this vessel would appear smaller than she actually was from a distance, lulling the enemy into a false sense of security.

5



The red-and-black striped colour scheme was employed by some British and French ships, including HMS Minotaur (74) at the Battle of the Nile.

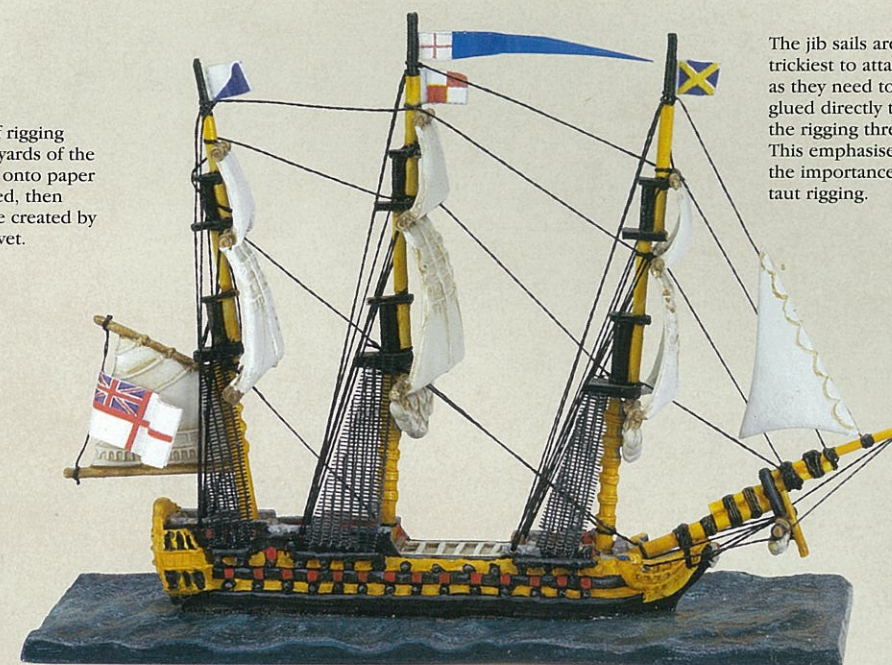
HMS BELLEROPHON

This famous ship, from the author's collection, carries the blue pennant on her mainmast – at Trafalgar this signified that the vessel belonged to Collingwood's line.

The ensign is attached to an extra piece of rigging thread, which spans the upper and lower yards of the spanker sail. The ensign itself was printed onto paper and folded around so that it is double-sided, then glued into position with PVA. The folds are created by bending the ensign while the glue is still wet.



Mark also made several boat counters for his fleet. These were created by shaping modelling putty into a wave texture on 25mm washer, and pushing 1:1200 scale ship's boats (from Langton Miniatures) into the putty before painting them.

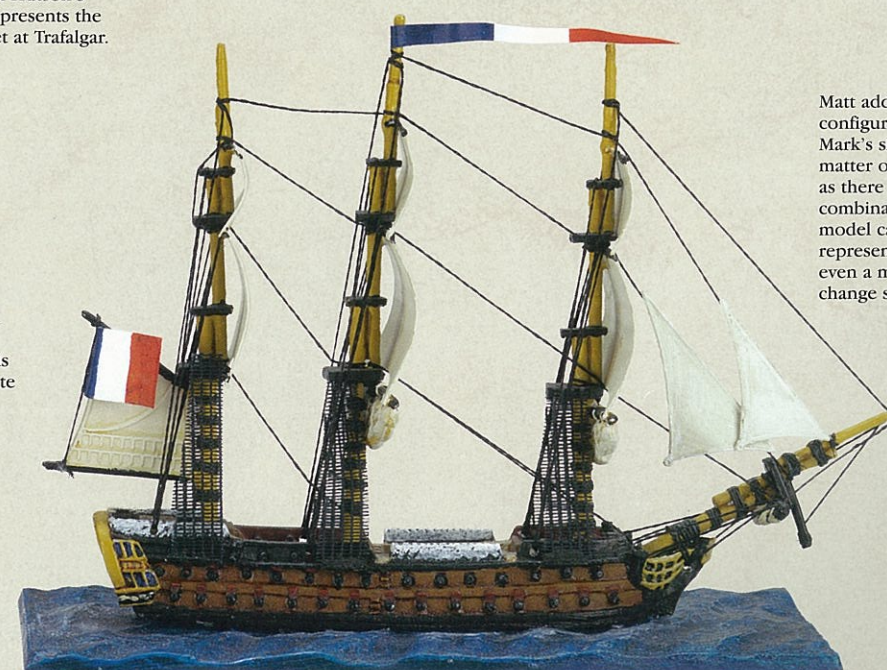


The jib sails are the trickiest to attach, as they need to be glued directly to the rigging thread. This emphasises the importance of taut rigging.

REDOUTABLE

Another vessel from Matt Hutson's collection, this model represents the flagship of the allied fleet at Trafalgar.

Matt used historical reference for the *Redoutable*, painting it a reddish-brown instead of a yellow colour. Matt used Bestial Brown as his basecoat, with a Snakebite Leather highlight.



Matt added a different configuration of jib sails to Mark's ship – this is really a matter of personal preference, as there were many possible combinations of sail, and the model can be assembled to represent one in particular, or even a mid-stage as the seamen change sail setting.

GAMERS' FLEETS

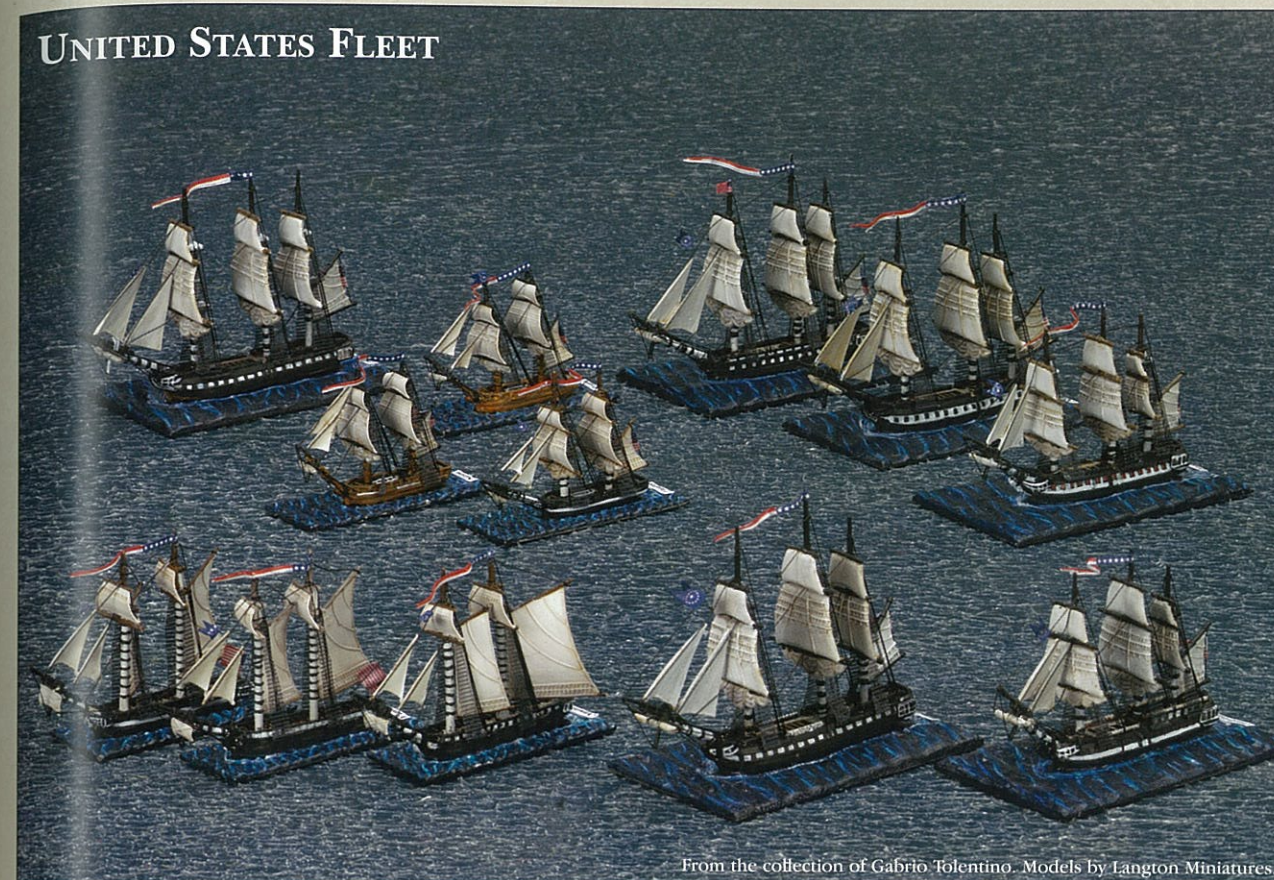
ROYAL NAVY FLEET



FRENCH AND SPANISH ALLIED FLEET



UNITED STATES FLEET



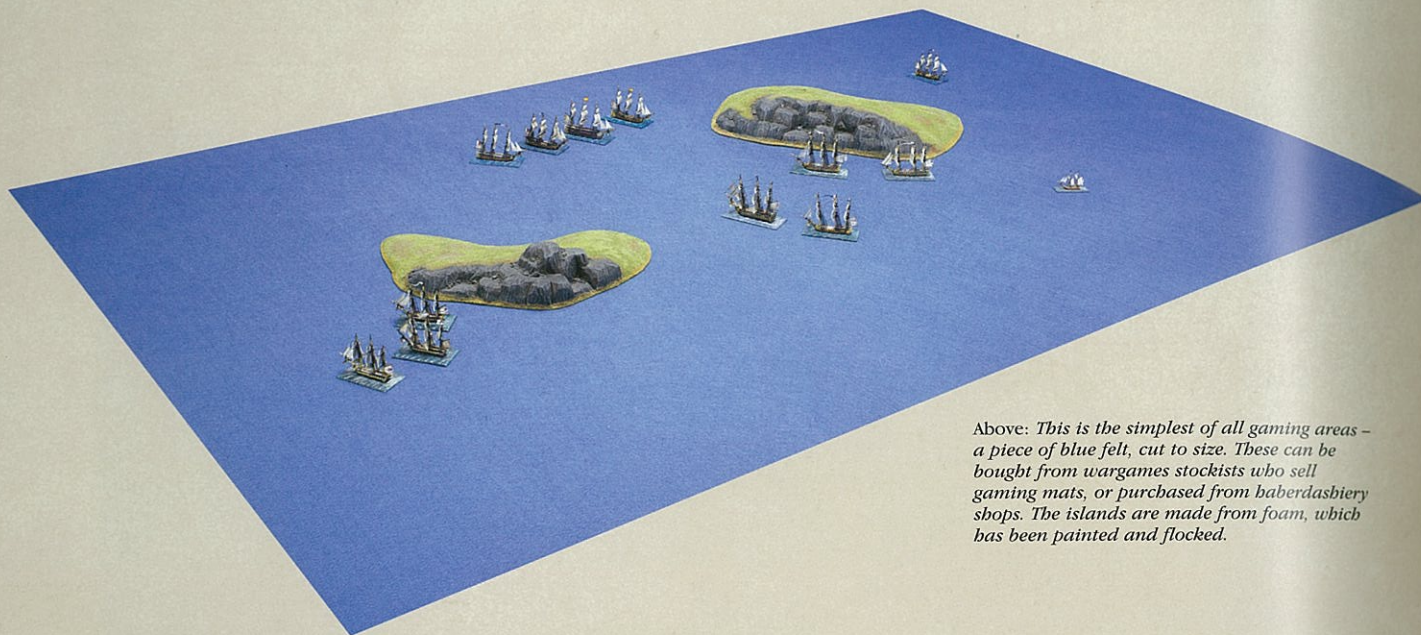
ROYAL NAVY FLEET (1:2400 SCALE)





THE SEASCAPE

The most important thing you'll need for a game of Trafalgar is somewhere to play! A gaming area can be as simple as a dining table covered with a blue cloth, or as complex as a fully modelled game board – both options are shown here.



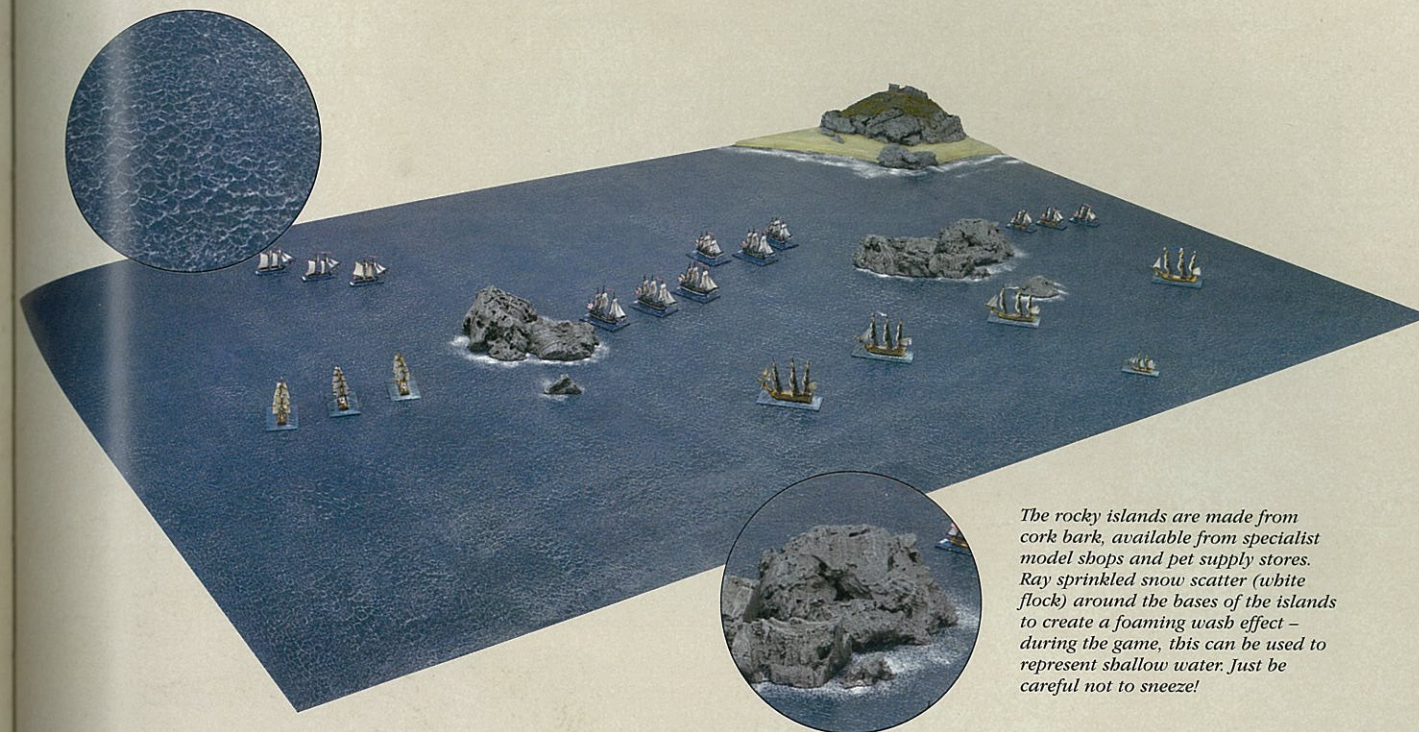
Above: This is the simplest of all gaming areas – a piece of blue felt, cut to size. These can be bought from wargames stockists who sell gaming mats, or purchased from haberdashery shops. The islands are made from foam, which has been painted and flocked.



Another gaming setup, this time with islands made from hills purchased from Kallistra Ltd.



The remarkable texture of this board was painstakingly created by Ray Dranfield and Mick Cudworth of Games Workshop's Warhammer World scenery team. It was made using thick, wallpaper border adhesive, mixed with paint, carefully stippling it into a tiny wave pattern.



The rocky islands are made from cork bark, available from specialist model shops and pet supply stores. Ray sprinkled snow scatter (white flock) around the bases of the islands to create a foaming wash effect – during the game, this can be used to represent shallow water. Just be careful not to sneeze!



This corner island was made by Ray Dranfield, using a base of hardboard and cliffs made of insulation foam. The rocky parts are pieces of cork bark, covered in textured paint. The houses were made from foam card and plasticard, although Langton Miniatures makes a fine range of 1:1200-scale buildings. Finally, the clifftops were flocked and clump foliage was added to represent bedgerows and trees.

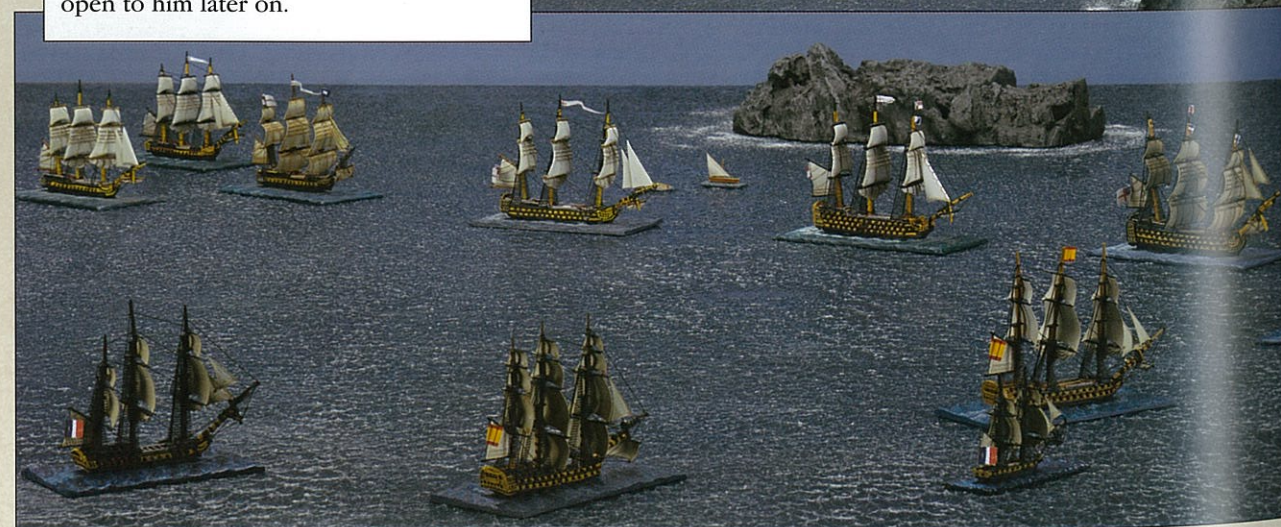
FLEET ENGAGEMENT

For most people, the number one reason for starting out in the naval wargaming hobby is the sheer spectacle of a seaborne battle. Here, we look at a 'snapshot' of an in-progress game between Mark Latham and Gabrio Tolentino.



1 Leading with his pride and joy, HMS Victory, Mark formed the British fleet into a line of battle, allowing Gabrio to cross his 'T'. Unfortunately for Mark, Gabrio managed to gain the initiative early on, giving him the time and space to react to Mark's plan.

2 Another view of the opening phases. Although Mark's lead vessels were due to take a considerable pounding early on, his van remained in a good position. Gabrio would have to tack to get back in an offensive position, or else he would end up battling the wind. If the wind stays behind him, Mark has a lot more options open to him later on.



3 Gabrio's opening volley reduces HMS Agamemnon to a wreck! The two French ships, *Bucentaure* and *Redoubtable*, were kindly loaned to Gabrio for this battle by Matthew Hutson. Gabrio handed his custom-built wreckage marker over to Mark with glee, having taken first blood in the battle. Note also the use of cotton wool as 'fired' counters.

What Happens Next?

We didn't get the chance to record the rest of this battle, but it looks to be delicately poised. You can read a full report of the rest of this game on the Warhammer Historical website.





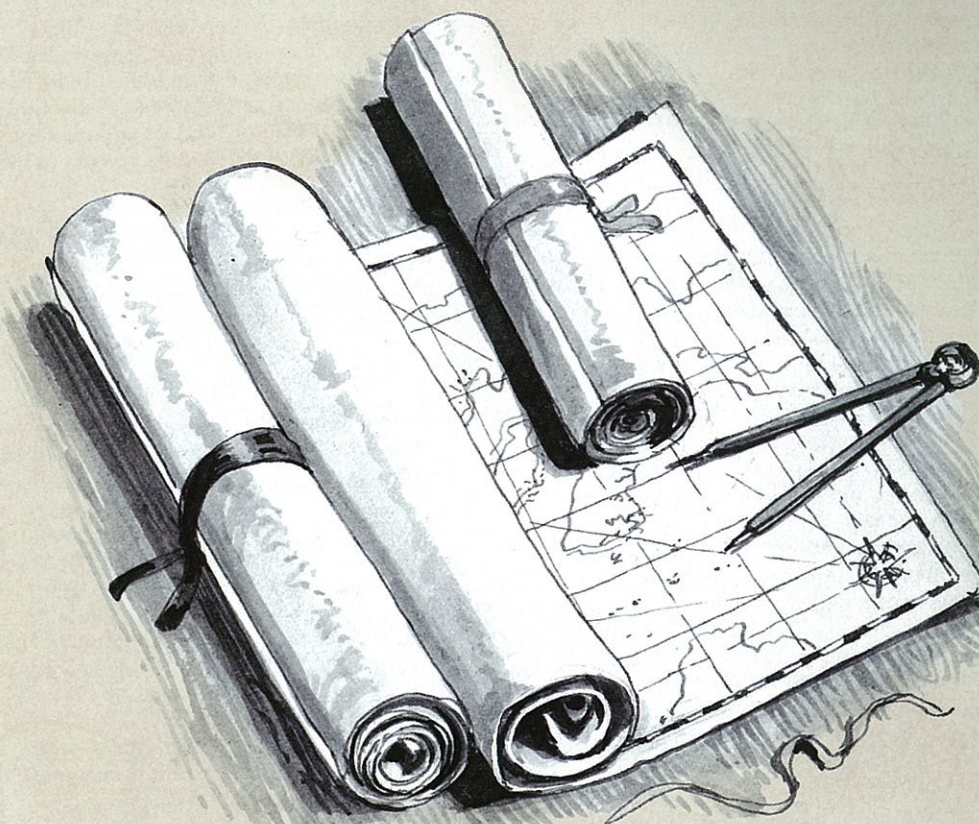
The massive Santísima Trinidad is surrounded by a pack of British vessels (models by Langton Miniatures).



Nelson's line crosses the Spanish 'T' at Trafalgar, in this 1:2400-scale recreation (models by Hallmark, kindly supplied by Magister Militum).



CAMPAIGNS





PLAYING THE CAMPAIGN

Although it's great fun to play one-off scenarios, playing a campaign can elevate your conflicts to a whole new level. Campaigns give structure to your games – your ships, crews and commanders can earn battle honours, gain experience and become more effective in future battles, and each victory or defeat can affect the outcome of a greater conflict.

SETTING UP A CAMPAIGN

A campaign is a series of linked battles between two or more fleets. Each player starts off with a fleet chosen straight from the fleet lists, and as campaign scenarios are played they will accumulate Experience Points (EXP). Not only do these points serve as an indicator of how well you're doing in the campaign, but they can be spent between games to improve your ships and crew.

The first thing you must decide is the starting points limit for all the fleets in the campaign. 1,000 points is a good size for plenty of fast-action, manageable games, whereas a limit of 1,750 points or more each will be a bit more involved. Once the limit is determined, each player picks a fleet using the usual rules. Some players like to fluctuate points values during a campaign, which is fine so long as the opposing fleets in each scenario are equally matched. In our sample campaign, beginning on the following page, the fleets are pre-determined for each scenario. If all the players agree, you can substitute any scenario for one of your own devising. You may even decide on a fixed order in which the scenarios must be played, in order to recreate a historical naval campaign or story – this is sometimes called a 'ladder campaign'.

Now you must decide how many scenarios the campaign will run for – six is a good starting number, and the specific scenario can be chosen in advance or rolled randomly. If there are more than two players, then you'll have to organise the campaign into 'campaign turns', where each player plays a battle in each turn. It definitely helps to have an even number of players in this event.

Other Types of Campaign

Many players like to embellish campaigns with their own scenarios, house rules and campaign objectives, and just as many gaming groups have different preferences when it comes to the type of campaigns they play. The rules presented here offer a 'standard' naval campaign, but it's not the only way to play. You may prefer to use a 'Swiss' tournament-style campaign that uses a league table to chart who's ahead, a ladder campaign that adds an extra element of strategy as you can never be certain which scenario you'll play next, or a historical campaign that uses set historical participants and even starting positions, so you can recreate a famous battle. Some players even like to play map campaigns, which make use of a sea chart or section of a world map, divided into sections, with each battle resulting in control of one of the areas of the map – in this type of campaign, the player who dominates most of the map at the end of a set number of campaign turns is the winner.

Continuity

One of the greatest benefits of a campaign is continuity – the players use the same ships from game to game where appropriate, watching their fleets grow in size and experience as they go. As a result, players should keep the same vessels with the same upgrades from game to game, only replacing them if they are lost in action (see Losing Experienced Ships, below).

Sometimes, however, a campaign moves from one theatre of war to another, perhaps not including the same ships in each battle. It's up to the players to decide what to do in these instances. This is the case in our example campaign, later, which includes naval actions that have an effect on the overall result, but are not necessarily linked by the continuity of the vessels serving in those actions.

EARNING EXPERIENCE POINTS

Experience Points are awarded to individual vessels after a battle. The winner of the scenario will naturally earn more EXP, but that doesn't mean that the other player can't earn EXP too. Points are awarded for meeting the following criteria:

- Every vessel under the control of the winning player earns 1 EXP, as long as they have not been sunk, decrewed or captured.
- Every vessel on either side that has sunk or decrewed an enemy vessel, and is still afloat and crewed itself, also earns 1 EXP.
- Any vessel that captures an enemy commander during the battle earns 1 EXP, so long as the vessel is not later sunk, decrewed or captured.

Record any earned Experience Points on the ship roster. Every time a vessel earns 5 EXP, it may trade them in for a Battle Honour, as described later.

Losing Experienced Ships

Obviously, as vessels earn more and more EXP, it becomes important to keep them in the campaign. If a vessel is sunk or decrewed during a battle, then there is a chance that it is lost for the rest of the campaign. Roll a D6 at the end of the battle – on the score of a 1 or 2 the vessel is lost. If you choose to use it in a future scenario in the campaign, then all of its accumulated Experience Points and Battle Honours are lost. If you roll a 3 or more, then the ship may return with its EXP and Battle Honours intact – perhaps it was abandoned by the enemy, rescued by a friendly squadron, or made its way home unaided.

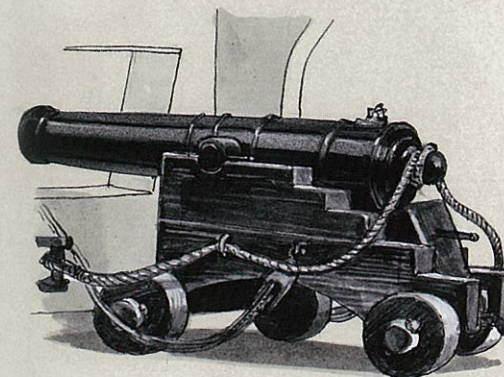
Unless the rules of a campaign scenario specifically state otherwise, all surviving ships are recreated and repaired before the start of each battle – there's no need to carry damage over from one game to the next unless you're really fond of book-keeping!

Battle Honours

Every time a vessel earns 5 Experience Points, it may trade them in for Battle Honours. When this option is chosen, cross off five accumulated Experience Points, and roll a D6 against the Ship Battle Honours table to see what Battle Honour the vessel has earned, re-rolling any that it may already have.

SHIP BATTLE HONOURS

- | D6 | Result |
|----|---|
| 1 | <i>Veteran Crew.</i> The vessel has the Drilled Crew upgrade, which is exactly the same as the upgrade of the same name from the British and US fleet lists. If you have already purchased Drilled Crew for this vessel, then deduct the cost of the upgrade from the total points value of the vessel. |
| 2 | <i>Seadogs.</i> The crew of this vessel has a fearsome reputation. When taking a Command check to board this vessel, the enemy is at -1 to the roll. |
| 3 | <i>Superior Captain.</i> This vessel adds +1 to its Command value. This bonus is ignored if the fleet Commander is aboard the ship. |
| 4 | <i>Efficient Signals.</i> If this ship successfully changes sail setting, makes a manoeuvre or makes a boarding action, then any friendly vessel within 14cm may make an identical action during its move without the need for a Command check. |
| 5 | <i>Ship-shape.</i> The vessel is in excellent condition, and is well maintained by its crew. The vessel adds +1 to all its repair rolls during a game. |
| 6 | <i>Veteran gunners.</i> The vessel ignores the -1 penalty for firing at long range. |



WINNING A CAMPAIGN

All campaigns have an overall objective, and the player who meets that objective is the winner. The most common objective is that the player who wins the most games is the winner of the whole campaign. In the case of a tie, then you'll need a deciding factor – perhaps the player with the most individual Battle Honours on his surviving vessels pips it, or the player who collects the most Experience Points in their final game. Other gamers like to run campaign games in a similar way to a league or tournament, awarding points for winning and drawing – in this case the player with the most points wins.

THE CAMPAIGN OF TRAFALGAR

Now that you've seen how a 'standard' campaign is organised, it's time to provide an example of a more unusual type. The Campaign of Trafalgar looks at several engagements that build up to and contribute to Villeneuve's fleet slipping out of Toulon, the fateful battle between Nelson's fleet and the combined French and Spanish fleet off Cape Trafalgar, and the oft-overlooked aftermath.

The Participants

This is an historical campaign, and as such the exact list of participating vessels and commanders is provided for each scenario. However, you don't have to stick rigidly to these lists; feel free to substitute the historical participants for fleets of your own devising – some guidelines are provided for each scenario. Additionally, if you do decide to use the historical participants, then some legendary ships and commanders are used – the rules for these heroes and famous vessels can be found on pages 122-6.

1. **Assault on Diamond Rock**
2. **Calder's Action**
3. **The Battle of Trafalgar**
4. **Signal Close Action**
5. **Strachan's Action**

The Scenarios

This campaign comprises five scenarios, which should be played through in order. Though the campaign is designed for two players, the size of the fleets in Scenario 3: The Battle of Trafalgar, means that it is ideally suited to teams of two or more players. The scenarios are:

Winning the Campaign

Players are awarded a single 'Victory point' for each scenario that they win, except for Scenario 3, which is worth 2 Victory points. At the end of the campaign, the player or team with the most Victory points is declared the winner. In the case of a tie, then the player or team with the most EXP points at the end of Scenario 5 wins.

SCENARIO 1: ASSAULT ON DIAMOND ROCK

Villeneuve's first attempt to escape the British blockade at Toulon was in January 1805, but was foiled by poor weather. This failure had been a blow to Napoleon's plans to invade Britain, as Villeneuve's squadron was vital to bolster the French naval presence in the English Channel. It was March before Villeneuve was able to try again, and this time was successful, putting to sea with 11 sail of the line. Villeneuve's route took him well to the east of the Spanish coast in an effort to evade Nelson, who he believed was off Barcelona. The gamble was successful, and the French arrived in Cadiz on April 9, where he ordered a Spanish squadron to put to sea and rendezvous with him later at Port Royal. On his way to Port Royal, Villeneuve's squadron had been engaged by 'HMS' Diamond Rock – a fortified island off Martinique. As Villeneuve had a lengthy wait ahead of him for more reinforcements, he determined to avenge this insult by driving the British from Diamond Rock.

THE SCENARIO

Use the Coastal Raid scenario from page 94. However, the defender (the British) has no ships, but only 750 points' worth of fortifications (Martello Towers and/or Coastal Fortresses). Historically, HMS Diamond Rock was one large coastal fortress, and certainly had no Martello Towers, but the strength of these fortifications adequately reflects the strong fortifications for the purposes of the game.

ALTERNATIVE FORCES

If you wish to use this scenario variant in a campaign of your own devising, then the defender's force should stay the same, while the attacker should choose a fleet of up to 850 points.

HISTORICAL PARTICIPANTS

The French fleet is the attacker in this scenario, and comprises the following vessels, with the specified upgrades:

Pluton (3rd Rate, Large): Flagship, Commanded by Villeneuve (see page 124 for rules, but note that he is not compelled to take the *Bucentaure* in this scenario). Ship has bow chasers and a streamlined hull.

Berwick (3rd Rate, Large): Bow chasers.

Sirène (5th Rate Frigate): Bow chasers.

Argus (Schooner): Has 1 extra light cannon.

11 Gunboats (organised into four squadrons).

Pluton and *Berwick* are also listed as participants in Scenarios 2, 3 and 4 – if they are lost here, then they may not return later in the campaign. See 'Losing Experienced Ships' on page 114.

VICTORY CONDITIONS

This game is deliberately unbalanced, and in reality was a resounding victory for the French. Instead of following the usual victory conditions, keep a note of how many turns have elapsed until the last British fortification has been destroyed or strikes, then consult the following chart to determine the result:

Turns	Result
Less than 15	French Victory
15-19	Draw
20+	British Victory



SCENARIO 2: CALDER'S ACTION

Otherwise known as the Battle of Cape Finisterre, this action saw the end of Napoleon's ambitions to land troops in Ireland and ultimately invade Britain. Admiral Calder, in charge of several Royal Navy squadrons blockading Spanish ports, came under attack from a larger Allied fleet under Villeneuve and Gravina, who were determined to break the blockade at Ferrol in order to reinforce their fleet. Calder refused to retire from the action in light of the enemy's superior numbers, and signalled an attack. Calder won the day, although the victory was not complete. The Allied fleet lost two ships, but retired before further losses could be inflicted. In an odd turn of events, Calder was pilloried back in England for his perceived lack of aggression, forcing the Admiral to demand a court martial to clear his name. Nelson agreed, sending Calder back to England to face the Admiralty in his flagship, HMS Prince of Wales (98). Though he was reprimanded, Calder was cleared of cowardice; however, the court martial meant that he and his ship missed the Battle of Trafalgar.

THE SCENARIO

Use the Fleet Engagement scenario from page 89. However, at the start of the battle, the rules for Fog are in effect (see the weather chart on page 9). The British fleet may choose the board edge on which to deploy, and must set up first.

ALTERNATIVE FORCES

If you wish to use this scenario variant in a campaign of your own devising, then the smaller fleet should total 3,000 points, with no restrictions, while the combined total of the larger fleet should be no more than 3,750 points. However, the larger fleet may take no vessel larger than a 3rd Rate, Large.

VICTORY CONDITIONS

Use the standard victory conditions for the Fleet engagement scenario.

HISTORICAL PARTICIPANTS

The British fleet

Prince of Wales (1st Rate): Flagship, Commanded by Calder (Admiral). Ship has bow chasers, ship's physician and marines.

Barfleur (1st Rate): Bow chasers and marines.

Windsor Castle (1st Rate): Bow chasers, sturdy construction and marines.

Glory (1st Rate): Bow chasers and marines.

Malta (3rd Rate, Large): Boarding nets. HMS Malta is also overgunned, though this option is not usually available to British third rates.

Thunderer (3rd Rate, Large): Boarding nets.

Warrior (3rd Rate, Large): Boarding nets.

Dragon (3rd Rate, Large): Boarding nets.

Repulse (3rd Rate, Large): Boarding nets.

Defiance (3rd Rate, Large): Boarding nets.

Triumph (3rd Rate, Large): Boarding nets.

Ajax (3rd Rate, Large): Boarding nets and marines. HMS Ajax carried an unusually heavy gun complement – replace one light cannon die with a heavy cannon die.

Hero (3rd Rate, Large): Boarding nets.

Agamemnon (3rd Rate, Small): Special shot: chainshot, and boarding nets.

Raisonné (3rd Rate, Small): Boarding nets.

Allied Fleet

The Allied fleet contains two legendary Admirals. If a single player controls both the French and Spanish sections of the fleet, then Gravina counts as a Vice-Admiral. In a multi-player game, both Villeneuve and Gravina are Admirals, with Villeneuve in overall command. The Allied fleet comprises the following vessels, with the specified upgrades:

Bucentaure (3rd Rate, Large): Flagship of Admiral Villeneuve. See pages 124 and 126 for details of the Admiral and his ship.

Neptune (3rd Rate, Large): Overgunned and streamlined hull.

Formidable (3rd Rate, Large): Overgunned.

Indomptable (3rd Rate, Large): Overgunned.

Algéciras (3rd Rate, Large): Boarding nets.

Achille (3rd Rate, Large): Streamlined hull.

Swiftsure (3rd Rate, Large): Boarding nets.

Aigle (3rd Rate, Large): Boarding nets.

Intrépide (3rd Rate, Large): Boarding nets.

Scipion (3rd Rate, Large): Boarding nets.

Berwick (3rd Rate, Large): Streamlined hull.

Atlas (3rd Rate, Large): Boarding nets.

Mont Blanc (3rd Rate, Large): The *Mont Blanc* begins the game with 1 less Crew point than normal, as she was under-strength due to sickness.

Pluton (3rd Rate, Large): Boarding nets.

Argonauta (3rd Rate, Large): Flagship of Admiral Gravina (see page 124 for rules, but note that he is not compelled to take the *Principe de Asturias* in this scenario). The *Argonauta* is overgunned and has a ship's physician. Replace one of her light cannon dice with a carronade die, representing her additional howitzers.

San Rafael (3rd Rate, Large): Overgunned.

Terrible (3rd Rate, Large): Boarding nets.

América (3rd Rate, Large): Boarding nets.

Firma (3rd Rate, Large): Boarding nets.

España (3rd Rate, Small): Boarding nets.

Some of the vessels on both sides in this scenario also appear in later scenarios – if they are lost here, then they may not return later in the campaign. See 'Losing Experienced Ships' on page 114.

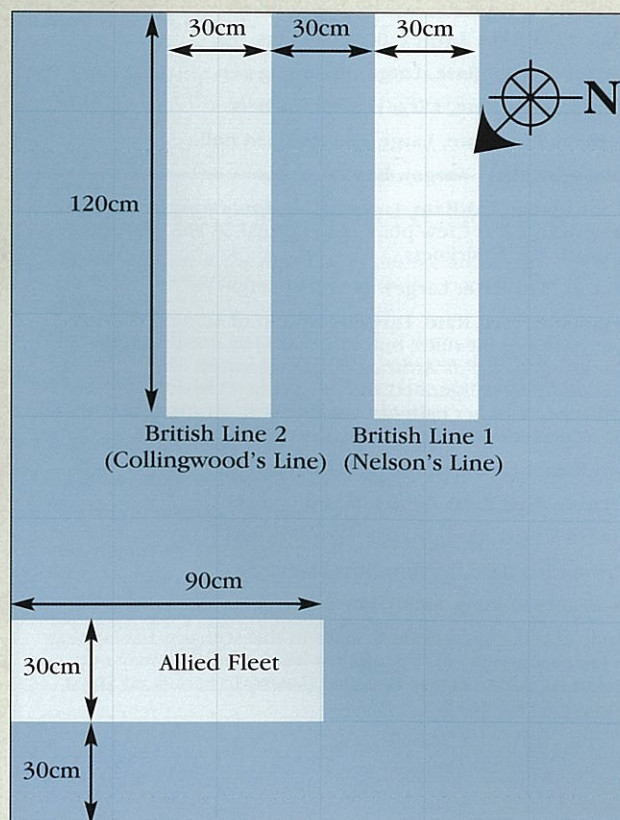


SCENARIO 3: THE BATTLE OF TRAFALGAR

The Battle of Trafalgar is the most famous naval battle in history, and to the British in particular is the most significant. This engagement has a special place in the hearts and minds of the British people, even more so than the Battle of Waterloo. Victory at this battle gave the British Empire unparalleled mastery of the seas for a hundred years, providing the lynchpin upon which future military victories on land and sea were won. It was not until the Battle of Jutland in 1916 that any foreign power again dared challenge Britain's naval supremacy. However, this battle also led to a state of national mourning, as Britain lost her greatest hero – the first celebrity in the modern sense of the word – in Horatio Nelson. Other men of great stature were present at the battle on both sides, but it is Nelson who will always be synonymous with the battle, aboard his aptly named and much-loved warship, Victory.

THE SCENARIO

This is a special scenario, with its own rules and victory conditions. The Battle of Trafalgar was a large engagement, and most players will need to combine their miniatures collections to play it, not to mention gaming boards. This scenario lends itself well to a multi-player game, with both fleets being conveniently divided into two (the British lines were divided under White and Blue, under Nelson and Collingwood respectively, while the Allied fleet was divided into French and Spanish, under Villeneuve and Gravina).



Some of the vessels on both sides in this scenario also appear in later scenarios – if they are lost here, then they may not return later in the campaign. See 'Losing Experienced Ships' on page 114. Additionally, players may notice that none of the frigates present at the historical battle are listed here. This is because those vessels considered too small to hold their own in the line of battle hung back in relative safety, and took no part in the fighting.

ALTERNATIVE FORCES

If you wish to use this scenario variant in a campaign of your own devising, then the British fleet (or its counterpart) should total 6,000 points, while the combined total of the Allied fleet should be no more than 7,000. Only ships of the line may take part in this battle.

THE SEASCAPE

The game is played on a large-scale board. The ideal size is 180cm/6' by 240cm/8', although 120cm/6' square will suffice. For practical reasons, an area of floor will probably be more realistic for many gamers.

DEPLOYMENT

Roll off for each of the four fleets until an order of deployment is determined. Once the fleets are deployed, the order of play reverts to the standard two sides, and the fleets are treated as allies for the remainder of the battle. Both sides roll a dice, and the highest scorer takes the Initiative in the first turn.

If players wish to use the historical positions of the ships as their starting point, then simply refer to the map on the inside front cover of this book. Note that, in this instance, HMS Africa will break the deployment area highlighted on the map below. That's fine – simply place this vessel in position in front of the Allied fleet, but no closer than 30cm/12" to the *Neptuno*.

GAME LENGTH

The game ends when the victory conditions are met.

SPECIAL RULES

Full Sail: The British fleet relies on speed to break the enemy line before they can unleash too many broadsides. The British fleet begins the game at Full Sail.

Decisive Battle: When played as part of the Campaign of Trafalgar, this engagement is worth 2 points rather than 1 for determining the overall winner of the campaign.

VICTORY CONDITIONS

The game concludes at the end of the turn in which one fleet is broken. The broken fleet is the loser. If both fleets are broken at the end of the same turn, then the battle is a draw.

HISTORICAL PARTICIPANTS

The British fleet

Nelson's line comprises the following vessels, with the specified upgrades:

Victory (1st Rate): Flagship of Admiral Nelson. See pages 123 and 125 for details of the Admiral and his ship.

Britannia (1st Rate): Boarding nets.

Téméraire (2nd Rate): Boarding nets, marines and sturdy construction.

Neptune (2nd Rate): Boarding nets and marines.

Leviathan (3rd Rate, Large): Boarding nets.

Conqueror (3rd Rate, Large): Boarding nets. The Conqueror replaces 1 light cannon die with a carronade die.

Ajax (3rd Rate, Large): Boarding nets and marines. In addition, replace 1 light cannon die with a heavy cannon die.

Orion (3rd Rate, Large): Boarding nets.

Minotaur (3rd Rate, Large): Boarding nets.

Spartiate (3rd Rate, Large): The Spartiate was unusually armed at Trafalgar – the ship has an extra carronade dice in addition to her usual broadsides.

Africa (3rd Rate, Small): Boarding nets and marines.

Agamemnon (3rd Rate, Small): Special shot: chainshot, and boarding nets.

Collingwood's line comprises the following vessels, with the specified upgrades:

Royal Sovereign (1st Rate): Flagship of Vice-Admiral Collingwood (see page 123 for details of the commander). The ship has bow chasers, boarding nets, a master gunner and marines.

Prince (2nd Rate): Boarding nets and marines.

Dreadnought (2nd Rate): Boarding nets and sturdy construction.

Tonnant (3rd Rate, Large): Boarding nets. HMS Tonnant is also overgunned, though this option is not usually available to British third rates.

Bellerophon (3rd Rate, Large): See page 125 for the Bellerophon's rules.

Belleisle (3rd Rate, Large): The Belleisle was unusually armed at Trafalgar – the ship has an extra carronade dice in addition to her usual broadsides.

Mars (3rd Rate, Large): Boarding nets.

Colossus (3rd Rate, Large): Boarding nets. Colossus begins the scenario with 1 less Crew point than normal, though she replaces one light cannon die with a carronade.

Achille (3rd Rate, Large): Boarding nets.

Revenge (3rd Rate, Large): Boarding nets and marines.

Defiance (3rd Rate, Large): Boarding nets. Defiance begins this scenario with 1 less Crew point than normal.

Swiftsure (3rd Rate, Large): No upgrades.

Thunderer (3rd Rate, Large): Boarding nets.

Defence (3rd Rate, Large): No upgrades.

Polyphemus (3rd Rate, Small): Boarding nets and marines.

Allied Fleet

The French section of the Allied Fleet comprises the following vessels, with the specified upgrades:

Bucentaure (3rd Rate, Large): Flagship of Admiral Villeneuve. See pages 124 and 126 for details of the Admiral and his ship.

Neptune (3rd Rate, Large): Overgunned and streamlined hull.

Formidable (3rd Rate, Large): Overgunned.

Indomptable (3rd Rate, Large): Overgunned.

Redoutable (3rd Rate, Large): Boarding nets, sharpshooters and streamlined hull.

Algéciras (3rd Rate, Large): Boarding nets.

Achille (3rd Rate, Large): Streamlined hull.

Swiftsure (3rd Rate, Large): Boarding nets.

Aigle (3rd Rate, Large): Boarding nets.

Intrépide (3rd Rate, Large): Boarding nets.

Scipion (3rd Rate, Large): Boarding nets.

Berwick (3rd Rate, Large): Streamlined hull.

Duguay-Trouin (3rd Rate, Large): Boarding nets and streamlined hull.

Mont Blanc (3rd Rate, Large): The *Mont Blanc* begins the game with 1 less Crew point than normal, as she was under-strength due to sickness.

Pluton (3rd Rate, Large): Boarding nets.

Héros (3rd Rate, Large): No upgrades.

Argonaute (3rd Rate, Large): Boarding nets and sharpshooters.

Fougueux (3rd Rate, Large): No upgrades.

The Spanish section of the Allied Fleet comprises the following vessels, with the specified upgrades:

Principe de Asturias (Spanish 1st Rate): Flagship of Vice-Admiral Gravina. See pages 124 and 126 for details of the Admiral and his ship.

Santa Ana (Spanish 1st Rate): Flagship of Vice-Admiral Alava (see page 124). Alava will take over the Spanish fleet if Gravina is lost. His other special rules may still be used throughout the battle. Vessel is overgunned and has a ship's physician.

Santisima Trinidad (Spanish 1st Rate): See page 126 for details of this ship.

Rayo (Spanish 1st Rate): Boarding nets.

Argonauta (3rd Rate, Large): Overgunned. Replace one of her light cannon dice with a carronade die, representing her additional howitzers.

Neptuno (3rd Rate, Large): Overgunned.

Bahama (3rd Rate, Large): Boarding nets and swivel guns.

Monarca (3rd Rate, Large): No upgrades.

Montañés (3rd Rate, Large): No upgrades.

San Augustin (3rd Rate, Large): No upgrades.

San Francisco de Asis (3rd Rate, Large): No upgrades.

San Ildefonso (3rd Rate, Large): Boarding nets.

San Juan Nepomuceno (3rd Rate, Large): No upgrades.

San Justo (3rd Rate, Large): No upgrades.

San Leandro (3rd Rate, Small): The *San Leandro* was very lightly armed, and had no howitzers. Replace her carronade with a light cannon die.



SCENARIO 4: SIGNAL CLOSE ACTION

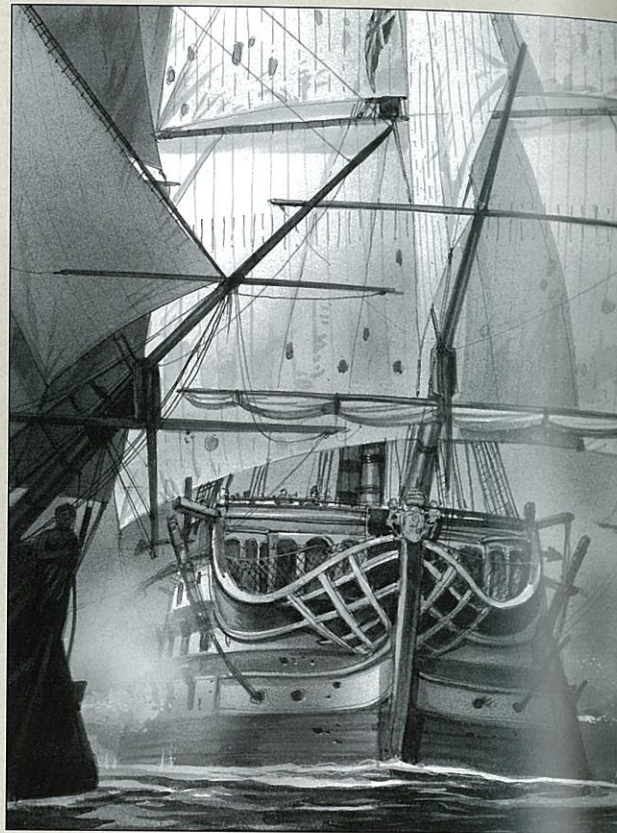
After the Royal Navy's opening gambit at the Battle of Trafalgar, the action quickly became close and bloody, with most vessels becoming entangled in short-range fire-fights and boarding actions. Once the signal for close action was flown, it was every man for himself; heroes were forged, legends were born, and Nelson himself fell to a sniper's musket.

THE SCENARIO

This scenario takes place after the initial engagement, and represents a snapshot of the action from the previous scenario. The action centres on Collingwood's line, as historically Nelson had fallen by this point. Use the Signal Close Action scenario from page 92. Players may wish to use the Trafalgar map from the inside front cover – or any other diagrams they may possess of the actual battle – to determine roughly where their ships should deploy.

HISTORICAL PARTICIPANTS

Players may wish to play this scenario using the surviving vessels from Scenario 3. Otherwise, the recommended fleets for this battle are detailed below.



HISTORICAL PARTICIPANTS

The British fleet

The British fleet comprises the following vessels, with the specified upgrades:

Royal Sovereign (1st Rate): Flagship of Admiral Collingwood (see page 123 for details of the commander). The ship has bow chasers, boarding nets, master gunner and marines.

Tonnant (3rd Rate, Large): Boarding nets. HMS Tonnant is also overgunned, though this option is not usually available to British 3rd Rates.

Bellerophon (3rd Rate, Large): See page 125 for the Bellerophon's rules.

Belleisle (3rd Rate, Large): The Belleisle was unusually armed at Trafalgar – the ship has an extra carronade die in addition to her usual broadsides.

Mars (3rd Rate, Large): Boarding nets.

Colossus (3rd Rate, Large): Boarding nets. Colossus begins the scenario with 1 less Crew point than normal, though she replaces one light cannon die with a carronade.

Achille (3rd Rate, Large): Boarding nets.

Revenge (3rd Rate, Large): Boarding nets and marines.

Defiance (3rd Rate, Large): Boarding nets. Defiance begins this scenario with 1 less Crew point than normal.

The Allied fleet

The Allied fleet comprises the following vessels, with the specified upgrades:

Santa Ana (Spanish 1st Rate): Flagship of Admiral Alava (see page 124). Vessel is overgunned and has a ship's physician.

Indomptable (3rd Rate, Large): Overgunned.

Fougueux (3rd Rate, Large): No upgrades.

Monarca (3rd Rate, Large): No upgrades.

Pluton (3rd Rate, Large): Boarding nets.

Algéciras (3rd Rate, Large): Boarding nets.

Bahama (3rd Rate, Large): Boarding nets and swivel guns.

Aigle (3rd Rate, Large): Boarding nets.

Swiftsure (3rd Rate, Large): Boarding nets.

Argonaute (3rd Rate, Large): Boarding nets and sharpshooters.

Montañés (3rd Rate, Large): No upgrades.

Argonauta (3rd Rate, Large): Overgunned. Replace one of her light cannon dice with a carronade die, representing her additional howitzers.

San Ildefonso (3rd Rate, Large): Boarding nets.

SCENARIO 5: STRACHAN'S ACTION

A little before noon, the French, finding an action unavoidable began to take in their small sails, and form in a line, bearing on the starboard tack; we did the same, and I communicated my intentions by hailing to the Captains, 'that I should attack the centre and rear,' and at noon began the battle; in a short time the van ship of the enemy tacked, which almost directly made the action close and general; the Namur joined soon after we tacked, which we did as soon as we could get the ships round, and I directed her by signal to engage the van: at half past three the main action ceased, the enemy having fought to admiration, and not surrendering till their ships were unmanageable. I have returned thanks to the Captains of the ships of the line and frigates, and they speak in high terms of approbation of their respective ship's companies. If any thing could add to the good opinion I had already formed of the officers and crew of the Caesar, it is their gallant conduct in this day's battle. The enemy have suffered much, but our ships not more than is to be expected on these occasions. You may judge of my surprise, Sir, when I found the ships we had taken were not the Rochefort squadron, but from Cadiz.

I have honour to be, Etc

R. Strachan.

Sometimes referred to as 'Dumanoir's Defeat' or the 'Battle of Cape Ortegal', this battle occurred after four French ships of the line escaped the Battle of Trafalgar and fled for Rochefort. Led by Rear-Admiral Dumanoir aboard the 80-gun Formidable, the French squadron entered the Bay of Biscay, and encountered a British Frigate – the Phoenix – about 40 miles north of Cape Ortegal, Spain. Turning to attack the frigate, the French squadron was lured towards the waiting ships of Captain Sir Richard Strachan. As battle was joined between ships of the line, the British frigates snapped at the heels of their larger opponents, masterfully staying out of the arc of the French broadsides, all the while firing their own payloads.

THE SCENARIO

Essentially this scenario is the same as the Capture the Flagship scenario (pg 91), with some modifications. If using the historical forces, the British fleet is the attacker, whilst the French fleet is the defender. The British fleet contains a squadron of frigates, which do not deploy in the normal manner, but are instead deployed after all other ships have been placed, anywhere on the board, but no closer than 60cm to the French flagship. In addition, the British vessel Namur does not begin the battle on the board, but instead enters play later, as described in the special rules below.

HISTORICAL PARTICIPANTS

The British fleet comprises the following vessels, with the specified upgrades:

HISTORICAL PARTICIPANTS

The British Fleet

Strachan's fleet comprises the following vessels, with the specified upgrades:

Ships of the Line

Caesar (3rd Rate, Large): Flagship. HMS Caesar is overgunned, though this option is not usually available to British 3rd Rates. The vessel also has boarding nets, marines and special shot: grapeshot.

Hero (3rd Rate, Large): Boarding nets.

Courageux (3rd Rate, Large): Boarding nets and sturdy construction.

Namur (3rd Rate, Large): Boarding nets.

Frigates

(Organised into two squadrons of two vessels each).

Phoenix (5th Rate Frigate): Boarding nets.

Æolus (5th Rate Frigate): No upgrades.

Santa Margarita (5th Rate Frigate): No upgrades.

Revolutionnaire (5th Rate Frigate): Replace one heavy cannon die with a carronade die.

The French Fleet

The French fleet comprises the following vessels, with the specified upgrades:

Formidable (3rd Rate, Large): Flagship, commanded by a Rear-Admiral. The *Formidable* does not count as overgunned for this battle, as she was forced to jettison twelve guns during her escape from Cape Trafalgar.

Duguay-Trouin (3rd Rate, Large): Boarding nets and streamlined hull.

Mont Blanc (3rd Rate, Large): The *Mont Blanc* begins the game with 1 less Crew point than normal, as she was under-strength due to sickness.

Scipion (3rd Rate, Large): Boarding nets.

SPECIAL RULES

Straggler: The British fleet was not expecting battle to be brought so soon, and the Namur was woefully out of position. As a result, HMS Namur does not start the battle on the board with the other British ships, but instead enters play in a later turn. Starting in the Weather phase of the second turn, roll a D6 – on a 4 or more, the Namur may be placed on the board in base contact with the British table edge. The ship may move and fight normally in the Sailing phase.





LEGENDS OF TRAFALGAR

The Napoleonic era of the Age of Sail was truly a time of heroes, when nations were crying out for figureheads to lead them to victory on the seas. This section looks at some legendary figures that you can purchase for your fleets.

RECRUITING LEGENDS

There are two types of 'Legend' detailed in this section: Legendary Heroes and Legendary Ships. The former are notable historical personalities, or special characters, which are purchased instead of your Fleet Commander. The latter are vessels that are purchased as part of your fleet in the usual way. Quite often the two can be bought together, making a formidable package. If using the rules for allying with another player, it is quite possible for your combined fleet to contain more than one Legend of Trafalgar. However, the same Legend may never be present more than once on any one side.

FLAGSHIPS

All of the Legendary Heroes require you to purchase a Flagship for them at additional cost. Likewise, some Legendary Ships must be your Flagship if you take them. These ships count towards the limits for your fleet. So, for example, if you choose Admiral Nelson and HMS Victory for your British fleet, then it counts towards your limit of 1st Rate ships (British fleets can only take one 1st Rate vessel for every other Ship of the Line in the fleet). Ships must always follow the rules for their nation and their type, unless specified in their profile.

My dearest Emma,

It is a relief to me, to take up the pen, and write you a line; for I have had, about four o'clock this morning, one of my dreadful spasms, which has almost enervated me. It is very odd; I was hardly ever better than yesterday. Fremantle stayed with me till eight o'clock, and I slept uncommonly well; but was awake with this disorder. My Opinion of its effect, some one day, has never altered. However, it is entirely gone off, and I am only quite weak. The good people of England will not believe that rest of body and mind is necessary for me! But perhaps this spasm may not come again these six months. I had been writing seven hours yesterday; perhaps that had some hand in bringing it upon me.

I joined the Fleet date on the evening of the 28th of September, but could not communicate with them until the next morning. I believe my arrival was most welcome, not only to the Commander of the Fleet, but also to every individual in it, and, when I came to explain to them the 'Nelson touch,' it was like an electric shock. Some shed tears, all approved — 'It was new—it was singular—it was simple!'; and, from Admirals downwards, it was repeated—'It must succeed, if ever they will allow us to get at them! You are, my Lord, surrounded by friends whom you inspire with confidence.' Some may be Judas's; but the majority are certainly much pleased with my commanding them.

*— Letter from Nelson to Emma Hamilton,
Written aboard the Victory, October 1st 1805*



LEGENDARY HEROES

This section details naval commanders of legendary status, which you can include in your fleet as special crew members. All of the heroes detailed here served at the Battle of Trafalgar, and are therefore ideally suited to this campaign.

GREAT BRITAIN

ADMIRAL LORD HORATIO NELSON (1758-1805)



Scandalous. Controversial. Celebrated. Admiral Lord Nelson was Britain's greatest naval hero, architect of several great victories at sea, and the nation's first true celebrity. His passion, acumen, determination and unorthodox approach brought him criticism and glory in equal measure, both at war and at home.

Nelson may be included in a British fleet of 2,000 points or greater.

Points Cost: 95 + Flagship
Command Value: 7

Special Rules

England Expects: Nelson is truly legendary; Britain's God of War. His Command value may be used by friendly vessels within 30cm rather than 14cm as normal.

Man of Honour: Nelson despises snipers (quite ironic, really), and if he is in your fleet then none of your ships may purchase Sharpshooters!

The Nelson Touch: Nelson thrives on innovation and risks during battle. Once per game, the British player may re-roll all the dice for a Broadside volley, saving throws (all the saves taken from hits from a single enemy vessel), or a Command check, on behalf of Nelson's ship. All the dice must be re-rolled, not just the poor ones, and the re-rolled scores must be accepted. This may not be used in conjunction with the 'Iron Men' special rule, as re-rolls may never be re-rolled.

Flagships

Nelson must be on board one of the following vessels, which must be the fleet's Flagship. He is given the option to take a 3rd Rate so you may use Nelson in an earlier battle, such as the Nile. Remember that no other vessel in the fleet can be of a larger Rate than the Flagship.

3rd Rate, Small 200pts
(Represents HMS Agamemnon). Upgrades may be purchased at additional cost from the British fleet list.

3rd Rate, Large 225pts
(Represents either HMS Captain or HMS Vanguard). Upgrades may be purchased at additional cost from the British fleet list.

HMS Victory, 1st Rate 435pts
Legendary Ship. See page 125.

ADMIRAL LORD CUTHBERT COLLINGWOOD (1748-1810)



Often overlooked in the shadow of Nelson, Collingwood was Admiral of the Blue at the Battle of Trafalgar, and is often known as the 'Northumbrian who saved the nation'. Described as brave, wise and devoted to king and country, Collingwood was a renowned naval commander and tactician.

Collingwood may be included in a British fleet of 1,000 points or greater.

Points Cost: 70 + Flagship
Command Value: 6

Special Rules

Seasoned Veteran: Though not as high profile as Nelson, Collingwood was an exceptional commander and experienced seaman.

Whenever a British vessel within 14cm of Collingwood's ship (including his own) opens fire at the enemy, it counts as having the Master Gunner upgrade.

Flagship

Collingwood must be on board a 1st Rate Ship of the Line, representing HMS Royal Sovereign. Upgrades may be purchased for this vessel as normal.



FRANCE

ADMIRAL PIERRE-CHARLES-JEAN-BAPTISTE-SILVESTRE VILLENEUVE (1763-1806)



Admiral Villeneuve will forever be remembered as the man who 'lost his head', handing a crushing victory to the British in the process, thus ending Napoleon's ambitions at sea. Yet before this disaster, Villeneuve built a reputation as an able tactician and a commander blessed with uncanny good luck.

Villeneuve may be included in a French fleet of 1,000 points or greater.

Points Cost: 50 + Flagship
Command Value: 6

Special Rules

Lucky: Villeneuve was ill-regarded by Napoleon himself, but was dubbed a 'lucky man' by the Emperor for his ability to survive narrow scrapes with both his life – and commission – intact.

Villeneuve may always force the enemy to re-roll results on the Critical Hit table against his own ship. The result of the re-roll must be accepted.

Flagship

Villeneuve must take the *Bucentaure* as his flagship (pg 126). Even if this is not the largest ship in the French fleet, it is still the flagship if Villeneuve is in charge.

SPAIN

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



Early in his career, Ignacio Alava was employed fighting pirates along the North African coast, where he proved himself a stern and capable commander. Rising through the ranks, he became vice-admiral of the Spanish fleet at Trafalgar, where he was injured during the capture of his ship, the *Santa Ana*.

Alava may be included in a Spanish fleet of 1,500 points or greater.

Points Cost: 60 + Flagship
Command Value: 6

Special Rules

Seasoned Veteran: Alava made his name fighting pirates as a young officer, and went on to become Admiral of the entire Spanish fleet, shortly before his death in 1817.

Whenever a Spanish vessel within 14cm of Alava's ship opens fire at the enemy, it counts as having a Master Gunner on board, even though Spanish fleets cannot normally have this upgrade.

Flagship

Alava must be on board an overgunned 1st Rate Ship of the Line, representing the *Santa Ana*. Additional upgrades may be purchased for this vessel as normal.

ADMIRAL DON FREDERICO GRAVINA (1756-1806)



Gravina first saw action as a Spanish naval officer during the Siege of Gibraltar (1779-1783) during the American Revolution. He later led the Spanish fleet supporting Admiral Villeneuve during the Battle of Trafalgar. During the battle however, he was seriously wounded and Gravina died of his wounds in early 1806.

Gravina may be included in a Spanish fleet of 1,500 points or greater.

Points Cost: 55 + Flagship
Command Value: 6

Special Rules

Diplomat: Despite the reservations of many Spanish captains to support the French wholeheartedly, Gravina's skills in diplomacy were instrumental in bringing together the combined fleet at Trafalgar. In a game where the Spanish are allied with another fleet, any friendly vessel may use Gravina's command radius, even if he is only the Vice Commander (see page 26).

Flagship

If Gravina is included in your fleet, you must purchase the Principe de Asturias as his flagship. See page 126.



LEGENDARY SHIPS

This section details those vessels that became famed during the Battle of Trafalgar. Some, like the Victory, had become celebrated for their service in previous battles, and had almost taken on their own personalities. Others were so large or unusual that they simply struck awe into the hearts of all who viewed them.

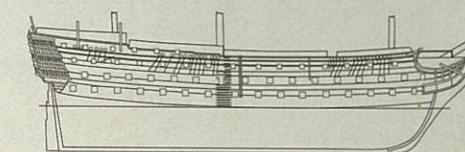
GREAT BRITAIN

HMS VICTORY

Probably the most famous sailing ship in the world, HMS Victory was unusual amongst the Royal Navy's 1st Rates for her solid sailing properties. Built in 1765, she was Nelson's flagship at Trafalgar, and first of the weather division to join battle.

The Victory may be included in a British fleet of 2,000 points or greater.

HMS Victory (1st Rate) 435pts
Includes Boarding Nets, Master Gunner, Marines, Special Shot: Grapeshot and Sturdy Construction. May take a Ship's Physician for +5 points.



Pride of the Navy

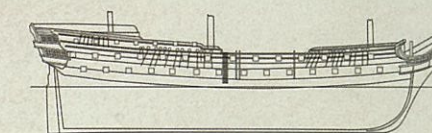
The Victory is one of the most famous and treasured vessels in the Royal Navy, and her presence is an inspiration to the rest of the fleet. HMS Victory, and any vessel within 14cm of her, may re-roll failed Command checks when testing to see if they strike their colours. However, if ever Victory is destroyed or captured during a game, then every friendly vessel still in play suffers a -1 penalty to their Command value for the rest of the turn and the entirety of the next turn.

HMS BELLEROPHON

The fifth ship in Collingwood's division; the Bellerophon (or 'Billy Ruff'n', as the crew affectionately called her) was already one of the most celebrated 74s at the Glorious First of June and the Battle of the Nile. She later went on to achieve further fame when Napoleon himself surrendered to the Bellerophon's captain in 1815.

The Bellerophon may be included in a British fleet of 1,000 points or greater.

HMS Bellerophon (Large 3rd Rate) 290pts
Includes Boarding Nets, Marines and Sturdy Construction.



Heart of Oak

The 'Billy Ruff'n' was a sailing paradox – an ill-omened vessel from the start, yet much loved by her crew. Famed for taking untold batterings yet still surviving (she took the most losses of any British ship at Trafalgar), her crew became renowned for their never-say-die attitude and fighting prowess. The crew of the Bellerophon add an extra +1 to Defence during boarding actions. In addition, the ship may never strike its colours, and automatically passes any Command checks to do so.

HMS PICKLE

Formerly known as The Sting, HMS Pickle was a 10-gun schooner used as a fast dispatch ship at Trafalgar. She was known as the fastest vessel in the Navy, and became famed for being the vessel that carried the news of Lord Nelson's death back to England. November 5th, the day the dispatch was received, is still commemorated in the Royal Navy as 'Pickle Night' to this day.

The Pickle may be included in a British fleet of 750 points or greater.

HMS Pickle (Schooner) 60pts
Replaces her normal armament with Carronades, making the Pickle's Broadside Rating -/1.



Envoy

The Pickle is essentially a fast dispatch vessel, whose job during battle is to take signal orders to the various commanders.

At the start of the Pickle's movement each turn, up to two British Ships (except 1st Rates) may move as if they were part of a Squadron with the Pickle as the lead vessel. All vessels that move in this way revert to the regular rules at the start of the next turn.

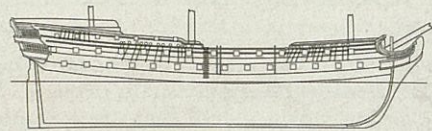
FRANCE

BUCENTAURE

'*Bucentaure*' *Vaisseaux de 80 canons* was, perhaps, the most handsome ship at Trafalgar. Launched in 1804, she was Villeneuve's flagship in the expedition to the West Indies (1805), and he was highly complimentary of her sailing ability. At Trafalgar, the *Bucentaure* was stunned by the opening salvo of HMS Victory.

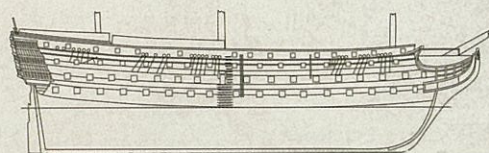
The *Bucentaure* may be included in a French fleet of 1,500 points or greater.

Bucentaure (Large 3rd Rate)..... 300pts
Overgunned. Includes Boarding Nets, Sharpshooters and Streamlined Hull.



Veterans

The crew of the *Bucentaure* were considered by Admiral Villeneuve to be the best in the French division at Trafalgar. The ship has the Drilled Crew special rule, which is exactly the same as the British and American fleet special rule of the same name.



SPAIN

SANTISIMA TRINIDAD

The largest warship in the world in her day, and one of the few 1st Rates with a complete fourth deck, the *Santisima Trinidad* also carried the largest number of guns of any ship of her time. The ship had fought against Nelson before at the Battle of Cape St Vincent, where she was almost captured by the combined efforts of five British 74s. She escaped, and thus remained a fierce symbol of Spanish power.

The *Santisima Trinidad* may be included in a Spanish fleet of 2,000 points or greater. If the *Santisima Trinidad* is present in a Spanish fleet, then the player foregoes the option to upgrade one of his 1st rates with additional guns from the 'options' section of the fleet list.

Santisima Trinidad (1st Rate) 455pts
Overgunned. Includes Boarding Nets, Ship's Physician and Special Shot: Grapeshot, two extra Carronades, and Bow Chasers.

Man of War

The *Santisima Trinidad* bristles with firepower, even more than other overgunned Spanish 1st Rates. She carries two additional Carronades, making her total

Broadside Rating 14 (4/6/4). Despite her great size, she does not have to be your flagship as long as you have another 1st Rate vessel in your force.

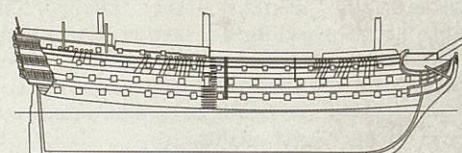
Magnificent Giant

Though somewhat unwieldy, the *Santisima Trinidad* is a hulking, four-decked monstrosity that inspires the Spanish and strikes fear and awe into the hearts of the enemy.

The ship gains +1 to all saving throws made for low locations, and gains an additional +D3 to her Defence during boarding actions. However, the *Santisima Trinidad's* base movement rate is 8cm instead of 10cm.

Pride of the Fleet

The *Santisima Trinidad* is one of the largest and most famous vessels in the Spanish fleet. The *Santisima Trinidad*, and any vessel within 14cm of her, may re-roll failed Command checks when testing to see if they strike their colours. However, if ever it is destroyed or captured during a game, then every Spanish vessel still in play suffers a -1 penalty to their Command value for the rest of the turn and the entirety of the next turn.



The Shipbuilder's Art

The *Principe de Asturias* is among the finest Spanish vessels ever built. Though she replaces two of her light cannons with heavy cannons as is usual for a Spanish vessel, she does not require a Command check to make a second turn during the Sailing phase.

PRINCIPE DE ASTURIAS

A precision-built vessel of the highest quality, and often considered one of the best ships on either side at the Battle of Trafalgar, the *Principe de Asturias* bore the flag of Vice Admiral Gravina, second-in-command of the combined fleet.

The *Principe de Asturias* may be included in a Spanish fleet of 1,500 points or greater.

Principe de Asturias (1st Rate) 340pts
Includes Boarding Nets and Special Shot: Grapeshot.

REFERENCE





ROSTERS

USING THE FLEET ROSTERS

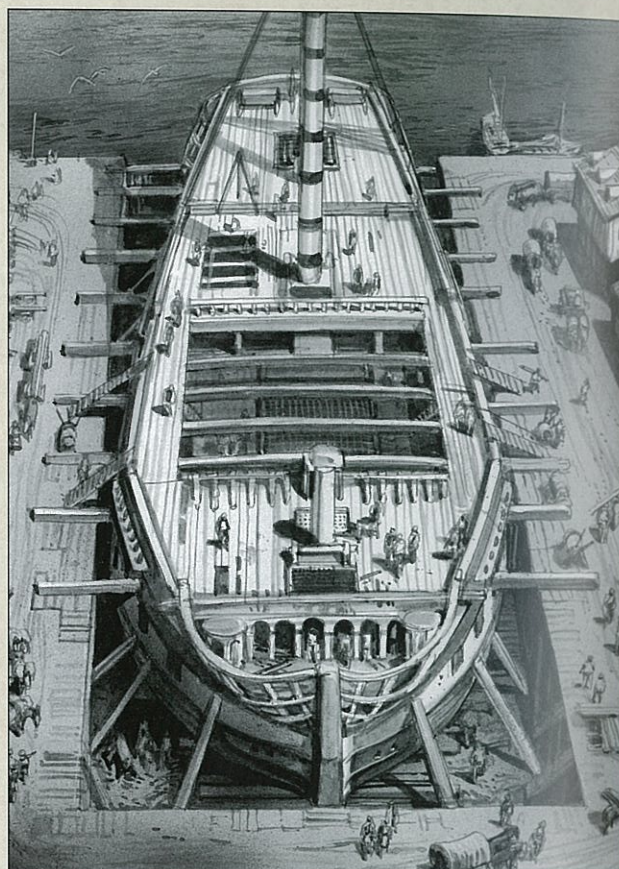
Each vessel has a series of damage trackers (tick boxes), which are used to determine the effects of damage during a game. You'll need to copy out or photocopy a ship roster for each vessel and fortification in your fleet.

Damage Trackers

There are several locations on each roster. These are usually High, Low, Waterline and Crew. The main rules dictate which location is hit. If a vessel doesn't have a high or waterline location on the roster, then the Low location is automatically used. High locations are usually subdivided into types of mast, and it's important to work out which mast is hit before you start to cross off the damage. Once the location is determined, damage points are crossed off the tick boxes, starting at the top row if applicable, and working left to right. Whenever you reach a shaded box, apply the effects written at the end of the row immediately, then carry on to the next row down if there is one.

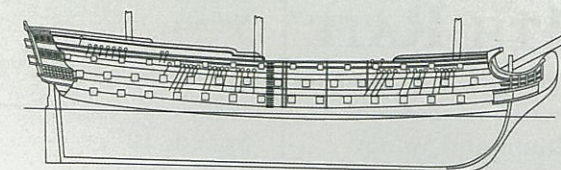
Extra Crew

Some vessels have a faded box on their Crew rating tracker. This is because these vessels can take upgrades, or receive Admiralty bonuses, which increase their Crew rating. Only use these faded boxes when you have the relevant upgrade.



2ND RATE SHIP OF THE LINE

Name: _____



Command Value: _____

Speed: 10

Nation: _____

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐☐☐☐ Lose 3cm Speed*MAINMAST: ☐☐☐☐ Lose 3cm Speed*MIZZENMAST: ☐☐☐☐ Lose 3cm Speed*

Low Locations (Save 4+)

☐☐☐☐☐ Lose carronades☐☐☐☐☐ Lose heavy cannons☐☐☐☐☐ Crippled

Below Waterline (Save 4+)

☐☐☐☐ Sunk

Crew

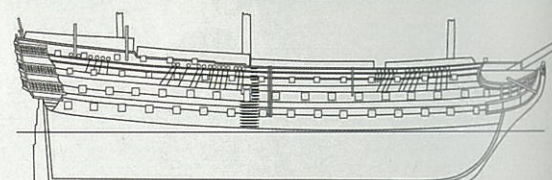
☐☐☐☐☐ -1 Command Value
☐☐☐☐ Decrewed

Upgrades: _____

**When all masts are destroyed, ship may not move.*

1ST RATE SHIP OF THE LINE

Name: _____



Command Value: _____

Speed: 10

Nation: _____

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐☐☐☐ Lose 3cm Speed*MAINMAST: ☐☐☐☐ Lose 3cm Speed*MIZZENMAST: ☐☐☐☐ Lose 3cm Speed*

Low Locations (Save 4+)

☐☐☐☐☐ Lose carronades☐☐☐☐☐ Lose heavy cannons☐☐☐☐☐ Crippled

Below Waterline (Save 4+)

☐☐☐☐☐ Sunk

Crew

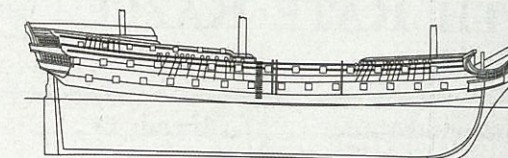
☐☐☐☐☐☐ -1 Command Value
☐☐☐☐ Decrewed

Upgrades: _____

**When all masts are destroyed, ship may not move.*

3RD RATE SHIP OF THE LINE

Name: _____



Command Value: _____

Speed: 12

Nation: _____

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐☐☐☐ Lose 3cm Speed*MAINMAST: ☐☐☐☐ Lose 3cm Speed*MIZZENMAST: ☐☐☐☐ Lose 3cm Speed*

Low Locations (Save 4+)

☐☐☐☐☐ Lose carronades☐☐☐☐☐ Lose heavy cannons☐☐☐☐☐ Crippled

Below Waterline (Save 5+)

☐☐☐☐ Sunk

Crew

☐☐☐☐☐ -1 Command Value
☐☐☐☐ Decrewed

Upgrades: _____

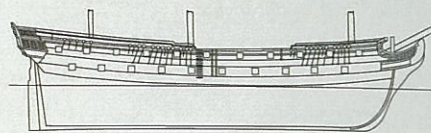
**When all masts are destroyed, ship may not move.*



4TH RATE

SHIP OF THE LINE

Name: _____



Command Value: _____

Speed: 12

Nation: _____

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐☐☐ Lose 3cm Speed*MAINMAST: ☐☐☐ Lose 3cm Speed*MIZZENMAST: ☐☐☐ Lose 3cm Speed*

Low Locations (Save 4+)

☐☐☐☐ Lose carronades☐☐☐☐☐ Lose heavy cannons☐☐☐☐☐☐ Crippled

Below Waterline (Save 5+)

☐☐☐☐ Sunk

Crew

☐☐☐☐ -1 Command Value☐☐ Decrewed

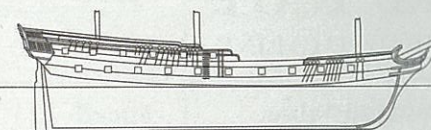
Upgrades: _____

**When all masts are destroyed, ship may not move.*

4TH RATE RAZEE

FRIGATE

Name: _____



Command Value: _____

Speed: 14

Nation: _____

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐☐☐ Lose 3cm Speed*MAINMAST: ☐☐☐ Lose 3cm Speed*MIZZENMAST: ☐☐☐ Lose 3cm Speed*

Low Locations (Save 4+)

☐☐☐☐☐ Halve Broadside rating☐☐☐☐☐☐ Crippled

Below Waterline (Save 5+)

☐☐☐☐ Sunk

Crew

☐☐☐ -1 Command Value☐☐ Decrewed

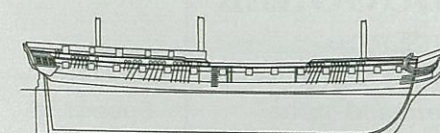
Upgrades: _____

**When all masts are destroyed, ship may not move.*

5TH RATE

FRIGATE

Name: _____



Command Value: _____

Speed: 14

Nation: _____

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐☐☐ Lose 3cm Speed*MAINMAST: ☐☐☐ Lose 3cm Speed*MIZZENMAST: ☐☐☐ Lose 3cm Speed*

Low Locations (Save 5+)

☐☐☐☐☐ Halve Broadside rating☐☐☐☐☐☐ Crippled

Below Waterline (Save 5+)

☐☐☐☐ Sunk

Crew

☐☐☐☐ -1 Command Value☐☐ Decrewed

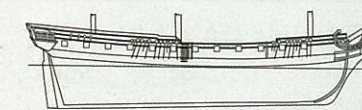
Upgrades: _____

**When all masts are destroyed, ship may not move.*

6TH RATE

FRIGATE

Name: _____



Command Value: _____

Speed: 14

Nation: _____

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐☐☐ Lose 3cm Speed*MAINMAST: ☐☐☐ Lose 3cm Speed*MIZZENMAST: ☐☐☐ Lose 3cm Speed*

Low Locations (Save 5+)

☐☐☐☐☐ Halve Broadside rating☐☐☐☐☐☐ Crippled

Below Waterline (Save 5+)

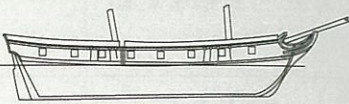
☐☐☐☐ Sunk

Crew

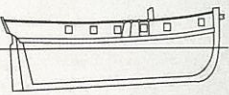
☐☐☐ -1 Command Value☐☐ Decrewed

Upgrades: _____

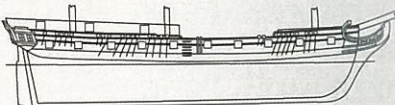
**When all masts are destroyed, ship may not move.*

SCHOONER UNRATED		Name: _____	
Command Value: _____	Speed: 18		
Nation: _____	Broadside Rating: / /		
High Locations (Save 6+) MAINMAST: ☐ ☐ ☐ Lose 6cm Speed* MIZZENMAST: ☐ ☐ ☐ Lose 6cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ ☐ Crippled	
Below Waterline (Save 6+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ ☐ Decrewed	
Upgrades: _____			

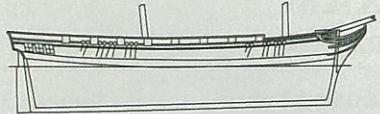
*When all masts are destroyed, ship may not move.

CUTTER UNRATED		Name: _____	
Command Value: _____	Speed: 18		
Nation: _____	Broadside Rating: / /		
High Locations (Save 6+) MAINMAST: ☐ ☐ ☐ Ship may not move		Low Locations (Save 5+) ☐ ☐ ☐ Crippled	
Below Waterline (Save 6+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ Decrewed	

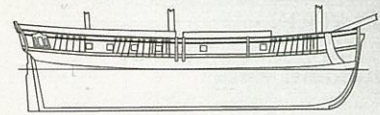
*When all masts are destroyed, ship may not move.

SHIP-SLOOP/CORVETTE UNRATED		Name: _____	
Command Value: _____	Speed: 16		
Nation: _____	Broadside Rating: / /		
High Locations (Save 6+) FOREMAST: ☐ ☐ ☐ Lose 4cm Speed* MAINMAST: ☐ ☐ ☐ Lose 4cm Speed* MIZZENMAST: ☐ ☐ ☐ Lose 4cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ ☐ Crippled	
Below Waterline (Save 5+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ ☐ Decrewed	
Upgrades: _____			

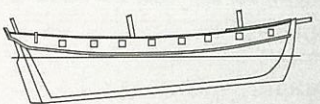
*When all masts are destroyed, ship may not move.

BRIG UNRATED		Name: _____	
Command Value: _____	Speed: 14		
Nation: _____	Broadside Rating: / /		
High Locations (Save 6+) MAINMAST: ☐ ☐ ☐ Lose 5cm Speed* MIZZENMAST: ☐ ☐ Lose 5cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ ☐ Crippled	
Below Waterline (Save 5+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ ☐ Decrewed	
Upgrades: _____			

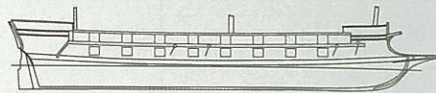
*When all masts are destroyed, ship may not move.

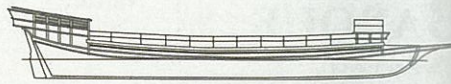
BARQUE UNRATED		Name: _____	
Command Value: _____	Speed: 16		
Nation: _____	Broadside Rating: / /		
High Locations (Save 6+) FOREMAST: ☐ ☐ ☐ Lose 4cm Speed* MAINMAST: ☐ ☐ ☐ Lose 4cm Speed* MIZZENMAST: ☐ ☐ ☐ Lose 4cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ ☐ Crippled	
Below Waterline (Save 6+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ Decrewed	

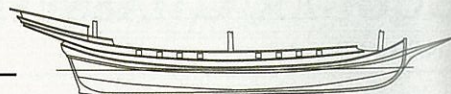
*When all masts are destroyed, ship may not move.

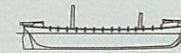
LUGGER/CHASSE-MAREE UNRATED		Name: _____	
Command Value: _____	Speed: 16		
Nation: _____	Broadside Rating: / /		
High Locations (Save 6+) FOREMAST: ☐ ☐ ☐ Lose 4cm Speed* MAINMAST: ☐ ☐ ☐ Lose 4cm Speed* MIZZENMAST: ☐ ☐ Lose 4cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ Crippled	
Below Waterline (Save 6+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ ☐ ☐ Decrewed	

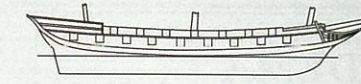
*When all masts are destroyed, ship may not move.

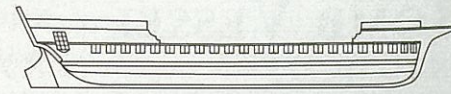
PRAM UNRATED	Name: _____	
Command Value: _____	Speed: 14	
Nation: _____	Broadside Rating: / /	
High Locations (Save 6+) FOREMAST: ☐ ☐ Lose 3cm Speed* MAINMAST: ☐ ☐ Lose 3cm Speed* MIZZENMAST: ☐ ☐ Lose 3cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ ☐ Crippled <i>*When all masts are destroyed, ship may not move.</i>
Below Waterline (Save 6+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ ☐ Decrewed

GALLEY UNRATED	Name: _____	
Command Value: _____	Speed: 12/8	
Nation: _____	Broadside Rating: / /	
High Locations (Save 6+) FOREMAST: ☐ ☐ Lose 3cm Speed* MAINMAST: ☐ ☐ Lose 3cm Speed* MIZZENMAST: ☐ Lose 3cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ Crippled <i>*When all masts are destroyed, ship may not move.</i>
Below Waterline (Save 5+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ -2cm to oared movement ☐ ☐ Decrewed

XEBEC/CHEBECK UNRATED	Name: _____	
Command Value: _____	Speed: 16/6	
Nation: _____	Broadside Rating: / /	
High Locations (Save 6+) FOREMAST: ☐ ☐ Lose 4cm Speed* MAINMAST: ☐ ☐ Lose 4cm Speed* MIZZENMAST: ☐ Lose 4cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ ☐ Crippled <i>*When all masts are destroyed, ship may not move.</i>
Below Waterline (Save 5+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ ☐ Decrewed

KAIK UNRATED	Name: _____	
Command Value: _____	Speed: 12/6	
Nation: _____	Broadside Rating: / /	
High Locations (Save 6+) MAINMAST: ☐ ☐ Lose 5cm Speed* MIZZENMAST: ☐ ☐ Lose 5cm Speed*		Low Locations (Save 5+) ☐ ☐ Crippled <i>*When all masts are destroyed, ship may not move.</i>
Below Waterline (Save 6+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ ☐ Decrewed

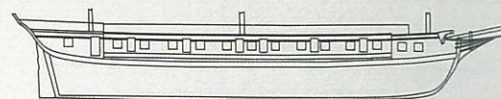
HEMMEMA FRIGATE	Name: _____	
Command Value: _____	Speed: 12/8	
Nation: _____	Broadside Rating: / /	
High Locations (Save 5+) FOREMAST: ☐ ☐ ☐ Lose 3cm Speed* MAINMAST: ☐ ☐ ☐ Lose 3cm Speed* MIZZENMAST: ☐ ☐ ☐ Lose 3cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ ☐ Halve Broadside rating ☐ ☐ ☐ ☐ Crippled <i>*When all masts are destroyed, ship may not move.</i>
Below Waterline (Save 5+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ -2cm to oared movement ☐ ☐ Decrewed

OARED FRIGATE FRIGATE	Name: _____	
Command Value: _____	Speed: 14/8	
Nation: _____	Broadside Rating: / /	
High Locations (Save 5+) FOREMAST: ☐ ☐ ☐ Lose 4cm Speed* MAINMAST: ☐ ☐ ☐ Lose 4cm Speed* MIZZENMAST: ☐ ☐ ☐ Lose 4cm Speed*		Low Locations (Save 5+) ☐ ☐ ☐ ☐ Halve Broadside rating ☐ ☐ ☐ ☐ Crippled <i>*When all masts are destroyed, ship may not move.</i>
Below Waterline (Save 5+) ☐ ☐ ☐ Sunk		Crew ☐ ☐ ☐ -2cm to oared movement ☐ ☐ Decrewed

SECRET BOAT

UNRATED

Name:



Command Value:

Speed: 12/8

Nation:

Broadside Rating: / /

High Locations (Save 6+)

FOREMAST: ☐ ☐ Lose 3cm Speed*

MAINMAST: ☐ ☐ Lose 3cm Speed*

MIZZENMAST: ☐ ☐ Lose 3cm Speed*

Low Locations (Save 5+)

☐ ☐ ☐ Halve Broadside rating

☐ ☐ ☐ Crippled

**When all masts are destroyed, ship may not move.*

Below Waterline (Save 5+)

☐ ☐ ☐ Sunk

Crew

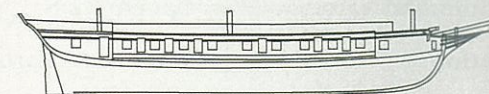
☐ ☐ -2cm to oared movement

☐ ☐ Decrewed

UDEMA

UNRATED

Name:



Command Value:

Speed: 12/6

Nation:

Broadside Rating: / /

High Locations (Save 6+)

FOREMAST: ☐ ☐ Lose 3cm Speed*

MAINMAST: ☐ ☐ Lose 3cm Speed*

MIZZENMAST: ☐ ☐ Lose 3cm Speed*

Low Locations (Save 5+)

☐ ☐ ☐ Halve Broadside rating

☐ ☐ ☐ Crippled

**When all masts are destroyed, ship may not move.*

Below Waterline (Save 5+)

☐ ☐ ☐ Sunk

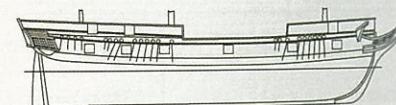
Crew

☐ ☐ Decrewed

BOMB VESSEL

UNRATED

Name:



Command Value:

Speed: 12

Nation:

Broadside Rating: / /

High Locations (Save 6+)

MAINMAST: ☐ ☐ Lose 5cm Speed*

MIZZENMAST: ☐ ☐ Lose 5cm Speed*

Low Locations (Save 5+)

☐ ☐ Crippled

**When all masts are destroyed, ship may not move.*

Below Waterline (Save 6+)

☐ ☐ ☐ Sunk

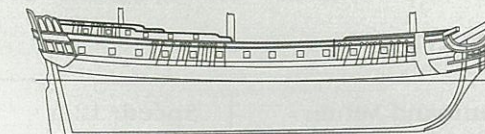
Crew

☐ ☐ Decrewed

LARGE MERCHANT

SHIP OF THE LINE

Name:



Command Value:

Speed: 10

Nation:

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐ ☐ ☐ Lose 3cm Speed*

MAINMAST: ☐ ☐ ☐ Lose 3cm Speed*

MIZZENMAST: ☐ ☐ ☐ Lose 3cm Speed*

Low Locations (Save 4+)

☐ ☐ ☐ ☐ Lose heavy cannon

☐ ☐ ☐ ☐ Lose remaining cannon

☐ ☐ ☐ ☐ Crippled

Below Waterline (Save 5+)

☐ ☐ ☐ ☐ Sunk

Crew

☐ ☐ ☐ -1 Command Value

☐ ☐ ☐ Decrewed

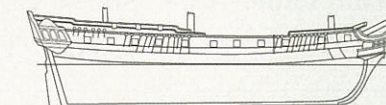
Upgrades:

**When all masts are destroyed, ship may not move.*

MERCHANT

FRIGATE

Name:



Command Value:

Speed: 12

Nation:

Broadside Rating: / /

High Locations (Save 5+)

FOREMAST: ☐ ☐ Lose 3cm Speed*

MAINMAST: ☐ ☐ Lose 3cm Speed*

MIZZENMAST: ☐ ☐ Lose 3cm Speed*

Low Locations (Save 5+)

☐ ☐ ☐ Halve Broadside rating

☐ ☐ ☐ Crippled

Below Waterline (Save 5+)

☐ ☐ ☐ Sunk

Crew

☐ ☐ ☐ Decrewed

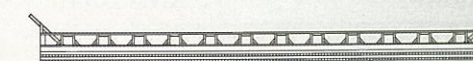
Upgrades:

**When all masts are destroyed, ship may not move.*

FLOATING BATTERY

FORTIFICATION

Name:



Command Value:

Speed: -

Nation:

Broadside Rating: / /

Damage Locations (Save 5+)

☐ ☐ ☐ ☐ Lose heavy cannons

☐ ☐ ☐ ☐ Sunk

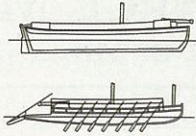
Crew

☐ ☐ ☐ Decrewed

GUNBOAT/GUN-YAWL/KANNONJOLLE

UNRATED

Name:



Command Value:

Speed: 12/6

Nation:

Broadside Rating: / /

High Locations (Save 6+)

MAINMAST: ☐ Lose 5cm Speed*

MIZZENMAST: ☐ Lose 5cm Speed*

Low Locations (Save 6+)

☐ Crippled

**When all masts are destroyed, ship may not move.*

Below Waterline (Save 6+)

☐ Sunk

Crew

☐ Decrewed

GUNBRIG

UNRATED

Name:



Command Value:

Speed: 12

Nation:

Broadside Rating: / /

High Locations (Save 6+)

MAINMAST: ☐ Lose 5cm Speed*

MIZZENMAST: ☐ Lose 5cm Speed*

Low Locations (Save 6+)

☐ Crippled

**When all masts are destroyed, ship may not move.*

Below Waterline (Save 6+)

☐ Sunk

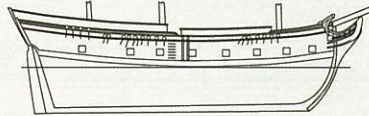
Crew

☐ Decrewed

FIRESHIP

UNRATED

Name:



Command Value:

Speed: 12

Nation:

Broadside Rating: / /

High Locations (Save 6+)

FOREMAST: ☐ Lose 2cm Speed*

MAINMAST: ☐ Lose 2cm Speed*

MIZZENMAST: ☐ Lose 2cm Speed*

Low Locations (Save 5+)

☐ Crippled

**When all masts are destroyed, ship may not move.*

Below Waterline (Save 5+)

☐ Sunk

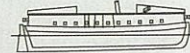
Crew

☐ Decrewed

BLOCK-SLOOP

FORTIFICATION

Name:



Command Value:

Speed: 2

Nation:

Broadside Rating: / /

**When all masts are destroyed, ship may not move.*

High Locations (Save 6+)

MAINMAST: ☐ Lose 1cm Speed*

MIZZENMAST: ☐ Lose 1cm Speed*

Low Locations (Save 5+)

☐ Lose heavy cannons

☐ Crippled

Below Waterline (Save 5+)

☐ Sunk

Crew

☐ Decrewed

SHORE FORTRESS

FORTIFICATION

Name:



Command Value:

Speed: -

Nation:

Broadside Rating: / /

Damage Locations (Save 3+)

☐ Halve broadside rating

☐ Destroyed

Crew

☐ Decrewed

MARTELLO TOWER

FORTIFICATION

Name:



Command Value:

Speed: -

Nation:

Broadside Rating: / /

Damage Locations (Save 3+)

☐ Destroyed

Crew

☐ Decrewed

LIGHTHOUSE

SPECIAL

Name:



Command Value:

Speed: -

Nation:

Damage Locations (Save 3+)

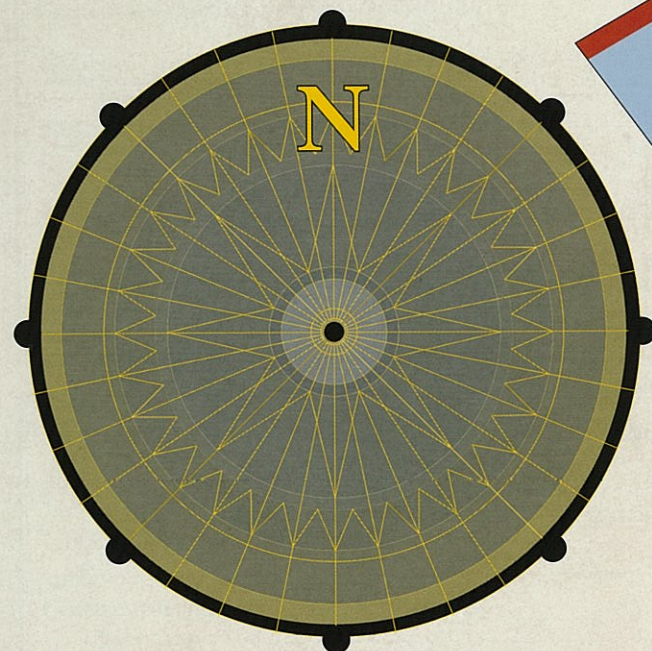
☐ Destroyed

Crew

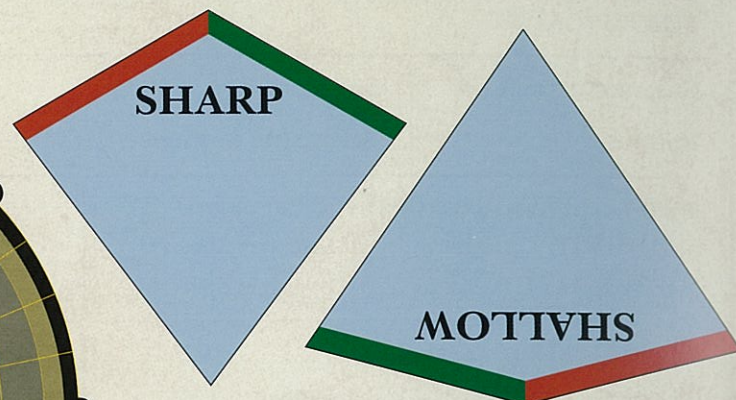
☐ Decrewed



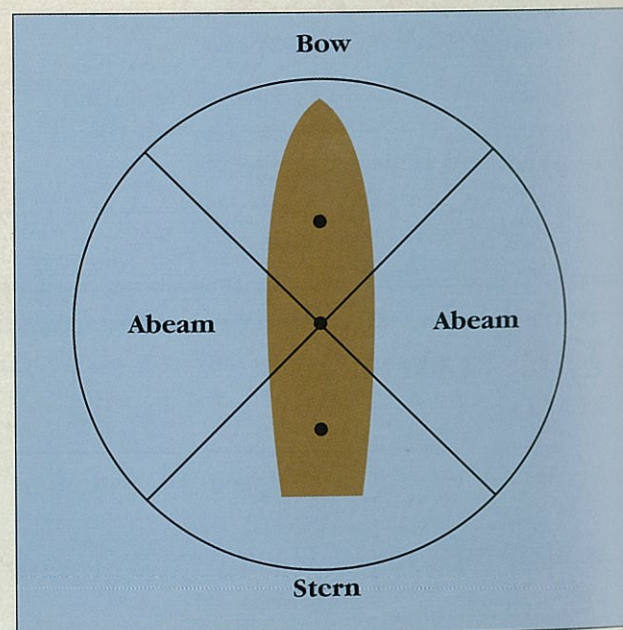
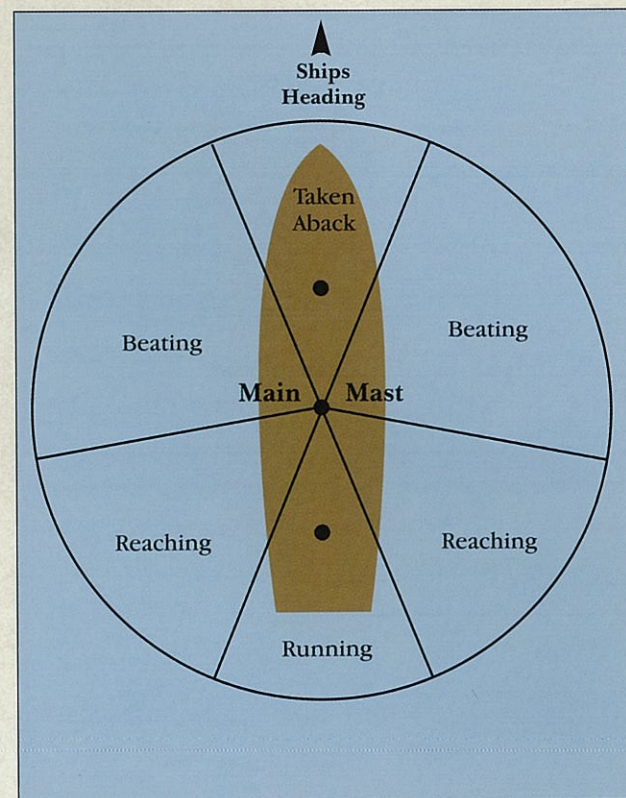
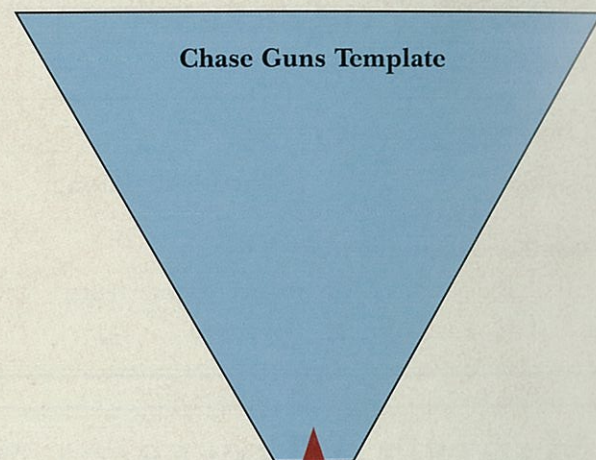
TEMPLATES



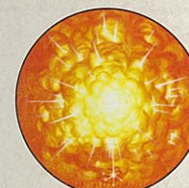
Top tip: To make a durable compass, you might like to stick both pieces to thin card and link them together with a split pin, so you can still turn the compass needle.



Turn Templates

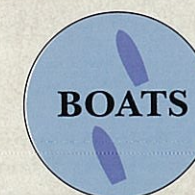


Large Template

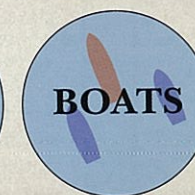


Small Template

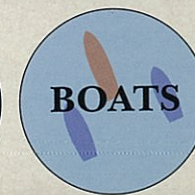
ANCHORED	ANCHORED	ANCHORED	ANCHORED	ANCHORED	ANCHORED	ANCHORED	ANCHORED
ANCHORED	ANCHORED	ANCHORED	ANCHORED	ANCHORED	ANCHORED	ANCHORED	ANCHORED
STATIONARY	STATIONARY	STATIONARY	STATIONARY	STATIONARY	STATIONARY	STATIONARY	STATIONARY
STATIONARY	STATIONARY	STATIONARY	STATIONARY	STATIONARY	STATIONARY	STATIONARY	STATIONARY
FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL
FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL	FULL SAIL
CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED
CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED	CRIPPLED
FIRE	FIRE	FIRE	FIRE	FIRE	FIRE	FIRE	FIRE
FIRE	FIRE	FIRE	FIRE	FIRE	FIRE	FIRE	FIRE
MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE
MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE	MAY NOT FIRE
DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT
DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT	DOUBLE-SHOT
ABLAZE	ABLAZE	ABLAZE	ABLAZE	ABLAZE	ABLAZE	ABLAZE	ABLAZE
ABLAZE	ABLAZE	ABLAZE	ABLAZE	ABLAZE	ABLAZE	ABLAZE	ABLAZE
FLAGSHIP	FLAGSHIP	FLAGSHIP	FLAGSHIP	FLAGSHIP	FLAGSHIP	ADMIRAL	ADMIRAL
FLAGSHIP	FLAGSHIP	FLAGSHIP	FLAGSHIP	FLAGSHIP	FLAGSHIP	ADMIRAL	ADMIRAL
REAR-ADMIRAL	REAR-ADMIRAL	PHYSICIAN	PHYSICIAN	PHYSICIAN	PHYSICIAN	MASTER GUNNER	MASTER GUNNER
REAR-ADMIRAL	REAR-ADMIRAL	PHYSICIAN	PHYSICIAN	PHYSICIAN	PHYSICIAN	MASTER GUNNER	MASTER GUNNER



BOATS



BOATS



BOATS



REFERENCE

TURN SEQUENCE

1. Weather phase

Determine wind direction and weather conditions.

2. Sailing phase

Set sails and perform manoeuvres.

3. Gunnery phase

Open fire on the enemy.

4. End phase

Resolve any effects that remain in play, and tidy up the gaming area ready for the next turn.

THE WIND TABLE

D6	Result
1	Wind maintains direction. Roll on the Weather Conditions table and apply the result for this turn. Next turn roll a D6 before determining who holds the Weather Gage. On a 1, the weather conditions remain the same. On a 2+ they reset to 'normal'.
2-3	Wind changes 1 point clockwise.
4-5	Wind changes 1 point anti-clockwise.
6	Wind maintains direction, but changes strength. Roll on the Wind Strength table. Next turn roll a D6. On a 1, the wind remains the same. On a 2+ it resets.

WIND STRENGTH TABLE

D6	Result
1-2	Becalmed. Other than obeying the rules of Inertia, no sailing vessel may move.
3-4	Wind drops. All vessels must reduce their total movement allowance by 2cm this turn. Any vessel Taken Aback this turn may deduct -1 from the roll on the Foremast Damage table.
5-6	Gale. Any ship that is Taken Aback must subtract -1 from its roll on the Foremast Damage table. Tacking and Boxhauling manoeuvres are made with a -1 penalty to the Command check. Any vessel that begins its turn Beating must halve its movement allowance. Any ship that begins its turn Reaching or Running adds +2cm to its movement allowance this turn.

SAILING PHASE SEQUENCE

1. Nominate Vessel or Squadron
2. Work out Inertia
3. Calculate Movement Allowance
4. Perform Manoeuvres

WEATHER CONDITIONS TABLE

D6	Result
1-3	Fog. All ranges are reduced to 10cm. Vessels in Squadrons must move independently rather than follow the Squadron rules.
4-5	Heavy Rain. All ranges are reduced to 20cm. No vessel may use sharpshooters. Roll a dice for each ship on fire at the start of their move – on the roll of a 6, the blaze goes out.
6	Raging Storm. Apply the effects of Heavy Rain and Gale. Additionally, Ships of the Line and Frigates must halve their Broadside ratings this turn. Unrated Vessels may not fire.

FOREMAST DAMAGE TABLE

D6 Score	Result
1	Foremast takes D3 points of damage with no saves allowed. If the mast is destroyed, then the mainmast takes 1 point of damage, too (saves as normal).
2	Foremast takes D3 points of damage (save as normal).
3	Foremast takes 1 point of damage (save as normal).
4-6	Mast Holds, no further effect. <i>*In the case of two-masted vessels, apply foremast damage to the mainmast, and mainmast damage to the mizzen.</i>

GUNNERY PHASE SEQUENCE

1. Nominate a Ship
2. Declare Target
3. Aim
4. Check Range and Open Fire
5. Calculate Effects of Damage

GUNNERY CHART

Situation	Modifier
Firing at close range (10cm or closer)	+1
Firing at long range (more than 20cm)	-1
Aiming High	-1
Fire as she bears!	-1
Moving at Full Sail	-1

HIGH LOCATIONS CRITICAL HIT TABLE

D6	Result
1	Take a single point of damage. The ship may not change its sail setting next turn.
2-3	Take 2 points of damage instead of 1.
4-5	Take D3 points of damage instead of 1. If the mast is destroyed, remove 1 crew point. All boats not deployed are destroyed.
6	The mast is destroyed. It kills D3 crew and inflicting a hit on the hull. If this hit is unsaved, the hull takes D3 points of damage. All boats not deployed are destroyed.

LOW LOCATIONS CRITICAL HIT TABLE

D6	Result
1	Take a single point of damage and place a 'May Not Fire' counter next to the ship.
2	Take a single point of damage and cross off D3 Crew points.
3	Take a single point of damage and place an Ablaze counter next to the ship. Test on the Blaze table in the End phase.
4	Take a single point of damage. Roll a D6 at the start of each subsequent Sailing phase – the vessel may not make any turns or manoeuvres until a 6 is rolled.
5	Take D3 damage points instead of the usual 1, and lose a Crew point. Pass a Below the Waterline saving throw or take one Below the Waterline hit.
6	Take D6 damage points instead of 1, and lose D3 Crew points. Pass a Below the Waterline saving throw or take D3 Below the Waterline hits.

WEAPONS CHART

Weapon Type	Range (cm)	Effects
Light (LT)	20	Only roll D3 instead of D6 on the Critical Hit tables.
Heavy (HV)	30	-1 to enemy saves if target is below half range (0-15cm).
Carronade (CR)	10	-1 to enemy saves and +1 to all dice rolls on the Critical Hit tables.
Mortar (MR)	Guess range 10-20cm	See Mortar special rules.
Rocket (RK)	Guess range 10-30cm	See Rocket special rules.

BLAZE TABLE

D6 Result

- 1 **Powder Explosion!** Take D6 points of damage to the hull, and 1 Below Waterline hit, with no saves allowed. In addition, lose D3 Crew points. The ship remains ablaze, but further rolls on this table add +1.
- 2-3 **Fire Spreads.** The damage location takes 1 more point of damage with no save allowed, and the ship remains ablaze. In addition, lose D3 Crew Points to the blaze. Roll a D6: On the score of a 4+, the fire spreads to the sails. Randomly determine which mast is affected first. Roll on the Burning Sails table immediately.*
- 4-5 **Remains Afire.** The damage location takes 1 more point of damage with no save allowed, and the ship remains ablaze. Lose D3 Crew Points to the blaze.
- 6 Remove the Ablaze counter.

*If a mast is already alight, the fire spreads to the next closest mast. If they're all alight, then you don't need to incur any more penalties – you have enough to worry about!

BURNING SAILS TABLE*

D6 Result

- 1 **Mast Destroyed.** Lose D3 Crew points and take a hit to the hull. If this hit is unsaved, the hull takes D3 points of damage. If the boats have not been deployed, they are destroyed.
- 2-3 **The Fire Spreads.** The damage location takes D3 points of damage with no save allowed, and remains ablaze. Roll a D6: on a 4+, an adjacent mast sets alight if it hasn't already done so – mark it as ablaze and roll on this table at the end of the next turn. If your ship has the Sharpshooters upgrade, it is lost.
- 4-5 **Remains Afire.** The damage location takes 1 more point of damage with no save allowed, and the ship remains ablaze.
- 6 Remove the Ablaze counter.

* Always roll on the regular Blaze table before this one. If the fire goes out, there's no need to roll here. Make one roll for every mast on fire.



ACKNOWLEDGEMENTS

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SHIP REFERENCE

Ship Type	Category	Broadsides	Speed	Crew	Command
1st Rate	Ship of the Line	10 (4/4/2)	10	10	4
2nd Rate	Ship of the Line	9 (4/3/2)	10	9	4
3rd Rate (Large)	Ship of the Line	7 (4/2/1)	12	8	4
3rd Rate (Small)	Ship of the Line	6 (3/2/1)	12	8	4
4th Rate	Ship of the Line	5 (2/2/1)	12	7	3
Large Merchant	Ship of the Line	5 (4/1/-)	10	6	3
5th Rate	Frigate	4 (2/2/-)	14	5	3
Razee Frigate	Frigate	4 (2/2/-)	14	6	3
6th Rate	Frigate	3 (2/1/-)	14	4	3
Oared Frigate	Frigate	3 (2/1/-)	14 (sail), 8 (oars)	5	3
Merchant	Frigate	3 (3/-/-)	12	4	3
Hemmema	Unrated	3 (3/-/-)	12 (sail), 8 (oars)	4	3
Ship-sloop/Corvette	Unrated	2 (2/-/-)	16	3	2
Brig	Unrated	2 (1/1/-)	14	3	2
Barque	Unrated	2 (2/-/-)	16	2	2
Bomb Vessel	Unrated	2 (2/-/-)	12	2	2
Schooner	Unrated	1 (1/-/-)	18	2	2
Cutter	Unrated	1 (1/-/-)	18	2	2
Lugger/ Chasse-marée	Unrated	1 (1/-/-)	16	4	2
Pram	Unrated	2 (2/-/-)	14	3	2
Xebec/Chebec	Unrated	2 (2/-/-)	16 (sail), 6 (oars)	3	2
Gunboat/Gun-yawl/ Kannonjolle	Unrated	0 (-/-/-)	12 (sail), 6 (oars)	1	2
Gunbrig/ Kannonslup	Unrated	1 (-/-/1)	12	2	2
Fireship	Unrated	0 (-/-/-)	12	2	2
Galley	Unrated	2 (1/1/-)	12 (sail), 8 (oars)	4	2
Kaik	Unrated	0 (-/-/-)	12 (sail), 6 (oars)	2	2
Secret Boat	Unrated	3 (2/1/-)	12 (sail), 8 (oars)	4	2
Udema	Unrated	1 (1/-/-)	12 (sail), 6 (oars)	3	2
Block-sloop	Fortification	3 (1/2/-)	2	4	2
Floating Battery	Fortification	2 (1/1/-)	0	4	2
Martello Tower	Fortification	1 (-/1/-)	0	3	2
Shore Fortress	Fortification	5 (3/2/-)	0	8	2
Lighthouse	Fortification	0 (-/-/-)	0	1	2

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All of the miniatures featured in this book are produced by Langton Miniatures (www.rodlangton.com), GHQ (www.ghqmodels.com) and Hallmark (available from www.magistermilitum.com).

This second printing of Trafalgar contains the errata from the previous printing, also available at: www.warhammer-historical.com

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